

CHAPTER 15

15 JUNIOR / MINI SPORT

- 15-1 Introduction: Junior Competition is intended to be an introduction to motorcycle sport, providing an outlet for youthful energies under controlled conditions. Motorcycle clubs are expected to take full responsibility for the training of prospective junior competitors and for the adequate control of races. In larger clubs, it would probably be desirable to appoint a Junior Competition Committee. Parents are also expected to guide and assist their children to participate safely in and enjoy the sport. Clubs are expected to operate training sessions covering all aspects of riding and regulations pertaining to junior competition.
- 15-2 LICENSING
- 15-2-1 All junior and mini motocross competitors are required to have competition licences. Applications for these licences will follow a similar system to that used for senior licences including using the same application form. One additional requirement is that a birth certificate must be supplied with the application.
Before competing in National or Island Championships or a “major” event a rider must have competed in at least SIX MNZ permitted club events. Proof of this shall be from entries in the riders log book.
- 15-2-2 Junior Competition: Licenses can only be issued for the following types of competition: Miniature Road Race, Young Junior Road Race Class, Motocross, Miniature TT, Sporting Trials, Stadium Cross, Short Circuit Flat Track, Grass Track, Cross Country, Junior Enduro, ATV, Trail Rides. Also subject to approval of the LTSA Short Circuit Beach events of maximum 400m straights.
- 15-2-3 Junior competitors age shall be from and including the eighth birthday until the seventeenth birthday. Young Junior Road race riders from their 10th birthday until their 13th birthday shall be allowed to compete in the Young Junior road race class.
Junior competitors age shall be from and including the eight birthday until the seventeenth birthday.
Junior riders that are eligible to race in Senior Road Race events may continue to race as a Junior in Motocross events up until the date of their 17th birthday.
Junior’s 13 years and over shall be allowed to compete in miniature road racing 150cc Streetstock, Classic (23-3) and Post Classic (25-6). In special cases approval may be granted by the Board on an individual basis for 125 GP class. The basis for this approval will be a recommendation from a current top level rider who shall commit to act as mentor to the junior rider until the rider is eligible for a senior licence. All riders are to wear a high visibility vest over their leathers for the first events at which they compete. Proof of these events will be from entries in their log book.
- 15-2-4 When a junior licence holder reaches 15 years they may remain as a junior until their 17th birthday, or they may return their junior licence for a senior licence.

- 15-2-5 (A) Subject to rule 15-2-5 (b), except for those turning 17, in age based competition, the age of a junior competitor on the first day of an event or series shall determine his/her age group for that event or series.
- (B) If a junior competitors birthday falls during an event or series (s)he may commence and complete that event or series in the next age group. However, nothing in this rule shall entitle a junior competitor to ride in the 125 class under age 12.
- 15-2-6 Where a Juniors birthday falls during a consecutive multi day event the competitor may complete that event, in that class.
- 15-3 Motorcycle Capacity Restrictions
- 15-3-1 For motocross, Miniature TT, Short Circuit flat track, Cross Country, Junior Enduro and Grass track events the maximum machine capacity is - 200cc 2 stroke, 300cc 4 stroke.
Note, See Appendix for Championship classes.
- 15-3-2 For Trials competitions:
No restrictions on capacity. Juniors may compete in Open competition in Observed Trials.
- 15-4 MOTOCROSS & MINIATURE TT
- 15-4-1 The number of starters in any one class can be up to 30.
However upon application to MNZ any request to a maximum number of 40 riders can be lodged. This application will only be granted with full agreement of MNZ, the club, and the Steward of the meeting.
- 15-4-2 The intermixing of classes/age groups is permitted but the total number of riders can not exceed 30 (no exceptions). The intermixing is at the discretion of the steward.
- 15-5 NZ AND ISLAND JUNIOR MOTOCROSS CHAMPIONSHIPS and N.Z. MOTOCROSS GRAND PRIX
- 15-5-1 Classes see Appendix D
- 15-5-2 The New Zealand and Island Junior Motocross Championships shall be run over a minimum of two days.
- 15-6 CROSS COUNTRY
- 15-6-1 The course shall not exceed 10kms and the duration shall not exceed 1 1/2 hour. Cross Country tracks must be fast and flowing , held on natural terrain. There should be no bottlenecks and riders should not have to dismount.

15-6-2 Club Events Only

Minimum age is 10 years and maximum age is 12 years – 65cc to 85cc 2 Stroke and up to 150cc air cooled. 4 Stroke only. These competitors ride at the Stewards discretion only, riders must be able to pick up their own machine unaided as per rule 15-6-9.

Competitors under the age of 10 years can compete at Club Events only, at the Stewards discretion, however they must be accompanied by a parent or guardian who shall shadow rider them throughout the entire course. Riders must be able to pick up their own machine unaided as per rule 15-6-9.

15-6-2-2 65cc-85cc 2 Stroke and up to 150cc air cooled four stroke only. 10-12 years club events only, at the Stewards discretion. Riders must be able to pick up their own machine unaided. If you wanted to run younger you will need a parent or guardian to ride around with them at the Stewards discretion and also the riders have to demonstrate the ability to pick up their own bike by themselves. Club events only.

15-6-3 The result shall be determined by the number of laps ridden in the allotted time, or the first rider to cross the finish line when more than one rider is on the same lap. No point to point timing or any other method, except the above, is to be used to determine a result. Juniors are required to complete a practice lap before the start.

15-6-4 No junior teams to be run.

15-6-5 No refuelling or transfers of fuel anywhere except designated areas.

15-6-6 All riders must leave the course as they pass the chequered flag.

15-6-7 The organising club will provide at least three competent and responsible senior riders, to the stewards satisfaction.

They will circulate during the Junior race and will be on hand to assist any Junior competitor in difficulties.

Notes: These rules are designed to foster and promote junior distance racing.

Organisers are requested to bear in mind the size and ability of the competitors when laying the course out. Organisers, parents and competitors attention is drawn to rule 15-1.

15-6-8 Junior rules contained in Chapter 15 shall apply. All future junior championships shall comply with rule Chapter 13-6. MNZ will allocate the Championship rounds. Juniors are as defined in 15-6-2 not 15-2-3. The riders birth date being the defining date. MNZ licences as defined under 15-2-2 are required for entry to junior championship.

Trophies in this championship shall only be awarded to first, second and third place. If clubs wish to acknowledge other riders in their events this shall only be done with a standard acknowledgement of entry certificate stating the finishing position.

The track is defined in 15-6-1. Rules 13-2-1, 13-2-4,13-2-5, 13-2-6 and 13-3 shall apply to New Zealand Junior Cross Country Championship.

A minimum of 3 competent riders, preferably not related to a competitor in the championship, as required under 15-6-7, shall be advised to the Steward of the meeting prior to commencement of riders briefing. This is a requirement prior to the event commencing.

Juniors shall not under any circumstances ride with seniors as part of their championship 15-6-2.

Rider Representative shall be a competent rider who may also circulate on the track. All safety equipment shall be worn if riding.

- 15-6-9 “Prior to starting in an event, a junior competitor must demonstrate their ability to lift their motorcycle, engine NOT running, from a horizontal position without any outside assistance; the competitor must then restart their machine without outside assistance. Failure to complete either or both of these tasks may result in exclusion at the discretion of the Steward.”
- 15-6-10 “MNZ will appoint a competent official to inspect the track before the event commences. At all points on the circuit where it is possible for a rider to fall into water a safety marshal must be present at all times during the event to assist riders as required.
- 15-6-11 Track Marking: Arrows must be day-glo orange, triangular and at least 240mm long by 100mm wide. Danger points must be clearly marked with two arrows pointing straight down. “Wrong way” must be marked by two crossed arrows. Riders must pass within 10 metres of an arrow.
- All arrows to be clear and unmistakable to fast moving riders. Where red and white pegs are used riders must stay within the pegs.
- 15-6-11-1 Failure to follow track marking arrows may result in a Stop/Go penalty being imposed by a meeting official; such penalty shall not exceed 5 minutes.
- 15-6-12 Pre Riding of the Course: In a National Cross Country Championship event no National title contender shall ride on the marked course prior to the start of the event. A marked course is defined as a commencement of arrowing. Penalty is exclusion from the event.
- 15-6-13 The start: A Cross Country start shall be a Le Mans start with riders running a minimum of 5 metres to their machines
- 15-6-14 A pre-requisite to acceptance into a junior Cross Country championship event is that the rider must have ridden in a minimum of 3 club Cross Country events. This shall be evidenced by entries in the rider logbook.

15-7 JUNIOR ENDURO

Object of Junior Enduro is to give the juniors an opportunity to ride safely in longer distance trail events with no penalty time taken to negotiate the trail and have controlled speed tests to give a competitive aspect and result for 12 – 16 year olds.

15-7-1 There will no National, or Island Junior Enduro Championships.

15-7-3 The course will be marked as per Enduros over rideable terrain, bearing in mind the size and ability of the riders.

15-7-4 Check points should be at regular intervals not greater than 15 kilometres apart. Where a rider's card shall be marked and a record kept of riders passing the check point. Officials may hold back the faster riders and short cut slower riders to control the spread of riders and keep to the event schedule.

15-7-5 There shall be no incentive or penalty associated with the check points.

15-7-6 Special tests shall be timed to the second with the total of the time taken at all tests added to determine individual placing. One point per second.

15-7-7 Entrants are to have at least one practice lap on a special test before the test is timed.

15-7-8 Cross country tests shall be no more than 5 kilometres long.

15-7-9 MX shall be no more than 10 minutes in duration.

15-7-10 No refuelling except in the designated fuel areas.

15-7-11 Support riders are encouraged to provide assistance and confidence.

15-7-12 The organising club will provide at least three competent and responsible senior riders to the Stewards satisfaction. They will ride at spaced intervals during the event to assist any junior in difficulties. One of these riders will sweep the course immediately behind the last rider.

15-8 MINI RIDERS

Introduction: Mini riding is intended to be an introduction to off road motorcycling sport, providing an outlet for youthful energies under controlled conditions.

The goals are to:

- a. Encourage and support our young riders.
- b. Give an introduction to motorcycle riding in the disciplines:
- c. Undertake training, coaching and fun day events.
- d. Give an introduction to the spirit of racing.

Clubs are expected to take full responsibility for the training of prospective Mini riders and for the safe control of riding. In larger clubs it would be desirable to appoint a Mini

Riding Committee. Parents are also expected to guide, support and assist their children to participate safely in and enjoy the sport.

It is an ideal stage for clubs to introduce and educate young riders and their parents into the sport thus encouraging club participation and ensuring that our new mini riders are at least conditioned and have some understanding of the sport.

- 15-9 The Manual of Motorcycle Sport of MNZ apply. Rules not covered in this chapter may be found elsewhere in the 'Manual' (eg Conduct of Competition, and Safety Gear).
- 15-10 All mini competitors are required to have competition licences. Applications for these licences will follow the same system to that for junior licences including using the same application form. Refer rule 15-2-1.
Before competing in National or Island Championships a rider must have competed in at least SIX MNZ permitted club events. Proof of this shall be from entries in the riders log book.
- 15-10-1 Mini Competition Licences can be only issued for the following types of competition: Motocross, Miniature TT, ATV, Gymkhana, Flat Track, Grass Track events.
- 15-10-2 The application form must be endorsed by a parent or legal guardian. Note that parents or legal guardians can restrict licences simply by drawing lines through the classes they do not approve of on the application form.
- 15-10-3 To encourage new riders they are permitted to enter a maximum of two club events without a competition licence, provided that their parent or legal guardian signs an indemnity before the rider takes part in an event. No points can be obtained by a rider without a competition licence.
- 15-10-4 From age 8, a mini rider may, without affecting his or her minis status, compete in junior competition on either a mini 65 class or a junior 85 class machine.
- If a Steward considers that a mini rider is not competent enough to ride in junior competition, (s)he may direct that rider to return to mini competition.
- 15-10-5 When a mini licence holder reaches 8 years they may remain as a mini until their 12th birthday, or they may return their mini licence for a junior licence.
- 15-11 Mini Riding Classes: See Appendix D
- 15-11-1 (A) Mini competitors shall compete in age groups. Subject to rule 15-11-1-(b), except for those turning 12, the age of a mini competitor on the first day of an event or series shall determine their age group for that event or series.
(B) If a mini competitor's birthday falls during an event or series, (s)he may commence an complete that event or series in the new age group. However, nothing in this rule shall allow a mini competitor to ride a capacity or type of mini machine under age.

15-12 Maximum number of starters

15-12-1 The number of starters in any one class can be up to 15. However, if the circuit meets the following criteria a maximum of 30 is permitted. All start lines must provide for a single row start, with a minimum of 1 metre between each bike. Measured from wheel to wheel (500mm for ATV's).

The first one hundred metres of the circuit from the start must be no less than half the width of the start line and the rest of the track to be a minimum of four metres, except in a chicane for lap scoring purposes.

15-12-2 Starting: Stationary with motor running behind either, backward falling independent start gate or elastic barrier cord or flag.

15-13 Track Specifications

15-13-1 Before any mini track is used for mini competition the Steward in conjunction with the Clerk of the Course shall inspect the track to ensure that it is safe and complies with the following requirements.

- Tracks may be laid out over natural or man improved terrain.
- The track must be rideable for all competitors and classes. (Note: Mini competition is primarily about encouraging participation and tracks should not be overly technical or difficult so as to discourage participation. The track may however have separate sections/extensions that are more challenging for older age groups/classes.
- Except for 65 class competition, straight sections of the track without obstacles must not exceed 50 meters in length (Note: nothing is to be considered an obstacle unless it has the effect of significantly reducing speed).
- Where practicable, the edge of the track must be at least 3 meters away from any fence, post, tree, vehicle, or ditch, or any other object, structure or feature ("a hazard") that is likely to cause injury if ridden in to. The edge of the track may be within 3 meters of a hazard if the hazard is able to be safely eliminated by using a safety barricade (eg: a wool bale filled with plastic milk bottles).
- All potential problem areas must be identified and designated as a yellow flag station and must be manned at all times during practice and racing.
- The start line shall be sufficiently wide to accommodate the number of starters as per rule 15-12-1.
- The lead up to any jump must not exceed 20 meters.
- If backward falling independent start gates are being used, the height shall be checked to ensure they are safe if a rider starts prematurely (Note: this is particularly important if senior start gates are being used).

Note: Where practicable, the first corner after the start should be a left hand corner to enable use of the foot brake.

- 15-13-2 The following are not permitted on mini tracks”
- Stutter bumps/whoop de doos
 - Double or any other multiple peak jumps
 - Jumps that make mini machines jump excessively high. (Note: as a guideline mini machines should not be jumping higher than the length of their wheel base).
- 15-13-3 65 class machines may race on a senior track provided that, in the opinion of the Steward in conjunction with the Clerk of the Course it is safe to do so and the track is rideable for all competitors in the class.
- 15-14 Race Specifications
- 15-14-1 Race duration not to exceed 10 minutes with a maximum of 5 races per day.
- 15-14-2 No prize money for racing.
- 15-14-3 Rider assistance: This is limited to lifting a fallen rider and machine and restarting the motor. No outside pushing is permitted to assist the rider.
- 15-14-4 Side-stands must be removed from all motorcycles in mini riding events.
- 15-14-5 Tether kill switches on ATV's to be fitted in accordance with rule 11-2-5.
- 15-15 National Championships
NZ and Island Mini Motocross Championship and N.Z. Motocross Grand Prix Classes see Appendix d
- 15-15-2 Riders must draw for start positions.
- 15-15-3 The New Zealand, Island & New Zealand Grand Prix Motocross Championship shall consist of a minimum of three and a maximum of five races (plus qualifying if necessary) held over either one or two days. However, no mini competitor shall race more than four races (plus qualifying, if necessary) in a single day. For avoidance of doubt, practice does not constitute a race.
- 15-15-4 The NZ or Island Motocross Championships track must not be used for riding at least ten days prior to the event. Any competitor who breaches this rule shall be disqualified from taking part in the Championship event.
- 15-15-5 Performance Enhancement
Objectives
- In the event of ambiguity, these rules shall be interpreted so as to give best effect to the following objectives:

- (a) The safety of the rider and fellow competitors;
- (b) That all machines competing in a particular class should be of substantially similar specification and performance;
- (c) That any modifications or additions to a mini machine that increase, or are likely to increase, its power output are prohibited;
- (d) That the policing of these rules must be made as easy as possible; and
- (e) Containing costs.

15-15-5.1 Application of these Rules

These rules shall apply to all MNZ permitted events.

15-15-5.2 Homologation and Approval

No machine may be used in mini competition unless MNZ has homologated and given the manufacturer or importer its final written approval.

15-15-5.4

Homologation and Approval Process

Step 1 – Homologation and Tentative Approval

A manufacturer or importer may apply to MNZ at any time for a particular make and model of bike to be homologated and tentatively approved for use in mini competition.

All applications for homologation and tentative approval shall include:

- (a) The name of the class or classes to which homologation and approval is sought.
- (b) A technical specification sheet as per appendix 1;
- (c) A spare parts manual/catalogue listing all of the spare parts and their part numbers for the particular make and model of bike;
- (d) A sales brochure for the make and model of machine;
- (e) A declaration that the mini machine as presented for homologation and approval was complete at the time it left the manufacturer's factory in the country of manufacture, and that no parts (whether OEM or not) have been added, removed, or modified after that time.
(Note: Horse power limiting restrictors may be removed);
- (f) The recommended retail price of the machine; and

(g) Such other information as MNZ may require.

All documents submitted for homologation and tentative approval shall be written in English.

MNZ may also require the manufacturer or importer to provide a sample machine for inspection and testing before either tentative or final approval is granted.

If MNZ is satisfied with the application, it will give the importer its tentative written approval for the machine to be used in mini competition.

In granting tentative approval, MNZ shall have regard to the objectives mentioned in rule 15.15.5 together with any additional considerations that it considers relevant.

Step 2 – Final Approval

After receiving tentative approval, a manufacturer or importer may at any time apply to MNZ for final approval to use the particular make and model of bike in mini competition.

All applications for final approval shall include an original copy of a New Zealand Customs Import Certificate showing that at least 5 of the homologated machines have been imported into New Zealand.

Nothing shall prevent a manufacturer or importer from combining steps 1 and 2 of the homologation and approval process together.

Big Wheel 50s

If any manufacturer or importer has imported any big wheel 50cc machines before 20 June 2006, they may, for the purposes of achieving the homologation and approval number (ie: 5 machines) be counted as standard wheel machines of the same model provided they are re-spoked to standard size rims (ie: either a 10 or 12 inch front and 10 inch rear).

- 15-15-5.5 **Withdrawal of Final Approval**
MNZ may withdraw its final approval at any time if it subsequently learns that any information supplied by a manufacturer or importer for the purposes of homologation and approval was misleading or inaccurate.
- 15-15-5.6 **Amendment to Homologation Specifications**

Any manufacturer or importer may apply to MNZ at any time for an amendment to the homologation specifications of a particular make and model of bike and to re-approve its use in mini competition.

Approval will not be given unless MNZ considers that there is a genuine and good reason for the amendment to the original homologation specification. By way of example, a “genuine and good reason” would include instances where a particular part on a homologated machine is faulty and needs to be replaced with a new or modified design.

15-15-5.7 Unless expressly stated in Rule 15-15.5.8, all mini machines, and parts fitted thereto, must remain the same as the applicable homologated machine.

15-15-5.8 The following table prescribes what parts may be modified, changed or added to a mini machine and the extent of any modification, change or addition permitted.

For the purposes of this rule:

- (a) “OEM” means that the particular part must be a genuine OEM part supplied by the original manufacturer from the spare parts manual/catalogue submitted for homologation, and that the part is identical to that used on the applicable homologated machine. No modification or addition may be made to an OEM part, nor may an after-market equivalent be substituted.
- (b) “Free” means that the particular part may be modified, added to, or substituted without any restriction other than specifically stated or those relating to general competition.

Parts	Rule
Handlebars (including mounts and pads), grips and hand controls	Free
Throttle	Free
Frame and Sub-frame	OEM. May be strengthened by way of gussets but must retain original design.
Triple Clamps	OEM
Front Forks	Free but must retain OEM fork tubes and sliders
Rear Suspension	Free but must retain OEM outer casing and shaft, including shock tube and gas cylinder.
Wheels	
Hubs and spokes	OEM
Rims, rim locks, spacers, tires, and	Free but the diameter of the wheel must be the same as

tubes	the homologated machine For ATVs, the width of the wheel base must remain within +/- 10% of the homologated machine.
Axles	OEM
Braking System	
Brake linings	Free
Cables and hydraulic lines	OEM
All other parts	OEM
Swing Arm (2 wheelers)	OEM
ATV a-arms and Swing Arms	OEM, but may be modified to alter ride height/width.
Foot pegs & Foot Controls	Free
Motor	
Bearings & seals	Free
Base gasket	Free
Piston & Ring	OEM. If the OEM piston has two or more rings, then two or more rings must be fitted
All other parts	OEM. <u>Additional Notes:</u> For avoidance of doubt: <ul style="list-style-type: none"> • No material may be added to, or removed from, the compression or combustion chambers, inlets and/or exhaust tracts. This includes the removal of machine markings and casting dags etc. • The alteration of cams, camshafts, cylinder porting and rotary valves is prohibited.
Intake System including Carburetor	
Jets & needle (but not slide)	Free
Reeds & Reed block	OEM.
All other parts	OEM
Electrical System	
Spark plug	Free
Kill switch (2 wheelers)	Free, but a working kill switch must be fitted
Tether switch (ATV)	Free, but must have wrist cord
CDI	OEM
All other parts	OEM
Exhaust System	OEM
Seals, O rings, exhaust packing	Free
All other parts	OEM
Seat	Free

Plastics	Free
Air Box	OEM but may be drilled before the filter
Air Filter	Free
Clutch	
Clutch basket/drum	OEM
Friction and drive disks (manual clutch)	Free
CVT weights and clutch springs (ATV only)	Free
Clutch shoes (auto clutch)	OEM
Clutch springs, spring washers and shims	OEM
Clutch springs (manual clutch)	OEM
Cables and hydraulic lines	OEM
All other parts	OEM
Gearbox and Drive System	
External gearing	Free
Chain	Free
All other parts	OEM
All Bearings, Seals and O rings	Free
All Screws, Bolts & Other Fastening	Free
All Fluids and Oils	Free
Graphics and Paint Work	Free
Lubrication System	If homologated machine is oil injected (auto lube), the system must be used.
Fuel and Oil Caps (includes fuel cap breather hose)	Free, but must prevent spillage
Fuel lines	Free but must be the same internal diameter as OEM and made of material suitable for carrying fuel.
Oil filters	Free
Optional Additional Parts	
Holeshot Kits/clips	Not permitted
Steering dampeners	Not permitted
Engine hour meter	Free

15.15.5.9 Transitional Provisions

These rules shall come into effect on and from 1 September 2005.

From 20 June 2005 to 1 September 2005, the existing mini rules relating to performance enhancement shall apply except that any part listed as free in rule 15-15-5.8 above shall be free.

15-15-5.10 Application for Dispensation

If a mini machine that was in New Zealand before 20 June 2005 cannot be homologated and approved for use in mini competition, the owner/rider of that particular machine

may apply to MNZ for a written dispensation from rules relating to homologation and approval.

All applications shall include:

- (a) The name of the class to which approval to compete is sought; and
- (b) A technical specification sheet as per appendix 1; and
- (c) The spare parts manual/catalogue listing all of the spare parts and their part numbers for the particular make and model of bike for which dispensation is sought;
- (d) A declaration that, except as permitted by rule 15.15.5.8, no parts (whether OEM or not) have been added, removed or modified after the machine for which dispensation is sought arrived in New Zealand (*Note: Horse power limiting restrictors may be removed*).
- (e) A sales brochure for the make and model of machine or an explanation as to why one cannot be provided; and
- (f) Such other information that MNZ may require.

MNZ may also require the Applicant to produce the machine for inspection and testing before any dispensation is granted.

In deciding whether or not a dispensation should be granted, MNZ shall have regard to the objectives mentioned in rule 15.15.5 together with any other considerations that it deems relevant.

In issuing a written dispensation, MNZ may specify any special conditions it deems reasonably necessary to meet the objectives in rule 15.15.5 This includes imposing conditions that require the removal, addition, replacement, or modification of any part(s) on the machine.

The rider of any mini machine that has been given a written dispensation must be able to produce an original copy of it to any steward if so requested.

15.15.5.11 Withdrawal of Dispensation

MNZ may withdraw dispensation at any time if it subsequently learns that any information supplied by the Applicant for the purposes of dispensation was misleading or inaccurate.

15-16 Assistance of a Junior/Mini Competitor

This is limited to lifting a fallen rider and machine. This includes placing machine in correct direction of the race in accordance with 6-8-4. No outside pushing is permitted to assist the rider

- 15-17 Young Junior Road race class riding is intended to be an introduction to the sport of road racing providing an outlet for youthful energies under controlled conditions. The goals are;
To encourage and support our young riders
Give an introduction to motorcycle riding in the disciplines.
Undertake training, coaching and fun days events.
Give an introduction to the spirit of racing.
Clubs are expected to take full responsibility for the training of prospective Young Junior road race riders and for the safe control of riding. In larger clubs it would be desirable to appoint a Young juniors road racing class-riding committee.
Parents are expected to guide support and assist their children to participate safely in and enjoy the sport.
It is an ideal stage for clubs to introduce and educate young riders and their parents in to the sport thus encouraging club participation and ensuring that the Young Junior Road race riders are at least conditioned and have some understanding of the sport.
- 15-17-1 The general competition Rules of MNZ apply. Rules not covered in this chapter may be found in the Manual of Motorcycle Sport (eg Conduct of competition, motorcycles technical and safety gear.)
- 15-17-2 Young Junior Road race competitors are required to have competition licences. Applications for these licences will follow the same system to that for junior licences including using the same application form Refer rule 15-2-1.
- 15-17-3 Motorcycle technical specifications.
- 15-17-3-1 Solo motorcycles shall have the following capacities F5 2 stroke engine only (rule 24-2-1 only 8.00 hp maximum). Measured at back wheel.
- 15-17-3-2 Engines must be derived from a non-competition motorcycles and produce less than 8.00 HP measured at the back wheel. Machines may be impounded and checked at the discretion of the Steward. Motocross, road racing, enduro and go-kart motors and transmission parts are not permitted. All engines must be naturally aspirated.
- 15-17-3-3 All machines must be fitted with an operational tether kill switch. The tether kill switch must not be fitted in such a way that may be over ridden and must be attached to the rider.
- 15-17-3-4 Circuits – All racing for this class will be conducted on circuits with a maximum average speed of 40 kph and a maximum speed of up to 60 kph. Circuits will generally be those utilized by Go Karts, closed industrial type car parks. Racing for the class is specifically prohibited from Pukekohe Raceway, Centennial Park, Manfeild, Ruapuna, Levels and

Teretonga in their normal configuration. If the above circuits can safely be modified or altered to accommodate the 40kph average and the 60kph maximum speed to the stewards satisfaction then these circuits may be used.

15-17-3-4a When a young junior road race competitor has completed ten events, as recorded in their competition licence book they may apply to the steward to be allowed to race where the maximum speed of 60kph is relaxed and a maximum of 90kph will apply. If the steward deems that this rider requires more time at the lower speed maximum then the rider must stay at that level until the steward is satisfied the rider may progress.

15-18 Riders under 13yrs of age shall not be allowed to passenger or ride a sidecar.

15-18-1 Riders over 10yrs and under 13yrs can only race against riders with in this age bracket.

15-19 There shall be no Island or New Zealand Championships at all; this age group is for club racing and learning skills only.

Appendix 1

Technical Specification Sheet

Make and Model of Machine:

Engine Type

Displacement:

Bore/stroke (mm):

Maximum rated hp without restrictors (eg: 16hp @ 12,500 rpm)

Starter (eg: electric):

Make, model and size (mm) of carburetor

Engine lubrication (eg: pre-mix or oil injection)

Primary ratio:

Clutch (eg: centrifugal adjustable or wet multi disk clutch, operated hydraulically)

Make and model of Ignition:

Chassis

Frame: (eg: chromium molybdenum central-type frame)

Sub frame (eg: aluminum)

Front suspension: (eg: USD Marzocchi 0 35mm)

Rear suspension: (eg: WP monoshock)

Suspension travel front/rear (mm)

Front brake (eg: 170mm hydraulic disk)

Rear brake (eg: 170mm hydraulic disk)

Front/rear rim size

Make and model of exhaust pipe (eg: KTM SX 65)

Main silencer (eg: aluminum)

Steering head angle

Wheel castor (mm)

Wheel base (mm)

Length of swing arm as measured from centre of pivot point to centre of rear axle at it maximum adjustment (mm).

Width of wheel base (ATV only)

Ground clearance unloaded (mm)

Seat height (mm)

Fuel capacity (mm)

Approximate weight kg (ready to race, no fuel)