

# New Zealand Dirt Bike Federation - Rules

## 1-0 ORGANISATION

- 1-1 The New Zealand Dirt Bike Federation is a voluntary organisation dedicated to promoting safe off-road motorcycle racing in New Zealand.
- 1-2 The Federation aims to keep the costs of off road motorcycle racing to a reasonable level by making sure that the administration fees and levies imposed by the New Zealand Dirt Bike Federation in its capacity as a National Governing body are kept to a minimum.
- 1-3 The Federation aims to coordinate and promote the events run by its member clubs.
- 1-4 The Federation places the emphasis on the way events are run and the decision-making regarding anything that happens at those events clearly on the organising club.

## 2-0 ORGANISERS

- 2-1 RACING COORDINATORS are appointed by the New Zealand Dirt Bike Federation at the request of the member club to oversee the running of each event with regard to the racing rules and guidelines laid down by the New Zealand Dirt Bike Federation.
  - 2-1-1 The Racing Coordinator will accept all requests from riders to review results, disqualifications or other penalties imposed on riders and any complaints about another riders conduct. All requests must be made in writing and the decision of the Racing Coordinator will be final. The decision can be made on the day if possible or may be made after the event if the Racing Coordinator has to check with other officials.
- 2-2 RACING SUPERVISORS are appointed by the New Zealand Dirt Bike Federation at the request of the member club to make sure that the track design, track features, race format and the conduct of the riders at each event falls within the safety guidelines laid down by the New Zealand Dirt Bike Federation.
  - 2-2-1 The Racing Supervisor should keep a record of any significant injuries at an event and by talking to the riders involved or any witnesses, and try to ascertain what the predominant factor was in each case. If the track is at fault it should be changed either on the day or as soon as possible after the event.
  - 2-2-2 The Racing Supervisor should become proficient at recognising safe track features and designs and should either be involved in laying out all new tracks personally or should check and approve each new track before each race meet.
  - 2-2-3 The Racing Supervisor may black flag any competitor riding erratically or displaying dangerous behaviour on the track.
  - 2-2-4 The Racing Supervisor may prevent any rider believed to be under the influence of alcohol or drugs from riding.
  - 2-2-5 The Racing Supervisor may prevent any rider whose safety and or ability to race may be compromised by a current or previous injury, from competing.
  - 2-2-6 The Racing Supervisor may, following a warning, disqualify any motorcycle that is excessively noisy at an event. If the rider of the machine cannot replace the original muffler or in some other way reduce the noise of the machine following the warning, the Racing Supervisor may prevent that machine from being used for the rest of the competition.
- 2-3 LAPSCORERS are appointed by the club to keep a record of the laps completed by each rider in each lapscored race.
  - 2-3-1 The Lapscorer may enlist one or more assistants to make one or more back up lapscored records.
  - 2-3-2 The results will be compiled from the Lapscorers sheets with the assistant's sheets being used to check the results where the results of one or more riders are in question.
  - 2-3-3 The Lapscorer will place coloured marker pegs at a point on either side of the track to determine the position of the finish line.
  - 2-3-4 The Lapscorer has the power to request the Racing Coordinator to change the design of the finish line corner if it is not suitable for the purpose of lapscored the event.
- 2-4 The STARTER is appointed by the club to start races.
  - 2-4-1 The Starter can start a race either by dropping a gate, flag, by using a light signal or by releasing a rubber bungie.
  - 2-4-2 The Starter will start each race in accordance with the racing plan or timetable when the track

is sufficiently clear of riders.

- 2-4-3 The Starter may only declare a false start in the event of a rider catching a bungee cord, where the cord interferes with other riders exiting the gate. A false start may not be declared under other circumstances, eg if a rider knocks down other riders on the start straight or in the first turn.
- 2-4-4 It is the responsibility of each rider to check their own gate where steel gates are being used. The rider may request the Starter to check the gate and assist them to repair the gate if it is jamming. A restart will not be run if one or more riders jam the gate.
- 2-4-5 If a rider jumps a flag or light signal start, rams a gate or jumps a bungee cord start, the Starter should disqualify the rider from that race. A rider may also be disqualified if they or any person assisting them, interferes with any other rider on the line.
- 2-4-6 If a rider causes a false start by jumping a bungee cord, the rider must start on the second row or from a reverse direction on the restart.
- 2-4-7 The Starter should allow riders to repair the ground immediately in front of and behind their start position.
- 2-4-8 The Starter may allow or disallow riders to roll back from a start gate to get a flying start depending on the circumstances. The decision should be made clear to all riders at briefing or if changed they should be notified on the line.
- 2-4-9 The Starter may use one or more assistants to administer a random draw for start positions.
- 2-5 The FINISH FLAGMARSHALL is appointed by the Lapscorer to wave the white and chequered flags.
- 2-5-1 The finish of each race should be determined based either on the completion of a set number of laps, or the race reaching a set time limit.  
At a championship event the riders should be advised which system is being used at riders briefing.
- 2-5-2 The last lap of each race should be indicated by a white flag.
- 2-5-3 The white flag and finish flag should be waved at a point just in front of the finish line pegs, from a position that does not obstruct the lapscorers vision of the riders crossing the line.
- 2-6 The SCRUTINEER may be appointed by the club to make a safety check of the motorcycles at the event, as well as checking riding gear and race numbers if necessary.
- 2-6-1 The Scrutineer should be technically qualified to inspect the machines.
- 2-6-2 The club at their own expense, or the New Zealand Dirt Bike Federation at their own expense, may elect to pay a qualified Machine Scrutineer to strip down up to 5 of the top finishing machines in one or more capacity classes at a championship event and check them for their cubic capacity.
- 2-6-3 The cubic capacity of a single cylinder machine is determined by measuring the radius of the bore in centimetres, squared, multiplied by 3.14159, multiplied by the stroke in centimetres.
- 2-6-4 The Scrutineer may prevent any bike that presents a mechanical hazard from being used at a competition. Eg metal bush bars, side stands, worn wheel bearings, loose spokes, broken levers, badly bent handlebars.
- 2-6-5 The Scrutineer may prevent any bike without adequate racing numbers from competing in a championship.
- 2-6-6 Racing numbers should be black on a white panel or white on a black panel. The colour combination must provide high contrast and the number or lettering style must be clearly readable. Black numbers on a dark blue background for example, are not acceptable.
- 2-6-7 The Scrutineer may prevent any rider without adequate protective gear from competing at an event.
- 2-6-8 Helmets should fit securely, provide full temple protection and should have a strap retaining system. The safety of the helmet should not be compromised screws or drill holes that were not part of its original manufacture and polycarbonate helmets should not be sprayed with solvent based paints.
- 2-6-9 Boots should be of sturdy construction designed to protect the foot, ankle and lower leg.
- 2-7 FLAGMARSHALLS may be appointed by the club to cover areas of the track where the riders have no visibility across the other side of a jump or any other obstacle.
- 2-7-1 A Flagmarshall is an appointed official of the event and may impose a disqualification on any rider jumping on a yellow flag or breaching any of the other rules of racing.

- 2-8 The MEDIC may be a person trained in first aid, a member of the Order of St John or a medical professional.
- 2-8-1 The Medic on examining any rider after a crash, may impound the riders helmet and prevent them from further competing at that event if the rider shows symptoms of having suffered a concussion or any other debilitating injury.
- 2-9 All officials appointed by a club to organise and run one or more aspects of an event, will all have the power to make decisions regarding a race. Any official observing an act that breaches the racing rules, eg jumping the start, jumping under a yellow flag, cutting the track, can impose a disqualification on the offending rider.

### 3-0 RACING RULES

- 3-0-1 The racing rules are primarily aimed at providing conditions for safe riding and to make sure that no rider gains an unfair advantage. The rules work best if they are understood and observed by the riders so it's up to the club and Racing Coordinator to make sure that the riders know the rules, which should be on display at sign on and can be covered at riders briefing if necessary.
- 3-0-2 If the racing rules are broken it is important for the race officials to take action, otherwise the rules will become ineffective.
- 3-1 Any rider jumping the start should be disqualified from that race.
- 3-2 Any rider cutting the course may be disqualified.
- 3-2-1 If a rider misses a peg on a straight, they may reenter the track further along without penalty, as long as they have not made a significant gain on another rider or have passed one or more riders.
- 3-2-2 If a rider misses a peg on the inside of a corner they must go back around the peg under all circumstances.
- 3-2-3 If a rider misses a peg and gains an advantage, or fails to go back around an inside corner peg, they may be either disqualified or penalised one or more places at the discretion of the Racing Coordinator and the Race Official that witnessed the event or had it reported to them.
- 3-3 Any rider jumping under a yellow flag may be either disqualified or penalised one or more places at the discretion of the Racing Coordinator and the Race Official that witnessed the event or had it reported to them.
- 3-4 Yelling at other riders on the track is permissible only when the rider in front is being lapped. Abusive language and yelling at riders you are racing with, may result in a penalty of one or more places at the discretion of the Racing Coordinator and the Race Official that witnessed the event or had it reported to them.
- 3-4-1 Riders and or parents of riders or their support crew, may not yell at, abuse or confront race officials at an event. Any complaints or appeals against a decision by an official, should be made to the Racing Coordinator in writing.
- 3-5 Deliberate contact between riders is not permitted.
- 3-5-1 If a rider deliberately rams or runs over another rider and or machine, including deliberately running another rider off the track even if contact does not take place, the rider may be either disqualified or penalised one or more places at the discretion of the Racing Coordinator and the Race Official that witnessed the event or had it reported to them.
- 3-6 Any rider riding out of class (i.e. riding in a class below their ability, eg a young Pro rider racing in the Vet Class or Novice Class) may be disqualified by the Racing Coordinator and lose all points from the entire event.
- 3-7 Riders competing at championship events may compete in only one championship class each.
- 3-7-1 Any rider who races without first signing on may be disqualified and lose all points from the entire event, by the Racing Coordinator.
- 3-7-2 Any rider who changes bikes and or race number during an event, without notifying the Lapscorer or officials at sign-on, may be disqualified and lose all points from the entire event, by the Racing Coordinator.
- 3-8 Any rider competing at a Championship event on an illegally modified machine (eg, a 145cc big bore in the 125cc Class) may be disqualified, by the Racing Coordinator and lose all points from the entire event.

3-9 Any rider using an alcohol based fuel, or nitro methane fuel blend may be disqualified, by the Racing Coordinator, from the event and lose all points.

#### 4-0 PENALTIES

4-1 The Racing Coordinator should give a rider a warning following any breach of the racing rules. This is a yellow card.

4-2 The Racing Coordinator should disqualify any rider from an event following a second similar breach of the rules at the same or at a subsequent event within a period of 12 months. This is a red card offence.

4-3 The Racing Coordinator may place a ban of up to 12 months on any rider who repeatedly breaks the racing rules.

4-4 Fines may be imposed by the Racing Coordinator when a rider damages club property, eg a rider ramming a start gate may be fined \$50 to cover the cost of the repair.

4-4-1 The Racing Coordinator may stipulate that the fine be paid before the competitor rides again at the event or at a subsequent event.

4-5 A fine may be imposed to cover the cost of a machine examination, if the engine size is shown to have been modified over the class limit. Eg a rider racing a 100cc bike racing in the 85cc class or 145cc bike in the 125 class at a Championship maybe fined the cost of the examination.

#### 5-0 PERMITS

5-1 A New Zealand Dirt Bike Federation Permit should be displayed at sign on for any New Zealand Dirt Bike Federation Championship event.

5-1-1 The permit should display a description and the date of the event, as well as the classes and number of races per class to be held at the event, along with any special rules or regulations.

5-1-2 Special rules or regulations formulated by a club for a championship event should be forwarded to the New Zealand Dirt Bike Federation for inclusion on the permit.

#### 6-0 FEES

6-1 The member club will pay a day license fee of \$1 per rider at New Zealand Dirt Bike Federation Championship events only, to the New Zealand Dirt Bike Federation to cover permit and administration costs. There are no permit fees or licenses required for club events.

#### 7-0 RESULTS

7-1 The results from all New Zealand Dirt Bike Federation Championship Events will be supplied to the New Zealand Dirt Bike Federation as soon as possible for publication.

7-2 Results will be based on lapscored results from one or more points scored races at a New Zealand Dirt Bike Federation Championship Event.

7-3 All riders in a pointscored race must be lapscored.

7-4 All riders competing in a pointscored race should be allocated a placing (unless disqualified) regardless of whether or not they crossed the finish line on the final lap.

7-5 The points scale used should reflect the number of riders in the race, eg if there are 40 or more riders, the points should go back to 40th.

7-6 Where the points are tied over two or more races the higher placing should be determined by a count back.

7-6-1 A count back will award the higher placing to the rider with the highest single race placing.

7-6-2 If two riders have identical placing's then a count back will award the higher placing to the rider with the higher placing in the last race.

#### 8-0 POINTS SCALE

8-1 The points scale for 40 plus riders is 1st 55, 2nd 50, 3rd 46, 4th 43, 5th 41, 6th 40, 7th 39, 8th 38, 9th 37, 10th 36, 11th 35, 12th 34, 13th 33, 14th 32, 15th 31, 16th 30, 17th 29, 18th 28, 19th 27, 20th 26, 21st 25, 22nd 24, 23rd 23, 24th 22, 25th 21, 26th 20, 27th 19, 28th 18,

29th 17, 30th 16, 31st 15, 32nd 14, 33rd 13, 34th 12, 35th 11, 36th 10, 37th 9, 38th 8, 39th 7, 40th 6, all other starters get 5 start points.

## 9-0 FLAGS

- 9-1 The starter is the only person authorised to call a restart using the red flag when a bungie cord start traps one or more riders.
- 9-1-1 The Lapscorer, Racing Supervisor or Racing Coordinator may use the red flag to call for a restart if a serious injury to one or more riders is causing a significant obstruction on the track and where the Medic or injured rider may be in further danger.
- 9-1-2 After a red flag the riders should return to their original start positions for a restart.
- 9-1-3 The starter may call for numbers to be redrawn for starting positions if this system is being used.
- 9-2 The white flag should be waved to indicate the last lap of the race. Note that some lapped riders may not receive the white flag.
- 9-3 The black and white chequered flag should be waved to indicate the finish of the race. All riders crossing the finish line should receive the chequered flag.
- 9-3-1 The Lapscorer, Racing Supervisor or Racing Coordinator may call for the length of a race to be shortened under extreme circumstances, eg in heavy rain where lapscoreing may become difficult.
- 9-3-2 A race may shorten while the competitors are on the track during a championship event but the track should not be shortened during the race.
- 9-3-3 The only time the track should be altered during a race is to protect the Medic and or an injured rider who has not yet been moved from the track.
- 9-4 The black flag indicates that an individual rider should stop immediately and leave the track. The rider's race number should be displayed on a pit board at the same time if there is likely to be any confusion.
- 9-5 A green flag may be used by the Starter to indicate the start of a race.
- 9-6 A white flag with a red cross may be used to indicate that a medic is on the track.

## 10-0 ENTRIES

- 10-1 Entries may be received by phone, fax, email or post but the club does not have to accept the entry until payment has been received and in the case of a cheque - cleared.
- 10-2 Any competitor wanting to withdraw an entry must do so in writing at least 1 full week (7 days) before the event to be eligible to receive a refund.
- 10-2-1 Competitors withdrawing their entries in the week before an event may receive a credit to ride at the next event at the discretion of the club.

## 11-0 RACEMEET CHECKLIST

- 11-1 The Racing Coordinator should have a copy of the New Zealand Dirt Bike Federation Racing Rules at all Championship Events.
- 11-1-1 The New Zealand Dirt Bike Federation Racing Rules should be on display in the sign on building if possible.
- 11-2 The Scrutineer should have access to a fire extinguisher in the pit area and should make its whereabouts known to the competitors at riders briefing.
- 11-3 The Medic should have access to a first aid kit in the pit area and should make its whereabouts known to the competitors at riders briefing.
- 11-4 The Race Order should be on display at riders briefing and should remain on display in a central location in the pits during the event.
- 11-5 The Lapscorer should have a covered area to work from.

## 12-0 RIDERS BRIEFING CHECKLIST

- 12-1 Location of track entry and exit.
- 12-2 Location of Medic and first aid kit.
- 12-3 Start procedures.
- 12-4 Race Order.
- 12-5 Any special rules or regulations.

- 12-6 Location of the fire extinguisher.
  
- 13-0 **MINI CAPACITY CLASSES**
  - 13-1 50cc Pro (Clutchless)
  - 13-2 50cc Support (Clutchless)
  - 13-3 65cc Pro
  - 13-4 65cc Support
  - 13-5 Up to 85cc 2 stroke Trail and up to 150cc 4 stroke Trail.
  
- 14-0 **JUNIOR CAPACITY CLASSES**
  - 14-1 85cc A Grade (up to 150cc 4 stroke)
  - 14-2 85cc B Grade (up to 150cc 4 stroke)
  - 14-3 85cc C Grade (up to 150cc 4 stroke)
  
- 15-0 **SENIOR CAPACITY CLASSES**
  - 15-1 (125 CLASS) 125cc 2 stroke including up to 250cc 4 stroke.
  - 15-2 (250 CLASS) 250cc 2 stroke including up to 300cc 4 stroke.
  - 15-3 (500 CLASS) 252cc and over 2 stroke including over 300cc 4 stroke.
  
- 16-0 **CHANGING BIKES**
  - 16-1 Any rider changing bikes between races during the course of an event must notify the club officials either at sign on or lapscoreing. If the records are not updated during the event the rider's points may be disallowed.
  - 16-2 Riders may not change bikes during the course of a race (unless this is part of a special regulation for the event). The penalty is disqualification.
  - 16-3 Riders may not ride another riders bike under that riders name. The penalty is disqualification.
  
- 17-0 **REFUELLING**
  - 17-1 Machines must be stationary and the engine stopped before refuelling.
  - 17-2 The pits are a no smoking area.
  - 17-3 Alcohol based fuels and nitro methane fuel blends are not permitted for motocross competition.