



# Auckland Motorcycle Club (Inc.)

Founded 1926

Proudly Presents

**2021 - 22 CLUB CHAMPIONSHIPS ~ ROUND 2 (NATIONAL CIRCUIT) – COVID-19 RESTRICTIONS MAY APPLY**

## ORGANISER:

The Auckland Motorcycle Club Inc. will conduct a Motorcycle Race meeting for the **2nd** round of the Auckland Motorcycle Club Championships at Hampton Downs Motorsport Park on Sunday 3 April 2022

The meeting will be run under M.N.Z Permit # 19692



## RULES:

The meeting will be conducted under Motorcycling New Zealand Inc. Manual of Motorcycle Sport and the following Supplementary Regulations.

1. The engines of competitors' machines must not be started until clearance is given by the Clerk of the Course on race day.

2. Computer based lap timing will be in use & is proudly provided by Nicole Bol MX Track Timing.

3. **Classes Will Include:** **Senior** - (*Formula Auckland, Supersport 600, Open Pro Twin, Snr Post Classic\*, Clubmans Snr*), **Intermediate** - (*Superlite, Ninja 400 Open, 650 Pro Twin, 125GP, Clubmans Jnr, \*Post Classic Jnr & Int*), **Junior** - (*Pro Lite 250 (incl Hyosung 250), Carl Cox Motorsport Cup Ninja 400, Supersport 300, F4 - F5 Buckets, Gixxer 150*), **Carl Cox Motorsport Hyosung and Ninja Cup** (*Hyosung 250, Ninja 400*), **Sidecars**. \* **Post Classic** - (*Pre 82, Pre 89, Pre 95 Junior Intermediate & Senior*)

\*\*\* PLEASE NOTE THAT ALL CLASSES WILL FACE POSSIBLE CONSOLIDATION IF MINIMUM M.N.Z GRID #'S ARE NOT MET – THOSE RACING IN THESE CONSOLIDATED CLASSES WILL ACCRUE POINTS AT THE C.O.C's DISCRETION, THE STEWARD RESERVES THE RIGHT TO MOVE A RIDER INTO ANOTHER CLASS / BRACKET IF DEEMED APPROPRIATE \*\*\*

4. The "Clubmans" class is for novice riders and for riders who do not normally compete in National Championship level riding machines considered suitable for novice racers. Eligibility – The machines specifications and regulations are the same as the Auckland Formula Class - (If in doubt, for clarification of your machine eligibility please contact the Road Race committee. As rider safety is paramount the club reserves the right to make the final decision). You will be required to complete a minimum of 10 races in this class wearing an A.M.C.C supplied High Visibility jacket & your machine must be fitted with the approved A.M.C.C "Hi Viz" sticker on the front number board to aid identification. Your log book will be marked appropriately to monitor progress & once you have completed your 10<sup>th</sup> race & following approval of Club officials and your mentor (should you have one) you will no longer be required to wear the Hi Viz jacket. Should you consistently meet the minimum lap times of nominated race class you will be invited to join that race class for further meetings or remain in Clubmans. If you have yet to complete 10 races you will still be required to wear your Hi Viz jacket until you have done so.

5. **Entry Fees:** Refer to page 6

6. Starting grids will be determined by the practice times. The starting grids will be posted at the "Sign-On" building at the conclusion of the practice sessions. It is important you take careful note of your grid position and grid up accordingly. All competing riders are to be well versed with & completely understand General Competition Rule 14.3 (& clauses "a" through "b") – please refer to the Motorcycling New Zealand Inc. Manual of Motorcycle Sport for further information.

7. The format for the starting grids is staggered 4 x 4 x 4. Where two or more classes are racing together, classes will be arranged in one grid according to the times obtained during practice. The only exceptions to this will be Pro-Twins where separate grids will be used with the 650 Class gridding up in front of Superlite then 125GP Class machines, sidecars which will be staggered 2 x 2 x 2.

8. All competitors are to be on the dummy grid prior to the completion of the previous race. Once a track clearance has been given the dummy grid will be open for 30 seconds and then closed. If a competitor misses the start of the warm-up lap(s) that / those competitor(s) will start the race from the pit lane / dummy grid after the rest of the field has passed the track entry point. Exceeding 40KPH in Pit lane will incur a penalty of the Stewards discretion.

9. **Flags-Start Signals:** **Green:** All races will be started with a "Count Up" style sequence of red lights or stationary red flag followed by either: a) all lights going out. b) green lights are displayed. c) stationary green flag held then dropped. Clark of the Coarse discretion.

**Chequered:** All races will be completed by a waved chequered flag shown at the "Start / Finish" line & repeated on the inside of turn 1

**Flags-Stop Signals: Will be explained at riders briefing. Red Flag / Lights:** In the event of a race stoppage, flashing red lights will be displayed at the start / finish line; red flags will be displayed at all marshalling points around the circuit. Competitors are then required to STOP RACING, reduce speed and no passing riders in front of you and return to pit lane and re-form on the dummy grid in an orderly manner & await further instruction from the A.M.C.C officials. Failure to do so will see that / those rider/s excluded from the race restart.

**10. Machine Examination:** This will be conducted by the A.M.C.C appointed Machine Examiners who will examine **ALL** machines prior to Riders' Briefing. All machines that crash during practice and / or subsequent races will be delivered to the Machine Examiner(s) for re-examination prior to re-entering the circuit. If circumstances do not permit full machine examination, then machine examination will occur randomly during the race event.

- a) Machines found to be in breach of any MNZ rules or are deemed to be unsafe will be instantly excluded from the meeting.
  - b) All competing machines must have a clearly visible Race Number(s) and Number Plate Colours in accordance with the requirements of your specific class as outlined in the Motorcycling New Zealand Inc. Manual of Motorcycle Sport – please refer to 10a) above.
  - c) Hyosung GT250-R Cup machines must comply with MNZ Rule **8c** Screens be original or after market and Rule **9b** Side stands to be removed and side stand brackets optional
  - d) Any machine fitted with an internal "Cartridge" type oil filter is to have its oil filter cover / housing secured with nylock type locking nuts, where bolts are employed to secure this cover they are to be mechanically retained with a suitably approved locking wire
  - e) Any machines "Oil Filler" cap &/or plug is to be mechanically retained with a suitably approved locking wire to an immovable chassis or engine component.
- a) All lower cowling's / fairings are to be removed prior to presenting machines for inspection if the oil filter, sump &/or gearbox drain plug(s), catch tanks &/or bottles cannot be clearly & easily seen from beside or beneath the machine. NO EXCEPTIONS...**

**11. Riding Gear:** Examination will be conducted by the Motorcycling New Zealand steward(s). Helmets will be checked prior to Riders' Briefing and riding gear will be checked while waiting on the Dummy Grid. **Note:** Helmet cameras are not permitted, cameras may be securely attached to your machine at the discretion of the MNZ Steward on the day

- a) **Please note that BACK & CHEST protectors are compulsory safety equipment for this venue – no BACK & CHEST protector, no racing, no exceptions...**

**12. Noise Emission:** Refer to Rule 10.6d of the MNZ Manual of Motorcycle Sport.

**13. Entry To And From The Pits: Entry:** Move to the right hand side of the circuit. Clearly indicate your intention to leave the circuit by raising either your left arm or foot. As riders proceed through the first section of the pit lane run off area, they will reduce speed **to a maximum of 40KPH** and proceed to their pit area in an orderly fashion. **NOTE: Exceeding 40KPH will incur a penalty**

**Exiting:** Exiting the pits will be via the **DUMMY GRID** only. All riders exiting from the pits are under the control of A.M.C.C officials & must at all times follow their direction(s).

An A.M.C.C official will indicate to the rider when it is safe to proceed down the track entry "Slip Road", when safe to do so accelerate hard, staying to the inside of the circuits "blend line" (please also see & note clause "16"). **DO NOT HEAD ON TO THE RACING LINE** until up to racing speed - this allows you, the rider to exit safely at high speed.

**14. Pit Lane & Parc Ferme:** There is to be **NO** open toed footwear in "Pit Lane" for any competitor &/or their associates at any time during the course of this meeting. As competitors you are responsible for making sure that any of your crew &/or your/there associates are aware of this simple safety requirement.

- a) There is to be no riding of **ANY** bicycle &/or motorcycle in the "Pit Lane" or "Parc Ferme" area(s) during the course of this meeting by any person without an approved safety helmet as per rule 8.2.
- b) There is to be no animals brought into the "Race Park / Race Circuit" by any competitors &/or there associates at any time during the course of this meeting.  
**ANY** competitors &/or their associates found to be in breach of the above will be immediately asked to leave the venue.
- c) **Track Crossing:** Pedestrian access to the infield is via the approved underpass only. Vehicle access to and from the infield will be the approved road ways only.
- d) **Rubbish:** Please ensure that you leave your pit area tidy by collecting all rubbish and disposing of it in the bins provided.

**15. Licence / Logbooks:** All competitors must produce their licence/log book at sign on or be excluded from the race meeting.

**\*\*\* Please do not forget to collect them again at the conclusion of the meeting... \*\*\***

**16. Pit Lane Entry / Exit "Blend" Lines:** The pit entry lane is denoted by a painted island marked by a **WHITE** line, stripes then a **YELLOW** line. Any rider touching or crossing the **WHITE** line will be subject to a 10 second penalty for each and every infringement. Any rider touching or Crossing the **YELLOW** line for any reason (other than to enter the pits) will be excluded from the results. Such penalties to be advised at the completion of the race or practice in which the offense occurred.

**17.** In the event of you suffering machine trouble whilst on the circuit **DO NOT** continue to circulate. Exit the circuit at the earliest safe opportunity, park your machine safely and remove yourself to the safe side of the barriers. **DO NOT attempt to limp back to the pits at a reduced speed.**

**18. Parking Restrictions:** The tar sealed area immediately behind the pit garages, is to be kept free of all vehicles (including trailers) apart from the purposes of loading/unloading machines and equipment. Under no circumstances are electrical leads to be run out of the rear of the garages

**19.** MNZ one event licences will be available to competitors at meetings held at Hampton Downs Motorsport Park

**Sign on, transponder pick up, helmet check then machine inspection (In this order) \*\*\* Leave your licence with the Steward at helmet check – collect at end of day. \*\*\* will commence at 7.15 am.**

# FORMULA AUCKLAND - SPECIFICATIONS

- NO Supercharging
  - Max Capacity OPEN
  - Min capacity 4 cylinder 600cc, 3 cylinder 676cc, Two cylinder four strokes above 660cc (OPEN PRO TWIN)
  - Min safety requirements. See chapter 10 for technical (MoMs - MNZ Rule Book)
  - Numbers plate size and placement:
    - a) Refer to rule 10.2a, b) Colours as per MNZ Superbike. Black numbers on white background
- FUEL - Refer to rule 10.21a (MoMs - MNZ Rule Book)
- TYRES - a) Open, b) Tyre warmers are permitted

## OPEN PRO TWIN

This class of motorcycle is to encourage the racing of large two-cylinder 4 stroke production based machines. Rules are generally as per MNZ MoMS Appendix E except for homologation requirement and capacity as noted below

Machine Specifications:

- Two cylinder four strokes above 660cc standard engines. (Only OEM engine parts for that model may be fitted)

## 250 Pro Lites Class Regulations

The 250 Pro Lites class will exist for 250cc Single or Twin Cylinder, four stroke, production-based machines eg. Kawasaki Ninja 250, Hyosung GT250R, Hyosung X4R (or similar). The intended spirit of this class is to provide relatively affordable 4 stroke racing without excessive machine modification for performance. Bikes that breach this spirit run the risk of close scrutiny and exclusion.

250 Pro Lites race bikes are to be prepared in accordance with Chapter 10 of the Motorcycling New Zealand Inc. Manual of Motorcycle Sport (MoMS). In instances of wear and tear, damage or failure, parts may be replaced but must not derive a performance advantage.

Fuel: These machines shall be restricted to petrol having maximum characteristics not exceeding "unleaded Super" as defined in Appendix D of the MoMS. No additives may be added to the fuel.

### Machine Specification

All items not mentioned in the following article must remain as originally produced by the manufacturer for the machine.

- Frame Body and Rear Sub Frame: All motorcycles must display the manufacturer's vehicle identification number on the frame. Additional seat brackets may be added but none may be removed. Bolt on accessories to the sub frame may be removed. Polishing of the frame or sub-frame is prohibited. Paint scheme open.
- Forks: The inner and outer front stanchion must remain standard. Only springing and oil may be changed.
- Wheels: The speedo drive may be removed and replaced with a spacer.
- Brake Lines: The original brake lines may be replaced with braided brake lines.

Items that may be replaced but maintain original dimensions and fitment points:

- Footrests/foot controls
- Handle bars
- Hand controls
- Clutch and brake levers

Fairings: Fairing, front guard, windscreen and bodywork must retain the original shape as produced by the manufacturer, but these parts can be replaced with an exact cosmetic copy.

Where there is no competitive advantage to be gained, alternative fairings may be allowed at the discretion of the AMCC Road Race Committee. For example, when fibreglass fairings from a similar era, and type, production-based bike are more readily available and affordable. Carbon fibre is restricted to the reinforcing parts only, carbon fibre cannot be used elsewhere. Small plastic cones may be added to the machine to minimize accident damage. All exposed edges must be rounded.

Fasteners: Fasteners may be drilled for safety wire only. Fairing fasteners may be changed for quick disconnect type. Titanium/aluminium fasteners may not be used.

Seat: Seat and seat base and associated bodywork may be replaced with parts of similar appearance as the original shape; the top portion of the seat may be modified to create a solo seat.

Fuel Supply: Fuel lines may be replaced

Quick connectors or dry break quick connectors may be used.

Fuel line vents may be replaced fuel filter may be fitted.

The following items may be replaced:

Base and head gasket with standard parts (must retain original thickness).

The following must be removed or altered:

Horn, license plate bracket, Tool box, speedometer, passenger footrests, passenger grab rail, passenger footrest mount brackets, chain guard.

Motorcycles must be equipped with a functional ignition kill switch or button mounted on the handlebars (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

Throttle controls must be self-closing when not held by the hand.

Centre and side stands must be removed (fixed brackets may be removed)

Headlamp, rear lamp, must be removed or completely covered in adhesive tape such as duct tape, electrical tape or cloth tape.

Indicators must be removed.

Where Breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.

Tyres: Only tyre sizes that are suitable for the rim size of that model bike, according to the tyre manufacturers specifications, are permissible. Race style DOT road legal tyres are permissible.

If in the event of a WET RACE an alternative DOT tyre (refer to the preceding regulation) can be used with different tread. E.g. Bridgestone BT45 to suit the conditions.

Non-DOT approved tyres will not be allowed. E.g. Race Slicks and Race Wets.

With respect to the above regulations, the Motorcycling New Zealand Steward of the day has the authority to assess the appropriateness of the tyre size for the motorcycle and determine whether it is appropriate for the motorcycle. The Steward's decision is final.

Tyre warmers can be used in 250 Pro Lite class.

Steering dampers can be used in 250 Pro Lite class.

Rear shocks: Original OEM only. Aftermarket shocks will not be permitted.

Exhausts: After market mufflers and mid-pipe are permitted (header and full-race systems are not permitted).

# CARL COX MOTORSPORT HYOSUNG and NINJA CUP RULES

This class to be called “**CARL COX MOTORSPORT HYOSUNG and NINJA CUP**” and is restricted to Hyosung GT250's, GT250R's, GD250N (X4), GD250R (X4R) manufactured from 2003 and Kawasaki EX400 Ninja's manufactured from 2018.

In special cases approval may be granted by the Board on an individual basis for a 13 year old to ride in this production class. The basis for this approval will be are commendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a senior license. 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 their log book.

## NOTE:

All items not mentioned in the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model. The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.

1. Hyosung V Twin or single cylinder four stroke 250cc engines. Kawasaki 400cc parallel twins.
2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only oversizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only the manufacturers gaskets may be used.
3. Number Plate Colours and placement: Hyosung black numbers on orange background. Ninja 400 white numbers on green background. Size and location to conform with MNZ regulation 10.2 and 10.2A.
4. Fuel - This class must function on normal unleaded fuel with a maximum lead content of 0.013g/l (unleaded) and a maximum RON of 98.
5. Tyres -
  - a) Only treaded tyres on sale to the general public in New Zealand as E or DOT marked road legal type treaded, all weather fitment will be permitted.
  - b) No specialist rain / wet tyres allowed, even if E or DOT marked. No modification or treatment of the tread or carcass is permitted
  - c) Tyre warmers are not allowed.
6. Machine Specifications (General) All machines must comply with the relevant general competition Rules such as Chapter 10. Effective 1st January 2012
7. Modifications Allowed
  - a) All front fork internals must remain as originally supplied by the machines manufacturer with the exception of spring pre-load spacers allowed on the Ninja 400. Quality and quantity of the oil in forks is free to change.
  - b) The height and position of the front fork in relation to the top yoke (fork crown) is free.
  - c) Muffler: Optional Slip-on Alloy, Stainless steel or Carbon Fibre allowed, original headers must be retained.
  - d) Drive sprockets and chain width may be changed
  - e) Handlebars and levers may be changed, but the height and angle of the bars must remain as standard on the GT250R and GD250R. GT250 may fit GT250R handlebars, GD250N may fit clip on type bars. The Ninja 400 may fit different height clip-ons.
  - f) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges
  - g) Foot rest/Foot controls must be mounted to the frame at the original mounting point and be the same height and position as standard. GD250 and GT250R models may use existing optional mounting holes to raise the foot pegs.
  - h) Substitution of rubber topped foot pegs for other material is allowed.
  - i) The fitment of an aftermarket sub frame supporting the seat and tailpiece is allowed providing that the construction is as the original OEM parts both in material, construction and design. Items (battery, wiring, ecu, etc) must be fitted to the aftermarket Sub frame in the same position as the original OEM fitment.
  - j) Small protective cones/knobs may be fitted to minimize accident damage.
  - k) Brake disc pads free.
  - l) Brake lines front and rear maybe changed for braided type.
  - m) Spark plugs free.
  - n) Carburettor jetting and slides. Fuel injected models may run model specific” plug and play, Power Commander type” mixture controllers. NO other modifications/ alterations/ additions to fuel mixture control, ignition curves or wiring loom are allowable
  - o) Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.
  - p) Countershaft sprocket cover may be modified to allow for altered gear change pattern but must remain fitted to the machine.
  - q) Lamda sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
8. Fairing/Body Work
  - a) Fibreglass replicas of originals are allowed but the fairing shape and size must remain as homologated.
  - b) Headlight, mirror and indicator holes may be filled in. Note that the use of carbon fibre is restricted to small reinforcing amounts in the mounting area only.
  - c) Replicas of genuine OEM solo seat cowls for that homologated model may be fitted Effective 1st January 2012
  - d) The original combination instrument/fairing brackets may be changed.
  - e) Material may be removed from the side stand bracket to the extent where it does not contact the race track whilst competing
  - f) Fairing screens maybe changed for non original and material.
9. The following items must be removed
  - a) Passenger footrests/grab rails
  - b) Side stand
  - c) Safety bars, centre stands (all fixed or welded brackets must remain in place)
  - d) Where breather or over flow pipes are fitted they must discharge via existing outlet. The original closed system must be retained; no direct atmospheric emission is permitted.
  - e) Headlight, rear light and blinkers must be removed
  - f) Horn
  - g) License plate bracket
10. Additional Equipment not fitted on the original homologated model must not be added (ie Data Acquisition, computers, recording equipment etc) Lap timers may be used.
11. The following may be removed

- a) Instruments, brackets and associated cables
  - b) Toolbox
  - c) Speedometer
  - d) Radiator fan and wiring
  - e) Number plate/ rear guard
  - f) Passenger foot peg brackets may be unbolted only – NO cutting allowed. In cases where the peg hanger is used as a muffler bracket, it may be replaced with an alternative of the same material.
12. Items not allowed
- a) No Data logging
  - b) The fitment of aftermarket Traction Control units is not permitted
13. Le Mans Start Race:
- a) All bikes must be lined up in the correct starting position with dead engines.
  - b) Person holding the bike MUST not move off the grass to push the bike.
  - c) Person holding the bike for the rider must wear suitable clothing and covered footwear. No loose articles of clothing.

***Clubman's & Newcomers to Racing Please make sure you have "Signed On" to the event before bringing your bike(s) through for Machine Examination (see clauses 10 (A & B) & 11 (A) above please). You are required by MNZ to present your Log Book at Machine Inspection – failure to do so will see you joining the back of the queue... From Machine Inspection proceed to Gear Check with your race licence & collect your "High Visibility" jacket & sticker for the front number board of your machine... This is one of the most time costly parts of everyone's day, so please; help us to help you, that way we can get the day's racing under way as soon as possible***

***If you have any problems or questions, please ask an A.M.C.C official during the meeting at the "Sign On" Office.***

***The Auckland Motorcycle Club is here to help you get the most from your days racing...***

***Online Entries:***

***Payee: MX Timing***

***Bank: Westpac***

***Branch: Taupo***

***Account #: 03-0430-0011703-001***

***Direct Credit or Credit Card: MX Timing Events – Westpac 03-0430-0011703-001. Please use the Online Validation Code as a reference. Please use Surname and Initials in Code area.***

***Enquiries Email: [nicole@mxt.co.nz](mailto:nicole@mxt.co.nz)***

***\*\*\* Please note if entering on the day the following 3 pages must accompany you to Riders Sign On \*\*\****



**Race Entry Fees:**

AMCC Member - <b>Membership #</b>	<b>\$205</b>
*** AMCC Member paying by Credit Card	<b>\$205.00</b>
Non - AMCC Member	<b>\$215.00</b>
Non AMCC Member paying by Credit Card	<b>\$225.25</b>
Hyosung & Ninja Cup Class Entrants *+ 5% fee if paying by credit card	<b>\$175.00/*\$185.00</b>
Hyosung & Ninja Cup Class Cross Entrants Fee	<b>\$50.00</b>
Ambulance/Life Support Fee - <i>Compulsory</i>	<b>\$25.00</b>
Health & Safety Fee - <i>Compulsory</i>	<b>\$28.75</b>
↑Extra class(es) – list here	<b>\$100.00</b>
Transponder Hire - Yes <input type="checkbox"/> - No <input type="checkbox"/> - My transponder No. _____	<b>\$ 35.00</b>
Garage (\$60 per rider - \$180 per garage)	\$
<b>Pre Entry Close Off Total Paid – Please indicate below by which method you have paid, below</b>	<b>\$</b>
Entry On Day Late Fee - \$65.00	\$
<b>Entry on Day Total Paid</b>	<b>\$</b>

**METHOD OF PAYMENT**

Cash       Cheque       On line

**PRE ENTRY CLOSE OFF: 31 March 2022**

**ONLINE ENTRIES ONLY – [www.mxt.co.nz](http://www.mxt.co.nz)**

**Direct Credit or Credit Card: MX Timing Events – Westpac 03-0430-0011703-001. Please use the Online Validation Code as a reference. Please use Surname and Initials in Code area.**

**Enquiries Email: [nicole@mxt.co.nz](mailto:nicole@mxt.co.nz)**

**READ THE FOLLOWING DECLARATIONS AND SIGN AT THE BOTTOM**

**\*\*\* If for any reason a meeting should be cancelled, Force Majeure will apply \*\*\***

**Cancellation/Refunds:** We run regardless of the weather so we do expect you to attend even if it's raining. Refunds will not be available for registrants who choose not to attend an event. Cancellations received after pre-entry close off will not be eligible for a refund. For reasons of Force Majeure should a meeting or any part thereof be cancelled, a refund of any monies will only be made at the sole discretion of the Executive Committee of the Auckland Motorcycle Club Inc. AMCC will not enter into any correspondence with regard to any claim that may arise from the participation or attendance by any person at this meeting.

**DISCLAIMER OF LIABILITY: To Auckland Motorcycle Club Inc. and Motorcycling New Zealand Inc.**

I have read the Supplementary Regulations\* for this Competition and agree to be bound by them and the Manual of Motorcycle Sport, the MNZ Constitution, and the MNZ Code of Conduct.

\* Supplementary Regulations also available at <http://mznz.org.nz/roadracing/>

I am aware that the sport of Motorcycle Competition might a) cause me injury; serious or otherwise b) damage my property.

I wish to take part in the Auckland Motorcycle Club Inc. Championship Series despite the above risks.

Neither I, or anyone associated or connected with me will make any claim against you or your officers, employees or agents in respect of: a) any injury suffered by me; or b) any damage to any of my property regardless of how the injury or damage occurs.

I will indemnify you against all claims, damages or losses (including costs) which you incur as the direct or indirect result of any injury to me or damage to my property.

I am physically fit and there is no health or other reason why I should not participate in the sport of Motorcycle Competition.

I am aware that this disclaimer will not affect any legal obligations you have to me which you cannot contract out of under NZ Law.

I agree that in this disclaimer "my property" includes any property owned by me or in my possession or under my control.

I agree that this disclaimer will be binding on my family, my heirs, my legal assigns and my administrators and executors.

I accept that stripping and re-assembly for Technical Checks are at my cost.

I consent to the details contained in this form being held by the Auckland Motorcycle Club Inc. for the purpose of the promotion and the benefit of the race meeting concerned, and Motorcycling in general. I acknowledge my right to access and correction of this information. The consent is given in accordance with the Privacy Act 1993. MNZ supports the FIM/IOC Charter on drugs in Sport. MNZ uses the services of Drug Free Sport NZ and other agencies to professionally carry out the testing. I acknowledge by signing this form I maybe subjected to a drug/alcohol test at any time. I agree to such testing. I further agree that my name can be published by MNZ as having taken part in a drug/alcohol test together with the results of that testing.

I confirm that my machine complies with any technical rule(s) set out in the Manual of Motorcycle Sport and/or the Supplementary Regulations and that, to the best of my knowledge and belief, it is in safe working order and fit for competition.

**Support your race day – Register your name to nominate a buddy to be a flag marshal (they will receive the flag marshal Kohu and lunch). Rider will receive a \$50 discount from their next entry fee if nominee is required for marshal duties. TICK BOX**

**Signature of rider:** \_\_\_\_\_

**Where a rider is under 16 years of age, a parent or legal guardian must countersign this entry and be present on race day.**

**Name:** \_\_\_\_\_

**Relationship to Rider:** \_\_\_\_\_

**Signature:** \_\_\_\_\_