



CIRCUIT CLUB MOTORCYCLE REGISTER  
in association with  
BRUCE MCLAREN MOTORSPORT PARK  
proudly presents  
***Taupo Endurance Event***

**ORGANISER:**

The Circuit Club Motorcycle Register will conduct a motorcycle race meeting for the first running of **HONDA**

**Date:** Saturday and Sunday October 26/27 2019

**Venue:** Bruce McLaren Motorsport Park

The meeting will be run under the MNZ Permit:

**Entry Form:** <https://www.brucemclarenmotorsportpark.com/shop-products/ccmr-endurance-event>

**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 the day.
2. Computer based lap timing will be provided by MXT.
3. **Event Format:**

There will be three, two rider teamed type events run over the course of the day with each event consisting of two riders.

- a) 1 X 60-minute events, open to social riders or non-qualifiers of the Junior or Senior ENDURANCE races. The event will be for non-qualifiers in the longer race, this class has a minimum of 458cc and maximum of 1000 cc machines and can be completed by a rider with a one-day event licence.

There will be a maximum of 30 minutes for each team member, and one stop is required within the allocated time.

- b) 1 x 2 hr. Junior ENDURANCE race  
The 2 hour Junior Class and the 3 hour Senior Class ENDURANCE events will be a timed, baton type relay races for two classes named the Senior 601 - 1300 cc, Jnr 248- 650 cc detailed in the Supplementary Regulations below, where one machine's uniquely numbered transponder will act as the baton
- c) 1 x 3 hr. Senior ENDURANCE race  
The 3-hour Senior Class ENDURANCE events will be a timed, baton type relay races for two classes named the Senior 601 - 1300 cc, Jnr 248- 650 cc detailed in the Supplementary Regulations below, where one machine's uniquely numbered transponder will act as the baton

Teams – each team will consist of two riders and one to two bikes with one "Team" transponder. Each rider must complete a minimum of 45 % and a maximum of 55% over the length of the race. the remaining session may be completed by any of the entered "Team's" riders at the Team's

discretion. The “Team” transponder must be fitted to the bike that is on track at all times. At any one time there must only be one bike per “Team” on track.

No one man or “Iron Man” teams will be accepted.

- d) If a rider falls from their machine and is unable to return to their pit area on the machine they started the session on safety and under its own power, to pass on the “Team” transponder to the next allocated rider in the team then the “Team” transponder will be returned to the pit area by approved track machine. It is the fallen rider’s responsibility to return the transponder to their “Team” at all times. The transponder will be passed to the next “Team” rider and the “crashed” rider must return to the pit area for medical clearance. If the “crashed” bike can be returned to the pit area and pass machine examination, it can re-join the event. 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, do not cross the track at reduced speed, park your machine safely and remove yourself to the safe side of the barriers. **See rule 14.1 d**
  - e) **Re-fueling will not be permitted in the pit lane or garage areas.** A re-fueling area will be set aside on a (designated area on the hardstand) and will be open to bikes after they have completed their race session. No “Open” type fuel containers will be permitted in the pit or refueling areas during the course of this event. All re-fueling is to be completed via the use of approved, commercially available and clearly labeled fuel containers. Ignitions of all machines must be switched off or disabled before and during the re-fueling process. Machines must be on a rear stand, one team member to refuel while a second team member is to be present with a fire extinguisher, both must be long pants and sleeves, of cotton material. No exceptions.
  - f) In the event the meeting is **called “Wet” by the Officials**, red flashing lights will be displayed at the Start/Finish line, waved red flags will also be displayed at all marshaling points around the circuit. Competitors are required to safely exit the circuit as soon as possible and form up on the dummy grid, a meeting official on the dummy grid will advise all riders present that the meeting has been declared “Wet”, riders may then return to their pit area and fit suitable wet type tyres – this window will not exceed 25 (twenty five) minutes. Prior to the restart a 5-minute call will be given over the pit PA followed by a 2-minute call. Once riders are released from the dummy grid Clause 8 below will take effect. Any rider that returns directly to their pit without first forming up on the dummy grid to receive further instruction from the meeting official at the dummy grid will be deemed to have disqualified themselves and/or their “Team” from the restart – also see Clause 9 below.
  - g) In the event of an incident on track requiring emergency medical service(s) attendance, yellow flashing lights will be displayed at the Start/Finish line and all points on the track along with, waved yellow flags will also be displayed at all marshaling points around the circuit. A safety car will proceed onto the track, form up behind it, in single file. Ambulance flags will also be displayed at all points, follow the safety car at the speed required, when the incident is cleared. the lights will go out on the safety car exiting the bottom corner, it will accelerate away, the lead bike is to maintain the set speed , until the green light is displayed at the start finish line, no overtaking until the line See rule 14.8a
4. a) **The Jnr 2 Hour and Snr 3 Hour** - As per specifications in the Junior and Senior classes below –”. All bikes must comply with the General Competition Rules (including any “class” specific requirements) found in Motorcycling New Zealand Inc. Manual of Motorcycle Sport.
- b) **Tyre Limit** – Riders are encouraged to use just one set of tyres per bike but if tyres need changing due to safety considerations, an extra set of tyres will be allowed per bike giving a maximum of two front and two rear tyres per machine. Changing tyres will incur a 3-lap penalty to be added that “Team’s” final result. All tyre changing must be completed with a track official present. All tyres will

be marked on the dummy grid before race start, all tyres must be fitted as per manufacturer's specifications, NO reversing of tyres One set of wet weather tyres may be used if the race is declared "Wet".

- c) All team competing in the 2-hour endurance race must stop a minimum of 3 times and no rider is to complete more than 55% of the race. All team competing in the 3-hour endurance race must stop a minimum of 5 times and no rider is to complete more than 55% of the race.

#### 5. Entry Fees:

See entry form posted on [bmmp.nz](http://bmmp.nz) website "linked"

- 6. Grid positions will be determined by lap times recorded within the preceding qualifying session. **Qualifying time** for each rider in this event must be below **120% of lead riders** in **dry** conditions or **below the fastest qualifying time multiplied by 140 %** in **wet** conditions. It is very important that you note your grid position prior to your race starting and grid up accordingly. All competing riders are to be well versed with and completely understand General Competition Rule 14.3 (and 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 will be by "Le Mans" start (refer Rule 6.6 Motorcycling New Zealand Inc. Manual of Motorcycle Sport). All team members holding machines will form up by the pit entry gate by Garage 1, and will follow instructions from officials
- 8. All competitors are to be on the dummy grid prior when instructed by race control. The dummy grid will be released onto the circuit for 30 seconds and then the dummy grid will be closed. Any competitor that misses the 30 second window will start their race from the pit lane/dummy grid after the rest of the field has passed the track entry point, following instructions from the Clerk of Course

#### 9. Flags/Start Signals:

The race will be started with a countdown style sequence of red lights followed very closely by all of them going out or a stationary held then dropped green flag.

- a) **Chequered** – The race will be completed by a waved chequered flag shown at the "Start/Finish" line and also the outside of turn one.
- b) **Flags/Stop Signals** – 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 marshaling points around the circuit. Competitors are then required to reduce speed and return to pit lane and reform on the dummy grid in an orderly manner and await further instruction from the officials.

#### 10. Machinery Examination:

This will be conducted in the Pavilion at the rear of the track hard stand. **All** machines competing in the event must pass machine examination to compete in the event. Machine Examination will take place before machines enter the track on Saturday, this will start at 1030 hrs. on Saturday October 26, 2019.

**All** machines that crash during the sighting and/or subsequent race and are able to be returned to the pit area must be delivered to the Machine Examiners for re-examination prior to re-entering the circuit. Spot machine examination may occur randomly during the event. For the purposes of this event a "Crash" is defined as: "When a rider and machine become separated and/or the machine has stopped moving and has any parts other than its tyres in contact with the circuit, ground or crash barriers and these parts are supporting the machine."

- a) Machines that are 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) in accordance with the requirements of your specific class as outlined in Motorcycling New Zealand Inc. Manual of Motorcycle Sport – please refer to **10 a)** above.
  - c) 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.
  - d) Any competing machines “Oil Filter” cap and/or plug is to be mechanically retained with a suitably approved locking wire to an immovable chassis or engine component.
11. **Riding Gear** – Examination will be conducted by 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.

**Please note that Back and Chest protectors are compulsory safety equipment – no Back or Chest protector, no racing, no exceptions**

12. **Noise Emission** – Refer to Rule 10.6d of the Motorcycling New Zealand Inc. 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 40 kph** and proceed to their pit area in an orderly fashion.

**Exiting** – Exiting the pits will be via the **dummy grid** only. All riders exiting from the pits are under the control of officials and must **at all times** follow their direction(s).

An 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 outside of the circuits “blend line” (please also see and 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:**

- a) There is to be **NO** open toed footwear in pit lane for any competitor and/or their associates at any time during the course of this meeting.
- b) There is to be no riding of **any** bicycle, scooters, skateboards, and/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.
- c) There are to be no animals brought into the pit lane or “Parc Ferme” area(s) by any competitors and/or their associates at any time during the course of this event. **Any** competitors and/or their associates found to be in breach of the above will be immediately asked to leave the venue.
- 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/logbook at sign on, with a valid club membership card or be excluded from the race meeting.

## Three Hour Endurance

### Senior Class REGULATIONS

class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines.

#### 1. Capacity Groups

Refer to rule 5 below for specifications and restrictions within a capacity group.

1. 601-1300cc maximum displacement, 4-8 cylinders, 4-stroke.
2. 675-1300cc maximum displacement, 3 cylinders, 4-stroke.
3. 751cc to open twin cylinder, 4-stroke..

#### 2. Number Plate Colours and Placement

Refer to Motorcycling New Zealand Inc. Manual of Motorcycle Sport (will be as per Superbike).

#### 3. Fuel

Refer 10.17.1 of Motorcycling New Zealand Inc. Manual of Motorcycle Sport.

#### 4 Machine Specifications (General)

1. All machines must comply with the relevant Motorcycling New Zealand Inc. Manual of Motorcycle Sport Rules such as Chapter 10.
2. Machines with re-bored cylinders must remain within the appropriate capacity limit.
3. Be fitted with clip-on or road style handlebars. No MX, Motard, Enduro or trail/dual purpose style of handlebars will be allowed.

#### 5. Engine Specifications

1. Any aftermarket or race piston and ring set may be fitted provided the cylinder remains within the capacity limit.
2. The original carburettor/fuel injection may be replaced by any brand or type.
3. No turbocharging.
4. No supercharging.
5. No nitrous or other performance enhancing add ons of this type.
6. No oval piston engines.

#### 6. Modifications Permitted

Provided all the previous requirements are met and the machine complies with the relevant General Competition Rules, all other items are unrestricted.

class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while still keeping a similar level of performance between machines.

**1. Capacity Groups**

Refer to rule 5 below for specifications and restrictions within a capacity group.

1. 248 -650cc, 4-stroke, 2 cylinders.
2. 250 - 450cc, 4 stroke, 3/4 cylinders.
3. 651-750cc, 4-stroke, 1-2 cylinders.
4. 401-490cc production based, 2-stroke.
5. 2 valve (per cylinder) twin cylinder, air cooled, 4-stroke up to 750c

**2. Number Plate Colours and Placement**

Refer to Motorcycling New Zealand Inc. Manual of Motorcycle Sport (will be as per Supersport).

**3. Fuel**

Refer 10.21 of Motorcycling New Zealand Inc. Manual of Motorcycle Sport.

**4 Machine Specifications (General)**

1. All machines must comply with the relevant Motorcycling New Zealand Inc. Manual of Motorcycle Sport Rules such as Chapter 10.
2. Machines with re-bored cylinders must remain within the appropriate capacity limit.
3. Be fitted with clip-on style handlebars. No MX, Motard, Enduro or trail/dual purpose style of handlebars will be allowed.

**5. Engine Specifications**

1. Any aftermarket or race piston and ring set may be fitted provided the cylinder remains within the capacity limit.
2. The original carburettor/fuel injection may be replaced by any brand or type.
3. No turbocharging.
4. No supercharging.
5. No nitrous or other performance enhancing add-ons of this type.
6. No oval piston engines.

**6. Modifications Permitted**

Provided all the previous requirements are met and the machine complies with the relevant General Competition Rules, all other items are unrestricted.

Track Riders Class.

This event is for machines no bigger than 1,000 cc, it is designed to allow Track Day Riders, a chance to be involved with the main event, and possibly encourage them to enter more club race events.

All riders must wear a safety Hi Vis vest, and machines are subject to MNZ machine checks. All riders will need to be a member of a club and purchase a one-day event license. And this event is a maximum of 60 minutes.

The grid position will be done by marble draw.

The event is also for non-qualifiers in the endurance event riders must wear Hi Vis vest, and use a one day event license.

The grid position will be done by marble draw

The Steward and COC, will have final decision on who shall enter these events. There will be no times recorded, but each machine will require a transponder, to ensure that no single rider covers more than 30 minutes on the track at one time.