

1. ADMINISTRATION & ENTRIES

- 1.1 The Race Secretary and Grange Associates will oversee all administration for the Race.
- 1.2 The Race Secretary may second as many helpers as required.
- 1.3 Riders 13 Years and over as from 3rd December 2009 may submit a Registration Form by the required date.
 - 1.3.1 Entries from riders under 16 Yrs will be accepted on a case by case basis with the final decision of the event Promoter
- 1.4 Entries will be limited to 150 Riders.
 - 1.4.1 Should there be over 150 entries, the Promoter will draw up a list of accepted entries which will be announced 1 week after closing of registration.
 - 1.4.2 In the case that there are over 150 entries, there will be a Reserve List drawn up for the eventuality of cancellations. Any riders from the Reserve List invited to ride will be given two weeks notice before the start of the Race.
- 1.5 In conjunction with final approval by the Jury, the Race Secretary and the Entries Coordinator will seed the entered riders starting minute upon previous results, known history and media opportunities.
 - 1.5.1 Riders will be allocated start numbers as per the Jury decision.
 - 1.5.2 There will be no discussion as to the seeding position of Riders. The Promoters decision is final.
- 1.6 Entries are being administered by Grange & Associates Ltd (Chartered Accountants), who is the designated Entries Coordinator.
- 1.7 All entries must be completed on the official Registration Form which can be found at many motorcycle dealerships, DRD Magazine or downloaded from the official Web Sites: www.poweradventures.co.nz
www.silver-bullet.co.nz www.drd.co.nz
- 1.8 All portions of the Registration Form must be completed in full and returned to the Entries Coordinator, with the full fees, before the closing date on the Registration Form.
- 1.9 Late Entries will only be at the discretion of the Promoter and will incur a financial penalty should they be accepted.
- 1.10 Changing Classes:
 - 1.10.1.1 Riders who wish to change a motorcycle capacity, class or team must do so in writing to the Race Secretary no later than the start of Technical Inspection for that rider or machine.
 - 1.10.1.2 Riders who fail to notify in writing a different capacity of machine thereby resulting in being in the wrong class may be penalised.

2 TECHNICAL

- 2.1 All two wheeled motorcycles in normal motorcycle configuration are eligible to ride in the M3DE.

- 2.2 All motorcycles must be presented at Technical Inspection at the time stipulated on acceptance of entry documentation.
- 2.3 Technical Inspection in no way guarantees that a motorcycle is in complete race ready condition. It is merely a cursory inspection to find any obvious problems.
- 2.4 It is the riders responsibility to ensure that his machine is in a race ready and safe condition.
- 2.5 The Technical Manager may reject a motorcycle he considers is either unsafe, in poor condition or does not confirm to the configuration of a normal motorcycle.
- 2.6 **TECHNICAL INSPECTION:** Technical Inspection will check for:
 - 2.6.1 **FIRE EXTINGUISHER**
 - 2.6.1.1 A Fully serviceable Fire Extinguisher of 350gm or more
 - 2.6.1.2 The Fire Extinguisher must be carried at all times during the event including Special Tests
 - 2.6.1.3 Riders losing a Fire Extinguisher must fit a replacement or purchase a Fire Extinguisher at the following Time Control or be excluded
 - 2.6.1.4 The fire extinguisher must in such a position that it is easily removed for use. It must also be able to be inspected. An extinguisher covered with tape or other material making its serviceability unrecognizable is not suitable
 - 2.6.1.5 The Technical Manager may ask the Rider to demonstrate the quick removal and readiness for use of the Fire Extinguisher
 - 2.6.1.6 It is suggested that the Fire Extinguisher be carried in a Bum Bag/Tool Bag or similar to expediate readiness and avoid loss.
 - 2.6.2 **HEADLIGHT:** Championship Class motorcycles must have fitted a recognised motorcycle headlight with lens but it does not have to be operational.
 - 2.6.3 **SIDE STAND:** A Side Stand or very stable Pit Stand must be available to hold bike up in Parc Ferme.
 - 2.6.3.1 The Technical Manager will determine whether such stands are suitable and should he determine one is not suitable, the motorcycle will not be able to enter Parc Ferme thereby resulting in a DNF.
 - 2.6.4 Race Numbers and sponsors decals are to be placed in the designated position on the motorcycle
 - 2.6.5 **MARKING OF PARTS:**
 - 2.6.5.1 At Technical Inspection, specific parts will be marked with the official paint. This paint must remain in place during the entire course. The specific parts are:
 - Wheel Hubs, Frame, Crankcase, Muffler
 - 2.6.5.2 If during the race any markings are damaged, the Rider must report this to the next time control and also to the Technical Manager before entering Parc Ferme.

- 2.6.5.3 As riders enter Parc Ferme on the evenings of Day 1 and Day 2, the Technical Manager and his team will check each motorcycle for the marked parts.
- 2.6.5.4 The Technical Manager will be the sole determination as to whether any damaged or missing markings is a deliberate act or whether it is accidental damage or fair wear and tear.
- 2.6.5.5 In the case of accidental damage or fair wear and tear, the Technical Manager will reapply the marking.
- 2.6.5.6 Where the Technical Manager considers there is deliberate damage/missing markings, he will note this on his sheet and inform the Jury who will determine the penalty, if any. In the mean time, the motorcycle will be placed in Parc Ferme.
- 2.6.6 **Damaged Mufflers:** Should a muffler become damaged, the rider will be given an extra 60 minutes to rectify the problem in a designated area under the scrutiny of the Technical Manager, before entering Parc Ferme.
 - 2.6.6.1 The competitor may not work on any other part of the motorcycle during this time. The expansion Chamber on a 2T or the Header pipe on a 4T are not part of the muffler.
 - 2.6.6.2 A competitor may request as many noise tests as he likes in this 60 minute period to pass the test.
 - 2.6.6.3 If the muffler needs replacing, new paint marking will be applied.

2.7 **OUTSIDE ASSISTANCE**

- 2.7.1.1 No competitor may receive outside assistance from any person.
- 2.7.1.2 The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle.
- 2.7.1.3 No machine may be moved other than by its engine or the action of its rider. In other words, no machine may be towed by another machine or vehicle or by other persons.
- 2.7.1.4 **A competitor may receive assistance for**
 - 2.7.1.4.1 Refueling, Removing, replacing and replenishing Coolant, Engine and gearbox lubricating oils and removal and replacement of oil filters.
 - 2.7.1.4.2 Removing air from the braking circuit,
 - 2.7.1.4.3 Inflating tubes and tyres.
 - 2.7.1.4.4 Cleaning Number Boards on the motorcycle with a sponge or cloth
- 2.8 No work on the machine may take place in the Parc Ferme Lock Up or Time Control Area.
- 2.9 No work on the machine may take place in any tent, vehicle, building or other enclosed place.
- 2.10 Competitors must allow free and clear access for the Race Director, Clerk of Course, Race Stewards and Technical Crew to observe any work carried out on a machine or part thereof.
- 2.11 **Tools:** a competitor (subject to rule 2.8 & 2.9) may receive tools, mouses, tubes, and air bottles at any place on the course to carry out repairs or alterations.

- 2.12 **SPARE PARTS:** Riders may not receive Spares/Parts for the motorcycle other than at the Final Work Area, the morning Work Area and between the White and Yellow Flags at a Time Control
- 2.12.1.1 **A competitor may not receive or use the following tools:**
- 2.12.1.2 Any form of welding equipment other than for repairs to the exhaust system.
- 2.12.1.3 Pressure cleaning apparatus
- 2.12.1.4 Electrical and air powered tools
- 2.13 **FUEL:** Replenishment of Fuel can only be done at designated Time Controls between the white and yellow flags where such a Time Control is designated a Fuel Control and in work areas
- 2.10.1 Fuel Controls will be clearly defined by Fuel Control Signs and on the Race Map.
- 2.10.2 There will be a maximum of 50 km between Fuel Controls.
- 2.10.3 In the event of a force majeure, the Clerk of the Course may determine that fuel can be received at an extra Fuel Control which will be clearly identified.
- 2.10.4 All Fuel must be commercial pump type available readily at service stations throughout New Zealand.
- 2.10.5 Specialty fuel such as Race Gas, Aviation Fuel and the like (Including Elf Fuel) is not permissible.
- 2.10.6 All refueling must be done with engines turned off and the rider dismounted from the motorcycle.
- 2.10.7 Fuel must not be carried on the course in any container other than the fuel tank on the motorcycle or a permanently affixed auxiliary fuel tank on the motorcycle.
- 2.10.8 All spare fuel at fuel controls must be carried in Approved fuel containers as per New Zealand Law.
- 2.14 **TYRES:** Both front and rear tyre types are optional
- 2.14.1 Tyres may only be changed at the Final Service area of the day and in the morning Work Area
- 2.15 **ENGINE SIZE:** It is the riders responsibility to ensure that his engine size confirms with the class entered. Engines may be inspected and measured.
- 2.15.1 It is a condition of entry that riders must allow engines to be stripped and checked. Reassembly will be at the cost of the rider.
- 2.16 **Helmet** An approved and correctly fitting helmet must be worn during the entire event
- 2.17 **Clothing** Moto X type motorcycle type clothing must be worn at the M3DE.
- 2.18 **Footwear** Recognised Moto X type boots must be worn at all times when riding the motorcycle.
- 2.19 **Gloves** Gloves must be made of leather or other material of similar or greater durability.
- 2.20 **Goggles** Goggles are optional however it is recommended that Goggles be worn at all times to avoid any possibly damage to eyes

- 2.17.1 Competitors choosing to not wear goggles do so entirely at their own risk.
- 2.17.2 Glass lense goggles are not permitted
- 2.17.3 Tear Offs are not permitted

3 THE COURSE:

- 3.4 The course type and length will be determined with the approval of the Clerk of Course and Race Stewards.
- 3.5 Competitors will ride the prescribed course designated by arrows and bunting tape.
- 3.6 There may be different coloured arrows for different days. They will be either Dayglo Red or Dayglo Yellow. Riders will be instructed at registration or in daily instructions which arrows will be used for each day.
- 3.7 The Arrows provide the general direction and riders are required to ride within 5 metres of the arrows.
- 3.8 On up steep hill sections only, riders may be 25 metres either side of the arrows to allow for any difficulty or track congestion.
- 3.9 Deliberate course cutting will incur a penalty.
- 3.10 The course will be ridden in reverse on different days and it will be the responsibility of the rider to follow the correct colour for that days competition.
- 3.11 The course may be ridden up to three times in the one day.
- 3.12 Parts of the course may be marked with plastic bunting which clearly defines the course.
- 3.13 Riders must ride within the confines of the bunting at all times. Riding through or around bunting (whether it be already broken or not) is not in the spirit of the competition and riders will be penalised for doing so.
- 3.14 Riders must remain on the course and complete the prescribed course in full and must arrive at all Time Controls in the correct direction.
- 3.15 Competitors must follow the direction of the course at all times.
- 3.16 No competitor may be accompanied anywhere on the course or receive or transmit communications electronically by any person be it on foot, motorcycle or any other means.
- 3.17 At any time during the course, the Clerk of the Course may determine that the course is impassable or so badly congested or is under "force majeure" and any penalties for that section of the course may be removed for that part of the course.
- 3.18 The Clerk of the Course may change the time schedule to a slower schedule should he consider it necessary.
- 3.19 Any change in Time Schedule will be notified to the riders at the Time Controls before and after the next section.

4 TIME CONTROL SCORING:

- 4.1 Timing will be on Real Time which will be Telecom Time as per mobile phones.
- 4.2 Riders will ride to Time Schedules which will indicate the start and finish time of each section.
- 4.3 There may be several Time Schedules and competitors will be notified before the start of the day as to which Tim Schedule is in operation for that day.

- 4.4 Championship and Clubman riders may be on different time schedules.
- 4.5 Riders will start at three at a time at one minute intervals according to the time schedule provided by the promoter.
- 4.6 Each rider will be required to reach the designated Time Controls (often called a Time Check) at the scheduled time as per the official schedule. Riders will be informed of the schedule timings, distance to the next time control and the average time required to achieve this.
- 4.7 Riders will lose points for checking in early and late at Time Controls. One point for every minute in variance to the Time Schedule.
- 4.8 TIME CARDS
 - 4.8.1 Riders will be issued with a Time Card for each days competition.
 - 4.8.2 Time Cards must be presented at all Time Controls and to all Officials upon demand and must be handed in at the end of the days competition.
 - 4.8.3 Time Cards must remain with a the competitor whose race number is on the Card
 - 4.8.4 Time Cards must not be inscribed or changed by any competitor.
 - 4.8.5 If Lost, a competitor must request a new Time Card at the next Time Control where the Time Control will note this.
 - 4.8.6 The Time Card will have provision for OB Check markings.
- 4.9 Time Controls will all be either Full Service Controls, Splash and Dash Controls or Nil Service Controls.
- 4.10 Full Service Time Controls will be at the HQ area adjacent to Parc Ferme and just before the Final MX on day three. Riders may carry out fluid and allowed parts replacement at these controls as per the Full Service Control schedule as per chapter 2.7.1.4
- 4.11 Splash and Dash Time Controls allow riders to add fuel only to their motorcycle. This is to allow riders to reach the next Full Service Time Control. Goggles and clothing may be taken at these controls.
- 4.12 No Service Time Controls allow only goggles, clothing, food and drink to be taken at these controls.
- 4.13 Riders more than 60 minutes late for any given Time Control will be deemed holed out and will be required to retire from that days riding at that point. Their time card will be retained by the time control crew.

5 TIME CONTROL PROCEDURES

- 5.1 Time Controls will be indicated by a Sign saying **Fuel Control - Time Control Ahead** and a pair of White Flags up to 200 metres from the Time Control.
- 5.2 Two Yellow Flags and a sign saying **Time Control** will be 20 metres from the Control Table
- 5.3 Two Green Flags and a sign saying **Time Control Finishes** will be placed 2 metres after the Control Table.
- 5.4 As soon as riders pass the Yellow Flags and **Time Control** sign, they will be deemed to have entered the Time Control and their time will be taken from that point.
- 5.5 Riders must not stop or dally between the Yellow Flags and the Control Table.
- 5.6 The Rider will present his Time Card to the Time Control for marking.

- 5.7 Riders must ride slowly and with care in the Time Control area avoiding roosting or upsetting Time Control Crew. Inconsiderate riding may incur penalties.

6 ROUTE CHECKS

- 6.1 Route Checks may be situated anywhere on the course to observe and record the riders progress through the Enduro.
- 6.2 Route Checks will be clearly identified by a sign that says ROUTE CHECK
- 6.3 Riders must stop at all Route checks to have their ride card annotated with the official mark.
- 6.4 Time Controls will have a clock visible to all riders and crew

7 COURSE SPLITS

- 7.1 There may be course splits for Championship and Clubman divisions. In other words, Clubman riders may be given an easier alternative.
- 7.2 In the case of a course split, an official will be stationed at the split and will direct riders accordingly.
- 7.3 Riders failing to follow the directions of the official may be severely penalised.

8 SPECIAL TESTS Special Tests are the win and lose component of the M3DE and Competitors must:

- 8.1 Start with the engine running, come to a stop at the start line as directed by an official, and start within 10 seconds after being directed by the official
- 8.2 The riders start time will be the moment the front wheel moves past the recording device/line or at the expiration of the 10 seconds
- 8.3 More than 1 test may be run on the same course in each day
- 8.4 Tests must have flying finishes with each competitor's time being recorded at the point of crossing the clearly marked finish line
- 8.5 All Special Tests will be marked and clearly signposted at least 48 hours before the start of competition
- 8.6 Competitors may inspect test courses on foot but not by wheeled vehicle
- 8.7 All Special Tests will be clearly marked with a sign stating: X Test or Enduro Test.
- 8.8 The Special Test course will be obvious and riders who deviate from the course may be severely penalised.
- 8.9 Special Tests (Cross and Enduro) will be bunted with plastic tape. Riders must stay within the taped course whether the tape is broken or fallen down or in place. Failure to do so may incur penalties.
- 8.10 Riders leaving the course by mistake must re-enter the course where they left the track. Penalties for not doing so may be applied.

9 SPECIAL TEST SCORING

- 9.1 The object of the Special Test is to ride as fast as possible between the start and the finish of the Special Test taking the least amount of time possible.
- 9.2 There will be two types of Special Tests: MX and Enduro

- 9.3 Special Tests will be bunted with plastic tape in order to clearly define the route that riders must follow. There will be clearly signed starts and finishes to the Special Tests.
- 9.4 Riders will start the Special Tests one at a time with approximately 20 second intervals between riders.
- 9.5 Riders will accumulate one point for every second it takes to complete a given Special Test

10 FINAL MX SCORING

- 10.1 There may be a final Moto X on the afternoon of the third day which will be scored in seconds which will be added to the riders final score.
- 10.2 Riders will start in the prescribed starting order as directed by the Clerk of Course.
- 10.3 Should a competitor finish the road test late, the competitor may be transferred to another group.
- 10.4 Prior to competition, there will be a voluntary escorted preliminary lap of the course.
- 10.5 The Start will be by raising a flag. Riders who "jump" the start may be severely penalised. One method may be to have the offending riders facing in the opposite direction of the start at the restart.
- 10.6 The number of laps will be prescribed by the Clerk of Course prior to the start of the Moto X. It may be different for Championship and Clubman Classes.
- 10.7 From the time the race winner takes the checkered flag 5 minutes will be allowed for other riders to complete the lap they are on, after which the test is over
- 10.8 Competitors who do not start or complete the Final MX, they will be scored as follows:
- 10.9 The Slowest Time for the same class they are in Plus 60 points for each uncompleted lap

11.0 FINISH OF EVENT

- 11.1 Riders must complete the entire course of the Three day Enduro checking in at the final time control within the allocated time to be recorded as a finisher.
- 11.1 Riders who take advantage of the re-start rule 17 are not considered finishers of the M3DE.
- 11.2 In the event of there being a Final MX, riders will be deemed to be finished at the Final Time Control before the Final MX and will be eligible for a finishers medal. In every case, the time taken (or penalties as per rule 20.20.8) for the Final MX will be added to the competitors score for the final results.
- 11.3 All finishing machines may be impounded for 30 minutes for inspection or measuring.
- 11.4 For each machine an event finishes:
 - 11.4.1 If there is a final examination, at the conclusion of the examination of the machine

- 11.4.2 If there is no final examination, at the moment the machine arrives at the final time check

12 THE LOCK UP – PARC FERME

- 12.0 The Lock Up is where the competitors motorcycles will be stored after Registration on Thursday 3rd and on the nights of Friday 4th and Saturday 5th at the completion of each days competition.
- 12.1 The Lock Up will be in the open air exposed to the elements.
- 12.2 Riders will be required to position their motorcycles in the Lock Up straight after Technical Inspection on Thursday 3rd December and immediately they finish their last Time Control on each day.
- 12.3 Riders are not permitted to touch another competitors motorcycle or work on their motorcycle in the Lock Up.
- 12.4 Riders must leave the Lock Up immediately they have positioned their motorcycle and will not be allowed to re-enter Lock Up until their prescribed time for the start of the following days competition.
- 12.5 No other person shall be allowed to enter the Lock Up other than the Event Director and Clerk of the Course and the Chief Technical Inspector.
- 12.6 Riders may request to have their motorcycle from the Lock Up but will forfeit their eligibility to compete in the M3DE.
- 12.7 Clubman Riders will not be required to put their motorcycle into Lock Up. They may take their motorcycle away and do any mechanical work on it as they see fit.
- 12.8 At the beginning of each day, competitors will be allowed to enter the Lock Up 15 minutes before their allocated start time.
- 12.9 Competitors will have 5 minutes to collect their motorcycle and move to the Work Compound entrance.

13 WORK COMPOUNDS (sometimes called Service Areas)

- 13.0 The morning Work Compound is immediately after the Lock Up and before the Start Area.
- 13.1 10 minutes before their start time, riders will be admitted to the Work Compound and may work on their motorcycles.
- 13.2 There will be an afternoon Work Compound just before the final Time Control. The Final Time Control is a No Service Time Control.
- 13.3 Competitors will have 15 minutes to reach the Final Time Control after entering the afternoon Work Compound.
- 13.4 There will be a Pre Finish Control
- 13.5 Only the Rider and one helper may enter the Work Compound but only the Rider may work on his motorcycle as prescribed in the Chapter 2 Technical.
- 13.6 The only other persons permitted to enter the Work Compound will be the Event Director, Clerk of Course and the Technical Inspection Team.

14 START AREA

- 14.0 The Start Area is directly after the Work Compound and has a waiting area and start area.

- 14.1 One minute before the competitors start time, the competitor may move his motorcycle to the Waiting Area.
- 14.2 The Waiting Area is where riders will line up as per their Time Schedule to wait for their start time.
- 14.3 Upon their start time, the competitors will move forward to start their motorcycles and ride of on the prescribed course.
- 14.4 Riders will lose 60 points per minute if they don't arrive at the start area on time.
- 14.5 The Starter will authorize riders to start at their prescribed time as per the Time Schedule.
- 14.6 Riders will have one minute to start their motorcycle by either kick start or internal electric start and ride the motorcycle under its own power past the marked 20 metre mark.
- 14.7 Failure to start and ride the motorcycle under its own power past the 20 metre mark within one minute will result in a 10 point penalty.
- 14.8 No competitor may start his motorcycle in the Lock Up, Work Compound or Starting area until authorized to do so by the Starter.
- 14.9 Starting a motorcycle before being authorized will incur a 120 point penalty.
- 14.10 Clubman Riders must not start their motorcycles until authorized by the Starter.
- 14.11 Clubman Riders starting their motorcycle before being authorized will incur a 120 point penalty.

15 Reclaiming Time

- 15.0 If a competitor can convince the Jury he was delayed by abnormal circumstances outside his control, (e.g. earthquake, forest fire, volcanic eruption, sunami, terrorists, etc), an allowance may be granted.
- 15.1 Alleged baulking by another competitor is not an abnormal circumstance.

16 Under Jury Investigation

- 16.0 When the case of a rider is under Jury investigation he may continue in the event until the jury makes the final decision

17 Restarts

- 17.0 A competitor who does not finish a particular day may restart the event the following day.
- 17.1 The competitor will start at the rear of the field on that day and subsequent days.
- 17.2 The competitor must inform the Riders Representative who will inform the Jury and Race Secretary so that the

18 OFFICIALS

- 18.1 The M3DE is a privately promoted event and the Race Officials are appointed by the Promoter and Race Director. These officials will have duties assigned to them for which they will be responsible.
- 18.2 The Race Officials appointed are acting on behalf of all the Riders, the Promoter and Race Director. They are essentially there to make the event run smoothly and to facilitate the riders progress through the course. They are not there to try and find wrong doing or hassle riders.
- 18.3 Directions by Race Officials on course must be adhered to at all times. Most directions will be to ensure rider and spectator safety and to ensure the smooth running of the race. Race Officials testimony will be read as fact.
- 18.4 Such designated Race Officials will be responsible through their various Team Leaders to the Jury and may be called upon to offer advice or witness to any incident.
- 18.5 **THE JURY** The Jury will meet each evening at a prescribed time to attend to any queries, technical details and course issues.
- 18.6 The Jury consists of:
 - 18.6.1 Event Director**
 - 18.6.2 Clerk of Course**
 - 18.6.3 Race Steward**
 - 18.6.4 Riders Representatives have an advisory capacity and may attend Jury meetings but do not have voting powers.
 - 18.6.5 The Race Secretary will attend Jury Meetings as an advisory member.
 - 18.6.6 The Promoter and Race Director may call any persons they may think relevant to attend the Jury Meetings.

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20 CLASSES

| | |
|-----------|-----------------------------|
| E1 | 80cc 2T - 175cc 2T |
| E2 | 125cc 2T - 250cc 4T |
| E3 | 180cc 2T - 250cc 2T |
| E4 | 260cc 4T - 450cc 4T |
| E5 | 260cc+ 2T & 460cc+ 4T |
| Veterans: | All Powers Over 40 Yrs |
| Masters: | All Powers Over 50 Yrs |
| Ladies: | All Powers |
| Youth | All Powers Under 21 Yrs |
| Teams: | Manufacturers, Trade & Club |

- 20.1 Riders can enter One class only! All riders will gain an overall result but will only be eligible for trophies and class results in the ONE class they enter. E.g. A rider cannot enter the cc racing class and the Masters or Ladies. One or the other
- 20.2 There is no extra cost to enter teams

20.2.1 Riders are allowed to enter in up to a maximum of two teams but they must not be in the same category. i.e. a rider can enter either in Manufacturer or Trade or Club but cannot for example enter into two Club, Trade or manufactures teams.

20.2.2 Only Three Day Riders can enter a Team

20.3 Manufacturers Team

The Manufacturers Teams must consist of three riders riding identical brands of machinery. e.g. GasGas, Honda, Husqvarna, Husaberg, Kawasaki, KTM, Suzuki, TM, Yamaha, etc

20.4 Trade Teams

The Trade Teams must consist of three riders riding with identical trade product. e.g. Tyres, clothing, boots, accessories (like bars, helmets, goggles, fuel, lubricants) or dealerships, sponsors outside motorcycle manufacturers, etc The riders must use the product throughout the event to be eligible.

20.5 Club Teams

The Club Teams must consist of three riders riding under the banner of a genuine club or district. e.g. Southland MCC, Auckland All Stars, New South Wales State, etc

20.6 Team Names

Team Names must be acceptable to the Promoter. Unprofessional, rude, crude, ridiculous and any name determined by the Promoters to be acceptable will be at the sole discretion of the Promoter. Unacceptable team names will be denied and if the team does not wish to change its name to one acceptable by the Promoter that team will be excluded.

21 RESULTS

21.1 Results Manager

- 21.1.1 The Results Manager will be occupied with getting the results out in a correct and timely fashion so he doesn't need interruptions, queries or such like directly to him.
- 21.1.2 No Rider, Manager, supporter or official may have contact with Results Manager or enter the results area unless invited by the Clerk of the Course or Race Director.
- 21.1.3 All queries about results must be through the Query Form Queries must be in written form and submitted as per Chapter 19

21.2 INDIVIDUAL SCORING

- 21.2.1 A competitors final score will be the adding up of all accumulated penalty points during the three days. The lowest score will be declared the winner.
- 21.2.2 In the event of a Tie, the fastest rider in the final Moto X will be declared the winner
- 21.2.3 If there is no final Moto X, the tie breaker will be decided on the highest placings in the Special Tests overall per test. The rider with the most highest placings is declared the winner.

22 TEAM SCORING

- 22.1.1 Team scoring will be calculated by accumulating the total penalty points gained by each of the three team members over the three days competition
- 22.1.2 Should a team member DNF any day, 10,000 points will be added for that day for that team member.

23 Conditional Results

- 23.1.1 Conditional Results will be published at the Event HQ as soon as practicable after which Riders have 30 minutes to submit a Query Form other wise after 30 minutes, the Results will become final.
- 23.1.2 If the Conditional Results are not published by 8:00 pm, riders will have until 7:00 am the following morning to submit a Query Form.
- 23.1.3 The Race Director and Clerk of Course has the discretion to investigate the results at any time should he deem it appropriate.

24 Final Results

- 24.1** The Final Results will be published at the Event HQ and at the Red Fox Tavern as soon as they are confirmed
- 24.2** Final Results will also be posted to the official Web Sites as soon as practicable and hopefully on the evening of the days racing.

The Web Sites are: www.poweradventures.co.nz
www.silver-bullet.co.nz