

## Motorcycle rules and indemnity 2024

1. I understand and accept that Motor vehicle Racing/Competition can be dangerous and may.
  - a. Cause me Death or injury, serious or otherwise.
  - b. Damage my property.
2. I agree that in the context of this agreement, that 'my property' includes any property owned by me or in my possession or under my control.
3. Neither I, nor anyone associated or connected with me, will make any claim against Landspeed NZ Assn. And their officers, employees, or agents (hereon collectively referred to as LSNZ Assn.) in respect of any injury suffered by me, damage to any of my property regardless of now the injury or damage occurs.
4. I will release, hold harmless and indemnify LSNZ. Against all claims, damages, and losses (including costs) that they may incur as the direct or indirect result of any injury to me or damage to my property.
5. I am aware that this indemnity will not affect my legal obligations that LSNZ Association, have to me which they cannot contract out of under New Zealand Law.
6. I agree that this agreement and indemnity will be binding on my family, my heirs, my legal assigns and my administrators and executors.
7. I am physically fit and there is no health or other reason why I should not participate in the sport of motor vehicle Competition.
8. Highly recommended participants over 65 years of age have a full medical.
9. I attest that I am competent rider and have the necessary skills to participate safely in this event.
10. I am always responsible for the condition and safety of my motor vehicle and safety gear/helmet.
11. I confirm that my protective gear meets or exceeds the following minimum requirements:
  - a. Additional "Back protector and highly recommended is a chest protector.

- b. Full Leathers or two-piece suit with concealed joining zip. No jeans, Kevlar Cordura type cloth.
- c. Leather gloves with adjustable restraint type wrist band and full-length covering wrist.
- d. Leather boots that extend above the ankle. Must be zipped, buckled, or laced. No motocross boots unless these are closed by zip, buckle or laced.
- e. Snug fitting helmet, full race, with a strap retaining system, less than 10 years old, that complies with one or more of approved international standards.

NOTE the Helmet compliance labels must be visible for scrutineers to read.

NOTE: There is a NZ industry standard that highly recommends replacing a helmet after 5 years but that totally depends on its use and exposure to UV. So 10 years is the maximum. No attachments like camera brackets unless provided by helmet manufacture.

- i. UN/ECE Regulation No. 22-04 or 22-05: Protective helmets and their visors for drivers and passengers of motorcycles and mopeds (Europe)
- ii. Australian Standard AS 1698: 2006 Protective helmets for vehicle users
- iii. New Zealand Standard NZS 5430: Protective helmets for vehicle users
- iv. Snell Memorial Foundation: M 2000 or M 20005 - 2010 Helmet Standard for use in motorcycling
- v. Federal Motor Vehicle Safety Standard No. 218: Motorcycle helmets
- vi. British Standard BS 6658: Specification for protective helmets for vehicle users (for type A helmets only)
- vii. Japan Industrial Standard T8133:2000

- 12. Only LSNZ registered riders allowed to participate in a LSNZ event.
- 13. All LSNZ registered rides must attend the rider's briefing.
- 14. I will obey all instructions given to me by LSNZ Assn., both verbal and non-verbal (for example, flags, and warning lights), whilst taking part in this event.
- 15. I will not take part in this event whilst under the influence of drugs or alcohol.

16. I understand that LSNZ supports the FIM/IOC Charter on drugs in Sport and LSNZ may use the services of (NZDSA) or police or approved medical professionals to carry out any drug/alcohol testing. I acknowledge, by signing this form, I may be subjected to a drug/alcohol test at any time. I agree to such testing.
17. I understand that my entry to this event may be immediately cancelled without refund if LSNZ has reasonable grounds to believe that any of the terms 9 to 17 above have been breached.
18. I understand that entries to this event may be limited for organisational reasons and that LSNZ are under no obligation to accept my entry.
19. I will not bring Landspeed New Zealand Association into disrepute or discredit by electronic or written or verbal means.
20. I understand that refunds, for whatever reason, are at the sole discretion of LSNZ and any correspondence may be limited regarding any claim that may arise from my participation in this event.
21. Road register vehicles to have a WOF no older than 6 months. Race bikes exempt.
22. Motorbike's to have fitted a steering damper if exceeding speed of 125mph/200kph.
23. Tires rated for the speed intended Example: Z. for 240kph, W. for 270kph, Y. for 300kph. (Y) for Plus 300kph. If in doubt, go to this link <https://www.dlra.org.au/technical-tyres.htm> or your tire supplier.
24. All production (DOT) tyres must be less than 10 years old. If older they must have a valid WOF or MNZ Scrutineering cert to prove fit for racing and exceeding 100kph and finally the LSNZ scrutineer must inspect and approve. No visible cracks or bulges or degradation of rubber. Consideration given to vintage and classic motorcycles and the speeds they may obtain. Note obtain preapproval before race day so you do not risk being refused to participate. Spoked wheels must have all spokes, none missing or lose. Wheels to be static balanced.
25. Must have metal or alloy tire valve stems on all tubeless tires note not standard rubber type. Also, metal tire caps.

26. No bias ply drag tires or slicks unless pre- approval from LSNZ as typically slicks have no speed rating and designed for going around corners and hard braking. These tires are banned at overseas LS events.
27. Do not use tire warmers, there will be enough heat generated by the speeds you will obtain, this is not a circuit race requiring sticky tires. Tire pressures set to maximum manufactures pressure typical cold +38psi/275kpa. Highly recommend filling with nitrogen, they run cooler, and dryer. Ensure your tires are checked by a marshal at end of each LS run and they should not exceed 60c.
28. For speeds over 125mph/200kph motorcycles must have a kill switch either operated by a wrist lanyard or handlebar switch or the factory tip-over switch.
29. Chain guards need only be factory type, & front sprocket protection. If bike fitted with extended swing arm, then a metal chain guard must be fitted.
30. Brakes must be fitted to front and rear and there is dispensation for LS streamliners preapproved to not have a front brake. But note must be preapproved by LS scrutineer before race day or you risk not being allowed to participate.
31. Fuels and refueling highly recommended to be done over on the concrete pad in the pits so no spills on the grass. No straddling of the bike while filling, highly recommended having a second person with an extinguisher. Any fuel types allowed but note fuels Methanol over 75% the Pit manager and fire rescue crew must be notified. These fuels burn clear you cannot see it burning in daylight.
32. Highly recommended is front wheel bearings and steering yoke bearings checked and serviced or replaced with new. Manufactures often do not install bearings sealed from both sides so rust on inner side. Replace with sealed bearings both sides. Ceramic bearings allowed.
33. IMPORTANT: This event is not salt flats, it is on a sealed public road, it is extremely level and hard and there is some bumps so ensure you have rebound in your suspension. We have had instances of a motorcycle tire blistering and chunks of tire shredding over 300kph from lack of rebound. This is extremely important to note for purpose-built LS salt racers doing

over 200kph that have little or no suspension.

34. Highly recommended, do not use glycol antifreeze in your cooling system. Use VIP, BelRay Motochill, Motul Mocol additives, spilt glycol is extremely slippery and very poisonous to animals etc
35. It is not a requirement to wire sump plugs/fill plugs and calipers etc as for circuit racing, but recommended. Ensure all bolts torqued to factory settings and possible use of "Blue" Loctite on threads.
36. Any cameras fitted on bike should have a safety lanyard strength equal to 10 x weight of camera. Note a Gopro extending outside of bike at 300kph will reduce top speed by up to 5kph. Better to mount on tank.