VICTORIA MOTORCYCLE CLUB INC

In association with

PLAYDAY ON TRACK LTD

Proudly Presents

The Michelin 3 Hour Endurance Race
And
The Michelin 6 Hour Endurance Race

ORGANISER:

The Victoria Motorcycle Club Inc. will conduct a Motorcycle Race meeting of the **"The Michelin 3 Hour Endurance Race" and "The Michelin 6 Hour Endurance Race"**
at Manfield Park Raceway on Saturday the 28th and Sunday the 29th November 2026.

The meeting will be run under MNZ Permit # **TBA**

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.

3. Event Format – There will be two events run over the course of two days.

The event will be a tarmac only 3 hour and a 6 hour timed, baton type relay race, where one uniquely numbered transponder will act as the baton. No one-man or "Iron Man" teams will be accepted for either the Michelin 3 Hour Endurance Race or the Michelin 6 Hour Endurance Race. Classes will be as follows:

Michelin 3 Hour Endurance Classes

Teams – each team will consist of two riders and two bikes with one "Team" transponder. Each rider must complete a minimum of 60 minutes over the length of the race (unless a rider crashes and cannot complete 60 minutes of riding) – the remaining 60-minute 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.

Michelin 3 Hour Senior Endurance Class
Any two bike combination of Formula 3, Pro Twin, or Supersport 300 machines.

Michelin 3 Hour Pro Twin Endurance Class
Any two Pro Twin machines only.

Michelin 3 Hour Supersport 300 Endurance Class
Any two Supersport 300 machines only.

Michelin 6 Hour Endurance Classes

Teams – each team will consist of three riders and three bikes with one "Team" transponder. Each rider must complete a minimum of 90 minutes over the length of the race (unless a rider crashes and cannot complete 90 minutes of riding) – the remaining 180-minute 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.

Michelin 6 Hour Senior Endurance Class
Any three bike combination of Formula 1 or Formula 2 machines.

Michelin 6 Hour Formula 2 Endurance Class
Any three Formula 2 machines only.

4.

a) If a rider falls from their machine and is unable to return to their pit area on the machine they started the session on safely & under its own power to pass on the "Team" transponder to the next allocated rider in the team, the team must source a replacement transponder from MX Timing in the race control tower. It is at all times the team's responsibility to source a replacement transponder. The team's race lap history will be retained and transferred to the new transponder number.

The fallen rider must get themselves to a position of safety as quickly as possible and remain there for the duration of the race. If the fallen rider can make their own way back to the pits from that position of safety whilst remaining behind safety barriers ***at all times*** they may do so. If the opportunity arises during an emergency incident whilst a safety car is on-track, and at the sole discretion of Race Control, the rider and/or their bike ***may*** be recovered back to the pits. If a rider has managed to return to the pits themselves as described above, it is unlikely their bike will be separately recovered before the end of the race.

Any "crashed" rider **must** present themselves to the medical team for clearance one they return to the pits. If a "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.

b) Refuelling will be permitted within the pit garage as per a normal race meeting. A refuelling area will be set aside on the **dummy grid** for teams using one bike. for multiple sessions. No 'hot' refuelling is allowed in pit garages. Bikes must be placed on stands and allowed to cool before refueling. No "open" type fuel containers will be permitted in the pit or refuelling areas during this event. All refuelling is to be completed via the use of approved, commercially available & clearly labelled fuel containers (no funnels!). Ignitions of all machines must be switched off or disabled before and during the refuelling process. No exceptions, or exclusion from the meeting will occur. No refuelling to be done without a Fire extinguisher being present. A single person must be in control of the fire extinguisher whilst refuelling occurs. The person in control of the fire extinguisher MUST NOT be involved in the refuelling or any other activity at that time.

c) Wet Weather Declaration: Where weather conditions dictate, the Steward of the meeting may declare the practice/qualifying/race(s)/day or meeting "wet".

Where the declaration is made immediately prior to commencing a practice/qualifying/race that session will be delayed, and a 25 (twenty-five) minutes window provided to enable teams and competitors to change their wheels/tyres/setup.

Once the declaration is made, the onus remains on the teams and competitors to fit the tyres they consider most suitable. Racing will not be stopped due to changing track conditions – Unless the Steward and Clerk of the Course decide that the conditions make it too dangerous to continue. Riders who wish to change tyres during a race declared wet must do so while racing continues.

A red rear facing safety light will be required for all motorcycles as defined in rule 14.7a of the Motorcycling New Zealand Inc. Manual of Motorcycle Sport.

d) Emergency Incident on Track: In the situation when an Ambulance is required to attend an incident during a race the following procedure will apply:

A Safety Car will be deployed from pit lane equipped with operating flashing roof lights. An Ambulance Flag and a waved yellow flag will be displayed at each Flag Marshall Point. An ambulance will be deployed from the nearest point to the incident. All competitors are to slow immediately and fall in behind the safety car in single file. Riders **MUST** queue in single file behind the safety car in the order they arrive behind it. No passing is allowed during the period of the ambulance / waved yellow flags.

Bikes that have pitted under safety car conditions will only be released from pit lane as the last bike in the train behind the safety car passes the end of the track entry blend line in turn one.

Pit lane speed limits must be observed. The safety car will continue to lead the competitors until the incident is cleared and the ambulance has left the racing circuit.

When racing is to recommence, the emergency vehicle will turn the flashing roof lights off at a designated point on the circuit. The safety car will accelerate away from the field and pull into the pit lane entry on the completion of that lap, while the field remain behind the leading rider and remain at the slower pace that the safety car had been travelling at.

The race will not restart until the Green Lights or Green flag is shown to competitors at the start/finish line. There is to be no passing until the start/finish line has been crossed and the pace of the re-start is to be dictated by the bike in front of the field.

In the event of a race stoppage the procedure will be as follows:

Red flags will be displayed at strategic points around the circuit and flashing red lights will be displayed at the start / finish line.

All competitors still running will signal to notify following riders; safely stop racing and return at reduced speed to pit lane. **Riders will be held held at a control point in the pit lane fast lane by the start/finish line marshal point** to await further instruction from the officials. **Any rider that returns directly to their pit without instruction from the officials will be deemed to have disqualified themselves and / or their team from a restart.**

If riders are directed back to their respective pit area no tyre changes, refuelling, or repairs may be carried out. Tyre warmers may be put on the bikes only.

The same rider must be on the same bike for a restart as was on the machine at the time of the race stoppage.

A restart will consist of 1 warm up lap, followed by a standing start from the teams' original qualifying positions, according to the start procedures in Sections 8, 9, and 10 below.

5. 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 2 front and 2 rear tyres per machine. Changing tyres will incur a 5-minute time penalty to be served before leaving the pit lane at the next rider change. Tyres will be marked during machine examination or post qualifying. A 5-minute time penalty will be applied to a team's final result for each machine finishing the event without a marked tyre, where a penalty has not already been applied.
Marked Tyres may be removed and flipped during the race with no penalty.

Wet races – For safety reasons tyre limits will not apply to rain tyres.

6. Entry fees: 6 hour $900 per team; 3 Hour $500 per team; this includes the team transponder. No personal transponders will be used.

Those paying their entries by Credit Card will attract a 2% transaction fee – see "Pre Race Entry Fees" for further details.

7. Matters pertaining to the "SPIRIT of the EVENT" will be decided by Gary Stirling. If it is felt a rider or team has conducted themselves outside the "spirit of the event" the team or rider may be excluded from the results. Any decision will be made prior to prize giving on the day and will be final and not disputed.

If any team or rider does not agree with the above, they must not enter the event.

8. Grid positions will be determined by teams' average lap times recorded within the preceding qualifying session. **Qualifying time** for each rider in this event must be **below 1 minute 20 seconds** in **dry** conditions for the 6 Hour (1 minutes 45 seconds for the 3 Hour). 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.

9. All competitors are to be on the dummy grid prior to race start 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, and at the sole discretion of the Clerk of Course.

10. Flags / Start Signals: Races will be started by lights (count-up style), with the provision for flag start if required on the day. The procedure for race starts will be covered in the riders briefing. **If** a flag start is required:

a) A red flag will be held by the starter at the side of track, once the red flag has come in riders will be under the starter's orders. The starter will then drop a green flag to start the race.

b) If the start of a race needs to be aborted, the red flag will be waved. You are to complete a lap of the circuit at a slow pace and form up in pit lane to await further instruction.

c) Chequered: The race will be completed by a waved chequered flag shown at the "Start / Finish" line.

d) 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 marshalling points around the circuit. Competitors are then required to reduce speed and return to pit lane and re-form on the dummy grid in an orderly manner & await further instruction from the officials.

11. Machine examination: This will be conducted by the VMCC appointed Machine Examiners who will examine ***all*** machines competing in the event prior to the event commencement in the Scrutineers Shed, . Machine Examination for 3 hour competitors will take place **between the hours of 7:30 am to 8:30 am Saturday 28th November.** Machine Examination for 6 hour competitors will take place **between the hours of 4:00pm to 5:00pm Saturday 28th November and 7:30 am to 8:30 am Sunday 29th November.**

All machines that crash during the sighting lap(s) and / or subsequent session and can be returned to the pit area must be delivered to the Machine Examiners in the Scrutineers Shed 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".

12.

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 machines competing in a team will be issued with a set team race number specific to that team, which must be displayed clearly on each machine.

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.

c) Any competing machines "Oil Filler" cap &/or plug is to be mechanically retained with a suitably approved locking wire to an immoveable chassis or engine component.

f) ***All lower cowlings / fairings are to be removed prior to presenting machines for examination if the oil filter, oil pan and / or gearbox drain plug(s), catch tanks and / or bottles cannot be clearly & easily seen from beside or beneath the machine. <u>There will be NO EXCEPTIONS to this simple time saving requirement.</u>***

13. 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.

Please note that back and chest protectors are compulsory safety equipment – no back / chest protector, no racing, no exceptions.

14. Noise emission: Refer to Rule 10.6d of the MNZ Manual of Motorcycle Sport.

15. Entry to and from The Pits:

Entering the pits: Pit entry is on the left hand side of the track at the exit of turn 7. Move to the left hand side of the circuit on the back straight and clearly indicate your intention to leave the circuit by raising your left arm or foot. Stay to the outside, of turn 7 and exit the circuit. The circuit's pit lane speed limits apply at all times. **Exceeding these speed limits will incur a 2 min penalty.**

Exiting the pits:. All riders exiting from the pits are under the control of Race Control and the pit exit light system. Their directions and those of any officials located at pit exit must be obeyed at all times. We will endeavour to keep the pitlane open at all times, but the RED light must be observed. Any rider exiting under a red light light will be disqualified.

Riders leaving pit lane must visually check it is safe to enter the circuit and must stay to the inside of the circuit's "blend line". Ride to the Outside of Turn one until up to speed. ***DO NOT HEAD ON TO THE RACING LINE*** until up to racing speed - this allows you, the rider to exit safely. Any entry deemed unsafe will be subject to the same penalty as crossing the blend lines, this will be at the discretion of the Steward.

Blend Lines: Any *rider* crossing the pit exit blend line on the circuit, whilst exiting the pits, may be subject to exclusion from the event. Should a rider be pushed over the blend line by another rider a decision regarding exclusion will be made at the discretion of the Steward.

If an unencumbered *team member's* tyres cross the pit exit blend line, the *team* will receive a five minute penalty for the first occasion and a 10 minute penalty for the second occasion. A third time will result in the *team's* exclusion from the event. A rider's pit crew will be notified at the earliest possible time. This will be carefully monitored..

16. Pit Lane: There is to be ***NO*** open toed footwear in "Pit Lane" for any competitor &/or their associates at any time during this meeting.

a) There is to be no riding of ***any*** bicycle and / or scooters in the "Pit Lane" or "Parc Ferme" area(s) during this meeting by any person.

b) With the exception of registered support dogs there are to be ***NO*** animals brought onto the Manfeild Park Raceway pits or paddock.. Any person found to be in breach of this rule will be immediately asked to leave the property.

c) Rubbish: Please ensure that you leave your pit area tidy by collecting all rubbish and disposing of it in the bins provided.

17. Licence / Logbooks: All competitors must produce their licence / logbook at sign on or be excluded from the race meeting. Competitors can pay for a one day race licence for each separate day if they are a current financial member of the Victoria Motorcycle Club Inc., and they have previously held a valid MNZ race licence.

****** Please do not forget to collect these again at the conclusion of the meeting ******

18. Pit lane garages will NOT have direct access to pitlane during the event and all pit lane garage doors must remain closed for the entire event. .

19. All machines must be ridden at NO MORE than 5km/h in the paddock areas when bringing bikes to the pitlane for bike changes, and when returning to your garage/paddock area. No testing of machines in the paddock area for any reason during the event above this speed. Exceeding these speed limits will incur a 2 min penalty. Helmets must be worn when riding through the paddock area.

20. Decisions regarding the interpretation of the supplementary regulations shall be at the sole discretion of the event organiser's representative, who shall convey such decision(s) in writing immediately to all competitors and the Officials in Race Control. Any rider approaching Club or MNZ officials with questions regarding these regulations is to be referred to the event organiser's representative. These decisions would be included in subsequent event's supplementary regulations.

21. To comply with resource consent the track needs to be clear of bikes by 4.30pm, and as such all races are time constrained. If the full race time has not fully elapsed by 4:25pm, races will be deemed complete at this time.

Sign on & machine inspection for the event will begin at 7:30 am. Each day.

If you have any problems or questions, please ask a VMCC or Play Day on Track Ltd. official during the meeting in the downstairs documentation office.

The Victoria Motorcycle Club & Play Day on Track Ltd are here to help you get the most from the event.

FORMULA 1 (F1) REGULATIONS

F1 class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while 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. 680 – 1300cc maximum displacement 3 cylinders 4-stroke.
   3. 751cc to open twin cylinder four stroke.
   4. 351 - 500cc maximum displacement, 4 cylinders, 2-stroke.
   5. 401 - 760cc maximum displacement 2 - 3 cylinders 2-stroke.

2. Number Plate Colours and placement:
   Refer to 12 b) of these Supplementary Regulations.

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 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 on's 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.

FORMULA 2 (F2) REGULATIONS

F2 class will exist for 'formula' type machines. The Capacity Groups listed below allow modifications to the machines to be carried out while 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. 451 - 675cc 4 stroke 3 cylinders.
    2. 401 - 600cc 4 stroke 4 cylinders.
    3. 651 - 750cc 4 stroke 1 - 2 cylinders.
    4. 401 - 490cc production based 2 stroke.
    5. 250 - 351cc competition based 2 stroke.

2. Number Plate Colours and placement:
Refer to 12 b) of these Supplementary Regulations.

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 bars (no MX, Motard, Enduro or trail/dual purpose style of handlebars).

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 addons 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.

FORMULA 3 (F3) REGULATIONS

1. **Superlite** prepared as per Motorcycling New Zealand Inc. Manual of Motorcycle Sport Appendix B.

2. **Super Moto Championship** prepared as per Motorcycling New Zealand Inc. Manual of Motorcycle Sport Chapter 20.

3. **Super Moto Open Championship** prepared as per Motorcycling New Zealand Inc. Manual of Motorcycle Sport Chapter 20.

4. Preparation of Motorcycle:
    1. All motorcycles are to be prepared in accordance with Motorcycling New Zealand Inc. Manual of Motorcycle Sport Chapter 10.
    2. Machines with re-bored cylinders must remain within the appropriate capacity limit.

5. Number Plate Colours and placement:
Refer to 12 b) of these Supplementary Regulations.

PRO TWINS REGULATIONS

1. **650cc Pro Twins** prepared as per Motorcycling New Zealand Inc. Manual of Motorcycle Sport Appendix E.

2. Number Plate Colours and placement:
Refer to 12 b) of these Supplementary Regulations.

SUPERSPORT 300 REGULATIONS

1. **Supersport 300**, as per Motorcycling New Zealand Inc. Manual of Motorcycle Sport Appendix I.

2. Number Plate Colours and placement:
   Refer to 12 b) of these Supplementary Regulations.

****** Please note the applicable following pages must accompany you to Rider's Sign On ******

ENTRY FORM
Michelin 3 Hour Endurance Race

Date: 28th November 2026 Permit no: **TBC**

PLEASE PRINT CLEARLY

Rider 1 Name:_____ MNZ Licence no. _____

Address:_____Suburb/City_____

Competitors E-mail _____Event _____

Phone: (0)_____Mobile _____

Rider 2 Name:_____ MNZ Licence no. _____

Address:_____Suburb/City_____

Competitors E-mail _____Event _____

Phone: (0)_____Mobile _____

Pre-event Entry fees:

***** PLEASE NOTE – ENTRY FEES PAID BY CREDIT CARD INCLUDE A 5% TRANSACTION FEE *****

Michelin 3 Hour Endurance Class	$500
Michelin 3 Hour Senior Endurance Class ☐	
Michelin 3 Hour Pro Twin Endurance Class ☐	
Michelin 3 Hour Supersport 300 Endurance Class ☐	
Pre-Entry Close Off Total Paid – ***Please indicate below by which method you have paid, below***	$
Entry On Day Late Fee - $100.00	$
Entry on Day Total Paid	$
	$
TOTAL	

Teams Two Bike – 3 Hour ~ Road Race

Rider	***Race #***	***Make Model & CC rating***	***Year***	***Sponsors***
1				
2				

****** Please note the applicable pages must accompany you to Riders Sign On ******

ENTRY FORM
Michelin 6 Hour Endurance Race

Date: 29th November 2026 Permit no: **TBC**

PLEASE PRINT CLEARLY

Rider 1 Name:_____ MNZ Licence no. _____

Address:_____Suburb/City_____

Competitors E-mail _____Event _____

Phone: (0)_____Mobile _____

Rider 2 Name:_____ MNZ Licence no. _____

Address:_____Suburb/City_____

Competitors E-mail _____Event _____

Phone: (0)_____Mobile _____

Rider 3 Name:_____ MNZ Licence no. _____

Address:_____Suburb/City_____

Competitors E-mail _____Event _____

Phone: (0)_____Mobile _____

Teams Three Bike – 6 Hour ~ Road Race

Rider	***Race #***	***Make Model & CC rating***	***Year***	***Sponsors***
1				
2				
3				

Pre-event Entry fees:

***** PLEASE NOTE – ENTRY FEES PAID BY CREDIT CARD INCLUDE A 2% TRANSACTION FEE *****

MichelinI 6 Hour Endurance Class	$900
Michelin 6 Hour Senior Endurance Class ☐	
Michelin 6 Hour Formula 2 Endurance Class ☐	
MichelinI 6 Hour Endurance Class Saturday Practice is included in your entry	
Please indicate below by which method you have paid,	$
Entry On Day Late Fee - $100.00	$
Entry on Day Total Paid	$
	$
TOTAL	

METHOD OF PAYMENt

Online ☐ **Credit Card** ☐

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READ THE FOLLOWING DECLARATIONS AND SIGN AT THE BOTTOM

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

DISCLAIMER OF LIABILITY

1. I have read the Supplementary Regulations for this competition and agree to be bound by them and the General Rules of Motorcycling NZ Inc.
2. I am aware that the sport of Motorcycle Competition might:
   a. Cause me injury, serious or otherwise.
   b. Damage my property.
3. I wish to take part in this competition despite the above risks.
4. Neither I, nor 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.

5. 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.
6. I am physically fit and there is no health or other reason why I should not participate in the sport of Motorcycle Competition.
7. I am aware that this disclaimer will not affect any legal obligations you have to me, which you cannot contract out of under New Zealand law.
8. I agree that in this disclaimer "my property" includes any property owned by me or in my possession or under my control.
9. I agree that this disclaimer will be binding on my family, my heirs, my legal assigns and my administrators and executors.
10. I accept that stripping and re-assembly for Technical Checks are at my cost.
11. I consent to the details contained in this form being held by Victoria Motorcycle Club Inc. and Playday on Track Ltd. for the purpose of the promotion and benefit of the race meeting concerned, and Motorcycling in general. I acknowledge my right to access and correction of this information. This consent is given in accordance with the Privacy Act 1993.
12. Drug and alcohol policy: MNZ supports the FIM/IOC charter on drugs in sport. MNZ uses the services of the New Zealand Sports Drug Agency (NZSDA) to professionally carry out the testing. I acknowledge by signing this form I may be 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.

DATED: / / 2026

Name & Signature of rider 1_____

Name & Signature of rider 2_____

Name & Signature of rider 3_____

If under 16: Parent/Guardian Signature: _____

VICTORIA MOTORCYCLE CLUB INC & PLAYDAY ON TRACK LTD

PRESENTS

The Michelin 3 Hour Endurance Race
And
The Michelin 6 Hour Endurance Race

28th & 29th November 2026