

Rules for GNCC Limited GNCC Cross Country Series

The following rules are solely applicable to Grand National Cross Country events held by GNCC Ltd. All inquiries or questions regarding applicability and enforcement should be directed to GNCC Ltd. All decisions by GNCC Ltd are final.

General Rules

1. Riders must always wear an approved motorcycle helmet when riding.
2. All riders must attend the riders meeting prior to their race.
3. NO spectator or pit riding is permitted.
4. Riders must not exceed 1st gear idle when traveling to and from their vehicles to the race area.
5. Riders must register for the race before riding their machine anywhere.
6. Riders are responsible for any children associated with them and for ensuring that they have suitable supervision and care well they are racing.
7. Riders are responsible for the actions of their entire pit crew.
8. Radios are permitted between pit crew members, but not with riders.
9. No deliberate ramming, blocking, or intentional contact with another rider.
10. No Unsportsmanlike like conduct.
11. No Team tactics, specifically blocking, allowing another rider to pass or exchanging machines in order for another rider to continue the race.
12. Senior riders must be 14 years of age or older on the day of the year of the series starting
13. Youth riders must be 13 years of age or younger on the day of the year of the series starting.
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15. There may be no passing lanes in effect on the course. These are in effect from the "No Passing" sign to the "Open Track" sign.
16. The lap scoring area and check points are "No Passing" zones from their taped entry to the exit.
17. There may be observation checks on the course – it is the riders responsibility to ensure he has been recorded at an observation check.
18. No running into or abusing officials.
19. Riders may get mechanical assistance on the course from their pit crew, spectators or other riders.
20. If you add or exchange more than 25kgs of parts during a race, this will constitute exchanging machines.
21. Both the rider and the machine the rider started on must cross the lap scoring line under either the bikes or the riders power for a lap to count.
22. No towing or bike recovery is allowed on the course while the race is in progress.
23. A bike and rider may not be towed to the finish line to record a result.
24. Riders may be requested to leave their machines at a designated impound area either before or after a race for inspection. While in the impound area the bike, any fluids, stickers or any other item that may be removed from or attached to the bike may not be modified in any way.
25. A rider may question the results within the 30-minutes of their finish time where results are being posted live, or within 20 minutes of the final results being posted if they posted after the event.
26. No passing out of advertising material except by the official sponsors.
27. No erecting banners, signs or advertising other than that of the official sponsors.
28. No use of Public Address equipment other than the official system.
29. Permission must be sort from an official to erect a shelter in the pit area.
30. Requests for clarification of results and race conditions can be made of any official. You will be directed to see another official responsible for that area. They in turn may ask you to present your query on the "Request for Clarification" form so it can be considered by the race committee. Penalties and remedies will be assessed at the discretion of the race committee based on the severity of the offence or situation. These may include awarding or removing one or more of the following: one or more positions; one or more laps; time penalty; or disqualification. In circumstances involving anti social or criminal behaviour, serious injury or death the land owners, Police and OSH will be notified. Final Interpretation and application of the rules will be decided by GNCC Limited.

CLASSES:

Classes are as follows:

- Two wheeled skill based competition classes
 - Pro
 - Expert
 - Clubman
 - Senior Woman
 - Rookie
 - Rookie Woman
 - Youth

You only need to enter one of these classes to participate in the GNCC

Within each class grouping there are a number of classes. You can enter any classes you are illegible for.

In a Bike competition class this would typically be the overall a capacity and an age class.

RIDER ELIGIBILITY AND CLASSIFICATION:

Age Divisions

Age is determined on the day of the start of the Series of the particular year.

Changing Classes

GNCC class grading is set by the race committee using the GNCC grading process. If you feel that you are in the wrong class you can request a change. Note any change will be based on your previous results and will have to meet the grading rules.

GNCC Class Grading

At the end of each year GNCC runs its own internal grading system.

The grading system follows the principal that any naturally occurring phenomena should follow a standard distribution curve (bell curve).

This means that the clubman and Experts should be the largest classes of roughly the same size and the Pro and Rookies the smaller classes and that the Elite should be a very small class.

The actual grading decision is based on times achieved in races and the riders

EQUIPMENT:

1. The machine a rider leaves the starting line on is the official machine of the rider for that event, and he may not switch machines during the event.
2. No rider is allowed to carry gasoline except inside his machine's gasoline tank.
3. All machines must have a working kill switch
- 4.
5. All machines must be fitted with either their original OEM silencer or one manufactured by a recognised aftermarket manufacturer (Machines with excessively loud, home made or dangerous exhaust systems will be disqualified).

Please Note: That it is our intention to phase in a 94 db sound limit over the next few years.

COURSE:

1. A GNCC course may include trails, footpaths, roads, hills, motocross tracks, or any type of terrain which can be negotiated by a bike
3. Marking, cutting, tampering with or otherwise changing the course in any manner is strictly prohibited. Course modifications may only be made by an official.
4. Only registered racers and officials may ride the course during the race.
5. If a rider leaves the course for any reason he must re-enter the course where he left.
6. Riders must remain on the marked course. The marked course is within 5 metres of race arrows. Any time double arrows are posted on both sides of the trail, riders must stay between the arrows. Markers may also include any device placed along the trail to help guide riders, including: ribbons, signs, stakes, hay bales, barrels, tires, etc....
7. Riders encountering a traffic jam or bottleneck may go more than 10 metres off the course to get around the bottleneck only. However, the rider must re-enter the course as soon as possible, and upon approaching this section the next lap, must ride the original arrowed section if the track is clear. If the original marking devices are knocked down, the rider must stay on the original marked course. A "bottleneck" is a section of the track that becomes impassable because a number of motorcycles have blocked the course, with the exception of check points.

START PROCEDURE:

Starting procedures will be explained at Riders Meeting.

No riders, pit crew members, machines or equipment will be allowed on the starting line prior to or during the Riders Meeting.

Riders will be allocated their starting position by computer seeding and will line up in the grid assigned and written on their coloured sticker.

All starts are hot engine starts. Traffic Lights or flags will be used to signal the start.

Any rider starting from the wrong grid will be penalized.

Any rider that misses the start of their class must enter the race course from the timing chute.

The number of riders in each start grid is set based on the number of riders that can safely take off at the same time.

Start grids will only be released after the previous starters have cleared the start area.

Computer Seeding

The aim of the seeding system is to group riders of a similar speed and skill level. This is done by seeding based on a riders lap times in a previous round.

Seeding takes place on the following basis

Grids are firstly allocated by skill level. Elites will always go first then the Pros then the Experts.

Within each skill level riders are seeded based on their best finish in a previous round in the series.

New riders are started behind seeded riders.

There is no time advantage in being seeded on an early grid number.

The first race of the season is only seeded by class.

New riders entering the series after the first round will be started after seeded riders unless they qualify for an exception.

Exceptions

A known rider may have a front grid position allocated on the basis of their reputation on their first race of any given series. After the first race they will be seeded by the computer system.

People who have missed the start cut off will be manually allocated grids.

Late arrivals will be started through the timing gates and not through the grid system.

Race Finish Procedure

As riders are seeded and tracked by time, we need to factor time into the race finish process to ensure all riders receive that same amount of time or opportunity to complete the course.

We do this by calculating a Maximum Allowable Time

This is the time limit for the race. A rider is not allowed to start another lap if their total time is more than the MAT. In most cases the MAT is the winners time. On rare occasions it is set to more than the winners time. Either way it is calculated when the winner finishes the race.

The MAT achieves two key goals:

It ensures all riders have the same amount of time to complete the course

Brings the race to end in a timely fashion for the other riders after it has been won

There are two ways races are finished.

Race Close Off

The overall race winner completes the course.

At this point the maximum allowable time is calculated for ALL other riders to start a new lap.

If a rider passes through the check before this time they can continue on to complete another lap, if they are over this time they will be stopped.

Class Close Off

The class winner crosses the line

The Maximum Allowable Time is calculated for the class is calculated.

Only riders from the effected class will be stopped and riders from other classes can continue to race.

As the other classes are won MAT's are calculated and the other classes are stopped.

Note: During the race and as a rider you don't need to think about any of this.

The calculations are carried out by RaceSync.

The scanning confirmation screen will indicate whether to continue or whether race is over.

Emergency or Temporary Course Closure

There are circumstances where we may need to temporarily close the course.

These are issues such as:

- Access for emergency services
- Presence of trespassers on the track
- Some other eventuality that places riders at risk

There are two ways that this may be done:

At the timing check point you will be directed off the course to a holding area.

Once the hazard has been cleared or issue resolved, you will be restarted through the timing chute.

On the course by a track marshal

Your number will be noted as well as your arrival time and when you were realised.

The delay will have no effect on your race finish. You will be allowed the same amount of race time as any other rider

Rendering assistance to injured riders

If you stop to render assistance to injured rider, you can appeal to have the time you lost returned to you.

In the event of assisting a seriously injured person for a considerable time, effectively forfeiting the race, you will either be reimbursed your entry fee or be given free entry to the next round.

You will need to make it known that these events took place as soon as you return to the results area at the end of the race.

SCORING:

We use a computer based system for calculating results and ride numbers for identifying riders.

1. Riders must come to a complete stop at all check point and scoring areas.
2. Riders are responsible for ensuring that there lap is counted.

At the check point a screen will indicate for you to stop. Once you have been scanned it will tell you to go or that the race is over.

POINTS:

Before each series the Race Directors will announce the number of rounds and how many rounds count towards Championship Points. All classes except the trail class (no championship) will receive points.

The point structure will typically be Best 4 out of 5 rounds count towards championship points allowing riders to drop one round. This will vary each year depending on the number of rounds in the series.

Points will be awarded as follows:

Place Points Place Points

1	50.00	21	20.00
2	45.00	22	19.00
3	41.00	23	18.00
4	38.00	24	17.00
5	36.00	25	16.00
6	35.00	26	15.00
7	34.00	27	14.00
8	33.00	28	13.00
9	32.00	29	12.00
10	31.00	30	11.00
11	30.00	31	10.00
12	29.00	32	9.00
13	28.00	33	8.00
14	27.00	34	7.00
15	26.00	35	6.00
16	25.00	36	5.00
17	24.00	37	4.00
18	23.00	38	3.00
19	22.00	39	2.00
20	21.00	40	1.00

Ties

Points ties in all classes above the position of tenth will be broken using the following method.

1. The rider with the best finish in any race so far in the series.

If the tie still exists then:

2. The rider with the most best finishes.

If the tie still exists then:

3. The best finisher in the race that both riders last ran in.

If the tie still exists then:

4. The rider who rode in the most recent round.

Class Championships

Class Championships will be awarded by accumulating points based on a formula determined by the Race Directors. This will be published before each series. Typically it will take the form of: the best Four Race Results from Five races count towards championship points.