

Island & National Senior & Junior Cross Country Supplementary Regulations.

Introduction: In addition to the MNZ Manual of Motorcycle Sport listed below are supplementary rules for the 2010 NZ Island and NZ National Championship Cross Country rounds.

These rules are required to ensure all parties (Competitors, Pit Crew, Stewards, and Club Officials) are fully aware of the processes and penalties that may arise during this form of competition and that the code honors MNZ's mission statement "Safe, Fun and Fair"

Every championship entrants motorcycle, Junior and Senior, to be able to start the race must have on their front numberboard the series sponsors sticker.

Failure to do so will have the entrant score no points towards the championship. Stickers will be supplied at sign on. By order of Murray Searle MNZ Cross Country Commissioner.

Definitions:

- 1. A Finish** – A Competitor has not finished the event until he/she has completed a minimum of one full lap and passed the timing point without any outside assistance whatsoever, the rider and bike must return under its own power or the bike can be pushed by the rider. Failure to do either will result in a DNF. No points can be allocated and a class or overall result will not be recorded.
- 2. Pitting** – Once the race has commenced Competitors can only enter the pits after the completion of one lap. The pit area as defined by the organizing Club is the only place a competitor can refuel or carry out repairs to continue, this includes all manner of repairs. Should equipment or parts/accessories be required that are not within the pit area the riders Pit Crew must source it without the rider or bike leaving the designated pit area. Infringing this would be viewed as outside assistance or a finish as the Competitor has technically left the track.
- 3. Hosting Club Competitors** – A hosting Club cannot utilize competing club members to mark out an Island or National Cross Country track, doing so would result in a time penalty or a suitable penalty as decided by the series steward unless they compete in the non championship classes or elect to drop that particular Round from the series results. Refer to rule 13-2-6.
- 4. Championship Class Validation** – Classes are only validated per round by attending fully paid entries of 6 per class minimum, refer rule 4-10-8.
- 5. Teams points – (Seniors only)**
Team Championship points will be awarded cumulating each individual riders class position the winning team having the least points accumulated. I.e. Class 1, 1ST Class 2, 1ST Class 3, 1ST = 3 Points
Championship series riders gain series points. No reallocation. In the event of a tie in the number of points at the end of a series, the final position will be decided on a basis of the number of best results in the series (number of first places, number of second places etc.) If a further tie exists, it will be decided in the following order, by the better placing in the last, in the last but one, in the last but two results counting towards the series in question, etc.
- 6. Marshals** – Club appointed marshals will be senior license holders (preferably) and will be fully briefed on possible areas of infringements by the series and club stewards being accountable only to the series and Club stewards. They will at no time race with the competitors and will circulate the track to enforce and ensure safety, infringement control and fair competition. Marshals do not have the power or authority to impose penalties or make course changes without

consultation with the series and Club steward. They will be clearly identifiable and their bikes will not have visible race numbers.

7. **Lap scoring** – The lap scoring shut will be located before the pit area, when competitors enter this chute it is by single file and there is to be no intimidation made to a rider within this region by a following rider. It is the competitor's responsibility to ensure they have been recorded while going through the chute even if that means yelling out their race number if conditions are such that numbers are difficult to read either visually or electronically.
8. **Protests/Infringements** – Due to the nature of this code of competition and the types of course utilized it is almost impossible to view the entire track and every competitor at all times, meaning the stewards and club officials must also rely on information of infringements by appointed marshals and in some cases competitors and their pit crew. For this reason it is necessary to outline the correct procedure for alleging an infringement or protest. Rider/Pit crew, riders reps, marshals and club officials – The rider can advise either a marshal, steward, riders rep or their pit crew providing he has the offending riders number as can the riders rep marshals and club officials and in all cases the infringement must then be reported to the series steward without matters being taken into any other parties hands. The series steward will then decide if the infringement has validity and impose a penalty suited to the infringement. In the case of a protest this must follow the procedure as outlined in the Motorcycle manual of sport.
9. **Penalties** – Only the series steward can enforce a penalty and this can only be done after the lapscoreing chute or within the designated pit area. Penalties are generally but not excluded to, "Stop Go" and are based on time, exclusion from the event and possible license removal. Competitors, or pit crew who believe any penalty imposed is unfair or harsh have the opportunity to discuss this with the series steward, riders reps and the commissioner at the completion of the race and prior to posting of the official results. The competitor involved must be in attendance.
10. **Sportsmanship** – The competitor is expected to compete with general regard to all others and is responsible for the actions of their pit crew. All parties will exercise sportsmanship in their actions before, during and after the event. In the case were a rider is injured during the race it is one of moral obligation only that requires a rider to stop and assist an injured rider prior to a marshal or other arriving at the scene. It is not possible to award a time or place credit at a National or Island championship. The responsibility of attending to an injured rider lies with the track marshals, stewards and club officials, and it is their responsibility to ensure the track is suitably marked and marshaled to reduce this eventuality and the time taken to administer the correct care required.
11. **Briefing** – It is compulsory for a competitor and at least one pit crew to attend the briefing. The competitors will be asked to select two rider's reps, one a competitor and one a non rider to act on their behalf regarding off track matters such as pit infringements. In the event where a competitor has missed the briefing for some unforeseen circumstance then they may meet with the steward , one of the riders reps and one pit crew to have a personnel briefing providing it is prior to the commencement of the race. Failure to attend the briefing will result in a penalty imposed by the Steward.

12. Classes –

Senior 3 hour: - Entry Fee \$ 70.00.

Class 1:- Over 201cc 2 stroke Class 2:- Under 200cc 2 stroke

Class 3:- Over 301cc 4 stroke Class 4:- Under 300cc 4 stroke

Class 5:- 35yrs to 44yr Veteran Class 6:- 45yrs + Super Veteran

Class 7:- Ladies (non championship)

Class 8:- Teams (3 riders) - no entry fee. To enter a team all 3 riders must have entered one of the series classes.

Rule 13-5, to, 13-5-3.

2 hour Motorcycling New Zealand Cup: - Entry Fee \$ 40.00

Class 1:-Under 200cc 2 stroke / Under 300cc 4 stroke

Class 2:- Over 201cc 2 stroke / Over 301cc 4 stroke

Seniors can only enter one class with exception being teams and non-championship classes. Trophys for Island & New Zealand finals.

Juniors: - Entry Fee \$ 50.00

12-16yrs 2 stroke – up to 85cc 12-16yrs 2 stroke – up to 200cc

12-16yrs 4 stroke – up to 230cc 12-16yrs 4 stroke – up to 300cc

Junior Ladies