

CROSS COUNTRY RULES for NZ & ISLAND CHAMPIONSHIP

- in conjunction with Chapter 13

Cross Country is a popular faction of off-road motorcycling sport in NZ and is in effect the next step from trail riding for those who wish to compete against man, machine and the natural elements. Competitors have a wide range of choice in the types of Cross Country events hosted by many MNZ affiliated clubs throughout NZ.

No matter where you compete you will find a basic consistency to the format as outlined below.

All aspects are relevant and Championship competition has clear guidelines in place for fair competition.

A Cross Country Commissioner appointed by MNZ will liaise with all MNZ affiliated clubs to ensure that any changes in this form of the sport are agreed by all so as to maintain consistency throughout NZ while also making sure the sport is safe, fair and the resources are well cared for in the interests of all parties.

Definitions:

Cross Country's are events where the riders start together in a mass start and test their physical and machine preparation against fellow competitors and the course for a duration only stopping for fuel and machine repairs until the chequered flag appears for overall, individual class and team honors.

Duration:

NZ or Island Championship events – 3 hrs.

Club events can vary from 1 – 2 hours

Endurance events can vary from 3 – 6 hours, these generally provide for 2 person teams.

The Course:

Cross Country tracks are fast and flowing held on natural terrain over a variety of undulating to steep land negotiating natural obstacles flora and fauna i.e. similar to a long distance "Natural Terrain Motocross" while combining the challenges of a trail ride at speed. There should be no bottlenecks and riders should not have to dismount to negotiate the course unless weather conditions cause track deterioration, however every attempt is made to establish a track that will allow all riders to complete the course.

The average speed should not exceed 55kph

Length - The minimum lap distance for a club event shall be 10km while endurance, Island or New Zealand Championship races shall be 10km, it is recommended that they be no less than 15km.

In the case of long circuits there shall be no more than 40km between designated fuel points.

Junior track 10km maximum

Track Marking: Arrows will be day-glow orange, triangular and at least 240mm long by 100mm wide.

Danger points will be clearly marked with two arrows pointing straight down.

Wrong way marked by two crossed arrows, and in some cases highlighted by orange Dazzle paint. Riders must pass within 10 metres of an arrow.

On course marker arrows will signal direction

All arrows to be clear and unmistakable to fast moving riders. Where bunting tape and red and white pegs are used riders must stay within the tape and pegs.

Tapes and barricades are only to be used to accompany arrows and on course markers, not to replace them.

Lap Scoring/ establishing a result

No point to point timing method of scoring will be used.

The result will be determined on the number of laps ridden in the prescribed time allotted or the first rider to cross the finish line if more than one rider completes the same number of laps within the time.

The finish flag goes out on the allotted time and riders will continue until they see the chequered flag.

It is probable that riders will not be shown a last lap white flag except in cases where a predetermined distance has been marked.

Scoring is either by manual or electronic methods within a narrow chute allowing only one rider at a time to pass the scoring point clearly marked prior to the pit area.

Points

Individual class, team and overall NZ Championships, club and endurance Points will be awarded under the current FIM system,

1st – 20th placings as follows: 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

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 positions will be decided on the 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, or in the last but two results counting towards the series in question, etc.

The classes:

Senior

Club and endurance events –

Classes will be gazetted prior to the event and may cater for a wide range of ages and abilities as well as providing for two person teams.

Number allocation is generally on the day or by pre entry to best tie in with scoring methods used for each individual event.

Numbers 1 – 10 shall be reserved for riders holding Championship rankings

Championship classes -

Class 1: Over 200cc 2 stroke

Class 1: Numbers 11-19

Class 2: 0 - 200cc 2 stroke

Class 2: Numbers 21-29

Class 3: Over 300cc 4 stroke

Class 3: Numbers 31-39

Class 4: 0 - 300cc 4 stroke

Class 4: Numbers 41-49

Class 5: Veterans 35-44 years

Class 5: Numbers 51-59

Class 6 Veterans 45yrs

Class 6: Numbers 61-69

Class 7 Ladies (non championship)

Teams: Trade, Club, non deplume

Blue Disc, yellow number

Numbers 1 – 10 shall be reserved for riders who have attained a position overall up to 10th in the previous years Championship.

Numbers 11-59 have been reserved to be allocated to the riders as they finished in

Previous New Zealand Championship classes. E.g. first in class 1 would receive plate number 11,

first in class 2 would receive plate number 21.

At closing date for entries, if a **minimum of 6 entries** have not been received then the championship class will not run for that year provided that if the event is part of a series then this will apply only to that round.

Riders cannot enter in more than one championship class,

Riders can change class during a series but no reallocation of points earned will transfer.

Teams Championship. (Seniors only) Each team will consist of three riders.

The three team members of each team entered must be submitted to organizing clubs prior to the start of the practice lap, i.e. No change after practice lap.

The team must have the same three team members for all rounds in which they wish to accumulate points for the Championships. (Class changing of team riders is not permitted within the team).

Teams must have all three members finish the event to be eligible for a placing in that event and to gain championship points.

Junior classes (For all levels of Cross Country)

Club Events only:- Minimum age is 10yrs & Maximum age is 12yrs – 65 to 85cc two stroke & up to 150cc air cooled 4 stroke only. These competitors ride at Stewards discretion only, riders must be able to pick up their own machine unaided, as per rule 15-6-9.

Competitors under the age of 10yrs can compete at Club Events only at Stewards discretion, however they must be accompanied by a parent or guardian who shall shallow ride them throughout the entire course. Riders must be able to pick up their own machine unaided as per rule 15-6-9.

Number allocation is generally on the day or by pre entry to best tie in with scoring methods used for each individual event.

Numbers 1 – 10 shall be reserved for riders holding Championship rankings

NZ Championship classes –

Age restriction currently– 12-16 years:

Class 1 14-16yrs 4 stroke- up to 300cc

Class 1: Numbers 11-19

Class 2 12-16yrs 2 stroke- up to 200cc

Class 2: Numbers 21-29

Class 3 12-16yrs 2 stroke- up to 85cc

Class 3: Numbers 31-39

Class 4 12-16yrs 4 stroke- up to 230cc

Class 4: Numbers 41-49**

Class 5 12-16yrs Ladies

Class 5: Numbers 51-59**

(Big wheels recommended)

Blue Disc, yellow number

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Motorcycle Technical

A competitor entering a motorcycle for an event must sign a machine examination excluder form even if the machine examination has taken place. Random checking of machines may take place before, during or after an event by a competent motorcycle examiner. Clubs who desire to check all machines at any event may do so with a machine examiner. Competitors may be penalized or disqualified for entering a machine that does not comply with minimum MNZ requirements. The steward of the meeting may also exclude any machine or equipment considered unsafe for the event.

At all times the onus is on the competitor to ensure that their equipment is being operated within the specifications and limits (if any) imposed by the equipment manufacturer or supplier.

Machines must have an effective silencer (and in addition a spark arrestor where required).

96db is the accepted maximum for Cross Country machines.

Fuel

Cross Country classes shall be restricted to petrol having maximum characteristics not exceeding "Avgas Min 103 **Max 112** or Unleaded FIM" Min 95.0 **Max 99.0** as defined in Appendix E in the "Motorcycle Manual of Sport"

The Event:

Pre Riding of the Course:

In a National Cross Country Championship event no National title contender shall ride on the marked course prior to the start of the event. A marked course is defined as a commencement of arrowing. Penalty to be at the Stewards discretion.

Briefing:

A full briefing will be given outlining the format of the event, the track conditions markings, rules and other relevant information.

All competitors and their pit assistants must attend this briefing so as not to risk infringing any supplementary rules that may be enforced prior to the commencement of the race.

Look/sighting Lap

A practice lap is to be offered to competitors at the discretion of club officials, regardless of the length of the track.

The Start:

Club and Endurance events may choose start methods dependant on entry numbers and classes.

A Championship Cross Country start shall be a Le Mans start with riders running a minimum of 5 metres to their machines.

No outside assistance is allowable on the start line once the competitors are in the starter's hands and bikes must be lined up within the start zone facing the direction of the course held by either a side stand or a suitable stick that does not interfere with other competitors.

Competitors may warm their machines up prior to the start.

The start time is generally signaled by a request for dead engines and competitors to line up in a ready position 5 meters behind their machines followed by the sound of a Shotgun, Cannon or hooter.

Pits and pit crew/assistants

SMOKING IN REFUELING PITS IS ABSOLUTELY FORBIDDEN BY ALL PERSONS.

If refueling is necessary, the machine must be refueled within the allotted pit and NOWHERE ELSE.

CONTRAVENING THIS RULE ENTAILS INSTANT EXCLUSION.

All machines must be stationary with engine stopped before the fuel cap is opened.

Riders must enter the pit area in first gear and at a speed of no greater than ¼ throttle maintaining fellow competitor's safety in the process.

Fuel caps can not be removed for refueling until the machine is stationary and switched off.

A rider may have any type of refueling apparatus he/she may wish, provided that it does not constitute a menace to the safety of other riders through the possibility of fire, or obstruct the vision of any rider entering or leaving his/her pit after a stop, and meets supplementary regulations for the meeting.

No refueling or transferring of fuel from one vehicle to another is permitted on the circuit except in the pit area.

Only one pit person may assist the competitor within the pit area at any one time unless the machine is moved into the competitors pit compound.

Competitor's machines can only be repaired within the pit confines.

Competitors are responsible for the actions of their Pit crew and contravening pit rules or interfering with other competitors can result in penalties being imposed by steward designated Pit officials.

The pits will be closed off when the chequered flag signals the race has finished.

A finish is determined by a minimum of one complete lap being ridden within the allotted time, excluding the look lap.

All riders must leave the course immediately the chequered flag is displayed.

Basic Race rules

Riders must pass within 10 meters of an arrow.

All arrows to be clear and unmistakable to fast moving riders. Where red and white pegs are used riders must stay within the pegs.

Failure to follow track marking arrows may result in a Stop/Go penalty being imposed by a meeting official; such penalty shall not exceed 5 minutes.

When overtaking, the onus is on the overtaking competitor to overtake without causing interference to the overtaken competitor. Any competitor guilty of foul or unfair riding shall be excluded, suspended, disqualified or otherwise punished.

Riders who miss a peg must return to the place that they ran off the track and go around the peg they missed. Any rider who misses a peg and does not return to the track where they left it may be penalized.

Any competitor guilty of a) careless riding, b) remaining on the track after being ordered off by the Stewards, c) racing in the interests of another competitor, d) refusing to start in a final heat when ordered to do so, e) or of any other conduct which the officials consider to be dishonest or illegal, may be punished by fine, exclusion, suspension or disqualification.

Once a race has been started it may not be stopped unless the Steward of the meeting considers it dangerous to continue. The Steward of the meeting shall stop the race by exhibiting the red flag. The Steward of the meeting shall be the only official authorized to display on his/her own responsibility a red flag during the course of the race. The Steward may, however, delegate the authority to use the Red and Black Flags to a competent official. On a circuit where there is radio communication at the various signaling points, the Red Flag may be used where such a point is in full radio or telephone communication with the Steward of the meeting or his/her appointed delegate.

Should a re-run take place, only those competitors who started in the original start will be allowed to compete. Any rider that has retired from or is excluded from a race which is ordered to be re-run shall be ineligible to take part in the re-run.

Should race conditions deteriorate through a cause other than an accident and it is unsafe for the race to continue for the full number of laps or time and it is unlikely that a re-run would be practicable, the finish flag will be shown to all competitors.

If the race leader at the time of stopping has completed more than fifty per cent (50%) of the total number of laps or time, the race shall be declared finished and the places as at the last completed lap prior to the stopping of the race will be declared as the final result.

A black and white chequered flag will be shown to each rider when he/she has finished the race.

The finish line will be defined on any race circuit. If not permanently marked then between two defined coloured pegs.

The following flags will be recognized as the standard colours to be used as signals to riders during a race:

Green: Start

Red: All riders stop racing.

Yellow: Held Stationary – SLOW DOWN – Proceed with caution. No overtaking until

danger area is passed. **Yellow:** Waved – SLOW DOWN NOW – Proceed with extreme caution. No overtaking until the danger area is passed, be prepared to stop.

White: Last lap.

Black: Individual rider to stop and retire from course. The rider's number must be shown on a board at the same point as the black flag is displayed.

Black and White Check: Finish for all riders.

Red and Yellow Stripes: Oil on course.

Red and White Cross: Ambulance on course, proceed with caution.

Failure to observe flag instructions and signals renders riders liable to fine, exclusion, relegation, suspension or disqualification.

Motorcycle Manual of Sport (www.motorcyclingnz.co.nz)

Refer to the Manual of Motorcycle Sport on all matters relating to the following

MACHINE EXAMINATION, INTOXICATING LIQUOR & DRUGS, PROTESTS, APPEALS AND PENALTIES
SAFETY GEAR, CODE OF CONDUCT, and all other aspects of competition racing.

Championship format/ and Supplementary regulations (www.motorcyclingnz.co.nz)

Senior

The MNZ Cross Country Championship, format, classes and grading each year, shall be organized by the Cross Country Commissioner.

Preliminary and final rounds must be run as independent events.

NZ Championship finals in which both North and South Island riders compete together will where possible be held as close as practical to central NZ.

Clubs hosting club and endurance style events may provide supplementary rules as required for their variation of event and these will be clearly outlined prior to commencement of the event.

Junior

The MNZ Cross Country Championship, format, classes and grading each year, shall be organized by the Cross Country Commissioner.

Additional information for junior competitors

Except for those turning 17, the age of a junior competitor on the first day of an event or series shall determine his/her age for that event or series.

If a junior competitor's birthday falls during an event or series (s) he may commence and complete that event or series. **However, nothing in this rule shall entitle a junior competitor to ride a capacity or type of junior machine under age.**

A pre-requisite to acceptance into a junior Cross Country championship event is that the rider must have ridden in a minimum of 3 club Cross Country events. This shall be evidenced by entries in the rider logbook.

In all cases –

Junior track length is to be no more than 10km and the duration no more than 1 ½ hours or 50km total distance traveled.

Junior competitors are required to complete a Look/practice lap before the start.

No junior teams to be run.

The organizing club will provide at least three competent and responsible senior riders, to the event steward's satisfaction.

They will circulate during the junior race and will be on hand to assist any junior competitor in difficulties.

Juniors shall not under any circumstances ride with seniors as part of their championship

Rider Representative shall be a competent senior rider who may also circulate on the track. All safety equipment shall be worn if riding.

Eligibility to compete

“Prior to starting in an event, a junior competitor must demonstrate their ability to lift their motorcycle, engine NOT running, from a horizontal position without any outside assistance; the competitor must then restart their machine without outside assistance.

Failure to complete either or both of these tasks may result in exclusion at the discretion of the Steward.”

“MNZ will appoint a competent official to inspect the track before the event commences.