

GNCC Pro Riders Meeting - BIKE

Revised 2.17.22

The Start

GNCC is a dead engine start. When the Blue Flag is given, all engines must shut down. This will also signal 30 seconds before the start of the race. Watch the Official Starter. When he puts his left arm straight out, it will signal 10 seconds before the start. At this point, all mechanics must step behind the riders. The green flag will be thrown between **8 to 10 seconds**. Do not start your engine before the green flag is thrown. Pro Riders who start their machine after the Official Starter fully extends his arm to signal the 10-second mark will be held at the Finish Line at the end of the first lap from 15 to 30 seconds. This procedure will be followed for each row. Rows will start 1 minute apart, unless the official indicates otherwise.

AMA Rules prohibit the use of helmet cameras. If you have one, now is the time to remove it.

Scoring:

Transponder Scoring is the official scoring system for GNCC Racing. When you arrive at the Scoring Zone at the Finish Line, you must STOP. The Official may wipe your helmet first if it is muddy. Wait until he releases you to go. The finish of the race is at the Finish Line – not at the Scoring Zone. Do not race into the Scoring Zone. The area between the Finish Line and the Scoring Zone is a NO PASSING Zone.

Check Points:

There will be 2 to 3 Check Points in addition to the main Scoring Zone. These points will be marked with **Double Striped Placards**. You do not have to stop at the Check Points, but you cannot pass or race through them. These are NO PASSING ZONES as well, and you must proceed with caution.

Pitting:

XC1, XC2 and XC3 riders are required to fuel in their designated Pro Pit Areas, with the exception that if a rider runs *completely* out of fuel on the racecourse, he may obtain fuel from any source, sufficient only enough to allow him to continue along the racecourse to his pit area, where he must STOP and re-fuel, whether he needs it or not. All other riders may pit anywhere along the track, with the exception of the Scoring Zone. There is no pitting or signaling within the Scoring Zone. Crew members are prohibited from using Pit Vehicles during the race.

The Track:

Once your row has started, you will follow the arrows into the woods. The course is marked with red or black arrows, ribbons and tape. The marked course is within 25 feet of the race arrows. The exception to the **25-foot rule** is fencing, signs, staked areas, hay bales, motocross tracks or grass track sections. You must stay within the confines of these markings. You may not cut to the inside of a white pole corner marker.

In addition, several areas are marked with red and white tape and red and white Striped Placards posted on both sides of the course. You **MUST** stay between these placards.

“X” signals Danger – please use caution in these areas, as they are difficult sections of the track. “Wrong Way” means exactly that – turn around and return to the track where you left it. You must stay on the marked course.

If you encounter a bottleneck, you may go more than 25 feet off the course in order to get around the bottleneck only. However, you must re-enter the course as soon as possible, and upon approaching this section the next lap, you must take the original course if the track is clear.

If you leave the course for any reason, you must re-enter where you left. If you cut, we will not stop you. We will simply take down your number and penalize you. It is no excuse that you were following another rider - you are responsible to follow the course.

If you encounter a lapped rider, give him notice you are behind him. Have patience and give the rider time to safely get out of the way. If you are a lapped rider, be courteous and move over when safe to do so. If you hear a rider come up fast behind you and yell that he's not in your class, be courteous and let him by. This especially applies for pro riders coming up on lapped riders. Lapped amateur riders must quickly allow pro riders to pass when safe to do so. You may even point to the side it is safe to pass you on.

The course is marked with mile markers to let you know where you are. If you encounter an injured rider, you do not have to sacrifice your race, but note the mile marker and tell the first official you see where the injured rider can be found. We will get help on the way.

Once the checkered flag is thrown, our Sweep Crew will check the course to make sure all riders and their machines are retrieved. If you are missing a rider, please notify the Finish Line scorer.

If you break down, stay with your machine unless you are injured. Our crew cannot tow a machine without a rider to steer it.

Your race will be three hours.

Track Description: TBA

Safety First: GNCC Racing, like all motorsports, can be dangerous.

Racers: Now that you have had an opportunity to inspect the course, have heard the race procedures and a description of the course, if you feel that either you or your machine is not prepared, then now is the time for you to withdraw for a complete refund of your entry fee – no questions asked.

It is your responsibility to operate your machine in a safe manner, maintaining control at all times. Extreme caution is required when approaching areas with a high concentration of fans. Do not take unnecessary risks that endanger the safety of fans. You will be penalized for reckless racing.

Fans: Due to the nature of GNCC Racing, there is no fence barrier around the racecourse. It is your responsibility to keep yourself and your children a safe distance from the racecourse. Never turn your back to oncoming racers. Use extreme caution when crossing the racecourse.

And Remember...STAY OFF THE TRACK.

For the safety of everyone, unauthorized drones are prohibited and will be confiscated.

Finally: Unauthorized pit vehicles are prohibited and may be confiscated. Absolutely NO pit vehicles permitted in the woods or on the racetrack.