

Inaugural GNC ATV Spring National

WELCOME TO THE **Inaugural GNC ATV Spring National**
The following is for your information in hopes of a fun, organized weekend of racing.

OAK HILL RACEWAY PARK RULES

1. **PIT RIDING PROHIBITED.**
2. **ALL PETS MUST BE ON A LEASH.**
3. **RIDERS ARE RESPONSIBLE FOR ALL FAMILY AND FRIENDS.**
4. **GNC and OAK HILL RACEWAY STAFF DECISIONS ARE FINAL.**
5. **MUST BE 18 YEARS OF AGE TO OPERATE a 4-WHEELED PIT VEHICLE (MULE OR GOLF CART).**
6. **CAMP FIRES PROHIBITED.**
7. **EVERY PERSON ON THE OAK HILL RACEWAY PROPERTY MUST SIGN A RELEASE OF LIABILITY WAIVER OR WILL BE CONSIDERED A TRESSPASSER.**
8. **RIDERS MAY RIDE THEIR RACE BIKES TO THE STAGING AREA IN 1ST GEAR ONLY.**
9. **EXCLUDING THE FRONT ENTRY GATE, IF YOU ARE GOING THROUGH A GATE, OPEN OR CLOSED; YOU'RE GOING SOMEWHERE YOU'RE NOT SUPPOSED TO BE. AUTHORIZED PERSONEL ONLY!**
10. **RIDERS UNDER 18 YEARS OLD MUST HAVE PARENT OR LEGAL GUARDIAN OR NOTARIZED RELEASE TO RACE. RELEASE WILL BE KEPT BY THE TRACK.**

SAFETY FLAGMEN – THE YELLOW FLAG MEANS THAT THERE IS IMMEDIATE HAZARD IN THE AREA AND THE UTMOST CAUTION MUST BE USED! Therefore **NO PASSING OR DOUBLE JUMPING THROUGH A YELLOW FLAGGED AREA.** Red Cross flags mean there is a serious situation on the racetrack including a downed rider and/or medic staff. **ALL RIDERS MUST SHOW EXTREME CAUTION!** Therefore **NO PASSING OR JUMPING THROUGH A RED CROSS FLAGGED AREA, WHEELS ON GROUND.** Any rider who creates an additional safety problem in the area of safety flagmen or paramedics shall be considered as displaying bad sportsmanship and will be subject to disqualification.

OFFICIAL FLAGS

Green – Start of the race

White – One lap to go to finish

Red – Race stopped return to start

Black – Disqualification of a rider

White with Red Cross – Serious situation

Black and White Checkered – Finish, end of race

Yellow – Danger on track use caution

- **ALL RIDERS MUST ENTER THE MOST ADVANCED CLASS, WHICH THEY HAVE RIDDEN DURING THE 2009 OR 2010 CALENDAR YEAR.**
- **AGE EFFECTIVE DATE IS JANUARY 1, 2010 FOR ALL CLASSES.**

2010 GNC ATV Rules

1. **Pro Am Production Class:** a. Class is a purse paying class. b. Riders competing in the class may only compete in the Pro Am Unlimited as an additional class.
2. **Pro Am Unlimited Class:** a. Class is a trophy class. b. "A", Age division, and Women riders are eligible for class.
3. **"A" Classes:** a. All "B" class champions from the previous year. b. All "B" riders ranked in the top three of their class. c. Riders that have an "A" ranking in any other motocross series. d. "A" class racers may not compete in the Pro Am Production class, but may compete in the Pro Am Unlimited class.
4. **"B" Classes:** a. All "C" class champions from the previous year. b. All "C" riders ranked in the top three of their class. c. Riders that have a "B" ranking in any other motocross series.
5. **"C" Classes:** If you have ever finished in the top 5 at any National on any size bike you are not eligible for the "C" class. **SEE CLASS DETAIL SHEET FOR CLASS ELIGIBILITY.**
6. **Women "C" Class:** Non-Pro class **SEE CLASS DETAIL SHEET FOR CLASS ELIGIBILITY.**
7. **Veteran 30+ "C" Class:** Veteran 30+ A riders are not eligible for this class. **SEE CLASS DETAIL SHEET FOR CLASS ELIGIBILITY**
8. **Age:** Age is based on the rider's age on January 1, 2010.
9. **Age Classes:** Age class racers (i.e., College 16-24, Junior 25+, etc.) may not compete in the Pro Am Production class, but may compete in the Pro Am Unlimited class.
10. **Rider Age:** Riders must be at least 16 years old to compete in the amateur classes.
11. **Advancement:** Riders who participate in a higher classification (i.e. "A", "B" or "C") at any local or National event will be considered as advanced to that higher classification and may not return to the lower class. Youth riders who compete in a higher age group may not return to their actual age group.

Class Descriptions: Machine eligibility, including displacement limit and production requirements will be defined in the Class Chart. 2011 models are not eligible in any class.

Youth Classes: No engine displacement reduction permitted.

Production Rule: OEM motor and matching frame combination model required. Frame geometry must remain as designed by the OEM, including all suspension pivot points. Material may be added for strength but not removed from the OEM frame. Engine modifications, frame reinforcements, and aftermarket A-arms, swing-arms and suspension are permitted. No engine displacement reduction permitted.

Modified: All non-production classes are modified. Custom frames are permitted. Production machines are eligible for modified classes.

Automatic: restricted to CVT or automatic transmission and automatic clutch. Machines must be able to idle in gear, with the machine at a full stop, without manually disengaging the clutch.

50cc Limited: Production models. The following *may* be changed: shocks (limited to maximum 4" shock travel), tires, wheels (must not change stock width) internal portions of the motor, spark arrestor may be removed (must still meet 99db), sprockets, gearing, clutch, twist throttle, handlebars, grips, handle bar pads, front bumper, rear grab bar, air filter and jetting. Air box lid may be removed or modified. Fenders may be trimmed. Manufacturer installed parental speed limiting devices may be removed. Nerf bars or suitable floorboards and working tether cords are required. No other modifications are allowed, *INCLUDING*, carburetors, oil injection, air box, gas tank, exhaust systems, wheel base, width, rear axle, A-arm, steering dampener, and suspension (with the exception of shocks). However, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, a warning or fine may be issued in lieu of disqualification.

Maximum machine width is 50" in amateur classes.

Tether cords and nerf bars or suitable floorboards are required.

Control levers must have ball ends; axle nuts must have cotter pins or clips; glass components/lights must be covered; horns, bells or other sound devices are prohibited.

Sound: Machine sound level may not exceed 99dbs as measured by the stationary sound test procedures, SAE J1287.

Fuel: Only petroleum-based gasoline as defined by the American Society for Test and Materials (ASTM), designation: D4814, may be used. All fuel must be stored in approved containers.

Machines may be bored or stroked in order to increase engine displacement, so long as the engine size is stamped on the case and the class limit is not exceeded, i.e., 400cc engine may be increased to a maximum of 450cc in the 450 class.

All machines are subject to random equipment inspections any time prior to, during or after the event. Displacement will be measured at the end of the meet.

The machine a rider competes on in the first moto/qualifier is the official machine of the rider for that event, and may not be switched during the event. Provided, however, that the engine may be changed during the event, so long as it is replaced with an engine of the same make, model and displacement.

(We highly recommend nerf bars for Peewees if possible) • Chest protectors, racing pants, gloves and goggles are highly commended.

NUMBER PLATES: 1. Machines must have vertical number plates mounted on the front bumper and rear grab bar. Plates may not be mounted to the handlebars, be made of wood or metal, or be cut down for cosmetic purposes. For single and two digit numbers, plates may be mounted vertically; for three digit numbers, plates may be mounted horizontally.

2. Numbers shall be a minimum of 6" block numbers (no shading or outlining). No other letters or symbols may be used except as indicated by the Event Organizer.

3. Number plates and numbers shall be of contrasting colors, clear, legible and have a professional appearance.

SIGN UP/REGISTRATION: 1. Riders under the age of 18 years must be accompanied by a parent or legal guardian with duly notarized parental consent form in order to participate.

2. Proof of age (i.e., birth certificate or driver's license) must be available upon request by event referee or at rider registration.

3. Riders must register for the race before riding their machine anywhere on the facility grounds.

5. Riders will be required to either purchase or rent a transponder prior to registration.

Riders advancing from the qualifier motos will transfer their earned points according to their finishing position, i.e., a rider finishing in first place will receive one (1) point. Riders transferring from the LCQ will transfer their earned points according to the next finishing position, i.e., if eight riders transferred from each of the qualifier motos, the winner of the LCQ will receive a 9th place position, and so on.

RACING FORMAT:

TOTAL ENTRIES	# OF DIVISIONS	ADVANCE TO MOTO 2	# OF LCQs	ADVANCE FROM LCQ TO MOTO 2
20 entries or less	1	ALL	0	NA
21 - 36 Entries	2	8	1	4
37 - 40 Entries	2	8	2	2
41 - 56 Entries	4	4	2	2
57 - 76 Entries	4	4	3	2/1/1*
77 - 97 Entries	6	2	4	2

First moto or qualifier gate picks will be determined by computer draw. The second/final moto gate picks will be determined by first moto/qualifier finishes, with the faster qualifier moto taking precedence.

Riders must start each race with their tether cord properly affixed.

To accommodate the 50cc classes, a shortened or separate track may be used as necessary.

No rider may ride in such a manner as to endanger life or limb of other riders, officials or the public. Riders will be penalized for the reckless operation of their machine or for running into an official.

Unsportsmanlike conduct or the deliberate ramming, blocking, or intentional contact with another rider will result in a penalty.

Team tactics include blocking, allowing another rider to pass in order to affect the outcome of the race. Riders involved will be penalized.

Transponder scoring is the official scoring process. The finish line will be marked and clearly visible.

The race officially ends for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.

Riders will be scored in order of finish and laps completed. It is not necessary to complete all laps in order to be scored. Any rider who makes at least one lap will get a finish position for that moto.

DNF: A rider who starts the race but does not make at least one lap will receive a "Did Not Finish" or DNF. A DNF results in moto points equal to the total number of riders in the class, but not less than 20.

DNS: A rider who does not report to staging will get a "Did Not Start/Stage". A DNS results in moto points equal to the total number of riders in the class, plus 30 points.

Protests: Protests must be in writing and delivered to the referee no more than 30 minutes after results have been posted. **Rider in the same class, accompanied by \$250.00 cash, must write Protests of a rider's age or ability.** Persons having documentation that a rider has ridden in another race that would make him ineligible to participate the class for which he has signed up, must show such proof prior to FIRST MOTO. This gives the referee the option to move the rider to another class before the start of the race. **PROTEST OF a RIDERS'S Quad** will be in writing by a rider in same class as the protested party, accompanied by \$250.00 cash for tear down, and presented to referee any time before the conclusion of the class. Each additional protest is \$100/item. Fifty percent of all protest will be given to the winning party and the other fifty percent will be kept by the GNC. All decisions of the referee and the staff of the GNC are final.

Penalties will be assessed at the discretion of the official based on the severity of the offense, and may include one or more of the following: position(s), lap(s), disqualification, loss of championship

RACE STAFF/PROMOTER/OFFICIAL AUTHORITY all Oak Hill Raceway staff, have the authority to disqualify or penalize any racer acting inappropriately on or off the race track. Under no circumstances will any verbal, reckless or drug/alcohol induced abusive behavior be tolerated. Violators will be disqualified and/or removed from the event without refund. No fighting what so ever. This is a family oriented event and we are trying to promote a fun environment for all attending.

OFF COURSE RIDING: Riders leaving the marked course for any reason may re-enter the course at the nearest safe re-entry point, and must not seek to improve their position or deliberately cut off a section of the course. Riders re-entering the course must yield right-of-way to on-coming riders on the course. Violators will receive a penalty as determined by the Referee when the violation is confirmed by a race official.

STAGING AND STARTING LINE: No tools other than brooms and rags are allowed on the starting line. **NO DIRT ON CONCRETE PAD ON STARTING LINE!** All starts must be from the concrete pad. No traction compounds or additives on starting gate. You may not pack the dirt in front of the starting gate. Riders must accept and keep the number assigned or picked at the staging area. No trading positions for the start. Rider must remain in the original starting gate that he/she picked. No moving once gates are picked. Only one mechanic with a rider allowed in the mechanic, staging, and gate area. There will be no saving of places on the line by the riders or their mechanics; a rider will find his place as his number is called out. Gate jumping will not be tolerated and will be penalized by 1 lap down. Practice starts at the starting line before each event is prohibited.

MEDICAL INSURANCE: There will be no rider medical coverage for any GNC event. If you have to be transported in the ambulance, they may charge you a fee for this service. The staff of the GNC and Oak Hill Raceway highly recommends that you have medical insurance before racing.

PIT RIDING (Everyone needs to read) There will be no pit riding during or after the event. You are only allowed to ride your quad or pit bike to the starting gate for your moto's and back to your pit area after the moto's. No one under the age of 18 will be allowed to operate golf carts, mules, rhinos, or any other motorized transportation. Also no one is allowed to enter on to the track with such vehicles after the race event is over.

UNIT SWAPPING: The same quad must be ridden in subsequent races that appear on the starting line after the FIRST MOTO. Swapping units is prohibited.

INPOUND: The top 10 finishing bikes may be held in impound for 10 minutes.

STARTING: (a) the 2-minute card will be held for approximately 30 seconds. (b) The 1-minute card will be held for approximately 15 seconds. (c) The gate can fall from 2 to 7 seconds after the 1-minute card is turned sideways. If you have a technical problem, you may raise your hand. You will be given 2 minutes to remedy the situation. There will only be one 2-minute hold per class including staggered classes.

STAGING: Your cooperation is vital in staging for heats. Be on time for staging your event. If you are early, please do not block the entrance to the staging area for events, which must stage prior to yours.

ACCESS TO THE RACE TRACK: Spectators may not enter the racing surface during a moto for the purpose of signaling, photographing, or encouraging their rider. Spectators may not enter the racing surface after the racing is finished for the day or event for any reasons. Spectators must have a fence between them and the racetrack at all times. Violations of these ground rules can result in penalties to the violator's rider(s) at the discretion of the referee.

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