

THE NETT 2024 QUAD & SIDECARCROSS CHAMPIONSHIP REGULATIONS

Hosted By Iveston and Satley Sidehacks Motor Cycle Club

1.0 Announcements and Entries

- 1.1 ANNOUNCEMENT
- 1.2 JURISDICTION
- 1.3 RIDER ELIGIBILITY - 2024
- 1.4 MACHINES / CLASSES
- 1.5 ROUNDS
- 1.6 RIDERS QUALIFICATION - 2024
- 1.7 RECORDING
- 1.8 ENTRIES / REGISTRATION FEE
- 1.9 CHAMPIONSHIP POINTS AND PLACINGS
- 1.10 ENTRY REFUND
- 1.11 CONCUSSION

2.0 Technical Control

- 2.1 TECHNICAL CONTROL
- 2.2 SOUND
- 2.3 RIDINGNUMBERS
- 2.4 SHIRT NUMBERS
- 2.5 NUMBER PLATES
- 2.6 CHOICE OF MACHINE

3.0 Running of the Meeting

- 3.1 FLAG SIGNALS
- 3.2 PRACTICE / QUALIFICATION
- 3.3 RACES
- 3.4 RACE DURATION
- 3.5 STARTING POSITIONS
- 3.6 START
- 3.7 FALSE STARTS
- 3.8 STOPPING A RACE
- 3.9 CLASSIFICATION AT THE END OF A RACE
- 3.10 POINTS
- 3.11 TIES
- 3.12 OUTSIDE ASSISTANCE & COURSE CUTTING
- 3.13 PROTESTS

4.0 General

- 4.1 CLASSIFICATION
- 4.2 COURSE RESTRICTIONS
- 4.3 2024 FORMAT

1.0 Announcements and Entries

1.1 ANNOUNCEMENT

Iveston and Satley MCC will promote the NETT ACU Northern Quadcross and Sidecarcross Championship.

1.2 JURISDICTION

The meetings will be held under the National Sporting Code of the ACU, these championship Conditions and any further Supplementary Regulations or Instructions issued or official announcements made.

The minimum level of insurance provided by the organisers is through an ACU Basic Permit. There is NO personal accident Insurance for competitors. Competitors are therefore strongly advised to purchase such cover which is available through the ACU website. (www.acu.org.uk).

1.3 RIDER ELIGIBILITY - 2024

Open to riders holding current Motocross licences issued by the ACU / SACU or holding a current National licence issued by their European FMN. Any competitor not holding an ACU or SACU licence must provide proof of Insurance and a written start permission document issued by their FMN.

To compete in each class riders must have reached the minimum age of the class they enter.

Classes

Rear Number Board Specifications and engine capacities / restrictions (as per current ACU Standing Regulations).

Adults

Sidecars (Single Class)

Yellow Board, black no. 15yrs+ for both Rider and Passenger.

Club riders

For machines over 350cc and up to 1000cc 4 stroke, and up to 750cc 2 stroke.

Champs (race with Experts but score separate)

Red Board, White no, 15*yrst

Advanced Quad Riders.

For machines up to 550cc, 2 Cylinder 2 stroke or up to 800cc 4 stroke single cylinder

Experts (race with Champs but score separate)

White Board, Black no, 15*Yrs+

Experienced Quad Riders at Clubs discretion & Top 3 from Previous Season Clubman Championship.

For machines up to 550cc, 2 Cylinder 2 stroke or up to 800cc 4 stroke single cylinder

Clubman (race with Seniors but score separate)

White Board, Black no, 15*+

Club Riders

For machines up to 550cc, 2 Cylinder 2 stroke or up to 800cc 4 stroke single cylinder

Seniors (race with Clubman but scored separate)

Yellow Board, Black no. 40yrs+

Riders over 40yrs

For machines up to 550cc, 2 Cylinder 2 stroke or up to 800cc 4 stroke single cylinder

Youths

*50 STD (ACU Y1 Class, race with 50s / 100s but scored separate)

White board, Black no, 6-9 Yrs production class no power mods allowed up to a maximum of 50cc. Auto machines only

*50 Mod (ACU Y1 Class, race with 50s / 100s but scored separate)

Blue Board, White no, 6-9 Yrs, 50cc max 2 stroke, 100cc max 4 stroke, no engine modifications are allowed on the 4 stroke, auto machines only.

*100 STD (ACU Y2 Class, race with all 100cc but scored separate)

White Board, Black no, 8-13 Yrs

Production Class, no power mod's, max 100cc 2stroke /150cc 4 stroke air cooled auto machines only

*100 Mod (ACU Y2 Class, race with all 100cc but scored separate)

Blue Board, White no, 8-13 Yrs

Performance Mod's allowed, max 100cc 2stroke / 150cc 4 Stroke air cooled Automatic machines only

*100 Open geared, air-cooled (ACU Y2 Class, race with all 100cc but scored separate)

Red Board, White no, 9-13 Yrs geared class, maximum 119cc 2 stroke / 179cc 4 stroke air-cooled class.

*100 Open geared, water-cooled (ACU Y2 Class, race with all 100cc but scored separate)

Red Board, White no, 9-13 Yrs geared class, maximum 119cc 2 stroke / 179cc 4 stroke water-cooled class.

*150cc Open geared (ACU Y3 Class, race with 250 class but scored separate)

White board, Black numbers, 11-16 Yrs geared class, maximum 119cc 2 stroke / 179cc 4 stroke

*250 STD (ACU Y3 Class, race with 250 class but scored separate)

White board black no, 11-16 Yrs,, maximum 200cc 2 stroke / 250 4 stroke air cooled, no power modifications allowed (wider axles and A-arms / suspension allowed)

*250 Mod (ACU Y3, race with 250 class but scored separate)

Blue board, White no, 11-16 Yrs, maximum 239cc 2 stroke/299 4 stroke, air cooled, power mod's allowed.

*250 Open / Hybrids (ACU Y4, race with 250 class but scored separate)

Red Board white no, 14-17 Yrs open class hybrids allowed, maximum 239cc 2 stroke/299cc 4 stroke.

#*Sidecar 250 (ACU YSC1, race with Y1/Y2 classes but scored separate)

Black Board, White no. 9-11yrs. Maximum 150cc 2 stroke/250cc 4 stroke

#*Sidecar 450 (ACU YSC2, race with Y3/Y4 classes but scored separate)

White Board, Black no. 11-16yrs. Maximum 250cc 2 stroke/450cc 4 stroke

#Youth Sidecars will start from the second row on the gate and only once the first corner is cleared of any Quad Machines.

Novice Class (run with the 250 class, non-point scoring at all times)

Minimum age 15, with appropriate licence. Entrants should be on a 450cc/Open Adult class quad and be eligible to ride this class. Entry by prior agreement with Club who welcome entrants to utilise standard 450cc quads to keep competition costs down, however no rules are enforceable for modified machines.

*In the Youth Classes, when a rider reaches the maximum age limit for his/her group, he/she may continue to compete in that group until the end of the calendar year. On reaching the minimum age for the next group, the rider may upgrade. Please note that any rider who chooses to upgrade cannot then move back to the lower capacity class once they have competed at the higher level.

NETT Championship will expect to run all Y1, Y2 & YSC1 classes as one group scored separately, all Y3, Y4 & YSC2 classes as one group scored separately (with anyone in the Novice class), Champs & Expert classes as one group scored separately and Clubman & Seniors classes as one group scored separately.

PLEASE NOTE THAT NO ENGINE DISPLACEMENT REDUCTIONS ARE ALLOWED i.e. SLEEVED DOWN BIGGER ENGINES TO FIT THE CC CRITERIA IN THE 100 OPEN, 250 MOD AND 250 OPEN ARE NOT ALLOWED.

1.5 ROUNDS

| | | | |
|-------|-------------------------|----------|----------------------------------|
| Rd 1 | Ironworks, TS6 6XH | 13/04/24 | All classes |
| Rd 2 | Ironworks, TS6 6XH | 14/04/24 | All classes, excl. NETT Sidecars |
| Rd 3 | Bassenthwaite, CA13 9SY | 18/05/24 | All classes |
| Rd 4 | Bassenthwaite, CA13 9SY | 19/05/24 | All classes |
| Rd 5 | Duns, TD11 3NS | 22/06/24 | All classes |
| Rd 6 | Duns, TD11 3NS | 23/06/24 | All classes, excl. NETT Sidecars |
| Rd 7 | Deanmoor, CA14 4RH | 27/07/24 | All classes |
| Rd 8 | Deanmoor, CA14 4RH | 28/07/24 | All classes, excl. NETT Sidecars |
| Rd 9 | Dalton, YO7 3BW | 07/09/24 | All classes |
| Rd 10 | Dalton, YO7 3BW | 08/09/24 | All classes |

1.6 RIDERS QUALIFICATION 2024

Open to a maximum of 36 riders in each class.

1.7 RECORDING

The official points and rider positions by class will be recorded on Mylaps.co.uk

1.8 RACE ENTRIES / MEMBERSHIP FEE

To qualify for NETT Championship points and placing, riders are required to be FULL club members. The membership fee is Adult £60 and Youth £50.

Non-members will feature in the event results but they will not qualify for NETT Championship points.

Riders must supply a transponder number with their membership form. Transponders Hire is available from the organiser £10 per day, a refundable cash deposit of £50 is required.

In addition to the above, riders must complete the entry form preferably using the online system and ensure their entry is with the Entry Secretary by the closing date, which is generally the Thursday before an event weekend.

Each entry must be accompanied by the Entry Fee of Adults £70.00 and Youth 55.00. Non-club members will also incur a £10 day membership charge each day. Entries received from riders after the closing date will incur an additional late payment charge of £10.00.

The organiser reserves the right to refuse any entry without giving a reason.

1.9 CHAMPIONSHIP POINTS AND PLACING

Full members of the Iveston & Satley Club will be allocated points in the NETT championship according to their final positions on race day. Day/non-members will be allocated zero NETT Championship points.

Points will be awarded in the following order for positions 1 to 20

25-22-20-18-16-15-14-13-12-11-10-9-8-7-6-5-4-3-2-1

All rounds will count with the following exceptions:-

NETT Champs & Expert quad class – when race day includes a round of the British Quadcross Championship, NETT Champs & Experts contenders will ride with British riders. Only their two best scores will count towards their placing in the NETT Championship.

NETT Championship sidecar class will not score within a British Sidecar Championship race.

(This applies because the race length on British rounds is significantly longer than club rounds, so it gives NETT riders who are not pursuing British points the option to sit out one moto).

1.10 ENTRY REFUND

Refunds or entry credits will only be considered if the organiser is notified 48 hrs before the event &/or a doctors/hospital certificate is provided within 7 days, with the exception of concussion related episodes which are subject to specific ACU rules:

1.11 CONCUSSION SUSTAINED AT ACU EVENTS

After taking advice from both the ACU Medical Panel and Insurers it has been decided that if a competitor has been injured and is suffering from Concussion the Organiser is requested to inform the ACU office, primarily Gary Thompson who will transmit the information to the sporting Secretary, who in turn will inform the event organisers for the following week.

The ACU office will also inform the rider concerned to ensure he is aware of the situation and also the need that **HE/SHE**, the rider, is responsible for getting a letter from his own GP which clearly states he is fit to ride again.

The recovery time for anyone diagnosed with concussion was recently discussed at the ACU Medical Panel and are as follows:

Over 20 years of age: Excluded immediately for the following 48 hours, with a further 7 days (as a minimum) suspension from competition (nine days in total).

16-19 years of age: 12 days

15 and under of age: 23 days

In all cases, evidence is required that the individual is fit to participate in competition which means they will be required to produce a doctors' letter/statement. This should then be forwarded to ACU Head Office (email: licence@acu.org.uk) for further action and a copy kept for the riders own records.

For the avoidance of doubt the ACU office will hold a list of when a rider who has received concussion is released to participate in events again.

In the interests of rider safety, other competitors, marshals, event officials and spectators, there can be no exceptions to these ACU rules on concussion.

2.0 Technical Control

2.1 TECHNICAL CONTROL

Riders are allowed to use machines (max 2) as presented to Technical Control under their respective name and starting number. A machine can only be presented for technical Inspection under one rider's name, unless one is shared by two riders, in which case it is presented with both riders' numbers.

2.2 SOUND

For machines Pre 2011 this test will prevail until the end of 2020.

96dB/A for 2 stroke and 94 dB/A for 4 strokes. Operate according to the FIM method, that is, instead of using the machine piston stroke to calculate the test R.P.M, the fixed RPM. According to the capacity must be used, with the exception of over 500cc 4 strokes.

Up to 85cc 8,000RPM

Over 85cc up to 125cc 7,000RPM

Over 125cc up to 145cc 6,500 RPM

Over 145cc up to 250cc 5,000RPM

Over 250cc up to 500cc 4,500 RPM
Over 500cc 4,000PRM

There is no 2 stroke / 4 stroke rev differential below 500cc. Due to the influence of temperatures on sound tests, all figures are correct at 20 c. For tests taken at temperatures below 10 c there will be a +1dB/A tolerance. For tests below 0 c, a +2dB/A tolerance. There will be a +2dB/A tolerance allowed for post race sound tests.

For machines post 2011 the new 2metre max test will be the only official test.

The maximum sound limit accepted: 115dB/A - + 1 dB/A post race.

(81dB/A @ 100 metres)

Sound Control after a race – Any rider whose machine is above the limit (96dB/A for two stroke engines or 94db/a for four stroke engines+ 2dB/A post race tolerance) – whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified– may be penalised by having 1 minute added to his riding time in the race in question. Riders may be chosen by the use of ride by sound tests.

Should a machine become excessively noisy during a practice or racing session in the opinion of the Clerk of the Course, a board displaying “Noise” together with the offender’s number shall be shown to the rider in question at an appropriate place on the circuit. Once passing the board the rider must stop in a safe place. Under these circumstances no Sound Test shall be undertaken.

2.3 TRANSPONDERS

All Championship and other Class riders need a transponder for which it is their responsibility to ensure that it is fully charged (14 hours from completely flat as per the manufacturer’s instructions) and fitted to the machine used in all practices, qualifying sessions, and races. The transponder required is an AMB/Mylaps Motocross type transponder, orange with a black base, only.

Riders who do not own their own transponders can hire them for a fee of £10. The hirer will be required to leave a refundable cash deposit of £50 against the hire of a transponder.

The organisers and timekeepers will take no responsibility for the results of riders who fail to fit a transponder or charged transponder to their machine. Where a personal transponder fails and a club hire alternative is not sought, no points can be manually amended i.e. only transponder based points will be awarded.

The timekeepers will invoice riders who lose a transponder for the full replacement cost.

Transponders can be purchased from HS Sport Ltd at Unit 5, Radnor Park Industrial Estate, Congleton, and Cheshire, CW12 4XN – Tel:01260275708

2.4 RIDING NUMBERS

Riding numbers should be agreed with the organiser.

2.5 SHIRT NUMBERS

Riders may if they wish wear numbered riding shirts or bibs, supplied by themselves, showing the number on the rear. The numbers on the shirts must be the same as on the machine.

2.6 NUMBER PLATES

All Quad machines must also be fitted with a front & rear number plate of a minimum size of 150mm x 150mm with the rear mounted behind the rider on the rear grab bar, and be in line with the machine reading left to right on both sides. The mounting bracket must not be higher than 150mm. Height of the number 100mm. Width of the number 80mm. Width of stroke 25mm. Space between two numbers 15mm.

Adult Background/Number

Champs Red/White

Experts/Clubman White/Black

Seniors Yellow/Black

Sidecars Yellow/Black

Youth – Quads

| | |
|-------------------------------|----------------------------|
| 50cc Standard White Black | 50cc Modified Blue White |
| 100cc Standard White Black | 100cc Modified Blue White |
| 100cc Geared Red White | 250cc Standard White Black |
| 250cc Modified Blue White | 250cc Open Red White |
| Youth - Sidecars | |
| 250cc Sidecar 250 Black White | 450cc Sidecar White Black |

The number plate must always display the correct number of the rider.

2.7 CHOICE OF MACHINE

A maximum of two machines is permitted. Riders may only change machines between races.

3.0 Running of the Meeting

3.1 FLAG SIGNALS

- Red: ALL riders must stop - (riders must not pass a red flag unless authorised to do so and then only proceed at a slow pace).
- Yellow Motionless: Danger, take care. Drive slowly
- Yellow Waved: Great danger, prepare to stop, no overtaking. A significant reduction in speed must be seen, therefore jumps should not be attempted.
- Black with rider No: That rider to stop immediately and leave the track
- Green: Under starters orders
- White with Red cross Motionless: Medical attention required.
- White with Red cross waved: Medical Crew & Officials in attendance on live race track. Proceed with extreme caution, riders must significantly reduce speed and roll each jump individually with no overtaking until past the area of concern.

All flag signals must be strictly adhered to. Failure to observe these signals may lead to disqualification.

3.2 PRACTICE / QUALIFICATION

Practice will be held on the morning of the meeting and will be a minimum of 2 laps; all riders must take part in the practice session

3.3 RACES

Three races counting towards the Championship will be held at each meeting (subject to conditions).

In 2024, NETT Championship will host a number of rounds of the British Quad-cross Championship. All riders in the NETT Champs & Expert classes will automatically be registered in the British Championship and will be joined by other British Championship contenders, where points scored on all three races will count in determining the day's winner and British Championship points allocation.

However, only the best two point scores will count towards NETT Championship positions on British Championship days . On all other rounds of the NETT Championship, points allocated on all three race results in all classes will count towards NETT Championship points.

3.4 RACE DURATION

- Champs/Experts 15 minutes + 1 lap (except on British days, when race is 20 minutes + 2 laps)
- Clubman/Seniors 12 minutes + 1 lap
- 50/100cc 8 minutes + 1 lap
- 250cc 12 minutes + 1 lap
- NETT Sidecars 12 minutes + 1 lap

Race times may be varied subject to conditions

3.5 STARTING POSITIONS

For NETT classes, any arrangements for pre-determined starting positions will be notified in the final instructions issued in the week running up to the race weekend. Please ensure you are in the prestart

holding area in good time as competitors may be called to the line within five minutes of the previous race starting.

3.6 START

The start will be live engine, clutch type.

A maximum of 20 machines will go to the front row and the remainder will go on a second row. All 20 positions on the front row must be filled before riders can take a position on the back row. Once a rider has taken his place at the start gate he cannot change it.

A rider is deemed to be under starters orders when the first rider is called to the start line. Any rider who fails to be ready to start within two minutes of the beginning of the start procedure or who causes a start to be unnecessarily delayed in the opinion the starter or the Clerk of the Course may be disqualified from that race.

The starter will hold up a green flag from which moment the riders are under his control until all riders are on the start line. When all the riders are on the start line the starter's assistant will hold up a 15 second board for 15 seconds. At the end of the 15 seconds a 5 second board will be shown and the gate will drop between 5 and 10 seconds after the 5 second is shown.

No one except RIDERS and OFFICIALS shall be permitted in the area of the starting gate. Riders may only "groom" behind the start gate and no tools or outside assistance are allowed.

Any rider who fails to come under starters orders will not be allowed to join the race.

3.7 FALSE STARTS

All false starts shall be indicated by waving a red flag. All riders should go back to the original starting positions and await further instructions.

Any rider not admitted in the initial start cannot be introduced after a false start.

3.8 STOPPING A RACE

The Clerk of the Course has the right, for safety reasons or other cases of force majeure, to stop a race prematurely or to cancel a part or the whole of a meeting.

The Clerk of the Course may exclude one or more riders, deemed to be at fault for the race being stopped, from taking part in the restart.

If a Championship race is stopped before 50% of the planned race time there may be a complete restart. This will be deemed a new race.

Restarts will take place as soon as possible. In the event of a complete re-start riders who missed the original start are not permitted to participate in the re-start.

If a race has to be stopped after the leader has completed half of the race time, (not including any extra laps), it will be considered to have finished.

The order of classification shall be based upon the order of last crossing the finish line prior to the showing of the red flag, and only competitors who are racing at the showing of the red flag and have completed 50% of the number of laps (rounded down) completed by the race leader will be classified.

If a race has to be stopped after the leader has taken the chequered flag they will be classified as having finished the race.

The order of classification for those riders who have not taken the chequered flag shall be based upon the order of last crossing the finish line prior to the showing of the red flag, and only competitors who are racing at the showing of the red flag and have completed 50% of the overall race distance (rounded down) will be classified.

3.9 CLASSIFICATION AT THE END OF A RACE

To be classed as a finisher and score points, a rider must complete 50% (rounded down) of the laps of the race winner but the rider does not need to cross the line.

3.10 RACE POINTS

Points will be awarded in the following order for positions 1 to 20

25-22-20-18-16-15-14-13-12-11-10-9-8-7-6-5-4-3-2-1

3.11 TIES

If a tie occurs on points scored on the day, it will be resolved on the highest place in the last race. If this fails to decide a tie it will then be decided by the highest place in the second race.

If a tie occurs at the end of the championship, it will be resolved in favour of the rider gaining the greater number of first places, or if this fails to decide a tie, then in favour of the rider gaining the greater number of second places and so on, down to last place.

3.12 OUTSIDE ASSISTANCE & COURSE CUTTING

If during a race a rider receives outside assistance other than that provided by the organisers in the interest of safety, that rider will be disqualified and will not score any points for that race. Riders receiving signals from persons in prohibited areas may be disqualified or have penalties added.

If for any reason a rider leaves the course, he must re-join it as closely as possible to the point where he left the course without any outside assistance. He must not gain any advantage. If any advantage is obtained, he may be disqualified.

Any rider who leaves the boundary of the track during a race will not be allowed to rejoin the race.

3.13 PROTESTS

All protests as per the National Sporting Code.

Any offence or breach of the rules contained within the Sporting Code, Standing Regulations or any supplementary regulations; howsoever caused if witnessed by a senior official shall be deemed for purposes of disciplinary procedure as a "Statement of Fact".

Senior officials will include (but not limited to); Clerk of the Course, his/her assistants, Chief Marshal, Timekeeper, Sound Tester, Starter and Finish Line Judges.

4.0 General

4.1 CLASSIFICATION

At the end of the Championship the riders with the highest number of points in each class will become NETT ACU Northern Quad Champion

4.2 COURSE RESTRICTIONS

Any restrictions imposed by the organisers to cover local agreements or other stipulated restrictions will be clearly stated in the Final Instructions on the website www.nettquad.co.uk competitors are advised to always check the website before travel to any event & must adhere to these requirements.

The riding in the paddock of any pit bikes or mini bikes is not allowed. Riding of any Quad in the paddock is restricted to walking pace in 1st gear at tick over & not exceeding 5mph either directly from & to the race a rider is competing in, any rider or connected entourage riding at any other time on any machine or above 5mph will be excluded from the meeting with the loss of the riders points and may be subject to disciplinary action by the Clerk of the Course.

Helmets must be worn in the correct manner at all times when a quad is under powered movement and the cut-out lanyard must be attached to the rider. In line with current ACU rules, it is also now compulsory for riders to wear chest and back protection, with an ACU advisory request to also wear a body/kidney belt.

All competitors are responsible for their & their entourage taking away all rubbish from the venue; anyone found to be creating or leaving rubbish may be excluded from future NETT events. Always check the area around you before you leave the paddock; bin bags are available free of charge.

All Generators must be switched off by 11pm.and not started before 7 am

Competitor's engines must not be started before scrutineering is called for or after the last race of the day.

Engine kill switch devices will be tested at scrutineering.

Any Persons found to be cheating or being abusive to any committee members will be disqualified from the event and could be excluded from NETT Championship and Iveston & Satley club.

IMPORTANT INFORMATION FOR YOUTH CLASS RACING IN 2024

Where a parent/guardian intends to accompany a rider in a Youth class, **they must be signed on first and wear a hi-viz bib** at all times on the start gate. This will permit entry to the start line only.

Failure to observe this ACU rule may render the rider disqualified from that race at the discretion of the Clerk of the Course. Only one parent per child.

It will be the responsibility of the parent to make sure that they are signed on and have the necessary hi-viz bib with them for wearing at the line.

4.3 2024 FORMAT

The organisers reserve the right to change the Race and Championship format at any time.

This may include the running of 4 race groups at chosen events, time and track conditions permitting.

The decision of the organising committee on any matter, at any time, is final.