

2011 OFFROAD ONTARIO RULEBOOK

INDEX

- 1.0 GENERAL RULES & GUIDELINES 2**
 - 1.0.1 Supplemental Rules 2
 - 1.1.1 Championships 2
 - 1.2 Championship Points 3
 - 1.2.3 Worker Points 3
 - 1.2.5 Ties 3
 - 1.3 Entries and Fees 3
 - 1.4 Requirements 4
 - 1.4.1 Sound Testing 4
 - 1.4.6 Protective Equipment 4
 - 1.5 Event Referee and Jury 4
 - 1.5.6 Appeals 5
 - 1.7 Conduct 5

- 2.0 CLASSES 5**
 - 2.1 Large Wheel Classes 5
 - 2.1.7 Afternoon Classes and Rider Numbers 6
 - 2.1.8 Morning Classes and Rider Numbers 6
 - 2.1.10 Helmet Sticker Colours 6
 - 2.2 Small Wheel Classes 7
 - 2.2.2.4 Women B Class 7
 - 2.2.4 Pee Wee Race 7
 - 2.2.5 Mini Race 7
 - 2.5 Program 7
 - 2.6 Advancement 8

- 3.0 CROSS COUNTRY RULES 7**
 - 3.1 Race Procedure 7
 - 3.1.5 Course Marking 8
 - 3.1.8 Additional Marking 9
 - 3.1.9 Morning Races 9
 - 3.1.10 Afternoon Races 9
 - 3.1.11 Finisher 9
 - 3.2 Start Procedure 9
 - 3.3 Numbers and Scoring 10
 - 3.4 Refuelling Area (Pit Lane) 10

- 4.0 ENDURO RULES 11**
 - 4.2 Rider Numbers and Starting Order 11
 - 4.3 Route marking and Route Sheets 11
 - 4.3.8 Course Splits 12
 - 4.4 Local Traffic Regulations 12
 - 4.5 Impassable Sections and Force Majeure 13

4.6 Time Cards	13
4.7 Time Checks	14
4.8 Procedure at Time Checks	15
4.8.8 Start Procedure	15
4.9 Gas Stops	15
4.10 Transit Sections	16
4.11 Calculation of Time Check Penalties	17
4.11.6 Houring Out and DNF	17
4.11.9 Special Time Allowance	18
4.12 Route Checks	18
4.13 Enduro Tests	18
4.13.7 Enduro Test Start Procedure	19
4.14 MX and Extreme Tests	19
4.15 Finish and Parc Ferme	20

5.0 BRAND X ENDURO RULES 21

6.0 LIST OF PENALTIES 21

1.0 GENERAL RULES & GUIDELINES

1.0.1 Supplemental Rules

Any organizer wishing to run their event contrary to any of the following rules or with additional regulations, must first get approval from the board of directors of Offroad Ontario. If approval is granted then the riders should be informed on all printed and electronic information that is distributed regarding the event. The riders should also be informed at rider's meeting that there are supplemental regulations/rules in effect.

1.1 Championships

1.1.1 Offroad Ontario Grand Championship

The Offroad Ontario Grand Championship will be decided by the points accumulated in both XC's and Enduros minus the rider's two lowest (or no) scores, (throw a ways).

1.1.2 Offroad Ontario Cross Country Championship

The Offroad Ontario Cross Country Champions will be decided based on total accumulated points in all rounds of the series. No results will be thrown away.

1.1.3 Offroad Ontario Enduro Championship

The Offroad Ontario Enduro Champions will be decided based on total accumulated points in all rounds of the series. No results will be thrown away.

1.1.4 Eastern Canadian Enduro Championship

The Eastern Canadian Enduro Champions will be decided based on points accumulated in all four rounds of the series. Offroad Ontario in partnership with the FMSQ will be organizing the Eastern Canadian Enduro Series which includes events in the Province of Quebec. Results from the Quebec rounds of this series will not count towards the Offroad Ontario Enduro Championship.

1.2 Championship Points

1.2.1 In order to be eligible for Championship points a rider must finish in the top 20 of their class. (See 4.11.7 for exception to 1.2.1)

1.2.2

Championship class points will be based on the following points schedule:

1st --25 points 8th--13 points 15th--6 points
2nd--22 points 9th --12 points 16th--5 points
3rd--20 points 10th--11 points 17th--4 points
4th--18 points 11th--10 points 18th--3 points
5th--16 points 12th-- 9 points 19th--2 points
6th--15 points 13th-- 8 points 20th--1 point
7th--14 points 14th-- 7 points

1.2.3 Worker Points

A rider will be awarded the equivalent points to the rider's best finish during the respective series for working an event. The rider cannot ride the event and receive worker points too. A rider may only receive worker points a maximum of twice per season. One set of worker points equivalent to best finish in the XC series and one set of worker points equivalent to best finish in the Enduro series.

1.2.4 Pro Class riders are not eligible to receive worker points.

1.2.5 Ties

Ties will be broken by comparing the number of first, second, third, etc. place finishes until the ties are resolved. If there is still a tie then the rider who finished ahead of the other more often will receive the higher placing.

1.2.6 If there is still a tie after using the methods described in 1.2.5 then the rider who finished ahead in the last race of the season that they both participated in will finish ahead in the points standings.

1.2.7 Beginner class rider points will be collected and posted in the points standings for the class until the rider reaches a total 40 points or wins the class at a round of the series. If the rider continues to ride the beginner class after either of these thresholds have been met, no points will be recorded in the standings.

(The beginner class is a progressive, non-championship class designed to introduce non-racers to the sport)

1.3 Entries and Fees

1.3.1 Event entries will be organized by the hosting club. Entry fees will be at the discretion of the hosting club.

1.3.2 Offroad Ontario does not test or qualify entrants for riding competency and therefore each participant must judge for themselves their ability to participate in racing activities.

1.4 Requirements

1.4.1 Sound Testing

Sound checks will be performed at each event using the standard FIM method.

1.4.2 The maximum sound level will be 94 db for Enduros.

1.4.3 The maximum sound level will be 94 db for cross country races.

1.4.4 Sound limits may be adjusted at the event organizers discretion but must be advertised in advance at the time of pre-entry, including any exceptions for vintage class participants.

1.4.5 Refer to section 6.0 for applicable penalties if a bike becomes too loud during the event.

1.4.6 Protective Equipment

All riders are encouraged to wear protective gear since the nature of the events can be dangerous.

1.4.7 Helmets must be worn at all times when riding. Helmets must conform to Snell 2005, ECE 22-04, ECE 22-05 or equivalent testing standard and must bear the authorized decal.

1.4.8 At minimum riders shall wear leather or similarly constructed boots that come above the ankle, measure at least 8" from the sole to the top and overlapping durable riding pants, long sleeved jersey and eye protection.

1.5 Event Referee and Jury

1.5.1 Each event organizer shall be familiar with the rules and have a copy of this rule book on site on the day of the event.

1.5.2 Each event organizer shall appoint an event referee for the event, that person shall be a member in good standing of one of the member clubs and familiar with the rules of competition and have a copy of the rules with him on the day of the event.

1.5.3 The event referee shall have sole discretion over the event duration, disqualifications, noise violations, course redirections and all course violations.

1.5.4 The event referee may appoint designates for each or all of the duties under their authority. These designates must know the Offroad Ontario rules as defined in this book.

1.5.5 At the event referee's discretion a participant may be disqualified or penalized time or positions depending on the severity of the violation. (See section 6.0 for a list infractions and penalties.)

1.5.6 Appeals

Appeals of event referee decisions will be directed to the OO executive within 24 hours of the results being posted on the website. Appeals will be heard by a minimum of three directors either in person, electronically or via telephone. The appellant, event referee, points standing administrator and event organizer will be informed of the final binding decision within two weeks of the notice of appeal.

1.5.7 At two day Enduros there will be a minimum three person jury to settle any protests that arise. The jury members cannot be riders entered in the event and if possible at least two of the jury members will not be involved in the organization of the event. The decisions of the jury are final.

1.7 Conduct

1.7.1 Un-sportsmanlike behavior by a rider or his\her pit crew will, at the discretion of the referee, result in the rider being disqualified.

1.7.2 Consumption of alcoholic beverages by the event organizers, volunteers, course workers, check crews, participants and their support crews and any other people involved in the event is forbidden prior to and during the event. Alcohol consumption after the event must be in accordance with any and all laws and by-laws in affect for the event location.

2.0 CLASSES

2.1 Large Wheel Classes

2.1.1 It is the rider's responsibility to enter the proper class. Failure to do so will result in the loss of all points earned and the rider in question will be moved to the appropriate class.

2.1.2 Bikes entered in the classes listed in 2.1.6 will have a minimum front wheel size of 17 inches in diameter.

2.1.3 Bikes entered in the classes listed in 2.1.5 will have a minimum front wheel size of 21 inches in diameter.

2.1.4 The Vintage class is optional and will not be included in OO championship and no champion will be declared in these classes.

2.1.5 The beginner class is a progressive, non-championship class designed to introduce non-racers to the sport. No champion will be declared in this class.

2.1.6 At cross Country events the classes are split into morning and afternoon races. At Enduros all classes are run at the same time. However the course length and degree of difficulty may vary by class.

2.1.7 Afternoon Classes and Rider Numbers

1. Pro Numbers 1-39 *White on red # plates
2. Expert 40-99 Black on white # plates
3. Vet Expert** 100-199 White on black #plates
(38 yrs. & Up as of January 1st)
4. Intermediate 200-299 Black on yellow #plates
300-399 For future use.

2.1.8 Morning Classes and Rider Numbers

1. Veteran Numbers 400-499 *White on black # plates
(38 yrs. & Up as of January 1st)
2. Novice 500-599 Red on white #plates
3. Super Veteran 600-699 Black on yellow # plates
(48 yrs. & Up as of January 1st)
4. Masters 700-749 Black on white # plates
(58 yrs & Up as of January 1st)
5. Women 750-799 White on blue # plates
6. Women B 750B-799B White on blue # plates
7. Beginner (progressive) 800-899 White on green # plates
8. Vintage (optional) 900-999 Black on yellow # plates
9. Any other optional class 900-999 Black on yellow # plates
10. Pee Wee 1C-99C No requirement
11. Mini Jr. 1B-99B No requirement
12. Mini Sr. 1A-99A No requirement

*The colours listed for the numbers and backgrounds are recommended but not compulsory except for the Pro class. Pro class must use white numbers on red back grounds. All colour combinations will be compulsory for all classes in the 2012 season.

**Any rider who previously rode in the Pro or Expert class and now qualifies to ride in the Vet class must ride in the Vet Expert class and are not eligible for the regular Vet class. Vet class riders may also be advanced to the Vet Expert class by Offroad Ontario.

2.1.9 Helmet Stickers

Riders will put a small colour coded sticker on the rear of their helmets which identifies which class they are riding in. The sticker will be placed so that the goggle strap does not obstruct it. The helmet stickers are only required for XC competition.

It is recommended that riders provide their own stickers but event organizers will have them available at registration.

2.1.10 Helmet Sticker Colours

Afternoon Race Morning Race

Pro- Red Veteran- Black

Expert- Orange Novice- Red

Vet Expert- Black Super Vet- Yellow

Intermediate- Yellow Masters- Orange

Ladies- Blue

Beginner- Green

Small wheel classes and Vintage or any other optional classes – Sticker not required

2.2 Small Wheel Classes

2.2.1 Enduros do not include the small wheel classes unless specified on the event entry form and other event information.

2.2.2 Classes

1. Pee Wee (optional) - up to 50cc 2stroke, or 110cc 4stroke. No manual clutches and maximum front wheel size 14". (Minimum 6 yrs old as of the date of the event)

2. Mini Jr. -up to 65cc 2stroke, or 110cc 4stroke. Maximum front wheel size 15". (Minimum 8 yrs, as of date of the event)

3. Mini Sr - up to 105cc 2 stroke, or 150cc 4 stroke. Maximum front wheel size 19". (14 yrs and under as of January 1st)

4. Women B - Beginners' class for women and girls who do not want to ride in the ride in the 2 hour morning race with the large wheel classes. The Women B class will run in the 1 hour Mini race. This is not a championship class and there will be only one trophy awarded at each event in this class.

2.2.3 The Pee Wee class is optional because all event organizers may not have a suitable track for the class. OO will declare an Ontario Champion in the class even though it will not be participating at all rounds of the XC series. Those clubs who do host Pee Wee classes should encourage the ride to be instructional. All XC organizers will state clearly on the entry form whether or not they are including a Pee Wee race in their program.

2.2.4 Pee Wee Race

The leader of the race after 30 minutes has elapsed will be shown the checker flag to end the race. A last lap flag or signal will be shown to the riders one lap before the checker flag.

2.2.5 Mini Race

The first rider to cross the scoring area at or after the 1 hour mark will receive the checkered flag and his exact finishing time (to the nearest second) shall be recorded. All subsequent riders shall be given the checkered flag and their exact finish times be recorded. Finish order will determined by laps completed and time to finish. Overall

scoring (as well as class scoring) shall be based on total elapsed time (from time of start to time of finish) and total laps completed. It therefore may be possible that the first rider to receive the checkered flag may not be the overall winner.

2.5 Program

2.5.1 At each event, all Championship classes must be run as listed in these regulations. At the promoter's option, additional support classes may be run with classes as defined in these regulations. Please see 2.2.3 for exception to this rule.

2.5.2 Where a class has less than three entries, it will not be deemed a race, participants in that class may ride the next class up in progression and all points earned will be credited to their regular class standings.

2.6 Advancement

2.6.1 Top finishing riders in their respective classes at the end of the season will be promoted to the next advanced class, excepting age and gender based classes. Year-end review of the results by OO Officials will determine who advances. A rider may appeal advancement to the OO Board of Directors.

2.6.2 The Beginner class is deemed progressive as any rider who wins one race or accumulates 40 points in a series will be moved to the Novice class immediately for the next race.

3.0 CROSS COUNTRY RULES

3.1 Race Procedure

3.1.1 All large wheel events shall run a designated time of not less than 2 hours. No event should run longer than 2 hours and 45 minutes. The event referee may decide to call the event prior to the full duration in the event of inclement weather which at their discretion threatens the safety of the participants, property or any other person.

3.1.2 The event shall be deemed official if half of the original duration is completed.

3.1.3 Track re-routing may also be deemed necessary from time to time at the referee's discretion to ensure participant safety, progress of the race and fairness to participants shall be considerations in so doing.

3.1.4 All Championship Cross Country tracks must be a minimum of six (6) km long as initially laid out at the start of the event. A longer course is more desirable.

3.1.5 Course Marking

The official route, which must not be left for any reason whatsoever, will be indicated by brightly coloured arrows and plastic tape/ribbon where needed.

3.1.6 Arrows

Orange arrows - Main course

Pink arrows - Pro/Expert class options.

Green arrows - Vintage, Ladies, and Beginner class options.

Corner Warning Arrows- Arrow pointing down on a 45 degree angle in the direction of the turn. Corner warning arrows are placed approximately 0.1km before the turn.

Caution Arrows- Arrow or arrows pointing straight down.

“W” arrows – Used to signal the riders that he/she made a wrong turn or missed a turn.

3.1.7 Event organizers who deviate from the official route marking scheme will fully explain the methods of route marking and colours used during the riders meetings.

3.1.8 Additional Marking

In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organizers must indicate these passages precisely and very clearly by two rows of posts joined by a tape or double arrows on both sides of the trail. It is recommended that any course splits for the different classes be live and staffed at all times to ensure riders take the correct course.

3.1.9 Morning Races

The first rider to cross the scoring area at or after the 2 hour mark will receive the checkered flag and his exact finishing time (to the nearest second) shall be recorded. All subsequent riders shall be given the checkered flag and their exact finish times be recorded. Finish order will determined by laps completed and time to finish. Overall scoring (as well as class scoring) shall be based on total elapsed time (from time of start to time of finish) and total laps completed. It therefore may be possible that the first rider to receive the checkered flag may not be the overall winner.

3.1.10 Afternoon Races

The duration of the afternoon race shall be a minimum of 2 hours and 15 minutes and a maximum of 2 hours and 45 minutes. After the start of the race the referee will monitor the lap times of the front running riders and determine how many laps the race will be so that the total duration of the race will fall within the above mentioned time frame, with 2 and half hours being the optimum race duration. When the referee has calculated the total number of laps that will be run during the race he will then be able to display a last lap flag at the appropriate time. The overall race leader shall be the first rider to be shown the checker flag which will signal the end of the race. All subsequent riders shall be given the checkered flag and their exact finish times be recorded. Finish order will determined by laps completed and time to finish. Overall scoring (as well as class scoring) shall be based on total elapsed time (from time of start to time of finish) and total laps completed.

Note: It is recommended that the referee give the riders as much information as possible regarding the length of the race using flags and pit boards, (Half way, 2 laps to go, etc.), so that they can plan their gas stop strategy.

3.1.11 Finisher

A rider who finishes a minimum of one complete lap will be considered a finisher.

3.1.12 A rider must finish in the top 20 of his/her class to receive championship points. Riders who are DNF or disqualified will not receive points.

3.2 Start Procedure

3.2.1 Starting procedures will be explained at Riders Meeting.

3.2.2 Riders, pit crew members, machines and equipment are not permitted on the starting line until authorized by the race official.

3.2.3 Each wave will start at exactly one minute intervals.

3.2.4 The afternoon race start order will be Pro, Expert, Vet Experts and Intermediate.

3.2.5 The Morning race start order will be Veteran, Novice, Super Veteran, Masters, Ladies, Beginner and then any optional classes that the event organizer wishes to run will follow.

3.2.6 Complete classes should be combined to start fewer waves if number of entries allow.

3.2.7 Riders shall line up on their assigned starting row on a first come basis when directed by the race official.

3.2.8 No practice runs or practice starts.

3.2.9 All starts are dead engine with the rider on the motorcycle. The blue flag will signal all riders to turn off their engines.

3.2.10 A "10 Seconds" signal will be given before the green flag is thrown. At the "10 Seconds" signal, all crew members must clear the start area and exit behind the next row to start.

3.2.11 All flags and signals will be explained by the referee or designate at the riders meeting.

3.3 Numbers and Scoring

3.3.1 The top 10 competitors in the pro class of the Cross Country championship of the previous year will be allowed to display their earned number on their motorcycles during all Cross Country competition.

3.3.2 Pro Riders will display a red number plate with white numbers. Only those riders

earning Championship numbers may display a top ten number.

3.3.3 It is the responsibility of the promoter to score riders properly. It is the rider's responsibility to display the proper number plate with legible numbers. (See 2.1.7 and 2.1.8 for number and plate colours.)

3.3.4 Where electronic scoring is employed, the rider must ensure that they have secured their transponder to their bike or equipment in the proper location and method, and that they have had it scanned at sign in and that it is in working order.

3.4 Refueling Area (Pit Lane)

3.4.1 Riders will only refuel in the designated refueling area which will be located after the scoring/finish line area.

3.4.2 The organizer will provide a minimum of two 3A10BC rated fire extinguishers for the refueling area and ensure that volunteers and pit crews know the location of the extinguishers. Volunteers/course marshals assigned to the refueling area will ensure that they are familiar with the operation of the extinguishers.

3.4.3 Smoking is prohibited in the refueling area.

3.4.4 Riders are not to be at race speeds while entering and exiting the pit lane. Violation and subsequent penalties are at the discretion of the referee.

3.4.5 Motors are to be shut off while refueling.

4.0 ENDURO RULES

4.1.1 Enduros may be of timed average speed type (brand "x") or known check with special test sections, transfer sections and known time controls. (For Brand-X rules see section 5.0)

4.2 Rider Numbers and Starting Order

4.2.1 Starting will be on one minute intervals, up to four riders per minute.

4.2.2 Starting positions will be determined by draw, entries who pre-enter together will be permitted to ride on the same minute, (up to four entries), and will be selected by one draw, and will be assigned the A, B, C and D spots of that minute

4.3 Route Marking and Route Sheets

4.3.1 The official route, which must not be left for any reason whatsoever, will be indicated on a route sheet and marked out. The official distances must be considered to be correct. If a rider fails to follow the official route which is indicated on the route sheet or

if he rides in the opposite direction, he may be disqualified or other penalties given as provided for by the event referee or Jury.

4.3.2

Transit sections will be marked with distinctive arrows so that the riders will be aware that they are in a transit section of the course.

4.3.3 Event organizers who deviate from the official route marking scheme explained in 4.3.4 will fully explain the methods of route marking and colours used during the riders meetings.

4.3.4 Arrows

The following colours and methods will be used for the marking of the official route:

Orange arrows - Main course.

Pink arrows - Pro/Expert class options.

Green arrows - Vintage, Ladies, and Beginner class options.

Transit Sections - Orange chevron style arrows.

“X” arrows - Road crossings or trail intersections.

Corner Warning Arrows- Arrow or arrows placed a sufficient distance before a corner to warn riders of the approaching corner. Arrow or arrows are mounted pointing down on a 45 degree angle in the direction of the corner.

Caution Arrows - Arrow or arrows pointing straight down. The more arrows used, the more caution that should be used by the riders.

Four down arrows, two on each side of the trail, are used to warn riders they are approaching a checkpoint.

“W” arrows - Wrong way. “W” arrows should be placed at a sufficient distance after the corner so that a rider who had their head down and missed the corner arrows will not miss the “W” arrows too. (Riders should use extreme caution when turning around and going back after missing a turn because there may be other riders who have missed the same corner coming towards them.)

4.3.5 Additional Marking

In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organizers must indicate these passages precisely and very clearly by two rows of posts joined by a tape or double arrows on both sides of the trail.

4.3.6 Route Sheets

Each rider will be given a route sheet for each day's ride when they sign in. The route sheet will show total distance and time. It will show checkpoint, gas stop, and special test locations with corresponding distance and time. It will also note if a section is an Enduro

Test or Transit Section and the speed average for each section.

4.3.7 The route sheet requirements listed in 4.3.6 are the minimum. An event organizer may decide to provide a more detailed route sheet which includes all major corners with corresponding times in addition to the above requirements.

4.3.8 Course Splits

It is recommended that any course splits for the different classes be live and staffed at all times to ensure riders take the correct course.

4.4 Local Traffic Regulations

4.4.1 Some Enduros may run on courses which include public roads. Where public roads are utilized, machines shall be compliant with MTO requirements including licensing of the rider and the machine, insurance and mechanical compliance with MTO regulations.

4.4.2 Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider convicted of an offence against such regulations may, after inquiry, be disqualified (or other penalties given by the event referee or Jury).

4.5 Impassable Sections and Force Majeure

4.5.1 If, in the course of the event, the event referee or designate decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance, he may take the entire section, up to the following time check, out of the meeting and adjust the points accordingly. This decision will be ratified by the event officials or Jury.

4.5.2 In case of force majeure (e.g. worsening weather conditions) the event referee may change the time schedule to one of the slower schedules.

4.5.3 If the event referee and/or the Jury deem that the allotted time between two time checks cannot be carried out in sufficient safety conditions or does not allow the road code to be respected, they can extend the allotted time or cancel the time penalties, if the majority of the riders have been penalized.

4.6 Time Cards

4.6.1 Time cards will be issued during sign in. Riders are responsible for securing the time cards to the front fender of their motorcycles. Riders will be responsible for getting their time cards marked correctly at all time checks and route checks.

4.6.2 Time cards must be handed in at the end of the event or each day for two day events. Failure to do so will result in the rider's being listed as D.N.F.

4.6.3 Where electronic scoring is employed, the rider must ensure that they have secured

their transponder to their bike or equipment in the proper location and method, and that they have had it scanned at sign in and that it is in working order.

4.6.4 Riders must accept any type of timekeeping system approved by the event organizers and OO board of directors.

4.6.5 Time Card Recording

Any rider who fails to get his time card marked at a time check, or intends to deceive the organizers by altering or obliterating any entry on his time card, or using another rider's card will be disqualified (or other penalties as given by the event referee or Jury).

4.6.6 Lost Time Card

Any rider who accidentally loses his/her time card must obtain another from the official in charge of the next time check. This new card must be used at that check point and at all the following checks.

4.6.7 The organizer or the official in charge of the check is obliged to provide another time card to any rider who has lost it. The organizer will ensure that there are extra score cards included with every checkpoint kit.

4.7 Time Checks

4.7.1 The control of the event is done at the time checks, which are defined by a designated marking scheme using arrows and flags, the event referee will explain the detail of the marking method at the riders meeting.

4.7.2 The time checks will have double down pointing arrows placed on both sides of the track approximately 0.1km before the check to notify riders they are approaching a check point. These marks will be placed so that they are clearly visible to the riders at all times.

4.7.3 Yellow flags, one on each side of the track, will mark the location of a checkpoint. If a different method of marking the checks is used it will be explained at the rider's meeting.

4.7.4 Checkpoints must be located at whole minute distances and the location together with the prescribed riding time between these check points, will be indicated on the route sheet. Distances will be given in kilometres measured carefully and correctly.

4.7.5 Each checkpoint shall have a minimum of one official time clock set to the exact time and checked before and after the event. The time piece at each check point must be capable of displaying minutes and seconds simultaneously. Atomic time pieces are recommended.

4.7.6 Checks shall be opened 15 minutes prior to the first riders due time, and will remain open 60 minutes beyond the last riders due time or until the sweep riders clear the trail

leading up to the check point.

4.7.7 Time checks will be set up:

- a. At the exit of the starting area at the beginning of each day's run.
- b. At the entrance of the Parc Ferme at the end of the first day's run where applicable.
- c. At intermediate points selected by the organizer.
- d. At the start and finish of all Enduro tests.
- e. At any point where the course enters a road after a lengthy trail section.
- f. At all official gas stops.

Note: (e) and (f) are recommended check point locations but are not mandatory.

4.7.8 At each time check the organizer must keep a backup sheet to record:

- a) Rider numbers.
- b) Flip card number showing when the rider enters the check.
- c) Seconds, if appropriate, e.g. at the end of an Enduro Test.

4.7.9 In case of dispute, the backup sheet will be considered official.

4.8 Procedure at Time Checks

4.8.1 The timekeeping must be carried out in conformity. Flip cards synchronized with the time check clock will be positioned so that the row numbers are visible to the riders before they enter the check point.

4.8.2 After the rider has entered the check with his motorcycle, he must immediately present his time card to the check personnel.

4.8.3 A rider is considered to have entered a check point when the front axle of the motorcycle crosses the line between the yellow flags.

4.8.4 A rider's time is recorded when he/she enters the check point.

4.8.5 A rider who arrives early at a check point is to wait before the yellow flags for his/her number to come up on the flip cards.

4.8.6 Early riders waiting for their numbers to come up are to leave the center of the track clear and the flip cards and yellow flags unobstructed for any late arriving riders.

4.8.7 At each check point the area from the yellow flags to 15m past the flags is considered the same as the "Parc Ferme" in regards to access and servicing. For safety, riders are to clear this area immediately after getting their time card marked.

4.8.8 Start Procedure

The start of the event is essentially a checkpoint and as such riders need to leave when

their row number is shown on the flip cards. The start is dead engine and the rider must start his/her motorcycle and proceed past a line 100m from the start under his own power. If a rider is unable to get away in time or gets to the start line late the row number showing on the flip cards when they leave will be written on their score card. This procedure is used so a late starting rider doesn't have to speed through the Transit section to the first checkpoint in an attempt to get back on time.

4.8.9 It is at the discretion of the event organizer if they are going to penalize the riders for a late start as described in section 4.8.8. The penalty is the same as at any other checkpoint: 1 point for every begun minute late. The riders must be informed of the penalty in the supplementary rules and at riders meeting.

4.9 Gas Stops

4.9.1 Official Gas Stops shall be located along the route and a minimum of 10 minutes will be added to the time schedule at these stops to allow riders time to refuel.

4.9.2 Gas Stops shall be located at a maximum of 55km apart. (Actual ground distance not including any resets.)

4.9.3 The organizer will provide a minimum of two 3A10BC rated fire extinguishers for the refueling area and ensure that volunteers and pit crews know the location of the extinguishers. Volunteers/course marshals assigned to the refueling area will ensure that they are familiar with the operation of the extinguishers.

4.9.4 The event organizer will ensure that each Official Gas Truck has a basic first aid kit and that the driver is aware of its location.

4.9.5 It is recommended that each Official Gas Stop shall have a check point set up at the exit from the Gas Stop. There will be no penalty for arriving late or early at these check points. This will inform the riders of when to leave the Gas Stop and ensure that they don't have to go down the roads quickly to make up time if they spent too much time doing repairs at the gas stop. Riders can also get back some of their hour with out penalty if they wish to leave the Gas Stop early.

4.9.6 In lieu of a checkpoint being located at each Official Gas Stop it is recommended that a set of flip cards be displayed showing row numbers to inform riders when to leave the Gas Stop. The flip cards are to be synchronized with the master clock.

4.10 Transit Sections

4.10.1 Transit sections are made up of easier wide trail and paved or gravel roads and are used to get riders to the next test section. They are designed to have riders arrive ahead of schedule at the end of the Transit section.

4.10.2 Riders shall wait for their correct time before passing through the check. Riders

will be assessed penalty points for entering the check point before their correct time. Two points for each minute ahead of schedule.

4.10.3 Riders will not be assessed penalty points for being late at a check point at the end of a transit section. However, the time lost at Transit section checks will still be used to calculate if a rider has DNF'd by houring out.

4.10.4 The start of these sections will be marked with "Transit Section" signs as defined at the riders meeting so riders know not to ride at a pace faster than necessary. The Transit sections will also use a different style of arrow than the test sections.

4.10.5 The maximum average speed for a transit section that consists of trail will be 24kph.

4.10.6 The maximum average speed for a transit section that consists of roads will be 48kph.

4.10.7 Checks at the end of Transit Section will record time to the whole minute.

4.10.8 Where a Transit section contains a MX or Extreme test, 5 minutes for each test will be added to the schedule in addition to the time needed to complete the test.

4.11 Calculation of Time Check Penalties

4.11.1 Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted between one time check and the next, will be penalized 1 point per begun minute late and 2 points for each minute early.

4.11.2 Any time lost at a checkpoint is not made back up. The row number showing on the flip cards is the rider's new riding number and the row number for arrival at the next checkpoint.

REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

For example:

Rider 1A

Check # Flip Cards Showing Penalty Points Section

1 1 0 Transit

2 3 2 Enduro test

3 3 0 Transit

4 3 0 Transit

5 7 4 Enduro test

6 7 0 Transit

7 15 8 Enduro test

Finish 15 0 Transit

Rider's Total Score is 14

4.11.3 The cards shall be flipped at 59 seconds past the minute, and a rider will not be penalized if they enter the time check between 0 and 59 seconds past their minute.

4.11.4 It is the responsibility of the rider to remember or record the row number on which he/she is riding.

4.11.5 Riders will not be assessed penalty points for being late at a check point at the end of a transit section. If a check point is also the start of an Enduro test the rider may wait for a new minute or row number and follow the procedure in 4.13.7. Time lost at Transit section checks will still be used to calculate if a rider has DNF'd by houring out as per rule 4.11.6

4.11.6 Houring Out and DNF

A rider who arrives at any time check more than 60 minutes after his original target arrival time for the time check is automatically classified as DNF. An houring out rider may continue in the event until the event referee or Jury takes the final decision unless the sweep crews have already closed the trail.

4.11.7 A rider who DNF's may still receive championship points provided they reached a minimum of 1 check point before houring out and placed in the top twenty in their respective class.

4.11.8 Riders who enter but do not start the event or are disqualified are not eligible for points.

4.11.9 Special Time Allowance

If a rider can prove to the event referee or Jury that he was delayed by abnormal circumstances beyond his control, such as a delay because he had to stop to render first aid in the case of a serious accident, an allowance may be granted. Alleged balking caused by another rider cannot be accepted as an abnormal circumstance.

4.11.10 Where a check is scrubbed due to inaccurate timing, improper location or any other reason no rider shall be penalized for their time at that check. Timing for the subsequent check will be calculated based on the time from the preceding check or the scrubbed check, whichever is appropriate for the situation as decided on by the event referee or jury.

4.11.11 All riders are to hand in their time cards, even if they DNF, so that the organizer knows all riders are off the course.

4.12 Route Checks

4.12.1 In addition to having his time card marked at all time checks, the rider must produce his card for marking at any official route check. Such route checks, which may or may not be marked on the route sheet, will be indicated by double down arrows placed

on either side of the road in close proximity before the route check.

4.12.2 At each route check, the organizer must keep a backup sheet indicating the passage of each rider by number and in order of arrival and note if possible the time the rider passes through.

4.12.3 Any rider who does not hand in a completed time card or whose passage is not recorded on each check list will be disqualified (or other penalties given by the event referee or Jury).

4.13 Enduro Tests

4.13.1 Defined as sections of the route where it is expected all riders will be late at the checkpoint at the end of the section.

4.13.2 Enduro tests will consist of single track trail and or technically difficult wider trail where an average speed of 36kph cannot be maintained.

4.13.3 The start check of an Enduro Test will be clearly marked indicating that the rider is starting an Enduro Test. Riders will start when their row number is showing on the flip cards.

4.13.4 It is not permitted to have consecutive Enduro Tests. An Enduro Test must be followed by a Transit Section or a 5 minute rest stop or reset in the schedule.

4.13.5 It is recommended that at least two Enduro test sections are timed to the second each day. The flip card number plus the exact second he/she crosses the yellow flags will be recorded as the rider's score for the section.

4.13.6 If a rider does arrive early at the end of an Enduro test, he/she shall wait for his scheduled arrival time before proceeding through the check. He will get a zero score for that Enduro Test.

The check crew will also write the rider's actual arrival time on the back-up sheet and bring it to the attention of the event referee or jury. The referee or jury will determine if the rider beat the speed average or cut the course and take the appropriate action.

4.13.7 Enduro Test Start Procedure

To ensure riders are not delayed getting their time cards marked at the start of the Enduro Tests, riders will have their start time recorded on their time cards one minute before their respective flip card is flipped up. The riders will leave when signaled by the check crew as their # is flipped up. This method will ensure that all riders start at the top of the minute and have equal time to complete the section.

4.13.8 Any rider leaving early after having their card marked will be penalized 60 seconds and the time they left the check point will be recorded on the backup sheet and used to calculate the rider's time for the enduro test.

4.13.9 Check crew personnel will only mark a rider's score card if their respective number is next to be flipped. (Rider's score cards will not be marked several minutes in advance.)

4.14 MX and Extreme Tests

4.14.1 Start and finish times will be recorded to the whole second. Elapsed time between start and finish will be added to the respective rider's score. Test scores are part of the rider's score and are not to be used only as a tie breaker.

4.14.2 The venue and the length of these tests should be published at least 24 hours before they take place.

4.14.3 The riders will have the possibility of getting to know the course in advance by walking around it. Any infringement of this rule, in advance of the timed test, will lead to disqualification (or other penalties given by the event referee or Jury).

4.14.4 The Extreme Tests will be carried out in areas with sufficiently wide technical obstacles in order not to create a traffic jam. It should allow the technical and physical dexterity of the riders to be judged.

4.14.5 All tests must be prepared so that the safety measures described in the rules are strictly observed.

4.14.6 All the stages without a natural border will be marked with tape.

4.14.7 The tests will be clearly indicated for the spectators and the most spectacular areas will be particularly well prepared.

4.14.8 The start and finish may be at the same place.

4.14.9 The ST course must be selected so that the average speed does not exceed 50 km/h. If any rider exceeds this maximum average speed, the test will be cancelled for the following laps.

4.14.10 Outside assistance, except that given by organization officials who are identified by a bib, is not authorized. The penalty for the non-respect of this rule is a time penalty equal to the worst time made in the test to which will be added 5 minutes.

4.14.11 The event referee or Jury will appoint an official to monitor the ST and pay particular attention to the respect of the rules and safety.

4.14.12 It is forbidden for riders, assistants, mechanics, managers, etc. to modify the course of a timed test. Only the organizer or his delegate can modify the test course, usually for safety reasons. The rider who would benefit from the modification, will be

penalized by 1 minute minimum (or other sanction at the discretion of the event referee or Jury) added to his time realized in the test.

4.14.13 The start of a test must be marked with a "start" sign and the end with a "finish" sign. The start signal will be given by the timekeeper or another official appointed for this purpose or by means of a signaling instrument (e.g. flag) or hand signal. The start of the ST will be with the machine stationary and with the engine running.

4.14.14 The time of the test is registered when the rider crosses the finish line. Rider is responsible for having his correct time recorded.

4.14.15 A rider who involuntarily leaves the test course and does not re-enter at the point at which he left it can be penalized 5 minutes which will be added to his achieved time.

4.14.16 The rider who voluntarily leaves the test course or short-cuts the track can be disqualified (or other penalties given by the event referee or Jury).

4.15 Finish and Parc Ferme

4.15.1 Parc Ferme is defined as a designated lockable area or impound where bikes are to be stored between event days and not to be worked on.

4.15.2 A rider may pass the final time check at the finish before the scheduled time without penalty.

4.15.3 At events where a Parc Ferme is utilized the riders will be allowed to get their bikes out of the impound area 15mins prior to their start time.

5.0 TIMED AVERAGE SPEED EVENTS OR BRAND X RULES

Timed average speed enduros will use all of the rules listed in 4.0 with the following exceptions:

5.1 Route Sheets

5.1.1 A route sheet shall be prepared by the organizers and a copy shall be provided for each participant, distances shall be shown in kilometres with prominent features and turns indicated at their official time and accumulated distance. The route sheet will include all whole minute distances and corresponding time.

5.1.2 The check point locations will not be noted on the route sheet.

5.2 Check Points

5.2.1 Check point locations will not be known to the riders until they have arrived at the check points along the route. Checkpoints will be marked with flags but will not have the double down arrows 100m before the flags.

5.2.2 Riders must enter the check from the correct direction and must not stop within sight of the check, if a rider stops within sight of a check point, the scorer may assess the rider the minute at which he notices the rider has stopped making forward progress.

5.2.3 The flip card numbers will be positioned so that they are not visible to the riders until they have entered the checkpoint.

5.3 SCORING

5.3.1 Each rider will start the race with zero points, 1 penalty point will be assessed for each minute late and 2 points for each minute early. Minutes will be measured in whole minutes, the cards shall be flipped at 59 seconds past the minute, and a rider will not be penalized if they arrive at the check between 0 and 59 seconds past their minute.

5.3.2 A section or sections of trail timed to the second will be used to break ties. Timed tie breaker sections must be reported at the riders meeting and the exact time, to the whole second, that a rider enters and finishes the section must be recorded on the riders score card.

6.0 LIST OF PENALTIES

6.1 Penalties- General

6.1.1 Un-sportsman like behaviour as decided by the referee jury– Disqualified

6.1.2 Refuelling outside areas provided for this purpose by the organizers, or carrying fuel other than in the fuel tank - Disqualified

6.1.3 Not stopping the engine while refuelling- Disqualified

6.1.4 Carrying out any kind of welding work in the refuelling areas.-Disqualified

6.1.5 Using extraneous motive power -Disqualified

6.1.6 Being accompanied by another rider not entered in the event- Disqualified

6.1.7 Riding outside the marked route; riding in the wrong direction, not observing the marked route- Disqualified

6.1.8 Intentionally leaving the course – Disqualified.

6.1.9 Riders must complete the event on the same machine they start on- Disqualified

6.1.10 No electronic communication devices will be permitted, riders who are caught using these devices will be automatically disqualified.

6.1.11 Riders who destroy course markers or in anyway alter the course will be subject to disqualification and sanction from one or more additional events.

6.1.12 Other penalties as defined by the event referee at the riders meeting.

6.1.13 Smoking in any refuelling area- Disqualified.

6.1.14 Practising on the course with in two weeks of the event- Disqualified.

6.2 Penalties- Cross Country

6.2.1 Exceeding maximum permitted noise level at the end of the day or during the event: 1st offence- Penalized 2 places in final results. 2nd offence- Disqualified 1 day.

6.2.2 Involuntary exit from the course and not returning to the place from where the exit was made by the rider- 2 places in the final results.

6.2.3 Modify the course - 2 places in the final results.

6.3 Penalties- Enduros

6.3.1 Exceeding maximum permitted noise level at the end of the day or during the event: 1st offence- Penalized 1 minute.

2nd offence- Disqualified 1 day.

6.3.2 For every begun minute late in arrival at start line- 1 minute.

6.3.3. Entering the Parc Ferme impound with engine running- 1 minute.

6.3.4 Refuelling or carrying out repairs while proceeding from the last time check to Parc Ferme impound- Disqualified.

6.3.5 Starting the engine in the Parc Ferme impound- 1 minute.

- 6.3.6 Smoking in the Parc Ferme impound, the starting area or any other refuelling area- Disqualified.
- 6.3.7 Being more than 60 minutes late at the start- Disqualified 1 day.
- 6.3.8 Not observing traffic regulations- Disqualified.
- 6.3.9 Altering a time card or using another rider's card- Disqualified.
- 6.3.10 Missing a time check- Disqualified 1 day.
- 6.3.11 Late arrival at any time check exceeding 60 minutes after the original due time - Disqualified 1 day.
- 6.3.12 Involuntary exit from the route of a test and not returning to the place from where the exit was made by the rider- 5 minutes.
- 6.3.13 Starting the engine in the waiting zone or on the starting line before the starting signal is given- 1 minute.
- 6.3.14 Missing a Special Test- Disqualified 1 day.
- 6.3.15 Missing or not stopping at a route check- Disqualified 1 day.
- 6.3.16 Practicing on the Special Tests- Disqualified.
- 6.3.17 Late arrival at the start - 1 point for every begun minute.
- 6.3.18 Entering a time check from the wrong direction- 50 points/minutes added.
- 6.3.19 Modify the course of a timed test- 1 minute (minimum).