

2018 OFF-ROAD ONTARIO RULEBOOK

Latest Revision March 31, 2018

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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 Off-Road Ontario. If approval is granted then the competitors must be informed on all printed and electronic information that is distributed regarding the event. The riders will also be informed at rider's meeting that there are supplemental regulations/rules in effect and how the supplemental rules differ from the rules in this document.

1.1 Championships

1.1.1 Off-Road Ontario Grand Championship

The Off-Road Ontario Grand Championship will be decided by the sum of the points totals accumulated from participation in both the XC, Sprint Enduro and Enduro Championships minus the rider's two lowest or no point's events. The points totals used will include any applicable worker points. To be Grand Champion a rider must compete in a minimum of 1 XC, 1 Sprint Enduro and 1 Enduro.

1.1.2 Off-Road Ontario Cross Country Championship

The Off-Road Ontario Cross Country Champions will be decided based on total accumulated points in all rounds of the series, minus the allowed number of throwaways. Pros are not eligible for throwaway races regardless of season length.

1.1.2.1 When the total number of races in the series is greater than the number of races used to calculate a rider's points total for the series the rider's worst or lowest score is not used. An event that is not added to a rider's points total is termed a "Throwaway".

1.1.2.2 Throwaways will be applied according to the number of XC races scheduled and completed for each race season.

1-5 races - no throwaway apply

6- 10 races - one throwaway will apply

11 or more races - two throwaways will apply.

1.1.2.3 A disqualification from a race will result in that race not being eligible for a throwaway in the standings.

1.1.3 Off-Road Ontario Sprint Enduro Championship

The Off-Road Ontario Sprint Enduro Champions will be decided based on total accumulated points in all designated championship rounds of the series. No results will be thrown away.

1.1.4 Off-Road Ontario Enduro Championship

The Off-Road Ontario Enduro Champions will be decided based on total accumulated points in all designated championship rounds of the series. No results will be thrown away.

1.1.5 Canadian National Enduro Championship

The Canadian National Enduro Champions will be decided based on points accumulated in all rounds of the series. Off-Road Ontario in partnership with the FMSQ will be organizing the CNEC Series, which includes events in the Province of Quebec. Results from the Quebec rounds of this series will not count towards the Off-Road Ontario Enduro Championship or the Off-Road Ontario Grand 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 4.11.7.1 for Enduro and Sprint Enduros, 3.1.11 for XC.)

1.2.2

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

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

1.2.3 Worker Points

A rider will be awarded points equivalent to the rider's best finish during the respective series for working an event. A rider may only receive worker points a maximum of three times per season. One set of worker points equivalent to the rider's best XC finish and one set of worker points equivalent to the rider's best Enduro finish and one set of worker points equivalent to the rider's best Sprint Enduro finish.

To qualify for worker points, the rider must volunteer to work at least 5 days prior to the event and be accepted by the event organizer. A rider cannot compete in an event and also receive worker points.

1.2.3.1 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. If the two riders did not compete against each other during the series, the rider who rode the most events in the series will be the winner.

1.2.7 If there is still a tie after using the methods described in 1.2.5 and 1.2.6, then the rider who scored points last is the winner.

1.2.9 Awards and Prize Money

1.2.9.1 Large wheel classes will be receive a minimum of 3 awards to a maximum of 6 awards.

1.2.9.2 Mini A and Mini B will receive a minimum 3 awards per class.

1.2.9.3 Pee Wee will receive 1st, 2nd, 3rd plus participation awards.

1.2.9.4 At all events the Pro class will receive a minimum purse equal to 100% of the Pro class entry fees received. The prize money break down will be as follows: 1st- 50%, 2nd- 30%, 3rd- 20%. This is the minimum purse and it is at the organizer's discretion if they wish to pay a larger purse and/or additional places are paid provided the above minimums are met.

1.2.9.5 At all events the Women's Expert class will receive a minimum purse equal to 100% of the Women's Expert class entry fees received. The prize money break down will be as follows: 1st- 50%, 2nd- 30%, 3rd- 20%. This is the minimum purse and it is at the organizer's discretion if they wish to pay a larger purse and/or additional places are paid provided the above minimums are met.

1.2.9.6 It is at the event organizers discretion whether the Pro and Women's Expert classes will receive trophies or awards in addition to the prize money.

1.3 Entries and Fees

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

1.3.2 It is recommended that Pee Wee class pay an entry fee less than 50% of the regular entry fee.

1.3.3 Women B, Mini A, and Mini B will pay an entry fee that is 50% of the regular entry fee rounded up to the nearest \$5.00.

1.3.4 Organizers are encouraged to provide family discounts on entry fees. It is recommended that any dependent children 19 years old and younger will receive a 50% discount on their entry provided that a minimum of one family member is paying the full entry fee. (This discount does not apply to riders in the Mini or Women B classes as their fee is already discounted by 50% as per 1.3.3).

1.3.5 Any event organizer wishing to charge a gate fee must consult with the OO board of directors.

1.3.6 Off-Road 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 mandatory at all Off-Road Ontario events using the standard FIM method. The maximum sound level will be 94 db.

1.4.2 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.

1.4.3 Refer to section 6.0 for applicable penalties if a bike becomes too loud during the event. (See 6.2.1 for XC and 6.3.1 for Enduros.)

1.4.4 Protective Equipment

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

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

1.4.6 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 each day of the event.

1.5.2 Off Road Ontario shall appoint or approve an event referee for XC and Sprint Enduros, that person shall be a member in good standing and familiar with the rules of competition and have a copy of the rules with him on every day of the event.

1.5.2.1 At Enduros the OO Competition Committee Chair or Member of Comp committee will serve as the event referee and will make all decisions in consultation with the Event Chairperson, and the Trail Boss. (See section 1.5.6 re: protests and appeals).

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 Off-Road Ontario rules as defined in this book.

1.5.4.1 All event organizers will provide a list of the sweep riders to the event referee prior to the event start.

All event sweep riders will report directly to the event referee for directions and coverage needed at the event.

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 Protests and Appeals

1.5.6.1 Protests

All event protests regarding rules in fractions, scoring protest or conduct on or off the track, must be started the day of the event and directed to the OO event referee that is designated for the event.

All protests should be done in writing to ensure consistency and clarity of the issue(s).

The event referee will notify all parties involved in the issues so all are aware of the issues at hand.

Referee will gather all information from all involved parties before making a decision.

Any protest that is posted on line without the knowledge of the referee may not be reviewed.

Any protest that are filed after the official results are posted will be directed to the OO comp chair.

Anyone who is not satisfied with the results of a protest on the day of the event can have the protest reviewed through an appeals process with in the allowable time after the results have been posted as "official" on the web site.

1.5.6 Appeals

Appeals of event scoring, results or referee decisions will be directed to the OO executive within 24 hours of the official results being posted on the website.

Appeals will be sent to the Competition Committee Chairman. An appeal board consisting of a minimum of four people will then be set up by the Comp. Chair. It will consist of the event referee, the Comp Chair and a minimum of two directors. The appeal board will meet in person or electronically.

Any director who was originally involved in the matter that is appealed shall not have a vote in the decision of the appeal. Any split decisions by the appeal board will be broken by the Comp Chair.

The appellant, event organizer and any other rider that the appeal affects will be informed immediately of the receipt of the appeal that may affect them. All parties that may be affected by the outcome of the appeal will have access to all information and discussions regarding the appeal. All parties involved shall be given a chance to make submissions to the appeal board before the final binding decision is made.

The appellant, all OO referees, points standing administrator, event organizer and any other rider that the appeal affects will be informed of the final binding decision within one weeks of the notice of appeal.

1.5.7 At multiple day Enduros there will be a minimum three person jury to settle any protests and appeals 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.

1.5.8 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.

1.7 Code of Conduct

Off-Road Ontario is an association of off-road motorcycle competition clubs formed to promote responsible off road motorcycle events throughout Ontario and to encourage all levels of rider participation. To ensure that all participants can have an enjoyable experience the following are the expectations for membership and participation in Off-Road Ontario and all events held under OO sanctions.

1.7.0.1 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 effect for the event location. At the first sign of any intoxication or other disorderly conduct, that person/s will be asked to leave the premises. Any riders involved may be disqualified from the day's results.

1.7.1 Conduct- Clubs/ Promoters/ Organizers:

1.7.1.1 All events must be conducted in compliance with Off-Road Ontario rules, structure and organization, and conditions imposed by insurer will be fully implemented. (See 1.0.1 for exception.)

1.7.1.2 All events will be insured for liability using the group insurance policy purchased through Off Road Ontario. An alternate insurance policy may be used provided the coverage is equal or greater than the insurance provided through Off Road Ontario.

1.7.1.3 Fee and expenses which have been levied by OO will be paid in a punctual fashion. Unpaid fees not cleared will prevent any future events being allowed until fees are paid.

1.7.1.4 Events will be organized and run with a **safety first** approach.

1.7.1.5 Organizers will post the race schedule including class starting times, entry fees, course description, prize purse and other key information (including license and insurance requirements and additional sound restrictions) in advance and adhere to those specifics on the event day.

1.7.1.6 Event liabilities waivers will be read and signed by all volunteers and workers and will be retained for a period of 24 months.

1.7.1.7 Pit riding by event workers should be on a limited basis and only when necessary to get the job done. Any riding in the pit areas by the event workers will be at walking speeds. Helmets must be worn at all times riding.

1.7.2 Conduct- Participants/ Spectators

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

1.7.2.2 Children must be accompanied and or supervised by an adult at all times.

1.7.2.3 Pets are discouraged from the venues, however if present they are to be leashed at all times and not left unattended.

1.7.2.4 Safety is the first consideration; if participants or others in the restricted areas, see anything dangerous they shall leave the immediate area at once and inform the organizers or other officials immediately.

1.7.2.5 All bikes will conform to sound, licensing and insurance rules for the event.

1.7.2.6 No pit riding by participants except to get their machines to and from the sound test. Participants are also permitted to ride their bikes to the start line for their race and back to their pit area after their race. Helmets are to be worn at all times and all pit riding will be at walking speed.

1.7.2.7 Event liabilities waivers will be read and signed by all competitors and will be retained for a period of 24 months.

1.7.2.8 If the competitor is under 18 years of age both parents must read and sign the Acknowledgement of Risk form and Parental Release form.

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 2.1.8 will have a minimum front wheel size of 19 inches in diameter.

2.1.2.1 Riders wishing to ride in the morning large wheel race on a motorcycle equipped with a 17" front wheel may petition the OO board for an exemption to rule 2.1.2. The board will base its decision to allow the exemption on the riders lap times, age, and experience. Any small wheel rider who competes in the large wheel morning race before getting an exemption from the OO board will be disqualified.

2.1.3 Bikes entered in the classes listed in 2.1.7 will have a minimum front wheel size of 19 inches in diameter.

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

2.1.5 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.

2.1.6.1 If a rider is riding in two different classes, such as Int for XC and Exp in Enduros, they are not permitted to add the points from the two different disciplines together for the OO Grand Championship.

2.1.7 Afternoon Classes and Rider Numbers

1. Pro-	1-39,	White on red # plates *
2. Expert-	40-99,	Black on white # plates
3. Vet AA-	100-199,	White on black #plates **
4. Intermediate-	200-299,	Black on yellow #plates
5. Novice A-	300-399,	Red on white # plates
6. Women's Expert	900-999,	White on Blue #plates

2.1.8 Morning Classes and Rider Numbers

1. Vet A-	400-499,	White on black # plates **
2. Vet Masters-	900-999,	Blue on white # plates***
3. Novice B-	500-599,	Red on white #plates
4. Vet B-	600-699,	Black on yellow # plate **
5. Woman A-	900-999,	White on blue # plates
6. Vet C-	700-799,	Black on white # plate **
7. Novice C-	800-899,	White on green # plates
8. Optional class	900-999,	Black on yellow # plates.

2.1.8.1

Women B- 900-999, White on blue # plates
Women B class runs in the small wheel race. Any wheel size or displacement is permitted.

*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 backgrounds.

** Qualification for Veteran Classes is 40 years old as of Jan 1st. Any rider who previously rode Off-Road Ontario events in the Pro or Expert class and now qualifies to ride Vet class will be allowed to enter either the Vet A or Vet AA class determined by the rider at the time of registration. The registrar and or the Competition Committee has the right to review all registrations to ensure proper classification is applied. All results will be monitored by the competition committee and where warranted, riders will be moved to a more appropriate class and issued notice prior to the change in class. Any points gained from previous races will be reviewed by the competition committee to determine if carry over points are warranted.

*** Qualification for Super-Vet Class is 60 years old as of Jan 1st.

2.1.9 The top 10 competitors in the pro class of the Cross Country Championship from the previous year will be allowed to display their earned number on their motorcycles during all Cross Country competition provided they renew their membership and reserve their number before April 1st.

2.1.9.1 The top 3 riders from the previous season XC championship may display their earned number and are exempt from the April 1st deadline to reserve their number.

2.1.9.2 Pro Riders will display 3 red number plates with white numbers.

2.1.9.3 All riders must have their assigned number legibly displayed on a minimum of the front and right-side number plates. Failure to do so will result in exclusion from the back up scoring.

2.1.10 Helmet Sticker Colours

XC competition 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. Off-Road Ontario will provide the stickers.

Afternoon Race

Pro-	Red
Expert-	Orange
Vet AA-	Blue
Intermediate-	Yellow

Novice A- White
Women Expert- Pink

Morning Race

Vet A- Black
Vet Masters- Blue
Novice B - White
Vet B – Yellow
Women A – Pink
Vet C - Orange
Novice C- Green

Sticker not required small wheel or Women B classes or any other optional classes.

2.2 Small Wheel Classes

2.2.1 Rider Numbers

- | | | |
|-------------|---------|-----------------------------|
| 1. Pee Wee- | 1C-99C | No colour requirement |
| 2. Mini B- | 1B-99B | No colour requirement |
| 3. Mini A- | 1A-99A | No colour requirement |
| 4. Women B- | 900-999 | White on Blue number plates |

2.2.2 Classes

2.2.2.1 Pee Wee - A beginner class for children which requires a safe, properly operating motorcycle that is not too large and fits the participant properly. The rider must be able to safely operate the motorcycle. Maximum age for the class is 8 years as of January 1st and a motorcycle with a front wheel size of no larger than 14 inches. Any rider that is deemed to dominate in the class can be asked by the competition committee to reviewed to have points awarded pending competition committee review. *

2.2.2.2 Mini B. –Bikes up to 65cc 2stroke, or 110cc 4stroke. Maximum front wheel size of 16". Maximum age for the class is 11 years as of January 1. *

2.2.2.3. Mini A. – Bikes up to 105cc 2 stroke, or 150cc 4 stroke. Maximum front wheel size of 19". Maximum age for the class is 14 years as of January 1. *

*If Off-Road Ontario deems a rider to be a danger to themselves or others we reserve the right to remove the rider from the race.

2.2.3 The Pee Wee Class will have a half hour race at all XC events and is a championship class.

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

2.5 Program

2.5.1 All Championship classes that are listed in these regulations must be run at each event. Please see 2.2.4 for exception to this rule.

2.5.2 At the promoter's option, additional support classes may be run as per rules 1.0.1 and 2.1.8.

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. Year-end review of the results by Competition Committee will determine who advances. A rider may appeal advancement to the Off-Road Ontario Board of Directors.

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 30 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. (See 3.5)

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. (See 3.5)

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 or intended racing line, will be indicated by brightly coloured arrows and plastic tape/ribbon where needed. The racing line is defined as, but not exclusive to an existing grooved in trail of varying widths. (IE single track up to and including roads), closely mown grass or crops in a field (IE Grass track), MX track or extreme section including various obstacles.

3.1.6 Arrows

Orange arrows - Main course

Pink arrows - Pro/Expert 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 100m before the turn.

Caution Arrows- Arrow or arrows pointing straight down.

"W" arrows – Used to signal the rider that he/she made a wrong turn or missed a turn.

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

3.1.8 Additional Marking

3.1.8.1 Double arrows and/or ribbon on both sides of the course indicate areas where riders must remain between markings. If a rider leaves these areas they must return to them at the point of exiting or a point before the area of exiting and cannot under any circumstances gain advantage or race position as a result of accidentally or purposely leaving these marked sections. (IE extreme sections, some grass track)

3.1.8.2 When additional marking as described in 3.1.8.1 is not used, a rider may go outside the defined course but must remain within 3 metres of the intended race line and within sight of the arrows marking that portion of the course. This is allowed only so riders can pass, be passed or go around bottlenecks at obstacles or impassable sections. The rider must return to the intended racing line as soon as possible. It is at the referee's discretion as to whether a rider has used an alternate line within the parameters of this rule or has in fact cut the course

3.1.8.3 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.

3.1.8.4 Any place on the course where the track deviates from the route used for an earlier race shall be marked carefully using track ribbon, arrows, corner warning arrows, and "W" arrows. In addition to the extra care used to mark these deviation points, all the arrows and trail markings from the earlier race will be pulled down for a minimum distance 0.5km from the point of the deviation.

3.1.8.5. It is recommended that all deviation points described above be staffed by a course marshal for at least the first lap of the later race until the new track is set.

3.1.8.6 "Joker Lane". Where an additional difficult or extreme section of trail is added to the course the riders must be instructed at riders meeting on how many times they must ride the "Joker Lane". If the "Joker Lane" is to be ridden more than once during the race it must only be ridden once per lap.

3.1.9 Morning Races-Duration

3.1.9.1 Pee Wee Race

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

3.1.9.2 Mini and Women B Race Duration

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 be 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.

3.1.9.3 Large Wheel Morning Race

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 be 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- Duration

3.1.10.1 Afternoon Race Duration- Pro, Expert and Intermediate class race will be ended after 2.5 hours from the start of the race. The checkered flag will be shown to indicate the end of the race and the overall race/class leader may not be the first rider to be shown the checker flag. All subsequent riders shall be given the checkered flag and their exact finishes times will be 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.

3.1.10.2 Afternoon Race Duration-Vet AA and Novice A, Women Expert classes.

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 be 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.

Note: The referee will ensure that the checkered flag to signal the end of the Vet AA, Women Exp and Nov A race cannot be confused with the signals for the other classes still racing.

3.1.10.3. At the riders meeting the event organizer will inform the riders how long the course is in kms so the riders will have idea of when they will stop for gas even before the race starts.

3.1.10.4 At some events the organizer may know how many laps the race will be before riders meeting due to a long course or reliable lap time data already acquired before the riders meeting. In cases such as this the riders will be told how many laps the race will be at riders meeting.

3.1.11 XC Finisher

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

A rider who does not complete a minimum of one lap will be considered to be DNF.

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 class/row will start at 1 to 3 minute intervals at the referee's discretion.

3.2.4 The Afternoon race start order will be Pro, Expert, Vet AA, Intermediate, Novice A and Women Expert.

3.2.5 The Morning race start order will be Vet A, Vet Masters, Novice B, Vet B, Women A, Vet C, Novice C, and then any optional classes that the event organizer wishes to run will follow.

3.2.5.1 The Mini race start order will be Mini A, Women's B, Mini B.

3.2.5.2 As the referee is in control of the program, he may alter the start order with just cause.

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

3.2.6.1 Any rider starting the race from the wrong class line will be placed into his/her correct class at the end of the race completion by the scoring marshal. The rider will be docked one lap. Any applicable points that may be available will be issued accordingly to the corrected class and the adjusted finish position.

3.2.7 No practice runs or practice starts allowed. Penalty 2 finishing positions.

3.2.8 All starts except for the Pee Wee race are dead engine with the rider on the motorcycle. The blue flag will be raised 30 seconds prior to the start of each row and held over the head of the starting official. At this signal all riders in all starting rows must shut off their engines. All crew members must clear the start area and exit behind the next row to start at this time. The starting official may then pan the next starting row with the blue flag.

3.2.9 Approximately 10 seconds before the start time, a signal will be given. This may be a verbal call of "10 seconds" a sign board or indicated by the blue flag being lowered. At the "10 Seconds" signal the blue flag will be discarded and replaced with the green starting flag. The start will take place when the green flag is raised and waved by the starting official.

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

3.2.11 A set of flags will be supplied by Off-Road Ontario.

3.3 Numbers and Scoring

3.3.1 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.)

3.3.2 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. (See 3.4.2 for an exception to this rule.)

3.4.2 If a rider runs out of fuel out on the course his or her pit crew will be allowed to refuel the rider provided the pit crew are using an approved gas can, have signed the waiver and the referee has given permission to refuel on course.

3.4.2.1 Off-Road Ontario will provide a minimum of two 3A10BC rated fire extinguishers for the refueling area. The event organizer will 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. (See 6.1.13)

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 must be shut off while refueling. No exceptions. See penalties 6.0

3.4.6 Electric Motorcycles

Riders competing on motorcycles powered solely by electric power are allowed to change bikes as a means of "refueling" subject to both machines being of the same make and model. Compliance with this rule exempts these riders from rule 6.1.9.

3.5 Impassable Sections and Force Majeure

3.5.1 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 out of the course and adjust the times accordingly. This decision will be ratified by the event organizer and scoring crew.

3.5.2 In case of force majeure (e.g. worsening severe weather conditions) the event referee may shorten the duration of the race. If a race is shortened the riders will be given a minimum of a last lap warning before the race is stopped. Any race which has to be stopped before 50% of the original length has been completed will not be deemed official and no championship points will be awarded.

3.5.3 Event organizers will make every effort to avert number 3.5.1 and 3.5.2 from being necessary when laying out a race course. Extra racing lines will be provided at all difficult obstacles.

Note: Anytime that a race course or race duration are changed while the race is in progress the end result will always unfairly penalize or benefit some riders. For this reason the referee will only use 3.5.1 and 3.5.2 in extreme situations with safety being the main factor. (Also see 3.1.2 and 3.1.3)

3.6 XC Guideline and Schedule

3.6.1 The following is the recommended program and schedule for an Off-Road Ontario Championship XC race. Any event organizer wishing to deviate from the official schedule and program must get approval from the OO board of directors. After getting approval from the board the event organizer will ensure that the revised schedule is posted on-line.

3.6.2 A printed copy of the schedule is posted at the sign-in /registration area. The riders are to be informed at sign in that there is a revised schedule.

6:30 Setup Registration.

Organizing club to provide chairs & tables for Sign-In and transponder registration. Organizing Club will be responsible for computer power source. OO will supply Pop-Up tent for the transponder registration equipment.

7:00 Registration Opens.

Scoring Equipment setup.
OO will supply table, chairs & a computer power source.
OO supplies pop-up tent and scoring equipment.
Send out course marshal for a pre-run of the course.

08:30 Mini A, B & Ladies B Riders' Meeting.**09:00 Mini A, B & Ladies B start.**

Starting Order:

1st Mini A

2nd Mini B

3rd Women B

9:10 Pee Wee Riders Meeting and Sighting lap.**9:20 Pee Wee Start**

Course requirements / suggestions: Length should be between 0.25km and 1.0km. Riders have to be visible at all times. Any obstacles must be small enough that a motorcycle with 4" ground clearance and 10" tires can ROLL over it. (We want the course to be passable with any motorcycle and any rider). Steep hills (up or down) should be avoided. Live engine start (most Peewee riders cannot start their own bike)

9:50 Pee Wee Finish

Scoring-The organizing club is responsible for scoring. Take a pad of paper and pen, write down all the rider numbers down the side of the page. When riders come past the finish line, put a tick beside their name. The rider with the most ticks and crosses the line first wins. The race is 0.5 hours in duration.

10:00 Mini A, B & Ladies B race checker flag.

Sweep rider sent out to check that the track is clear and to ensure any re-routing is completed before start of next race. It is strongly urged that Course Marshalls be placed at any re-routed location. Sweep Rider reports to Head Scorer at the Scoring table when the course is clear. The Head Scorer will then report to the Referee that the next race can start.

10:00 Morning Race Riders' Meeting.**10:30 Morning Race Start.**

With the clearance from the Head Scorer that the scoring equipment is properly configured, the Morning Race starts. Starting Order:

1st Vet A

2nd Vet Masters

3rd Novice B

3rd Vet B
4th Women A
5th Vet C
6th Novice C

11:00 Referee posts Mini & Ladies B race results. 1/2 hour protest period starts.

11:45 Mini A & B & Ladies B awards.

12:30 Morning Race Checker Flag

12:30 Afternoon Race Riders' Meeting.

Morning race checker flag. Sweep rider sent out to check that the track is clear. Organizing Club is responsible to ensure any re-routing is completed before start of next race. It is strongly urged that Course Marshalls be placed at any re-routed location. Sweep Rider reports to Head Scorer when the course is clear. The Head Scorer will then report to the Referee that the next race can start.

13:00 Afternoon Race Start.

With the clearance of the head scorer that the scoring equipment is properly configured, the afternoon race starts. Starting Order:

1st Pro
2nd Expert
3rd Veteran AA
4th Intermediate
5th Novice A
6th Women Expert

The Referee calculates when to display the last lap flag for the Pro, Exp. and Int.

13:30 Referee posts Morning Race Results. 1/2 hour protest period starts.

14:15 Morning Race Awards.

15:00 Checker Flag shown to Veteran AA, Women Expert & Novice A riders.

15:30 Checker Flag shown to the Pro, Expert and Intermediate Classes.

1st rider to cross the line at 2.5 hours gets the flag regardless of leader or not. Sweep Rider reports to Head Scorer when the course is clear.

16:00 Referee posts Afternoon race results. ½ hour protest period starts.

16:45 Afternoon race awards presentation.

4.0 ENDURO RULES

4.1.1 Enduro courses will consist of test sections, transfer/transit sections and known time controls/checkpoints. The distance to, and time due at all of these sections and time controls will be known to the riders before the start of the event. The time schedule set out by the organizer will allow the riders to arrive at the start of test sections ahead of schedule. The rider's speed through the closed course test sections determines finishing position.

4.1.2 Enduros may be of timed average speed type (**brand "x"**) where the checkpoints are unknown and the rider must calculate what pace is needed to stay on the time schedule. (For Brand-X rules see section 5.0). Brand-X Enduros run under the rules listed in Section 5 of this rule book will not be counted towards the Off-Road Ontario Championships.

4.1.3 Sprint Enduros consist of fewer tests sections which are run multiply times during the event. Usually 3 to 4 tests repeated 3 to 4 times. Sprint Enduros can be run in two different formats.

4.1.3.1 Sprint Enduros can use the same format as regular Enduros with 3 or 4 riders starting every minute and proceeding through the tests in sequence doing 3 or 4 laps on a time schedule.

4.1.3.2 Sprint Enduros may be a shot gun start format allowing riders to start at which ever test they wish and ride the tests in any order they wish. Riders need to complete all the tests with in a time limit and do not have to follow a time schedule like a regular enduro. No row numbers are assigned.

4.2 Rider Numbers and Starting Order

4.2.1 Starting will be on one minute intervals. The organizer will determine how many per row. Rider numbers will consist of a number representing the row and a letter to differentiate the riders on the row. (1a, 1b, 1c, 1d)

4.2.2 When riders pre-enter online row numbers will be assigned in real time based on the row that the rider requests and what rows are available at that time. If the row that is requested is not available then the rider, (and any group of riders that requested the same row), will be assigned the next available row later than the row requested.

4.2.3 Starting on the first row, a maximum of 1 Pro class rider will be placed on each starting row. Pro starting positions will be assigned by the organizer.

4.2.4 Riders who do not pre-enter will be assigned a row number behind the pre-entered riders when they register on the day of the event.

4.3 Route Marking and Route Sheets

The official route or intended racing line, will be indicated by brightly coloured arrows and plastic tape/ribbon where needed. The racing line is defined as, but not exclusive to; an existing grooved in trail of varying widths, (IE single track up to and including roads), closely mown grass or crops in a field, (IE Grass track), and MX track or extreme section including various obstacles.

4.3.1 If a rider fails to follow the official route/intended racing line 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. (See also 4.3.5, 4.14.15, & 4.14.16)

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. (Chevron Style Arrows)

4.3.3 Event organizers who deviate from the official route marking scheme outlined in 4.3.4 must fully explain the methods of route marking and colours used during the riders meeting.

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, Women B, and Novice C 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.

Check Point Arrows- 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

4.3.5.1 Double arrows and/or ribbon on both sides of the course indicate

areas where riders must remain between markings. If a rider leaves these areas they must return to them at the point of exiting or a point before the area of exiting and cannot under any circumstances gain advantage or race position as a result of accidentally or purposely leaving these marked sections. (IE extreme sections, some grass track)

4.3.5.2 When additional marking as described in 4.3.5.1 is not used, a rider may go outside the defined course but must remain within 3 metres of the intended race line and within sight of the arrows marking that portion of the course. This is allowed only so riders can pass, be passed or go around bottlenecks at obstacles or impassable sections. The rider must return to the intended racing line as soon as possible. It is at the referee's discretion as to whether a rider has used an alternate line within the parameters of this rule or has in fact cut the course.

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 for the event. It will show the distance and time to all gas stops and checkpoints and inform the rider of how many tests there are.

4.3.6.1 In lieu of providing each rider with a printed sheet as described in 4.3.6 the event organizer can post the information on a bulletin board at the registration area.

4.3.6.2 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. If a more detailed route sheet is provided the information should be printed in columns no wider than 16cm so that the route sheet will fit into a route sheet holder.

4.3.8 Course Splits

Any course splits for the different classes must be live and staffed at all times to ensure riders take the correct course. A route check at these points is a good idea but not mandatory.

4.4 Local Traffic Regulations

4.4.1 Some Enduros may run on courses which include public roads. Where public roads are utilized it is the rider's responsibility to ensure their own machine is 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 will be disqualified.

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 and Transponders

4.6.1 If time cards are used, 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 If time cards are used they 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.

4.6.5 Time Card Recording

Any rider who fails to get his time card marked at a time check, or tries to deceive the organizers by altering or obliterating any entry on his time card, or using another rider's card will be disqualified.

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.

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

4.7 Time Checks

4.7.1.1 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.

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

4.7.2 The time checks will have double down pointing arrows placed on both sides of the track approximately 100m 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 Checkpoint 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. A cell phone set to official time meets this requirement.

4.7.6 Checks shall be opened 15 minutes prior to the first riders due time, and will remain open 61 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 start of the 2nd day's run where applicable.
- c.** At the start and finish of all Enduro tests.
- d.** At the exit from all official gas stops.

4.7.8 There are two kinds of checkpoints. Whole minute checks which display flip cards with the rider's row numbers. Whole minute checks are located at the start of all test sections, at the exit of all Gas Stops and at the start of the event. The second kind of checkpoint is at the end of the test sections and the rider's time is recorded in minutes and seconds. No flip cards are used at the end of the tests.

4.7.9 Backup Sheets

At each time check using flip cards the organizer must keep a backup sheet to record the rider numbers and flip card number.

At the check points at the end of the test sections the rider number and the minutes and seconds that the rider passes the finish of a test section will be recorded on the back up sheet.

4.7.9.1 If time cards are used and there is a dispute in reading a time card, the backup sheet will be considered official.

4.7.9.2 When electronic scoring is being used the electronic scoring will be considered official. The backup sheet will only be used if the electronics fails to record a rider's time.

4.7.9.3 It is the rider's responsibility to ensure their time and rider number is recorded on the back up sheet.

4.8 Procedure at Time Checks Using Flip Cards

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 or transponder 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 or is successfully scanned depending on the system that is being used.

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 so they are visible 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 recorded.

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 Each Official Gas Stop will have a check point set up at the exit from the Gas Stop. Since this area is a transit section there will be no penalty for arriving late at these checkpoints. There will also be no penalty for checking through early at these checkpoints up to and including the rider's original starting number.

4.10 Transit Sections

4.10.1 Transit sections consist of any type of road or trail 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. The Transit sections will also use a different style of arrow than the test sections so that the riders know they are in a transit section.

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

4.11 Timing and Scoring

4.11.1 Riders shall wait for their correct time before passing through a whole minute checkpoint showing flip cards. Riders will be assessed penalty points for entering the check point before their original due time or start number. Two points for each minute ahead of schedule. (Example: rider # 10a will lose 2 points if they go through a checkpoint when # 9 is showing on the flip cards.)

4.11.2 Riders will not be assessed penalty points for being late at check points located at the end of a transit section or at a Gas Stop. If a check point is also the start of an Enduro test the rider must 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

4.11.3 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. All enduros will use a 30KPH speed average to calculate the time schedule for the checkpoints. Times will be rounded up to the nearest whole minute.

4.11.4.1 Five to ten minutes will be added to the schedule for each test section based on the length and difficulty of the test. When setting the schedule organizers are to make every attempt to have the riders not fall behind schedule in the transit sections.

4.11.5 A rider's score will be the sum of all the elapsed time the rider has recorded in the test sections plus any penalty points.

4.11.6 Houring Out and DNF

A rider at an IN check that leaves more than 60 minutes after his/her original target arrival time for the time check is automatically "Houred Out" and classified as DNF. An houred 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.

4.11.7.1 A rider who DNF's may still receive championship points provided they have a minimum of one test section completed before houring out and placed in the top twenty in their respective class.

4.11.7.2 DNF'd riders are ranked by how many tests they completed before touring out. If two DNF'd riders complete the same number of tests then the rider with the total fastest time is ranked ahead.

4.11.7.3 In the final results for an event DNF'd riders will be ranked in their respective class before sending the results into OO. The results will show the number of tests that were completed and total score for the tests that the rider completed before houring out.

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

4.11.9 TIE BREAKER

If, after calculating the results, there is a tie, then the results of each timed to the second test will be used to determine placing. The rider with the highest number of best times will be placed higher. For example, if there were to be 3 tests:

Rider A beats rider B by 8 seconds on one test and by 7 seconds on another; Rider B beats Rider A by 15 seconds on the other. Rider A will be placed ahead of Rider B based on the greater number of best times.

4.12 Route Checks

4.12.1 If route checks are used at an event the organizer must supply a card, sticker or tag to each rider so that it may be punched or marked at the route checks or electronic system to prove which riders have passed through.

4.12.2 Riders must produce their cards 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 track in close proximity before the route check.

4.12.3 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.

4.12.4 Any rider who does not hand in a completed route check card or whose passage is not recorded on each route check back up sheet will be DNF.

4.13 Test Sections

4.13.1 A rider's elapsed time for each test section will be recorded to the second.

4.13.2 Enduro tests will consist of single track trail, technically difficult wider trail, MX track or Extreme sections.

4.13.3 The start check of a test will be clearly marked indicating that the rider is starting a test, what number test it is and the length of the test.

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 pause in the schedule.

4.13.5 For safety organizers will layout tests sections such that no rider is able to attain an average speed of 50kph or higher. If the average speed in any test section exceeds 50kph the test will be removed from the results and will not be run on successive laps where applicable.

4.13.6 Test Start Procedure

To ensure riders are not delayed getting their time recorded at the start of the Enduro tests, riders will have their start time recorded on their time cards or scanned 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 on time.

4.13.7 Any rider leaving early after having their card marked or being scanned 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 test.

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

4.13.9 100m before the finish of a test there will be double down arrows on both sides of the track. The finish of a test will be marked with yellow flags.

4.13.10 The rider's time will be recorded to the second automatically when they cross the finish line of a test. In some cases the rider's transponder may have to be scanned manually or the time may be recorded manually on a score card. Riders are to follow the direction of the check crew.

4.14 MX and Extreme Tests (Optional)

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.

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.

(See 6.3.16)

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

4.14.5 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.

4.14.6 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 For safety, organizers will layout tests sections such that no rider is able to attain an average speed of 50kph or higher. If the average speed in any test section exceeds 50kph the test will be removed from the results and will not be run on successive laps where applicable.

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 2 minutes

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

(See 6.3.19)

4.14.13 The start of a test must be marked with a "start" sign which states the length of the test and whether it is a MX or Extreme test. 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 Any rider who involuntarily leaves the test course and does not re-enter at the point at which he left it can be penalized 2 minutes which will be added to his achieved time. Referee will determine if applicable.

4.14.16 Any rider who voluntarily leaves the test course or short-cuts the track for the purpose of gaining position or cutting time 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. No rider will make contact with his/her motorcycle or any other competitor's motorcycle once it is parked in the impound.

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 are not part of the Off Road Ontario Enduro Championship.

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.

5.2.4 Checkpoint must be located at whole minute distances and will be given in kilometres measured carefully and correctly.

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 behavior as decided by the referee or jury– Disqualified

6.1.2 Refueling outside areas provided for this purpose or carrying fuel other than in the fuel tank - Disqualified (See 3.4.2 for exception)

6.1.3 Not stopping the engine while refueling- minimum 2 laps for XC and 2 minutes for Enduros.

6.1.4 Carrying out any kind of welding work or otherwise creating a fire hazard in the refueling areas.-Disqualified

6.1.5 Using extraneous motor power –Disqualified (ie. Being towed or carried in a truck or trailer.)

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. (See section 3.1.8 & 6.2.2 for XC or 4.3.5, 4.14.16 & 6.3.12 for enduros)

6.1.8 Intentionally leaving the course – Disqualified. (See section 3.1.8, & 6.2.2 for XC or 4.3.5, 6.3.12 & 4.14.16 for enduros)

6.1.9 Riders must complete the event on the same machine they start on- Disqualified. Except as described in 3.4.6.

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 any way alter the course will be subject to disqualification and sanction from one or more additional events. (See 6.3.19, & 4.14.12 for enduros and 6.2.3 for XC)

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

6.1.13 Smoking in any refueling area- Disqualified.

6.1.14 Practicing on the course within two weeks of the event- Disqualified. (See 6.3.16)

6.2 Penalties- Cross Country

6.2.1 Exceeding maximum permitted noise level at the end of the day or during the event- Penalized 3 places in final results.

6.2.2 Involuntary exit from the course and not returning to the place from where the exit was made when on the portions of the course where "additional marking", (3.1.8.1) has been used. This rule is for situations where a rider goes off the defined course and is not to be used for instances where a rider cut out large portions of the course. Penalized 2 places in the final results. (See 3.1.8, 6.1.7 & 6.1.8)

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

6.2.4 No practice runs or practice starts allowed. Penalty 2 finishing positions.

6.3 Penalties- Enduros

6.3.1 Exceeding maximum permitted noise level at the end of the day or during the event- Penalized 2 minutes.

6.3.2 For every begun minute late in arrival at start line- 1 minute. Only applies when a parc ferme impound is in use.

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

6.3.4 Refueling 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 refueling area- Disqualified.

6.3.7 Being more than 60 minutes late at the start- DNF

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- DNF.

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- 2 minutes. (See 4.14.15, 6.1.7, 6.1.8, 4.3.5)

6.3.13 Starting the engine in the waiting zone or on the starting line before the starting signal is given- 1 minute. Only applies when a parc ferme is in use.

6.3.14 Missing a Special Test- DNF

6.3.15 Missing or not stopping at a route check- DNF

6.3.16 Practicing on the Special Tests within two weeks of the event- Disqualified.

Riding on transit sections of an enduro within two weeks of the event is not grounds for disqualification but it is discouraged.

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- 2 minute penalty minimum. (see 4.14.12)

7.0 EMERGENCY SAFETY PLAN

7.1 Emergency Safety Plan- Competitor's Responsibilities

Due to the nature of Off-Road racing and the remote areas that the event courses take the participants, the first person to arrive on the scene of an injured rider is another competitor. For this reason all of the riders have a responsibility and role in the emergency safety plan.

7.1.1 Competitor's Responsibilities- Cross Country

7.1.1.1 Any rider who encounters an injured rider shall report the location using the km markers on the course and the number of the injured rider to the next course marshal they encounter.

7.1.1.2 The Golden Rule, In memory of Jeff Golden.

If a rider stops to assist an injured rider he/she shall:

a) Insure that the next rider to come along is given the injured rider's number and what the suspected problem is. This information, along with the approximate location of the injured rider will be relayed to the next course marshal that is encountered.

b) Care for the injured rider to whatever level of training they possess and are comfortable using. This may simply be insuring that the injured rider is not hit by on coming riders and assuring the injured rider that help is on the way.

Off-Road Ontario does not instruct nor condone any person to provide any level of care or first aid treatment that they have not been trained by an official agency to provide.

c) Stay with the injured rider until one of the course workers arrive or another rider agrees to stay with the injured rider.

7.1.1.3 Any rider who loses time due to caring for an injured rider will be compensated for the time spent when calculating the rider's score as per *rule 1.5.8*.

7.1.1.4 Any rider who cannot continue due to injury or bike problems must stay on the marked course until they have talked to a course marshal or get back to the pit area.

7.1.1.5 When encountering the safety vehicle displaying a 1st aid flag or sign on the course no rider shall pass until motioned to do so by the safety driver.

7.1.1.6 Rider's must obey instructions from course marshals and first aid personnel.

7.1.2 Competitor's Responsibilities- Enduros

7.1.2.1 A rider will not pass a fallen rider who appears to be injured unless the fallen rider:

a) Signals that he/she is okay.

b) Is getting up.

c) Is already being attended to by another rider or course worker.

d) Is in close proximity to a course worker or volunteer. Such as in MX test or Extreme test or within sight of a time check.

7.1.2.1 If a rider stops to assist an injured rider he/she shall:

a) Insure that the next rider to come along is given the injured rider's name, rider number and what the suspected problem is. This information, along with the approximate location of the injured rider will be relayed to the next check point crew or course marshal that is encountered.

b) Care for the injured rider to whatever level of training they possess and are comfortable using. This may simply be insuring that the injured rider is not hit by on coming riders and assuring the injured rider that help is on the way. Off-Road Ontario does not instruct nor condone any person to provide any level of care or first aid treatment that they have not been trained by an official agency to provide.

c) Stay with the injured rider until one of the course workers arrive or another rider agrees to stay with the injured rider.

7.1.2.3 Any rider who loses time due to caring for an injured rider will be compensated for the time spent when calculating the rider's score as per *rule 4.11.9*.

7.1.2.4 Any rider who cannot continue due to injury or bike problems must stay on the marked course until they have talked to a course marshal or check crew. Stay on course so the sweepers can find you.

7.1.2.5 Rider's must hand in their score cards so the organizer knows they are off the course.

7.1.2.6 When encountering the safety vehicle displaying a first aid flag or sign on the course no rider shall pass until motioned to do so.

7.1.2.7 Rider's must obey instructions from course marshals and first aid personnel.

7.2 Emergency Safety Plan- Organizers Responsibilities

7.2.1 Organizer's Responsibilities- Cross Country

7.2.1.1 A minimum of one trained EMR personnel will be provided by the event organizer. This responder will be equipped for basic life support and first aid equipment and will remain at a designated area near the start finish unless needed to respond to an incident on the course.

7.2.1.2 The EMR area in/or adjacent to pit area will be marked by a first aid flag A safety vehicle will be supplied and designated for the express purpose of delivering the EMR to course areas quickly. The safety or first aid flag is to be attached and flown on the rear of the safety vehicle. The flag for the ATV/safety vehicle will be supplied by OO.

7.2.1.3 Access routes, other than the actual race course, should be planned/considered so as to deliver the EMR to remote areas of course more quickly than following the actual race course.

7.2.1.4 The safety vehicle will have a designated driver with an intricate knowledge of the course and be able to deliver the EMS to any spot quickly.

7.2.1.5 The course will be pre-ridden prior to each race start lap.

7.2.1.6 There will be a minimum of two roving marshal/sweep riders equipped with a radios or cell phones and first aid kits.

7.2.1.7 All volunteers, course marshals, referee, event chair and EMR will be equipped with two way radios. In lieu of radios, cell phones can be used providing a phone number list is provided to all the above listed personnel. The emergency number for the area of the event whether it is 911 or not will also be on the phone list along with the exact address where the event is being held.

7.2.1.8 Will conduct three separate rider meetings to fully explain the race procedures and items of caution or concern.

7.2.1.9 Easily readable distance markers should be placed on course every kilometre so riders/workers will be more easily able to report where an incident might have occurred.

7.2.1.10 Injured Rider Protocol –Cross Country

Upon the report of an injured rider on the course the course marshal closest to the estimated location of the downed rider will locate the rider and confirm the location to the referee and the designated emergency vehicle driver. The course marshal will assure the injured rider that help is on the way. He will update the EMR as to the suspected injuries and direct other riders away and around the downed rider. If other competitors are on scene and assisting the injured rider the first course marshal to arrive should record their rider #'s so their times can be adjusted. The Course marshal closest to the start finish area will link up with the first aid vehicle and assist them with getting to the injured rider.

Once the EMR is on scene and assessed the patient he will determine if an ambulance will be required. The EMR will also determine if it is safe to move the patient to the start area or whether to wait for the ambulance to arrive so that the patient can be better packaged for removal from the course.

If an ambulance is needed the organizer will coordinate getting the ambulance to the patient or the patient to the ambulance which ever scenario the EMR decides is best. The organizer and course marshals will ensure the ambulance is met especially if the event is not being held at a numbered address.

7.2.2 Emergency Safety Plan, Organizer's responsibilities- Enduros

7.2.2.1 Communications

All check crews, section leaders and course marshals will have cell phones and the numbers recorded on a list which will be provide to the

event chairman, all check crew and course marshals, sweep riders and section leaders. The phone list will also contain the emergency phone number for the area of the event.

7.2.2.2 Check crews, upon receipt of a report of an injured/disabled rider, will phone the event chairman with all information available (description of injury, location, corrective action, name and number of the rider).

7.2.2.3 If a rider drops out at checkpoint, as soon as rider traffic allows, the crew at that location will take the scorecard and phone the event chairman with the name, number and method that the rider is using to return to start area. (Getting a ride with the check crew, riding by road back for example).

7.2.2.4 Upon receiving a report of a possible injured rider course marshals and section leaders will make their way to the location given and assist in anyway needed based on their training and experience. (First aid, directing EMS to the site. Assist with getting the injured rider out of woods). The event chairman is to be updated on the situation.

7.2.2.5 Access routes, other than the actual course, should be planned and considered so as to deliver EMS to remote areas of course more quickly than following the actual course.