

2025 OFF-ROAD ONTARIO RULEBOOK

Latest Revision Jan 29, 2026 (2026 REVISIONS IN RED)



THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS.

THESE RULES SHALL GOVERN THE CONDITION OF ALL OFF-ROAD ONTARIO EVENTS, AND, BY PARTICIPATING IN THESE EVENTS, ALL OFF-ROAD ONTARIO MEMBERS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY, DEATH, OR DAMAGES TO PARTICIPANTS, SPECTATORS, OR OTHERS.

THE TERMS HEREOF IMPORTING THE SINGULAR NUMBER, OR THE MASCULINE GENDER SHALL INCLUDE THE PLURAL NUMBER OR THE FEMININE GENDER.

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1.0 GENERAL RULES & REGULATIONS

1.01 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, the competitors must be informed on all printed and electronic information that is distributed regarding the event. The event organizer must have received board approval and have the supplemental rules published for entrants to review a minimum of 2 weeks prior to the date of 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.

1.0.2 The holder of an Off-Road Ontario membership commits themselves to respect the Off-Road Ontario rules and regulations, and to accept the penalties applicable in the case of an infringement.

1.0.3 The Off-Road Ontario board of directors has the authority to deny anyone membership at their discretion.

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 the XC, Sprint Enduro, Enduro, and Youth Enduro Championships minus the rider's two lowest or no point's events. The points total used will include any applicable worker points. To be Grand Champion a rider must compete in a minimum of 1 XC, 1 Sprint Enduro, (if there is a separate series), and 1 Enduro. One first place award will be given to the Grand Champion in each class at the end of the season.

1.1.2 Peewee and Mini Grand Championship

The Off-Road Ontario Peewee and Mini classes will not have a Grand Championship unless there are a minimum 2 different series in which 3 or more events take place where their perspective class competes. If there is a Grand Championship for the Peewee and Mini classes, then rule 1.1.1 also applies.

1.1.3 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. The first three finishers in each class will receive awards at the end of the season.

1.1.3.1 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".

1.1.3.2 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 or more races: One throwaway will apply
- 11 or more races: Two throwaways will apply

1.1.3.3 There must be a minimum of 3 Cross-Country events to form a championship series. If there is no Cross-Country series, the points from the events that are run will still be used when calculating the Grand Champions.

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

1.1.4 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. The first three finishers in each class will receive awards at the end of the season.

1.1.4.1 If there are less than 4 Sprint Enduros held in a complete racing season there will be no separate Sprint Enduro Championship and the Sprint Enduros that are held will be part of the Enduro Championship.

1.1.4.2 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".

1.1.4.3 Throwaways will be applied according to the number of Sprint Enduros scheduled and completed for each race season.

- 1-5 races - no throwaway applies.
- 6- 10 races - one throwaway will apply.
- 11 or more races - two throwaways will apply.

1.1.5 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. The first three finishers in each class will receive awards at the end of the season.

1.1.5.1 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".

1.1.5.2 Throwaways will be applied according to the number of Enduros scheduled and completed for each race season.

- 1-5 races - no throwaway applies.
- 6- 10 races - one throwaway will apply.
- 11 or more races - two throwaways will apply.

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

1.1.5.4 There must be a minimum of 3 Enduro events to form a championship series. If there is no Enduro series, the points from the events that are run will still be used when calculating the Grand Champions.

1.1.6 Canadian National Enduro Championship

The Corduroy Enduro® in partnership with Off-Road Ontario will be organizing the National Enduro Championship.

The Corduroy Enduro® will be run under the jurisdiction of the Off-Road Ontario rule book with the additions and exceptions noted in the Corduroy Supplementary Rules which are available on the Corduroy Enduro® website.

Competitors must be a minimum of 16 years of age and have a driver's license, motorcycle or car is acceptable. Learner's permit is also acceptable.

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	11th	10 points	16th	5points
2nd	22 points	7th	14 points	12th	9 points	17th	4 points
3rd	20 points	8th	13 points	13th	8 points	18th	3 points
4th	18 points	9th	12 points	14th	7 points	19th	2 points
5th	16 points	10th	11 points	15th	6 points	20th	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, 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, if there is a separate Sprint Enduro series.

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 except at one of the Enduros that require a blue plated machine to compete, providing there are a minimum of two Enduros that require a blue plated machine.

1.2.4 Ties The first step in determining the finishing order when there is a tie in the points standings is to remove any worker points from the riders involved in the tie. 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.

1.2.5 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.

1.2.6 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.

1.2.7 Awards and Prize Money

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

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

1.2.8.3 Peewee will receive 1st, 2nd, 3rd plus participation awards.

1.2.8.4 At all events the Pro class will receive a minimum purse equal to 100% of the Pro class entry fees received. The prize money breakdown 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.

1.2.8.5 At all events the Women's Pro class will receive a minimum purse equal to 100% of the Women's Pro class entry fees received. The prize money breakdown 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.

1.2.8.6 It is at the event organizers discretion whether the Pro and Women's Pro 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 Peewee class pay an entry fee less than 50% of the regular entry fee.

1.3.3 Junior, U16 Women, 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 Junior, Mini or U16 Women 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.

1.4.1.2 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.

1.4.1.3 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.)

1.4.2 Tires

1.4.2.1 No traction devices such as studs, spikes, chains or any other type of metal device is allowed.

1.4.2.2 No paddle style tires are allowed.

1.4.3 Protective Equipment

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

1.4.3.1 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.

1.4.3.2 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 them on every day of the event.

1.5.2.1 At Enduros, the OO Competition Committee Chairperson (Comp 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.)

1.6 Protests and Appeals

1.6.1 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 parties involved before making a decision.
- Any protest that is posted online without the knowledge of the referee may not be reviewed.
- Any protests 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 appeal process within the allowable time, after the results have been posted as "official" on the web site.

1.6.2 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 Chairperson. 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 week of the notice of appeal.

1.6.2.1 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.

1.6.3 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 of Clubs, Promoters, and 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 of Participants and 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 always be accompanied and or supervised by an adult.

1.7.2.3 Pets are discouraged from the venues, however if present they are always to be leashed 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 rider's 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 Intermediate A for XC and Expert in Enduros, they are not permitted to add the points from the two different disciplines together for the OO Grand Championship.

2.1.6.2 A rider is permitted to ride in the morning race and in the afternoon race at an XC round if they wish. The rider must meet the requirements of the two separate classes they plan on competing in. (example, 40+A in the morning and Intermediate A in the afternoon or E-Moto in the morning and Expert in the afternoon.) A rider who is riding more than one class at XC's cannot add points from both classes together for the Grand Championship.

2.1.7 Afternoon Classes and Rider Numbers

CLASS	NUMBERS	COLOURS
PRO	1-99	White on red # plates*
EXPERT	50-99	Black on white # plates
VET EXPERT	100-199	White on black # plates**
INTERMEDIATE A	200-299	Black on yellow # plates
WOMEN PRO	900-999	White on Blue # plates
INTERMEDIATE B	300-399	Red on white # plates

2.1.8 Morning Classes and Rider Numbers

CLASS	NUMBERS	COLOURS
40+ A	400-499	White on black # plates
50+ A	700-799	Yellow on Black # plates
60+	900-999	Blue on white # plates
NOVICE A	500-599	Red on white #plates
40+ B	600-699	Black on yellow # plate
50+ B	100-199	Black on white # plate
NOVICE B	800-899	White on green # plates
WOMEN INTERMEDIATE	900-999	White on blue # plates
JUNIOR	700-749	Green on white # plate
E-MOTO	1000-1099	Black on white
BEGINNER	1000-1099	Black on orange plate
35+ WOMEN	900-999	White on blue # plate

2.1.8 Classes with smaller entry numbers can be started on the same row when space permits.

2.1.8.1 Women Novice and Women U16 Classes

CLASS	NUMBERS	COLOURS
WOMEN NOVICE	900-999	White on blue # plates
WOMEN U16	900-999	White on blue #plates

2.1.8.2 Women Novice and U16 classes run in the small wheel race at XC races. Any wheel size or displacement is permitted.

2.1.8.2 Qualification for Women U16 is 15 years old as of Jan 1st.

2.1.9 The colours listed for the numbers and backgrounds are compulsory.

2.2. Classification of Large Wheel Riders

2.2.1 Qualification for Veteran 40+ 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 40 class will be allowed to enter either the Vet A or Vet Expert class determined by the rider at the time of registration. Ability supersedes age and riders in any of the 40+ class may be promoted to Vet Expert.

2.2.2 Qualification for 50+ classes is 50 years old as of Jan 1st regardless of what class a rider competed in before turning 50.

2.2.3 Qualification for 60+ class is 60 years old as of Jan 1st regardless of what class a rider competed before turning 60.

2.2.4 Qualification for Junior class is 15 years old as of Jan 1st and the machine ridden must have a minimum front wheel size of 21”.

2.2.5 Beginner class is for riders who are first time OO members and have never done any form of motorcycle racing. Riders can only be in this class for a maximum of one year and will be moved to a higher class before the end of the racing season if the Competition Committee deems it appropriate.

2.2.6 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.

2.2.7 All riders may retain their rider number from the previous year, provided they renew their membership and reserve their number before March 1st.

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

2.3 Classification of Small Wheel Riders

2.3.1 Mini A. – Bikes up to 115cc 2 stroke, or 150cc 4 stroke, or E-Moto. Maximum front wheel size of 19”. Maximum age for the class is 14 years as of January 1.

2.3.2 Mini B. –Bikes up to 65cc 2stroke, or 110cc 4stroke, or E-Moto. Maximum front wheel size of 16”. Maximum age for the class is 11 years as of January 1.

2.3.3 Peewee A. For Peewee riders who have more experience or have been moved to the A class from Peewee B class. The same motorcycle and rider age requirements as Peewee B class are applicable.

2.3.4 Peewee B. 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 move up a class and have points awarded pending competition committee review.

2.3.5 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.

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

2.3.7 Small Wheel Rider Numbers

CLASS	NUMBER	SUFFIX	COLOURS
MINI A	1A-99A	A	N/A
MINI B	2B-99B	B	N/A
WOMAN NOVICE	900-999	N	White on Blue # plates
PEEWEE A	2C-99C	C	N/A
PEEWEE B	2C-99C	D	N/A

2.4 Exhausted Number Pools and Letter Suffixes

2.4.1 When a range of numbers for a class becomes full any subsequent riders registering in that class will be assigned a number with a suffix per the following list:

CLASS	NUMBERS	SUFFIX
PRO	1-99	P
EXPERT	50-99	X
VET EXPERT	100-199	V
INTERMEDIATE A	200-299	A
WOMEN PRO	900-999	P
INTERMEDIATE B	300-399	B
40+ A	400-499	A
50+ A	700-799	V
60+	900-999	V
NOVICE A	500-599	X
40+ B	600-699	B
50+ B	100-199	V
NOVICE B	800-899	X
WOMEN'S INTERMEDIATE	900-999	W
JUNIOR	700-749	J
E-MOTO	1000-1099	B
BEGINNER	1000-1099	E
+35 WOMEN	900-999	V
MINI A	2-99	A
MINI B	2-99	B
PEEWEE A	2-99	C
PEEWEE B	2-99	D
WOMEN NOVICE	900-999	N
WOMEN U16	900-999	U

2.5 Helmet Sticker Colours, Number, and Plate Colour Display

2.5.1 XC competition riders will put a small 7cm circular, 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.

CLASS	NUMBERS	HELMET STICKER COLOUR
PRO	1-99	RED
EXPERT	50-99	BLACK
VET EXPERT	100-199	BLUE
INTERMEDIATE A	200-299	YELLOW
WOMEN PRO	900-999	PURPLE
INTERMEDIATE B	300-399	ORANGE
40+ A	400-499	RED
50+ A	700-799	BLACK
60+	900-999	BROWN
NOVICE A	500-599	YELLOW
40+ B	600-699	ORANGE
50+ B	100-199	BLUE
NOVICE B	800-899	PINK
WOMEN'S INTERMEDIATE	900-999	PURPLE
JUNIOR	700-749	GREEN
E-MOTO	1000-1099	N/A
BEGINNER	1000-1099	N/A
MINI A	2-99	N/A
MINI B	2-99	N/A
PEEWEE A	2-99	N/A
PEEWEE B	2-99	N/A
WOMEN NOVICE	900V-999V	N/A
WOMEN U16	900U-999U	N/A

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

2.5.2 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.

2.6 Program

2.6.1 All Championship classes that are listed in these regulations must be run at each event. Please see 2.3.6 for exception to this rule.

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

2.7 Advancement

2.7.1 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.

2.7.2 Riders may not self-demote themselves. All class changes down must be approved by the Competition Committee.

2.7.3 Riders may self-promote themselves with the exception of promotion to the Pro or Woman Pro classes. Promotion to either of the Pro classes must be approved by the Competition Committee.

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. (i.e., single track up to and including roads), closely mown grass or crops in a field (i.e., 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 they 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 rider's meetings.

3.1.8 Additional Markings

3.1.8.1 Double arrows and/or ribbon on both sides of the course indicate areas where riders must remain between markings. (Double arrows are described as two arrows on a single post or tree plus a second pair of two arrows on a single post or tree on the opposite side of the course. Four arrows total). 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. (i.e., extreme sections, some grass track)

3.1.8.2 When additional markings as described in 3.1.8.1 are 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 always staffed 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.

3.2. Race Durations

3.2.1 Peewee 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 checkered flag.

3.2.2 Mini and Women Novice Race Duration The first rider to cross the scoring area at or after the 1-hour mark will receive the checkered flag and their 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.

3.2.3 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 their 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. The E-Moto class race duration will be only one hour and they will be shown a checkered flag at that time.

3.2.4 Afternoon Race Duration: Pro, Expert and Intermediate A 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 checkered flag. All subsequent riders shall be given the checkered flag and their exact finishing recorded. 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.

3.2.5 Afternoon Race Duration-Vet Exp and Intermediate B, Women Pro classes: The first rider to cross the scoring area at or after the 2- hour mark will receive the checkered flag and their 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. Using the lap times, the referee with the assistance of the scorer will determine when to show the white flag to signal the last lap.¹

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

3.2.7 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.

3.2.8 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 DNF.

3.2.9 A rider must finish in the top 20 of their class to receive championship points. Riders who are DNF or disqualified will not receive points.

3.3 Start Procedure

3.3.1 Starting procedures will be explained at Riders Meeting.

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

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

3.3.4 The Afternoon race start order will be Pro, Expert, Vet Exp, Intermediate A, Women Pro, and Intermediate B.

3.3.5 The Morning race start order will be 40+A, 50+A, 60+, Novice A, 40+B, 50+B, Women Int, Novice B, Junior, E-Moto, Beginner, Women 35+ and then any optional classes that the event organizer wishes to run will follow.

3.3.5.1 The Mini race start order will be Mini A, Women Novice, Mini B. U16 Girls.

¹ The referee will ensure that the checkered flag to signal the end of the Vet Exp, Women Pro and Intermediate B race cannot be confused with the signals for the other classes still racing. The white flag will not be shown to the Vet Exp, W-Pro, and Int B classes.

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

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

3.3.6.1 Any rider starting the race from the wrong class line will be placed into the 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.

3.3.7 No practice runs, or practice starts allowed. Penalty 2 finishing positions.

3.3.8 All starts, except for the Peewee 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.

3.3.9 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.

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

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

3.4 Scoring and Number Visibility

3.4.1 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.

3.4.2 It is the rider's responsibility to securely mount their RFID scoring tag in the proper location and ensure they have had it scanned at sign in and that it is in working order.

3.5 Refueling Area (Pit Lane)

3.5.1 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.)

3.5.2 If a rider runs out of fuel out on the course, their 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.

3.5.2.1 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.

3.5.3 Smoking is prohibited in the refueling area.

3.5.4 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.

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

3.5.6 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.

3.6 Impassable Sections and Force Majeure

3.6.1 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, they 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.

3.6.2 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 is stopped before 50% of the original length has been completed will not be deemed official and no championship points will be awarded.

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

3.6.4 Anytime that a racecourse or race duration are changed while the race is in progress the 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)

3.7 XC Guideline and Schedule

3.7.1 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 online.

3.7.2 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 Peewee 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).
- If the course is long and wide enough both A and B Peewee classes can be run simultaneously with separate starts.
- Peewee A class starts first.
- The referee will decide if there needs to be two Peewee races or if both classes can be run together.

9:00 Peewee Finish

- The leading rider will be shown the checkered flag after 30 minutes of racing. Riders will also be given a last lap signal.

09:00 Mini A, Mini B, & Women Novice Start

Starting Order:

- 1st Mini A**
- 2nd Mini B**
- 3rd Women Novice**
- 4th Women U16**

10:00 Mini A, B, & Women Novice Race Checkered 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.

10:15 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 40+ A**
- 2nd 50+ A**

- 3rd 60+**
- 4th Novice A**
- 5th 40+ B**
- 6th 50+B**
- 7th Novice B**
- 8th Women Int.**
- 9th Junior**
- 10th E-Moto**
- 11th Beginner**
- 12th Women 35+**

- Classes with smaller entry numbers can be started on the same row when space permits.

10:45 Mini & Women Nov Race Results Posted. 1/2-hour protest period starts.

11:15 Mini A, Mini B, & Women Novice Awards.

11:30 E-Moto Checker Flag. One hour duration

12:30 Morning Race Checkered Flag

12:45 Afternoon Race Riders' Meeting.

- Morning race checkered 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 Exp.**
- 4th Intermediate A**
- 5th Women Pro**
- 6th Intermediate B**

13:30 Morning Race Results Posted. 1/2-hour protest period starts.

14:15 Morning Race Awards.

15:00 Checkered Flag Shown to Vet Expert, Women Pro, Intermediate B.

15:30 Checkered Flag Shown to the Pro, Expert and Intermediate A 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 Afternoon Race Results Posted. 30-minute 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 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 shotgun start format allowing riders to start at whichever test they wish and ride the tests in any order they wish. Riders need to complete all the tests within a time limit and do not have to follow a time schedule like a regular enduro. No row numbers are assigned.

4.1.4 Youth Enduros will be run using standard Enduro and Sprint Enduro rules. Organizers of these events must inform the Off-road Ontario competition board and all entrants of any variance from these rules. See **rule 1.0.1**.

4.1.4.1 Youth Enduro Classes Peewee A, Peewee B, Mini A, Mini B, U16 Women and Junior classes will be run at all Youth Enduros.

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, the rider, and any group of riders that requested the same row, will be assigned the next available row following 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 they ride in the opposite direction, they 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**- Easier or shorter options for lower classes.
- **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.)
- **“EZ” Arrows**- Used in portions of transit sections to remind riders to ride courteously and cautiously when passing through built-up areas.

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. (Double arrows are described as two arrows on a single post or tree plus a second pair of two arrows on a single post or tree on the opposite side of the course. Four arrows total). 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 markings as described in 4.3.5.1 are 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. The route sheet will also show the approximate average speed for each transit and trail section of the course.

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 which take place in a test section must be staffed by a Course Marshal and where necessary have a route check. Course splits in transit sections are the responsibility of the rider to stay on the proper course and are not required to be staffed or have a route check.

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, they 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 timed checks does not allow for the road speed limits 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 Timecards and Transponders

4.6.1 If timecards are used, riders are responsible for securing the timecards to the front fender of their motorcycles. Riders will be responsible for getting their timecards marked correctly at all time checks and route checks.

4.6.2 If timecards are used, they must be handed in at the end of the event or each day for multiple day events. Failure to do so will result in the rider 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 Timecard Recording

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

4.6.6 Lost Timecard

Any rider who accidentally loses their timecard 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 timecard 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 timecards, 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 that they are approaching a checkpoint. These markers will be placed so that they are always clearly visible to the riders.

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 checkpoints, 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 checkpoint 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 rider's due time and will remain open 61 minutes beyond the last rider's due time or until the sweep riders clear the trail leading up to the checkpoint.

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 fermé* at the start of the 2nd day's run, where applicable.
- c) At the start and finish of all Enduro tests.

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 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 checkpoints located 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 timecards 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 their motorcycle, they must immediately present their timecard or transponder to the check personnel.

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

4.8.4 A rider's time is recorded when they enter the checkpoint or they are successfully scanned depending on the system that is being used.

4.8.5 A rider who arrives early at a checkpoint is to wait before the yellow flags for their 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 checkpoint, the area from the yellow flags to 15m past the flags is considered the same as the "*Parc fermé*" regarding 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 a 3A10BC rated fire extinguisher 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 At each Official Gas Stop it is recommended that a set of flip cards, synchronized with key time, be displayed. This is to inform the riders when to leave the gas stop. A checkpoint is not necessary unless the exit from the gas stop is also the start of the next test section.

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. To ensure the riders know they are in a Transit section a chevron style arrow will be used.

4.10.2 Checks at the end of Transit Sections 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 checkpoint 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 checkpoints located at the end of a transit section or at a Gas Stop. If a checkpoint 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. Speed Averages. All enduros will use a maximum 30KPH speed average to calculate the time schedule for the checkpoints for sections that consist of trail. 36KPH is the suggested speed average to be used for Transit sections that consist of roads. Times will be rounded up to the nearest whole minute.

4.11.4.1 An event organizer may use a higher speed average than 36kph on road transit sections but must ensure that riders can travel the distance of the section with time to spare taking into consideration traffic regulations and congestion. 48 kph is the maximum average speed that can be used regardless of the circumstances or conditions. (**See 4.4**)

4.11.4.2 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 their original target arrival time for the time check is automatically "Houred Out" and classified as DNF. An hourd 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 they are 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 houring 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 test 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 checkpoint 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.

4.13.11 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)

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

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

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

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

4.13.16 It is forbidden for riders, assistants, mechanics, managers, etc. to modify the course of any timed test. Only the organizer or their 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 their time realized in the test.
(See 6.3.19)

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

4.13.18 Any rider who involuntarily leaves the test course and does not re-enter at the point at which they left it can be penalized 2 minutes which will be added to his achieved time. Referee will determine if applicable.

4.13.19 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 fermé*

4.15.1 *Parc fermé* 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 their motorcycle or any other competitor's motorcycle once it is parked in the impound.

4.15.2 At events where a *Parc fermé* is utilized, riders will be allowed to get their bikes out of the impound area 15 mins 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 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 checkpoint locations will **not** be noted on the route sheet.

5.2 Checkpoints

5.2.1 Checkpoint locations will not be known to the riders until they have arrived at the checkpoints 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 Checkpoints 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 Unsportsmanlike 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 (i.e. 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.

6.2 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 fermé* impound is in use.

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

6.3.4 Refueling or carrying out repairs while proceeding from the last time check to *Parc fermé* impound- Disqualified.

6.3.5 Starting the engine in the *Parc fermé* impound- 1 minute.

6.3.6 Smoking in the *Parc fermé* 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 timecard 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 fermé* 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 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:

- Ensure 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.
- Care for the injured rider to whatever level of training they possess and are comfortable using. This may simply be ensuring 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.
- 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 first aid flag or sign on the course no rider shall pass until motioned to do so by the safety driver.

7.1.1.6 Riders must obey instructions from Course Marshals and first aid personnel.

7.1.2 Competitor's Responsibilities- Enduros

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

- Signals that he/she is okay.
- Is getting up.
- Is already being attended to by another rider or course worker.
- Is near 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:

- Ensure 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 checkpoint crew or Course Marshal that is encountered.
- Care for the injured rider to whatever level of training they possess and are comfortable using. This may simply be ensuring 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.
- 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 Riders 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 Riders 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 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 radios or cell phones and first aid kits.

7.2.1.7 All volunteers, Course Marshals, referees, 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 has assessed the patient, they 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 on course for the ambulance to arrive.
- 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 chairperson, 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 chairperson 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 chairperson 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 chairperson is to be updated on the situation.

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

END