



OMRA Rules Handbook

V3.10



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Revision History

Rules Revision	Details	Date
0.7	Incorporated mods from initial document review meetings -Tom	12/31/2000
1.0	Created initial copy after many review meetings -Tom	1/28/2001
2.0	Updated from 2001. Updated info for General Rules, Dualsport and uploaded to the OMRA website in .PDF format. –Tom Niemela	4/3/2002
2.1	Updated markings section, 4-stroke listing errors, and worker points in the supplement section -Tom	10/18/2002
2.2	Updated max racing distance for women/kids to 50 miles and clarified number of bikes to make a class – Tom	10/20/02
2.21	Corrected an error on the throw out races from one for every five to the proper one for every eight. –Tom	11/23/02
2.22	Cleaned up the section that defines how points are totaled. - Tom	4/9/03
2.23	Changed the '50% finish rule' definition from GP Definition to General Competition Rules section. - Tom	6/7/03
2.25	Added more specifics to GP rules. - Tom	2/4/04
3.0	Cleaned up some details, and updated XC, ISDE, and Dualsport rules, removed 4-stroke classes and removed 'arrival allowance' in ISDE section. –Tom & Ellis	8/11/04
3.10	Changed the 50% rule from General to only GP (XC must finish 100%). Noted that 250F 4-strokes can ride in the 200 AM or EX class, and noted that a rider does not have to be at the event to receive worker points.	1/27/05

STANDING RULES

1. Fees (This includes land use fees, etc.)
 - a. Pre entry cannot exceed \$40.00 for competition events without approval of clause 1B.
 - b. Any promoting club wishing to exceed the entry fee listed above in paragraph A must have approval by OMRA. This must be done prior to printing of the flyers, etc., for the event. One dollar may be added to the fees in A without OMRA approval if the start run is open on Saturday.
 - c. OMRA officers are exempt from entry fees on those events sanctioned by OMRA.
2. Clubs wishing to restrict events to certain classes of machines and riders shall do so only with prior approval of the OMRA.
3. Member's clubs must apply for OMRA sanctions for sporting events through the OMRA. Another club on the approval of the OMRA may use sanctions dropped by a club.
4. No two point's event shall be held on the same day with the exception of Dualsport versus competition events.
5. The AMA rulebook shall be followed in its entirety except for OMRA Supplement Rules pertaining to the type of events being promoted. Any club disregarding the OMRA rules may have all future sanctions suspended after a hearing by the OMRA referees.
6. Clubs may retain “copyright privileges” to the names of their traditional events by requesting it in writing to OMRA.
7. Calendar Meeting
 - a. The meeting shall be held on the first Saturday of November each year. Date, time and place to be set by the OMRA president.
 - b. In the event two clubs choose the same date, it shall be determined by OMRA president (or designee) as to which club will be awarded the date.

- c. Any club that has cancelled an event two times shall go directly to an open date, if challenged.
8. Member clubs and promoters who promote a sanctioned sporting event must mail a complete result sheet within two (2) weeks after the event to all of the contestants who have shown their address on the entry blank, or so indicate by self-addressing an envelope or name tag. Results shall include the following:
 - a. Name and date of event.
 - b. Name, OMRA riding number, of all finishers including DNF
 - c. Riding classification (Expert and Amateur), and engine displacement.
 - d. Overall position excluding ISDE
 - e. Class position
 - f. Number of entries in each class.
 - g. Name and phone number of promoting club
 - h. If trophies or awards are to be presented at a later date, the results shall set forth the date, time and place they will be presented or available.
9. The clubs promoters shall report results of their events to OMRA in the following manner:
 - a. Not later than the second week following the date of the event by first class mail.
 - b. A complete set of results as sent to the riders with two sets being sent to OMRA by first class mail within two weeks of the event.
 - c. Two-day events shall have 3 weeks to comply with a, and b.
 - d. Corrections of results shall be submitted in writing to O.M.R.A and affected rider within seven days of the discovery of errors.
10. Clubs shall clean up markers leading to their events. Directions to the area should be included on the flyers advertising the events.
 - a. Clubs must provide for clean-up of pit and spectator area at all events
 - b. Clubs shall provide a complete course clean up after the event
11. OMRA members would be notified with next newsletter after the first reading of Proposal Rule change and have one month to commit on to OMRA to file objection.
12. No OMRA member club shall be in good standing unless all rules are complied with, and all dues, fines, penalties, and assessments are paid when due.
 - a. Any OMRA member club found not to be in good standing shall forfeit all rights and privileges normally afforded an OMRA club.

13. The OMRA officers can only make exceptions to the Standing Rules with a 3/4-majority vote of those present.

RIDERS’ POINT SYSTEM

1. Points shall be awarded for finishing position for all types of events for all classes. Points will be awarded separately for each series of racing.
2. Only those riders who are assigned and use their permanent numbers may be awarded points. Points shall not be awarded a rider who has not been assigned a permanent number. No points will be awarded unless the specified number plate, with correct number as assigned, is affixed to the front of and the sides of the rider’s machine.
3. There will be one throw out race for each 8 events in a series.
4. Sports riders and the Letter “P” do not receive points.
5. At the end of each year, points will be totaled and riders’ numbers for the following year will be assigned in order of finishing position. A rider must apply for the earned number before the first race (of the series) on the following year. Earned numbers (not applied for) can be issued to any other rider.
6. Cross Country, ISDE and GRAND PRIX class and letters

CLASS	LETTER
AA	AA
200 X	Z
250 X	Y
Open X	X
30 X	U
40 X	V
200 A	C
250 A	B
Open A	A
30 A	E
40 A	F
50 A	R
60 A	Q
Women	W

Junior	J
Sportsmen	S
Pie Plate	P

7. A rider must have an OMRA card plus assigned separate number for each series in which he competes. A rider may use the same number for multiple series providing the number is available.

8. Place vs. Points

POINTS SYSTEM FOR OMRA SANCTIONED EVENTS

PLACE vs. POINTS

Place	Points	Place	Points
1	75	12	15
2	65	13	10
3	60	14	9
4	55	15	8
5	50	16	7
6	45	17	6
7	40	18	5
8	35	19	4
9	30	20	3
10	25	21	2
11	20	22	1

9. Transfer Points

- a. If you ride more than one amateur class throughout the year and earn enough points to transfer you will be moved to the expert or AA class at the beginning of the race season. (January)
- b. To earn transfer points you must place in the top three places. First place earns three transfer points, second earns two transfer points and third place earns one transfer pint. Fifteen transfer points WILL MOVE YOU TO THE EXPERT CLASS FOR THE COMING YEAR.

Place	Transfer Points
1	3
2	2
3	1

- c. Fifteen transfer points will move you to the Expert class or a three-quarters decision by OMRA referee’s will move you to the expert class at the beginning of the next race season.
- d. To either stay in a present class or file to go back to lower standing, you must submit a letter to the OMRA and state the reason you feel the change is justified. You are considered an Expert rider when you have earned enough transfer points to transfer you from Amateur to Expert or Expert to AA, or you have entered an event either Cross country, ISDE or Grand Prix series in said class. Petitions will be kept of file for future reference.

NUMBER PLATES

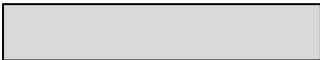
When riders are racing cross-country or grand prix series for points they must display the numbers that they have been assigned by their steward. If a rider has ridden a race the previous year they have earned points towards their next year number. The steward throughout the year records points earned for each rider.

When the rider registers the following year he/she will be assigned the number they earned. Unearned numbers will be issued to those who did not ride that class the previous year.

EXPERT	LETTER	AMATEUR	LETTER
AA	AA	Open	A

Open	X	250	B
250	Y	200	C
200	Z		
		30	E
30	U	40	F
40	V	50	R
		60	Q
		Women	W
		Junior	J
		Sportsmen	S
		Pie Plate	P

Number designator ----- **74 v** ----- letter assigned

Optional colored bar (sticker)-- 

The letter designator is placed after the number you have been assigned. The numbers/letter are to be displayed on the front number plate and both side panels.

A Non-OMRA rider will display his number with the letter “P” followed by a two or three number designation and then the class letter designation. Number and letters are to be displayed on the front number plate and both side panels.

“P” letter----- **P721v** -----letter assigned

The level of the rider shall be represented by a different colored bar sticker (see above). They are to be placed directly underneath the **front number plate number**. The stickers will be issued to the rider when a rider signs up for the series along with his/her OMRA card showing their number and classification.

CLASSIFICATION	COLOR BAR (sticker)
Expert	Red

Amateur	Yellow
“P” Pie Plate	No color bar

RIDERS’ CLASSIFICATION SYSTEM

1. Competition series classifications will consist of AA, Expert, and Amateur.
2. A rider may be reclassified at the discretion of OMRA referees. Transfer points are earned in accordance to the point chart.
3. A rider may petition to OMRA (in writing) to be reclassified.
4. Change in rider classification becomes effective annually (January) upon notification from OMRA, i.e. year-end results.
5. To compete for OMRA points and awards, every rider shall have a current OMRA competition card at the start of the event.
 - a) Riders that do not have or do not use their cards and numbers shall run the letter “P”.
 - b) It will not be mandatory for a rider to be an OMRA member in order to ride the event, however the rider will have to ride with the letter “P”.
 - c) Clubs shall be free to restrict pie plate riders from their events by so advertising.
6. A cross-country rider may receive points in only one class of series in a day’s program. A grand prix rider can ride several classes.
7. An OMRA competition rider cannot enter or compete in a lower level class than assigned. If riding out of designated class they will be disqualified.

GENERAL COMPETITION RULES

- 1) Approximate mileage will be advertised on flyer.
- 2) Competition courses (once laid out) will be closed to all practice and pre-running. Any rider caught on the course will be subject to disqualification.
- 3) The area from the starting line to the trailhead is not part of the marked course and may be scouted before the starting time. The marked course begins at the trailhead and may not be scouted before the starting time. Contestants must pick up the course near the trailhead and remain on course thereafter. Any rider obviously off-

course will be subject to disqualification. It is recommended that the course continue in a straight line if feasible.

- a) A rider shall be considered to be "obviously off course" at any time a rider is observed riding on the course at a distance greater than 50 feet (approximately 8 bike lengths) from the marked trail. The rider may also be considered "obviously off course" if he is within 50 feet of the marked trail but on terrain that gives the rider a definite advantage over the rider that is on the marked course, such as a road or jumping out of a sand wash, or missing a checkpoint.
 - b) The sponsoring club will provide a start return trail, which will be clearly marked with ribbon of different color than the course. The start return will be a sufficient distance away from the start run to insure the safety of riders going to and from the start area.
- 4) All riders must remain on course and approach checks from the proper direction. All checks should be arranged to eliminate course cutting.
- 5) The start shall be a banner type start with open terrain as far as possible.
- (a) All mass start type events will be up to the promoting club at their discretion when all the engines on the line are dead and by the dropping of a banner or flag. Banner or flag must be raised up for a least 30 second before it can be dropped. Starting banner or flag must be in front of the starting line centrally located in such a way that all contestants can see it. No vehicle, flag or banner other than that of the promoting club or emergency vehicles may be in front of the starting line when a race is being started. No exceptions.
 - (b) The start line should be sufficiently long enough to provide room for the estimated number of entrants per start to line up side-by-side, one deep. Each end of the start line must be adequately marked; including at least 15 feet of ribbon tied perpendicular to the line to retain riders within this boundary. If a larger than expected entry requires that the start line be extended on the day of the event, only the end with the least advantage will be moved by the club promoting the event.
 - (c) All practice of the start area will cease 10 minutes prior to the scheduled starting time of the event or at the discretion of the promoting club.
 - (d) In case of false start (the starting of engines and proceeding forward to start by some riders before the official banner drop) roll-up banner while in vertical position and take down slowly, remark the start tags and proceed with official banner drop start.

- (e) The start area should be as long as possible, if less than a mile; a minimum of five-row start is mandatory. Starting the race is required to be by class, AA, Expert, Amateur and one lappers; the promoting club shall start the race by classes.
 - (f) The promoting club shall sweep the start area after each start of the race to insure there are no riders down before the next row of riders are sent.
- 6) Course markings shall be in a professional manner using ribbons, arrows, or danger fluorescent day-glow orange cards.
- a) When arrows are used for marking, each turn shall be marked with black arrows on red, orange or lime colored (or contrasting colors) day-glow background. For marking an event, turns shall be marked with one arrow 50 yards before the turn, and then two arrows at the turn.
 - b) Markings should be placed on the right side of the trail.
 - c) "W" or "NO" markings mean wrong way.
 - d) Any danger markings shall consist of down arrows and/or ribbons on course sufficiently in advance of hazard to allow riders time to slow down for the danger and shall consist of a minimum of two day-glow orange cards a minimum 50 feet in advance of the hazard on both sides of course. Desert events should be 100 feet before the hazard.
 - e) Road crossing shall be marked on both sides of the course. Hazardous road crossings shall also be marked with fluorescent Day-Glo orange cards as in Sec. 6 (d.) marked with an "X".
 - f) Course markings and methods must be stated in rider's instructions or riders meeting.
 - g) A club must place observers on any alternate route for specific classes to positively identify riders taking the wrong route and so are obviously off course (unless a legal check is on the prescribed route).
 - h) In the event of a mass start, there must be a "funnel" of arrows from the start of the race to the end of the start area route.
- 7) Finishing position shall be determined by order of finish at the checkered flag with all legal consecutive checks. The checkered flag must be a minimum of 50 yards before the start of the finishing chutes. Riders cannot race into the finish chute. This

shall be the finish to the race and any rider racing after passing the checkered flag is subject to disqualification.

- 8) Desert courses shall provide a fifty-foot wide lane through pit and spectator areas when feasible. If not feasible, pit and spectator areas should be confined to one side of the course. All sponsoring clubs that has the need to provide gas pitting will post signs and enforces a mandatory 5-mph speed limit in the pits. Clubs will provide signs stating 5 mph at the start and the end of the pits. Any rider failing to comply by going around pits or using excessive speed could result in being held or disqualified.
- 9) It is the promoting club's responsibility to make sure that all entrants are in from the course. Sweep riders shall not pass racers still competing on the course.
- 10) Technical inspection shall be done at all events.
- 11) Comprehensive printed instructions may be distributed to each entrant. At the promoting club's option a rider meeting may also be held.
- 12) Class 50, 60, Women, Junior and Sportsmen will run approximately half the distance or 50 miles max. The number of loops for classes 50, 60, Women, Junior and Sportsmen must be advertised.

COMPETITION RULES SUPPLEMENT

- 1) The AMA Amateur Rule Book shall be followed in its entirety, except for OMRA Supplement Rules.
- 2) No person under 18 years of age shall be permitted to compete in any sporting event without having a notarized statement of release by parent or guardian on file with each series entered.
- 3) No rider is permitted to qualify more than one motorcycle for any meet except when such a meet includes events requiring equipment of different classification or displacement.
- 4) One entry is required to constitute a class. It is up to the promoter to provide trophies.
- 5) A competition rider must start, compete and finish on the same motorcycle. Except an ISDE, a rider may change any part on the motorcycle except the frame. Rider must complete the race under his own power, ride or push, no towing, etc.
- 6) Motorcycles sold new with smaller displacement than the displacement class they must compete in (example, 220cc must compete in the 250cc class) may be

increased in displacement to the maximum limit for that class. Removal of numbers or letter from the machine that identify model or displacement shall be reason for prohibiting machine from competing. The Open class is an exception, since any motor size is allowed.

- 7) Beginning 2005, 250F four-stroke bikes can enter into the 200 amateur or expert class.
- 8) DOT approved helmets, plus boots must be worn at all times while competing. Goggles/face shields are required at the start of the race. **No goggle tear offs are allowed to litter the riding areas.**
- 9) Exhaust Systems:
 - a. Machines entered in all meets shall have properly working mufflers/silencers.
 - b. Machines entered in meet conducted on State and Federal lands shall be equipped with a spark arresting device that is approved under Federal and State regulations that the event is being held in.
- 10) At the promoting club's discretion any motorcycle or rider can be disqualified from competition for reasons of being hazardous to rider or spectators.
- 11) The OMRA shall have the power to disqualify for the day or suspend any rider for cause, or penalize any rider up to 50% of the points he has earned for infraction of any rules of the OMRA, the promoting club, or common sense safety procedures.
- 12) Any harassment of promoting club or official by any entrant or support crew may result in the disqualification of the entrant involved.
- 13) Protests and Appeals:
 - a) All protest of rider, machine, or rule violations, must be clearly stated in writing and must be presented to the Referee (or acting Referee) of the club promoting the event not later than one hour following the termination of the event in question, or, if results are posted at the event site, one hour after the posting of results. (A protest fee of \$25.00 may be required, at the discretion of the Referee.) If the Protest is found valid, the protest fee will be return to the person making the protest. If the protest is not found valid, the protest fee will be forfeited and given to the person protested. No tear down fee is required.
 - b) Appeals of protest decisions must be in writing, must be postmarked no later than 72 hours after the decision, and must be mailed to the OMRA. A protest fee of \$25.00 may be required, at the discretion of the Referee.

- c) Protest of mailed results relating to situations not covered in paragraph A must be received by the OMRA within 10 days of the results postmarked, must be accompanied by name and date of event being protested, and the name, address, telephone number, and the riding number of person protesting the event. A \$25.00 fee is required. If the protest is upheld, the fee will be returned.
- 14) Crates will not reserve starting line spots, to hold a spot, either the bike or rider must be there.
- 15) All riders competing for points must use the “official number assigned by OMRA”. Failure to run sanctioned numbers is subject to disqualification. All classes shall run contrasting backgrounds

WORKER POINTS

65 Worker Points will be awarded for one event in a particular OMRA sanctioned series, including dualsport. This applies to ONE event only of your choice! This is to spur participation by the riders in helping with an event, since often times events can be shorthanded. Just call up the host club ahead of time (if you are not a member of the club) and ask if you can help. It is up to the club whether they allow you to help or not. A rider does not have to be at the event to receive worker points. They can help prior or afterwards, for example clearing trail, etc. It is up to the rider to be sure that their worker points are sent in to the OMRA points director by the hosting club. If the rider does not follow through with this, they risk not receiving their worker points.

ISDE RULES (Reliability Enduro)

DEFINITION:

The OMRA ISDE Rules (starting 1997) are the same as the AMA/FIM rules to better facilitate NW riders who try to qualify for the U.S. International Six-Days Enduro (ISDE) Team.

A Reliability Enduro is a meet designed to measure the reliability of the machine and the skill of the rider involved during the time of the event. The rules of participation will be the same as the AMA/FIM rules used in Enduro competition. When public roads are used, all traffic laws, including speed, must be observed and anyone who receives a citation for a moving violation will be disqualified. The rules governing this type of event favor the "GO FAST" attitude. The timing or speed average established for each

section, check-to-check, is a measurement of the rider's ability to cover the distance as prescribed. These averages will vary depending on the terrain challenges of the route. To ease the minds of those not familiar with the format of an International Six-Day Enduro, you do not need a speedometer or a watch, like a timekeeper style enduro. The special test sections are very important, as they will measure your riding capabilities and are a determining factor in who the winner is.

EQUIPMENT REQUIREMENTS FOR ISDE EVENTS

- 1) **PIT RACING** is not tolerated.
- 2) **Front number plate** with your rider number. No color designation for background plates, unless specified by the hosting club. These numbers will be assigned by the sponsoring club prior to each event.
- 3) A good **spark arrestor**, U.S. Forestry approved, no homemade screens, and securely attached. The clerk of the course will ask you to replace it within a certain time limit if it is determined that it has deteriorated beyond reason, or face disqualification.
- 4) Parts may be marked at inspection before impounding.
- 5) Lights are not required unless indicated by the promoter's flyer.
- 6) **Sound Test** -- Before your motorcycle is impounded it will be checked for decibel level. The maximum limit permitted will be the current Oregon State requirement of 99dB at 20 inches, at a 45-degree angle of the exhaust), and at half of the maximum RPMs (this is usually about half throttle). The correct way to measure the bike-specific RPM is by using MIC's published manual (www.mic.org). Refer to the AMA Rules for the proper method of measuring exhaust sound. No motorcycle may be impounded until this level is met.
- 7) **Rider card** shall be the riders' responsibility to be kept legible. If it is not legible, you will not be scored, and if you lose it you will be disqualified.
- 8) Helmets and boots are required.
- 9) Tools can be received everywhere, but only the driver himself is allowed to work on his machine.

DEFINITIONS:

- 1) **IMPOUND AREA:** A restricted and secure area used by the organizer to prevent access to the participants' machine by everyone during non-riding hours.
- 2) **WORK AREA:** A designated area where the riders may work on the machines directly adjacent to the impound area and the start area.

- 3) **TIMED CHECKS:** Selected points along the route at which a rider’s progress is measured against the promoter-supplied route schedule. A rider is not permitted to proceed through at any timed checkpoint early or late without receiving penalty points. They must proceed within their assigned minute.
 - a) The only exception is the finishing checkpoint, where a rider may check in up to 15 minutes early of their due time.
- 4) **OUTSIDE ASSISTANCE:** All repairs and work done on any machine must be done by only the rider entered on that machine. No one else may touch the machine with the following exceptions: the removal of caps and replenishment of air and fluids, (radiator, oil, fuel and bleeding brakes). The rider may receive tools and refreshments such as clean and dry goggles, gloves, food, drinks, etc.

SIGN-UP

OMRA cards are required for all Oregon residents wishing to participate in an OMRA sanctioned ISDE. Promoting sponsors shall be required to check membership cards at sign-up and make available to any rider a new membership. Out of state riders are to be informed that if they want year end points they are required to have a card.

Starting 1996, 40 Expert class riders may ride Expert or Amateur schedule. Each rider must decide for themselves which schedule to ride.

IMPOUNDING THE MOTORCYCLE

All motorcycles will be impounded a minimum of one hour before the official start of the event. If impound is required earlier by the promoting club, then it must be posted on the flyer. Impounding after that will mean a 60-point penalty for each minute late. You do not have to impound your bike after sign-up, but before the deadline. Once your motorcycle is impounded you cannot go back to it until the proper time to claim it, which is described further on.

TIME CHECK-KEY TIME

The rider will be given the number of checks, key times for each schedule (A or B), the mileage from check-to-check, and the speed average from check-to-check. "OFFICIAL GAS CHECKS" will be noted. This information will be available at sign-up.

WORK AREA STARTING

Riders can claim their machines ten minutes prior to their scheduled start time, and can push their motorcycles to the work area. The time to enter the impound area to retrieve the motorcycle will be announced for each minute of riders by rider number. This will be done by a club steward stationed at the impound entrance ten minutes before the starting time. The motorcycle will be moved by hand into the work area of the impound

and then to the start area. The rider cannot work on the motorcycle until it is in the work area. In this work area, the rider can use any tools being carried or given by a Team Manager. No one is allowed to touch the rider's motorcycle, or assist the rider in anyway. The only outside assistance allowed at this time will be the filling of gas and oil tanks, and putting air in the tires (radiator, oil, fuel and bleeding brakes) by the Team Manager.

START OF THE EVENT

The rider is not allowed to start the motorcycle until the appropriate rider's number or time has appeared on the flip cards. The rider has one minute in which to start the machine and proceed a distance of 20 meters (66 feet) under power. This is the first test of the reliability of the machine. If the machine does not start, and advance the required 20 meters, under power, within the allowed minute, the 10-point penalty is given. If the machine stalls within the 20 meters, it can be restarted and that point by the rider, and proceed, incurring no penalty. However, if the minute is up, and the rider has not gone the 20 meters, the 10-point penalty is given.

TIME CHECKS

A WHITE FLAG, placed 200 meters (660 feet) before the check, indicates to the rider that he is approaching a time check. A YELLOW FLAG, placed 20 meters (66 feet) before the flip cards, or before the actual time check area. This indicates the TIME LINE. Riders who arrive at a time check before their number or time due may work on their machine between the white and yellow flags, which is the designated work area at each time check. A rider and/or the rider's machine cannot proceed past the time line (yellow flag), until the rider's number or time appears on the flip cards. If a rider does pass the yellow flags, the rider must be scored on the flip card showing at that time. Once recorded, the rider must continue in the direction of the route. Returning to the area behind the yellow flag is not allowed. If a rider checks through early, a new schedule is not assumed, unless the rider was late at the previous checkpoint and has assumed a new "LATE ARRIVAL SCHEDULE" (see Interval Timing section). The penalty for going through a checkpoint early is 60 points for each minute. Time checks, which are "OFFICIAL" gas stops, are subject to the same white and yellow flag rules as all other time checks. The support people may take the gas cap off and fill the rider's gas tank, replenish oil reservoirs, and air the tires, including pressure checks (radiator, oil, fuel and bleeding brakes). They cannot oil the chain or do anything else, even hold the bike while the rider oils the chain. That is what the kickstand is for. You may receive any assistance provided to refresh yourself, such as clean goggles, food, drink, gloves, and similar items.

TRAIL MAINTENANCE AND REFUELING

A rider may use any tools to repair the machine. Tools supplied by the support team may also be used. Tubes may be carried by the rider to repair a flat tire. IT IS FORBIDDEN TO REPLACE A TIRE DURING A 1-DAY EVENT. Spare parts may be received at all time checks between the white and yellow flags, and in the work area, but only the rider is allowed to change them. "OFFICIAL" gas stops will always be at a

time check. Unauthorized replenishment (on route) will entail disqualification. A rider who is late can be gassed beyond the check, in the direction of the route. Time check personnel will identify the area to be used, at a safe distance from the check, usually 50-100 feet beyond the flip cards, but he may not check through the time check and then return to the work area. A rider may be disqualified if having been identified going in the reverse direction of the course. Also entering a checkpoint from the wrong direction.

On multi-day events, if you have major internal engine failure or ignition failure that is not crash related, you may be eligible to re-impound. You must return immediately and directly to the start area placing your machine in the impound/work area. Under the supervision of a designated official, you may be allowed to repair the one single engine or ignition failure. NO ADDITIONAL REPAIRS will be allowed (i.e. replaced tires, chains, sprockets, brakes, etc.).

TIME CHECK OPERATION

Time cards must be carried by each rider. Checkpoint time will be done in the same manner as enduros, using flip cards which will indicate rider number or time due. The flip cards will face the riders so they can tell what rider number or time is due. When the rider and machine pass the yellow flags the rider must proceed forward and is scored with the number or time showing on the flip card at that time. The checkers are not referees, and have not been given any authority to express rule interpretations. Their responsibility is to keep the time and record each rider as they come through the time check and record any infraction they might witness in their books. Do not give them a bad time!

ROUTE CHECKS

Route checks will be indicated by blue flags, also known as secret checks, placed on the trail or road 220 meters from the check. Route checks may be placed anywhere on the course. They are not a time check, but a mark of some form on your time card showing that you have followed the entire course as prescribed. Any rider whose time card does not have the proper amount of checks will be disqualified, unless otherwise specified by the hosting club.

SPECIAL TESTS

These tests are designed to measure your "GO FAST" abilities and could be the most critical measurement in the event. . The special test should not be too difficult or dangerous and prepared for this purpose. IT IS FORBIDDEN TO PRACTICE ON A SPECIAL TEST AREA. Riders are not allowed to practice the test, but may walk them to become familiar with them. The special test should be ridden as fast as you can successfully negotiate the course. It should be ridden as fast as the rider's skills allow and will be timed on a basis of one (1) point per second while within the test area between the start and finish gates (time in to time out = total seconds). Falling down takes more time than you can afford. (RED AND YELLOW FLAGS) will be placed approximately 150 feet before the start of the special test. This is to let you know that

you are approaching the start of the special test. You must stop at the beginning of the special test. Riders will start one at a time, 15 or 20 seconds apart. Line up in single file and be patient, as you will get your turn. Clean your number plate before starting the test. The rider will be told when to go by the special test starter. Your starting and finishing time will not be recorded on your rider's card. (TWO RED FLAGS) will be placed at the end of a special test. The red flags are the time line and when you pass between them your time will be recorded. It is the rider's responsibility to make sure the timekeeper at the end of the special test section gets your number. The person monitoring the end of the special test will wave you off if your number was not recorded, so slow down upon exiting a special test. When your number is recorded, continue on the course. The timekeeper at the end of the test will record your rider number and the time you finished on the time sheet. Timing for the special test will be to the nearest second, in total seconds, or one point per second. For example, 10 minutes, 15 seconds equals 615 points.

FINISH CHECK

The rider may check into the finish check up to 15 minutes early without any penalty. This is the only check that this is allowed. Again, if you DNF, please turn your rider's card in at the finish check.

SPORTSMANSHIP

This is a sportsmen event. Do not run over your fellow rider or run a rider off the trail. If a rider is pushing you, pull over and let the rider pass. You can tell if the rider is about your ability or quite a bit faster.

HURT OR INJURED RIDER

If a rider is hurt, help if needed. Report his name and number at the next checkpoint. An allowance on your lost route points may be granted.

EVENT SCORING, POINT PENALTIES, AND DISQUALIFICATIONS

The first thing to understand is the scoring of the Reliability Trials is that all points relate to seconds, and each part of the rider's score comes from the evaluation of time. The following is a breakdown of the various sources of points involved in scoring:

1. **MINUTES LATE** to a time check (beyond A.A.). Measured in full minutes only. One minute equals 60 points (route points).
2. **MINUTES EARLY** through a time check (beyond A.A.). One minute equals 60 points. Full minutes only, (route points).
3. **NOT STARTING** within one minute of the starting signal equals 10 points, these are (penalty points).

OTHER POINT PENALTIES:

1. Starting the engine in the work area or start enclosure ---300 points

2. Working on the motorcycle in the start enclosure---50 points
3. Early arrival at a time check (beyond A.A.) ---60 points/minute early
4. Late arrival at a time check (beyond A.A.) ---60 points/minute late
5. Each second in a special test---1 point
6. Impounding bike late---60 points/minute

DISQUALIFICATION

1. Smoking or throwing away objects in the closed-control area.
2. Behaving contrary to the Sporting Code in the closed control.
3. Harassing or unsportsmanlike like conduct with the checkers, course officials, OMRA officials, whether verbal or physical.
4. Replenishment outside official area or carrying fuel outside the fuel tank.
5. Accepting outside assistance.
6. Using extraneous motive power.
7. Riding more than 50 feet outside the route, riding in the wrong direction, not observing the marked route.
8. Not observing traffic regulations, receiving a moving traffic violation citation.
9. Not handing in the time card at the finish of the day's run or altering it using another card. Losing time card, unless sponsoring promoter has a backup system.
10. Missing a time check or route check.
11. Late arrival at a time check exceeding 60 minutes.
12. Practicing on the course of a special test.
13. Greater engine capacity than stated on the entry form.
14. Deteriorated spark Arrestor.

AWARDS

GOLD MEDALS will be awarded to riders whose number of points do not exceed 10% of the number of points received by the first (winning) rider of the class.

SILVER MEDALS will be awarded to riders whose total number of points do not exceed 40% of the number of points received by the first rider of that class.

BRONZE MEDALS will be awarded to all other riders who finish within their hour late allowance.

INTERVAL TIMING

A rider is only permitted to proceed at any timed check on their scheduled time, without receiving penalty points. The official time is the stamped or marked time when the rider crosses the timing line. Riders who arrive at a timed check more than one (1) minute before or after their interval time, are penalized 60 points for every minute in excess of the interval time last marked on the card (marked time or starting time for the next section). If the rider arrives at any check more than one minute later than his schedule time, the rider shall be penalized 60 points for each minute late. The same applies if the rider arrives at a checkpoint more than one minute earlier than his schedule time. "EARLY" penalty points apply only when a rider checks through more than one minute earlier than the schedule time. This usually will happen when a rider is confused or not paying attention to the flip cards, or does not see the yellow flags and passes them, and is required to continue into a checkpoint and be recorded.

Simply put, a rider has an original scheduled time due at the start and an interval time between each checkpoint. If the rider checks through at any checkpoint more than one minute early or late from his scheduled interval time, he will be penalized accordingly. If a rider checks through five minutes late to any checkpoint, his new schedule time at the following check (due to interval timing) is five minutes later than his originally scheduled due time.

CROSS-COUNTRY RULES

DEFINITION:

A cross-country event by definition consists of no less than 70 total ground miles. The OMRA uses the banner-drop system, i.e. if a starting banner is used, when it is raised, shut off your engine, and when it falls - GO! The race is over at the checkered flag and the first rider through (per class) is the winner, second rider is second place and so on.

EQUIPMENT REQUIREMENTS FOR CROSS COUNTRY RACING

1. OMRA cards are required for all Oregon residents, or those who want OMRA Cross Country season points. You must be a current member at the time of the event, or no points shall be awarded for that event.

2. You shall not be allowed to start a cross-country event without displaying your OMRA racing card.
3. Helmets and boots are required for all OMRA sanctioned events
4. A spark arrestor, U.S. Forestry approved, no homemade screens, and securely attached. The clerk of the course will ask you to replace it within a certain time limit if the clerk determines that it has deteriorated beyond reason, or face disqualification.

DISQUALIFICATION

Riders may be disqualified for any of the following infractions of the rules:

1. Short cutting or riding off the marked course more than 50 feet. There is an implied intent to this rule, which is if the course of an event parallels a road; the course is not the road. The road is therefore off-limits and you may be disqualified for using the road.
2. Finishing without the proper number of checks or losing rider card.
3. Switching motorcycles during the event.
4. Jumping the start.
5. Pre-riding the course, if the sponsoring club or promoter states that it is a closed course.
6. Riding a motorcycle with greater displacement size than the class entered (except 250Fs).
7. Riding out of the appropriate class (Expert, Amateur). To enter the 30 expert or 30 amateur class, you must be at least 30 years old, and so on for the other age classes.
8. Entering a checkpoint from the wrong direction.
9. If a rider is identified going the wrong direction on the course.
10. PIT RACING is not tolerated.
11. Using studded tires.
12. Unsportsman like conduct by the rider or their support persons.

OPERATIONS

A rider's meeting will be held before the start of a cross-country event. It is the responsibility of the rider to attend the meeting. The promoter will discuss the rules, track conditions and safety issues at that meeting.

1. A cross-country event by definition will consist of no less than 70 total ground miles.
2. OMRA uses the banner drop system. If a starting banner is used, when it is raised, shut off your engine, when it falls - "GO!".
3. The race is over at the checkered flag or designated sign. Do not race into the finish chute.
4. One entry is required to constitute a class. It is up to the promoter to provide trophies. The classes to be offered are:
 - o Expert - AA, Open, 250, 200, Class 30, and Class 40
 - o Amateur - Open, 250, 200, Class 30, Class 40, Class 50, Class 60, Junior Class, Sportsmen Class, and Women's Class
5. All classes are Heads Up Classes.
6. Sportsmen Class, no OMRA points to be awarded.
7. Class 30, 40, 50, 60, Sportsmen, and Women's - are open cc, no breakdown in bike size, but will be subject to transfer points.
8. Junior Class bikes shall not exceed 105cc and the rider must be 14 or younger.
9. Class 50, 60, Sportsmen, Junior, and Women's class shall go 1/2 the course in a 100 mile event or 50 miles max.
10. A racer must complete the entire course to qualify for a finish.

Class Definitions

Expert - May be sponsored or privateer and become expert by the transfer point system. Any rider may ride as an expert on their own accord.

Amateur - is the class for riders who are less proficient than an expert, but better than a beginner.

Course markings:

- 1) "Turns", "course markings" and "danger markings" will be marked in accordance with the General Competition Rules.
- 2) The 50-foot rule will go into effect no sooner than 200 yards after the designated smoke bomb, or entering a well defined marked course.
- 3) Any rider currently not displaying a number and class designator should call the OMRA for a number.

**CLASS DESIGNATIONS FOR CROSS-COUNTRY
EVENTS:**

Class	Letter Designator	Class	Letter Designator
Open Am	A		
200 Am	C	250 Am	B
Class 40 Am	F	Class 30 Am	E
Class 60	Q	Class 50	R
AA Expert	AA	Women	W
Open Ex	X	250 Ex	Y
200 Ex	Z	Class 30 Ex	U
Class 40 Ex	V		
Sportsmen	S	Junior	J

All riders must have 5-inch numbers with letter from your previous point standing (example #12A means that the rider finished 12th overall for last year in the OPEN Am class). All Amateur X-country riders who earn transfer points shall run the number and letter of the class they are transferring from, plus the letter of the class they choose to move to. For example if you finished 2nd in the OPEN Am class for the year and transferred into the OPEN Ex class for the coming year, your number would be 2AX.

Designated gas row will have a 5 mph speed limit (a fast walk). This does not apply to emergency gas checks. The penalty promoters may use (if a rider exceeds this pace) is to detain the rider. No passing in gas row unless a rider pits or stops in front of you.

GRAND-PRIX RULES

DEFINITION:

Grand-prix rules are the same as the cross-country rules with the only exception being that a grand-prix course consists of less mileage or a shorter course. A grand-prix event by definition consists of no less than 1.5 hours, plus one lap for the leader. The mileage will be determined by the speed of the track.

Equipment requirements for GP racing

1. OMRA competition cards are required for all riders who want OMRA GP points. You must be a current member at the time of the event, or no points will be awarded for that event.
2. You must display your GP racing number and designated class letter on all three plates. You may use your cross-country number **only** if it is the same number as your assigned GP number. GP is a separate race series and you must sign up with OMRA and pay for that series if you want points for a year-end trophy.
3. It will be up to the promoter to enforce the state decibel sound limit. The decibel sound limit will be posted on the flyers.

Disqualifications

Disqualifications are the same as for cross-county races (see General Rules section).

Operations

A rider's meeting will be held before the start of a GP event. It is the responsibility of the rider to attend the meeting. The promoter will discuss the rules, track conditions and safety issues at that meeting.

1. A GP event may use either a dead-engine or live-engine start.
2. If a live-engine start is used then, the promoter must have the first turn designed to handle the large number of riders that will be entering the turn at the same time. A typical example of a safe starting area is the kind used at motocross tracks.
3. The race is over when the first rider completes the 1.5 hours, plus one lap or the predetermined amount of time/laps. A racer must complete 50% of the leader's laps and compete for the entire race to qualify for a finish. The only time a rider would be considered "NOT COMPETING" is if he leaves the racetrack and chooses not to return for the finish. The bike must be ridden or pushed to the

finish line. If a bike breaks down during the race, the rider must make repairs and finish 50% of the leader's laps before the race is over. If the bike has to be towed in, it will be considered a DNF. After entering the finish chute, the rider must stay in a single file and not pass anyone. If the classes are started by waves, then the times will be adjusted to determine the overall finishers.

4. Riders will have their laps and checkpoints counted to make sure the correct amount has been completed. A rider must turn in their punch card at the end of the event (their race) if they want to be counted as a finisher. No punch card will mean a DNF.
5. A designated gas row will have a 5 mph speed limit (a fast walk). The penalty promoters may use (if a rider exceeds this pace) is to detain the rider for a period of time or DQ them. No passing in gas row unless a rider pits or stops in front of you.
6. One entry is required to constitute a class.

Course Markings

The intent of the course marking is to determine the boundary of a racetrack. There is an implied intent to this rule. It is the same as in cross-country events. If a road is next to the intended course, then the road is off limits. Since most GP racetracks are on private land, a 50-foot general rule for the width of the track cannot be implemented. It is up to the promoter to mark the course in a professional manner, using ribbons, arrows, and course markers that are clear, easy to follow and avoids confusion. It is up to the rider to stay on course and stay out of hay fields, tall grass, water ditches, barbed wire fences, or any other area that would do harm to the land owners property.

Class definitions and class designation are the same as cross-country.

EUROPEAN SCRAMBLES RULES

(Refer to Standing Rules)

DEFINITION:

- 1) A European Scramble is defined as a mass start cross-country type event. It shall be run over a closed 6 to 16 miles in length with each event of definite time duration, minimum of one hour and a maximum of one and one-half hours in length. Events must consist of separate races for each division.
- 2) Course will be closed to all practice and pre-running. Any rider caught on the course will be subject to disqualification.

- 3) Lap check tags are not used, and checks are of the written chain type without stopping the rider. Check should be arranged to make any course cutting impossible without missing a check. Riders’ numbers must be recorded at the starting line prior to start of race.
- 4) Each club promoting European Scrambles shall have two courses, one for amateurs and one for experts. Quads will race on a separate course.
- 5) If there are space limitations for the starting line, races can be conducted by divisions. The flyer for the race shall include the time of each race and which loop they are to run on each day (loop A, or loop B).
- 6) At European Scrambles, a sweep crew must cover the entire course between each race.

POKER RUN RULES

DEFINITION:

This is a non-competitive type event. Riders will ride a designated course, either a hard course or an easy course, which has been laid out by the sponsoring club consisting of checkpoints along the way. There will either be live checkpoints, meaning that they will have club members there to give you your check, or dead checkpoints, which will be some small check such as paper clip, piece of colored plastic, or whatever they have placed in a can or sack. You must have these checks when you are finished with the run to be eligible to draw a poker hand when you return to where you started. Usually you draw five cards to complete a poker hand. If there are special sections on the course, a club may let you draw extra cards, and then take the top five cards to determine your poker hand. Most of the clubs use ribbons or arrows to mark the course you will follow. The course will have one color for a hard course, and another color for an easy course. Yellow ribbon means danger area, and to be careful. Poker runs are a family, non-competitive event and a fun way to ride in a new area without getting lost, plus meet people of like interests.

DUALSPORT RULES

DEFINITION:

Riders will ride a designated course, either a hard course or an easy course, (or a combination of both) which has been laid out by the sponsoring club or promoter. There will be checkpoints, often with games of chance or skill where you receive points. At the end of the ride each rider's points are totaled, the highest point total is the winner, similar to a poker run. Course directions are usually indicated by an enduro type roll chart or route sheet that the riders must follow. Bikes must be street legal and properly muffled with a U.S. Forestry approved spark arrestor.

A year-end trophy will be awarded in Dualsport, Cross Country, GP and ISDE event series. There will only be 3 trophies in a series per class. To receive a trophy the rider must compete in at least 50% of the events in that series.

OMRA Dualsport Series riders will only be competing against other OMRA Dualsport Series riders at an event, i.e. if the best finish of an OMRA Dualsport Series rider at an event was fifth place, the rider would earn first-place points, even though first through fourth place were not OMRA Dualsport Series riders. All you need to do is be ranked above another OMRA rider at an event, that way you have a chance of winning two trophies.