

ENDUROCROSS RULES

(Amended February, 2008)

An obstacle race held on a closed course, 3 to 6 km in length.

A. Classes

Pro
Intermediate
Junior
Veteran Junior
Vet Master

16 and under

The series winner in each class will be moved up to the next class. They have to meet the requirements in the rulebook. Class advancement will be up to the discretion of the Endurocross sub-competition committee.

B. Licensing

Riders must hold a competition license valid for CMRC (ADRA)

- Vet Junior minimum age is 35 and will have the skill level of Beginner/Junior
- Vet Master minimum age is 38 and will have the skill level of Intermediate/Pro
- 16 and under must be on a 85cc or bigger bike

C. Numbers

Promoters will enforce numbers on bike. Must be visible on at least front plate.

1. Numbers 1-10 will be issued to the top 10 overall Pro class in the Series of the previous year. Each rider will apply for his or her numbers when applying for their CMRC license.

(Optional to the rider)

2. Organizers will provide 1 piece of adhesive paper or tape, minimum 2-inch square, showing rider's assigned CMRC number and class designation. This will be placed on the side of the helmet (either all left side or all right side).

3. NUMBER PLATE COLORS

Red Numbers on White Background:

- o 16 and under

Red Numbers on White Background:

- o Junior

Black Numbers on Yellow Background:

- o Intermediate

Black Numbers on White Background:

- o Vet Junior
- o Vet Master

White Numbers on Red Background:

- o Pro

D. Apparel

1. Approved helmets must be certified by the manufacturer as meeting at least one of the following standards, and must have the official certification label(s) affixed clearly visible/not painted over.
 - (a) D.O.T. FMVSS 218 Manufactured in 1989 or later.
 - (b) Snell M-85 or M-90 or updates
 - (c) CSA 3-D230-M85 or updatesFor D.O.T. helmets the original label indicating the month and year of manufacture must be affixed to the helmet.

2. These requirements are ADRA minimums to compete. Additional safety gear is recommended. Rider's not meeting these requirements may not compete and may be disqualified if they do.

Eye protection in the form of shatterproof goggles, safety glasses must be worn ANY time they are riding their motorcycle or ATV. **As per the motion at the 2005 AGM, the TEAR-OFF type of goggles are NOT allowed at any off-road racing events**, Hare Scrambles and Cross Country races included. This is in keeping with the environmental issues regarding littering on public land.

Protective pants of some sort, approved motocross pants are highly recommended and long sleeved shirt or jerseys, which could include a jacket, must be worn during all competition.

Protective boots must be worn during all competition. ADRA boot requirements are that they must be at least 8" high. Youth riders must have a minimum of leather or similar protective material "high top" boots completely covering the ankle and lower shin.

Knee guards are strongly recommended.

Safety apparel must be worn at all times during competition.

A helmet must be worn at all times when operating a motorcycle or ATV. This includes the event, transporting to the start line, pit area etc. A rider not wearing a helmet while operating a vehicle can be penalized or disqualified at the promoter's discretion.

MANDATORY: It is the rider's sole responsibility to select a helmet and safety apparel, which will provide adequate protection.

E. Equipment

Sound testing requirements will be enforced for 2008. Any machine that does not meet the requirements will be refused entry. Testing will be done at all events.

1. Machines must conform to a maximum db. Level of 96.
2. MANDATORY: All machines must have functional silencers. Exhaust systems must not exceed the maximum sound level of 96db (A) as measured at 20 inches from the exhaust exit. Sound checks are not required by the promoters but a promoter/Endurocross Sub-competition committee may disqualify a machine deemed to be too loud.
3. All machines must be in good working order with no loose parts, leaks and overall mechanically sound. Vehicles may be disqualified from competition due to safety considerations at the promoter/competition committee's discretion.
4. Spark arrestors are required for all off-road events held on (public) Alberta Crown Land. Only spark arrestors or spark arrestor end caps with the USFS approved stamping will be accepted. The requirements to get the USFS stamping have been approved as the standards that the Alberta Government agencies will accept (this is still in progress).
5. The official in charge may refuse to allow any rider to start whose machine, in his opinion, is not in a safe or legal operating condition.

F. Prizes

Trophies must be awarded to each official class up to 3rd place. In addition minor merchandise prizes may also be given.

Cash payout to the Pros shall be 100% of the Pro entry fees less the rider levy. For main event only. Additional cash or merchandise prizes may be given at the promoter's discretion.

[Trophies for series awards will go to 3rd place.](#)

G. Layout

1. The course must be clearly and adequately marked and all danger points are to be designated by either a Marshall or danger markers. Where a definite line must be taken, there must be at least two arrows on each side of the trail on the same course marker.
2. The starting line must be wide enough to accommodate the number of riders in each class.
3. There must be adequate distance from the start of the first obstacle and the course of this distance must be wide enough to accommodate safe passing.
4. Organizers must take every precaution to lay out the course to prevent course cutting.
6. When the course is laid out on private property, permission for use must be obtained.
7. 20 riders on the course at any given time. If more riders entered into a class, qualifiers will be run before a main event. Qualifying heats will be announced at riders meeting and will be posted.

H. Organization

Promoters will adhere to the Code of Ethics when putting on an event. See Code of Ethics for Hosting Clubs and Promoters of Off-Road Racing in Alberta on the ADRA website. Exception: Private land therefore up to the Land owner/Promoter.

1. No pit bikes or pit riding. First gear to start area and through pits by competition bikes only.

2. A vehicle equipped for first aid treatment, and trained personnel, must be on the premises during all practices and for the duration of the event.
3. No practicing on the course the day of the race and or discretion of the Promoter.
4. The organizers may conduct a parade lap at least one hour before the start. No passing of the leader is permitted. Additional practice is at the discretion of the organizer.
5. 10 minute practice with your class only.
6. A riders' meeting must be held prior to practice, to give the information on scoring, time length, gas area, start procedure, etc.
7. The scoring system may be punch card or lap scoring, and or electronic.
8. A slow area will be set up for scoring. Stopping will not be required unless the bar code system is in use.
9. Type of start will be up to the promoter. Will be announced at the riders meeting.
10. A race shall be considered as started when the starting signal is given. A false start will be when a machine is started before the start signal. Penalty for a false start shall be one lap in the results.
11. If a rider fails to start his machine within 30 seconds, he shall be motioned to the side of the starting line by the starter, or designated person.
12. The organizer must check before each line is started to ensure riders are in their correct class.
13. Once the race has started, a rider may not change bikes. No rider switches may be made, one rider per bike (except team events).
14. Riders must not leave the course to avoid obstacles, riders must stay on course at all times, and within course markings.
15. Riders may not leave the course in open areas where motocross style course markings are in use (ribbon, rope, banners, etc). If a rider does leave the course in said areas, he must re-enter the course at or behind the point of exit, pit lane area excepted. Penalty for infraction – 5 positions in the results.
16. Where double course markings are used on both sides of the course, riders must stay between them (i.e. 4 arrows, 2 each tree). Penalty is exclusion.
17. Marshal's must take every precaution to see that riders do not cut the course. Penalty for course cutting is exclusion.
18. The only persons authorized to stop a race is the referee or his delegate and this shall be done by holding the Red flag overhead and all competitors must stop racing immediately.
19. Where a race is stopped, the positions of the riders at the last check over the finish line, previous to the stop signal, shall be considered the finishing positions. The rider responsible for the stoppage will be placed last in the results.
20. Championship races, which are stopped before the official distance has been run, will be counted if 50 percent of the event has been completed.
21. Where a race is restarted, the rider responsible shall be placed last in the restart positions. When a scoring lap has not been completed, they will start behind the others.
22. All those who originally started will be eligible to restart, providing they are ready within two (2) minutes of the specified time of the restart, except where the race was stopped due to a fallen rider's inability to get off the track because of apparent injury. In that case, the rider may not restart.

23. Treatment of restarts, including any penalties applied, shall be administered in the context that restarts (one or more), are nothing neither more nor less than a continuation of the original start. Riders who originally started (i.e. were on the line and came under the starters orders in the original or first of any given race) and are not subject to permanent exclusion from the balance of the original race are eligible to restart or rejoin the race at any time during its course.
24. If an accident should occur on the start, where a rider cannot be moved, and there is not room to route the riders safely around, the race will be stopped. Sufficient time must be given for all riders to clear the course and get back in their proper starting order.
25. Displaying the checker flag will terminate a race. This will be when the time period has elapsed. The finish line must be clearly marked and a safe distance before the scoring lanes. Riders must then enter the scoring lane in the order they reach the finish line.
26. A time clock must be displayed at a point within sight of the rider when his number is being recorded.
27. Final results shall be based on the number of full laps completed. Where two or more riders have completed an equal number of laps, the results will be based on the order in which they completed the final lap.
28. Results must be posted at the conclusion of the event and are subject to the 30 minutes protest period.

Points System

Position	Points
1st	25
2nd	22
3rd	20
4th	18
5th	16
6th	15
7th	14
8th	13
9th	12
10th	11
11th	10
12th	9
13th	8
14th	7

15th	6
16th	5
17th	4
18th	3
19th	2
20th	1

Points for Class Advancement are the same as Off Road.

- 30. Promoter/Club must use CMRC assigned numbers for sign in and scoring.
- 31. Class Advancement Points
 - a) Junior to Intermediate – 6 - 10 points
 - b) Intermediate to Pro – 8-16 points

Example

Advancement Threshold to Suit Any Length of Series

<u>Class Advancement</u>	<u>Advancement Threshold</u>
Junior to Intermediate	1.5 x number of races entered
Intermediate to Pro	2.0 x number of races entered

Upgrade Points

- 1st overall shall receive 4 points
- 2nd overall shall receive 3 points
- 3rd overall shall receive 2 points
- 4th overall shall receive 1 point

- e) All upgrade points are dropped by riders accumulating fewer than these totals so that the new season is started with zero upgrade points.
- f) All riders earning sufficient upgrade points while participating in a CMRC series may remain in the same class until completion of the series at which time the license must be remitted for upgrade.

I. Entry Fees for 2008

- 1. All classes- \$50.00**

2. **Gate fee will apply at all tracks.** Over night camping fee may apply as well.
3. To properly enter a class, each rider must complete and sign in ink a CMRC Race Entry Form and, in the case of post-entry, submit his/her CMRC License with the entry and payment to sign-up personnel during hours designated for this purpose. At the discretion of the Promoter or CMRC Representative, a "late entry fee" may be attached to the normal entry fee after sign-up has officially closed.
4. Promoter may establish and advance entry closing date, and post entries, which can have higher entry fees, may or may not be accepted. In any case, the condition of entry must appear in all advertisements.

J. Endurocross Sub-Competition Committee

1. Committee shall oversee class advancement points.
2. Committee will rule on any disputes concerning hosting club or promoters, their events and rider issues.
3. Endurocross sub-Competition Committee is made up from track promoters.
4. Any disputes or rule changes are at the discretion of the committee members.
5. **Zero tolerance for any abuse of committee members or track officials.**

K. Rider's Meeting

Rider's meetings are MANDATORY. All riders are required to attend the riders meeting. Riders who receive penalties do to missing information provided at a riders' meeting will be upheld.

The start of the riders meeting will be signaled using a horn or megaphone. All riders are required to turn off engines during the meeting regardless of their proximity to speakers or meeting. This includes all riders in the pit area, warm up area (if available) and all other locations within earshot of the riders meeting. Riders failing to stop engines or interrupting a meeting may be penalized.

Rider's meetings will be either a) "on the line" 10 minutes prior to start or b) 20 minutes prior to start in a designated area announced at sign-in.

L. Riding Course During Race (markings etc)

All riders must remain on the marked course at all times. The "course" is considered to be the immediate trail as marked with ribbon (**pink for straight-aways, blue and pink for turns**) and could be combined with arrows (to make direction changes).

Riders found off the course as defined above are subject to penalties up to disqualification.

Ribbons, banners, staked markings, arrows, bales, etc always represent the limit of the course. A rider who rides through any such marking may be penalized up to disqualifications. Tearing down course markings can cause serious event problems and course misses by other riders. Riders must exercise the proper speed and control at all times to avoid damaging such markings, stakes or barriers.

Damage to or passing through such course markings may result in penalties. If a rider is

off the course, intentionally tearing down or riding through a bannered area of the course in order to re-enter the course is a violation of the rules regarding the course and carries penalties up to disqualification.

In the event of severe bottlenecks or a traffic jam at a particular obstacle, a rider must hold their line until the bottleneck is removed. Riders must do all obstacles.

Slower riders are required to allow faster riders to pass. The slower rider moves to the right when possible to be passed on the left. The slower rider must take the first opportunity to allow the faster rider to pass.

Unsportsmanlike conduct by riders or their guests, pit crew, etc. may result in immediate disqualification of respective riders involved. Determination of unsportsmanlike conduct will be the sole discretion of the promoter, officials or ADRA/Competition personnel. Such decision will be final and not debatable.

Fighting, threats, violent or other similar conduct with or to race personnel may result in complete disqualification from the remainder of the series, retroactive loss of all accumulated points, and further disciplinary action by the ADRA.

ADRA Endurocross Sub-Competition Committee may make changes to rider classification advancement methods at any time during the season. Advancement method changes made during a series or season will take effect at the end of the season or series (i.e. a change that would cause a rider to move up to a higher skill division would take effect at the end of that season or series and said rider would be advanced based on change made). Exceptions to this will be determined by a vote of the rules committee.

M.

The Endurocross sub- Competition Committee has the right to change and modify rules at any given time.