

Alberta Off-Road Racing Rules (Revised October 2009 for 2010 race season)

Definitions

Cross-Country (XC): A long-distance Off-Road race on a course consisting of one or more loops of minimum of 35km length. An additional loop may be added for the Pro class and is typically 15 km in length.

Hare Scramble (HS): An Off-Road race held on a closed course 5 to 25 km in length and 2 to 3 hours duration.

Endurocross (EX): An obstacle race held on a closed course, 3 to 6 km in length.

ADRA: The Alberta Dirt Riders Association. See www.albertadirriders.com.

CMRC: Canadian Motosport Racing Club. See www.cmrcracing.com.

Competition Committee: The committee formed at the ADRA Off-Road Annual General Meeting, consisting of five members, assigned for two-year terms. Refer to the Mission Statement of the ADRA Off-Road Competition Committee on the ADRA website.

Classes

Table 1: Class Descriptions.

Class	General Description and Restriction	Age Min	Age Max.	Number Plate Colours
Pro		13		White on Red
Intermediate		13		Black on Yellow
Junior		13		Red on White
Beginner	New racers and those moving up from the Kids Expert class. Minimum 85cc bike.	13		Red on White
+30 A	Veteran aged riders that formerly competed In the Pro or Intermediate class.	30		White on Green
+30 B	Veteran aged riders that formerly competed In the Junior or Beginner class.	30		White on Green
+40 A	Veteran aged riders that formerly competed In the Pro or Intermediate class, or the +30A class.	40		Black on White
+40 B	Veteran aged riders that formerly competed In the Junior or Beginner class.	40		Black on White
+50		50		White on Black
Ladies A	Restricted to female riders	13		White on Blue
Ladies B	Restricted to female riders			White on Blue
Kids Expert	65cc and up. Pre-teens and teens getting ready for adult classes.		16	Red on White
Kids Intermediate	65cc and up. Kids who are ready to try the more difficult terrain.		16	Red on White
Kids Junior	65cc and up. Kids who have racing experience.		16	Red on White
Kids Beginner	First time clutch users and first time racers. Manual clutch bike must be used.		16	Red on White
Pee Wee Expert	Maximum 50cc 2-stroke and 100cc 4-stroke, automatic-clutch minibikes.		12	Red on White
Pee Wee Beginner	Maximum 50cc 2-stroke and 100cc 4-stroke, automatic-clutch minibikes. Riders with no racing experience.		12	Red on White

Only Kids Expert riders that also meet the requirements of the Beginner (adult) class may race in both classes (subject to the race schedule, which will not be rearranged to accommodate dual class riders). Junior class riders may not race in the Kids class. Advancement points will be accumulated for these riders who enter the Beginner (adult) class.

Pee Wee and Kids classes are mainly based on skill level, the discretion of the parent or guardian, and the competition committee. The series winners in the Pee Wee and Kids classes will automatically advance to the next class, subject to any class rules (i.e. age restrictions).

¹ For example, "Red on White" means red numbers on white background.

² In Alberta Off-Road competition, the adult Beginner class is a full Provincial class just like the other classes.

Numbers

Refer to Table 1, above.

Riders apply for their numbers when applying for their competition license. The rider's CMRC assigned number, properly color-coded, must be visible on all three number plates. The event organizer must use CMRC assigned numbers for sign in and scoring.

All riders entered into a +30 or +40 class must also display their respective class by having an 3 inch "A" or "B" displayed on all 3 sides of their number plates along with their CMRC assigned race number. The color of the letter is to correspond with the class colors outlined in Table 1.

Pro Numbers 1-10 will be issued according to overall placement in the previous Pro series.

Race Entries

1. All riders must hold a CRMC competition license valid for the Off-Road event.
2. The entry fee for Pee Wee and Kids classes is \$25.00.

The entry for adult classes is \$45.00.

3. Each rider must complete and sign a CMRC Race Entry Form, to be submitted with payment to sign-in personnel during hours designated for this purpose.
4. The event promoter may establish an advanced entry process and such a process may include an entry deadline prior to the day of the event.
5. An event promoter may charge a higher fee for late entries, but is under no obligation to accept late entries.

Apparel

The following are the minimum requirements to compete. Additional safety gear is recommended.

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

A helmet must be worn at all times when operating a motorcycle during an event.

2. Eye protection in the form of shatterproof goggles or safety glasses is highly recommended. TEAR-Offs are NOT allowed, as they are consider to be litter on public land.
3. Full-length protective pants (motocross or off-road riding pants and knee guards are highly recommended).

4. Long sleeved shirt, jersey, and/or jacket.
5. Protective boots that are at least 8” high for adults. Pee Wee and Kids riders must have a minimum of leather or similar protective material “high top” boots completely covering the ankle and lower shin.

Proper selection of helmet and safety apparel is the rider’s sole responsibility.

Equipment

1. All exhaust systems must comply with the Alberta Traffic Safety Act Off-Highway Vehicle Regulation. Additionally, mufflers are required to limit sound output to 96 dB (decibels) or less, as measured using methods approved, from time to time, by the Competition Committee.
2. USFS (United States Forest Service) approved and stamped spark arrestors are recommended.
3. Motorcycles must be in good working order with no loose parts or leaks. Motorcycles may be disqualified from competition for safety or environmental considerations at the discretion of the Competition Committee.

The Race Course

1. The race course is to be marked with ribbon as follows:
 - a. **Pink** on straight sections, preferentially on the right-hand side of the trail.
 - b. **Pink** and **blue** together for turns, to the side of the trail to which the rider is to turn. Easy or low-speed turns will have one **pink/blue** marking. High-speed turns will have three, evenly spaced **pink/blue** markings.
 - c. Hazards will be marked in **yellow** ribbon.

Additional markings, such as direction arrows, may be used to further clarify the race course.

2. The starting line must be wide enough to fairly accommodate the number of riders in each class and there must be adequate width from the starting line to the first obstacle to accommodate safe passing.
3. Riders must remain on the marked race course at all times. Where markings exist on both sides of the trail, the rider must pass between the two markings.
4. Riders must exercise due care and control to avoid damaging course markings. Only event organizers may authorize changes to markings.
5. In the event of a severe traffic jam at a particular obstacle, a rider may exit the course only as far as absolutely necessary to clear the traffic jam. The race course will extend a maximum of 10 metres to the left or right of any single marking. The rider must re-enter the course at

the point immediately following the traffic jam, or as near to it as is reasonably possible. On subsequent laps, the original course must be followed.

6. Where a motocross track forms parts of the race course or where motocross-style course markings are in use (rope, banners, etc), riders may not leave the race course. If a rider does leave the course in said areas, he or she must re-enter the course at or behind the point of exit, pit lane area excepted. Penalty for infraction: 5 positions in the event results.
7. Remote check points may be incorporated into the race course. These may be “Dead Checks” with one or more paper punches to be used by the riders or a “Live Check” with a person running the check point.

Check points will be marked as follows:

- a. Check points must be preceded with white ribbon for a safe distance, preferably on both sides of the race course.
- b. The location of the check point containing the paper punch or check person will be marked with a suitable amount of white ribbon on both sides of the race course. The course shall be designed so that riders must pass between these markers.
- d. Check point names/numbers must be identified on a 12 X 12 inch white marker at the location of the paper punch or check person.

Any check point within 8 km (5 miles) of the start must be a “Live Check” with at least two (2) check persons for the first lap of the race.

Riders must come to a complete stop for their check person at all “Live Checks.” Riders must take care to exit “Live Checks” safely and without wheel spin.

The sequence of check points must be known only to the race organizers.

The finish line is considered to be a “Live Check” with scoring lanes. No passing is allowed in the scoring lanes.

8. Race organizers must take reasonable precautions to prevent both accidental and intentional course cutting.

Starting the Race

1. A Mandatory Rider’s Meeting will be held prior to the race to explain the race course markings, fueling area, peculiarities, and hazards. The start of the rider’s meeting will be signaled using a horn or megaphone. As announced at sign-in, Rider’s meetings will be located either on the starting line 10 minutes prior to the race starting time or at a designated area 20 minutes prior to the race starting time.
2. Though not required, event organizers may lead a “parade lap” of the race course or any portion thereof prior to the start of the race. No passing of the leader is permitted.
3. Riders are to assemble at the start line at the appointed time with dead engines.

4. Starting Order is given in Tables 2A and 2B, below.

Table 2A: Starting Order and Hare Scramble Cut-Off Time, Adults.

Order	Class	Cut –Off Time
1	Pro	2.5 Hours
2	+30A/+40A	2.5 Hours
3	Intermediate	2.5 Hours
4	+50	2.0 Hours
5	+30B/+40B	2.0 Hours
6	Junior	2.0 Hours
7	Beginner	2.0 Hours
8	Ladies	2.0 Hours

Table 2B: Starting Order and Cut-Off Time, Kids, Pee Wee, and Ladies B.

Order	Classes	Cut-Off times Harescramble	Cut-Off Times Cross Country
1	Kids Expert	1.5 Hours	2.0 Hours
2	Kids Intermediate	1.0 Hours	1.5 Hours
3	Ladies B	1.5 Hours	2.0 Hours
4	Kids Junior	1.0 Hours	1.5 Hours
5	Kids Beginner	45 minutes	1 Hour
6	Pee Wee Expert	45 minutes	1 Hour
7	Pee Wee Beginner	30 minutes	45 minutes

5. Race organizers may determine the method for fairly starting the race. Acceptable methods include the hands-on-head, dead-engine start, and motocross-style starts.
6. The organizers must check before each class is started to ensure that the riders are in their correct class. Riders starting in advance of their proper class will be penalized one lap.
7. The start for each class shall be indicated by the raising of a flag, a shotgun blast, the drop of a gate, or similar means.
8. The time clock for all classes will begin counting when the first class leaves the starting line.
9. Each class will have its own, separate start with a minimum 1-minute interval between each start.

¹ Event organizers may increase this duration by up to fifteen minutes (0.25 hours) to better suit the course.

10. An event's Cut-Off Time(s) may be reduced to address environmental or safety concerns.
11. A false start occurs when an engine is started prior to the start signal. The penalty for a false start shall be one lap in the results.
12. If a rider fails to start his machine within 30 seconds of the start signal, he or she shall move to the side of the starting line to avoid disrupting the start of the next class.
13. If an accident should occur on the start, where a rider cannot be moved in time to start the next class and there is not room to route the riders safely around, the remaining classes will not start until it is safe to do so. If any of the first riders complete a full lap of the course before all of the classes have started, there will be a restart. Sufficient time must be given for all riders to clear the course and get back in their proper starting order.
14. The organizers may elect to run an event in two separate competitions. For example, Pro, Vet Master and Intermediate during one time period and the balance of the classes during a different time period.

Rider Conduct

1. 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. This requirement does not apply when both riders are competing in the same class.
2. Riders, their guests, pit crew, etc. are expected to behave in a sportsmanlike manner, which may be defined, as necessary, by the Competition Committee.
3. Threats or violence toward race organizers may result in disqualification from the remainder of the series, retroactive loss of all accumulated series points, and further disciplinary action by the ADRA.
4. Each rider must use the same motorcycle for the entire length of the race.

Finishing the Race

1. Race organizers will announce to each rider when they are finished the event. Riders that elect to stop participating in an event prior to being told they are finished must inform the finishing line personnel that they are done and off the course. Failure for a rider to inform the finishing line personnel that they are dropping out of the race will result in a suspension of one race for the rider.

Stopping and Restarting a Race

1. The only person authorized to stop a race is the referee or his delegate.
2. 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, with the rider(s) responsible for the stoppage being moved to last place in the results.

3. If the race is restarted, the rider(s) shall start consecutively in the order set in (2), above. Riders that did not complete a scoring lap will restart after the other riders.
4. If a race is stopped due to injury or apparent injury of a rider, said rider may not restart.
5. Treatment of restarts, including any penalties applied, shall be administered in the context that restarts are nothing but a continuation of the previous start.

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. Additional cash or merchandise prizes may be given at the promoter's discretion.

Provincial series trophies and prizes will be awarded for first through fifth place.

Miscellaneous

1. A vehicle equipped for first aid treatment and trained personnel must be on hand during all practices and for the duration of the race. Consideration must be made by the organizers to rescue a rider from any point on the course.
2. The course must be "swept" completely at the conclusion of the event.
3. Race organizers have the option of riding in their own event or receiving an average of total points from all other events. The race organizer must be capable of competing at the time of the event in order to receive the Organizer points, and must send in a letter requesting the points prior to the last race of the year.
4. 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.
5. A CMRC referee shall be assigned to all first time events where the ADRA deems it necessary.
6. Except as allowed for a parade lap, riders may not practice riding on the course on the day of the race.
7. The time clock must be displayed at a point within sight of the rider from the finish line check point.
8. 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.
9. Results must be posted at the conclusion of the event and are subject to the 30 minutes protest period as per Protest and Appeals section of the CMRC Motocross Competition Rules.

Scoring Points

Points towards the Provincial Series Championship are award to the first twenty finishers in each class, as shown in Table 3, below. A finisher is a rider who crossed the finish line with the correct number of checks points recorded.

Table 3: Championship Points.

Position	Points	Position	Points
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

Class Advancement

1. Class advancement points are assigned for each race as follows:

1st place shall receive 4 advancement points.

2nd place shall receive 3 advancement points.

3rd place shall receive 2 advancement points.

4th place shall receive 1 advancement point.

2. Over the course of a series the class advancement points are summed to determine if a rider has accumulated points equal to or greater than the threshold for advancement. Advancement points are not carried over from one series to another.

3. Riders that meet or exceed the threshold for advancement are required to advance to the next class at the conclusion of series in which they earned their advancement points.

4. A rider may voluntarily advance to the next class provided there are no objections from the ADRA or race organizers. A voluntary advancement will not be considered permanent until the rider has entered two events in a race series in the more advanced class.

5. Except as allowed in (4), all class advancements are permanent. A rider may downgrade their class only with written permission from the Competition Committee.
6. The threshold for class advancement is

Beginner to Junior	1.0 x number of races finishing in top 20
Junior to Intermediate	1.5 x number of races finishing in top 20
Intermediate to Pro	2.0 x number of races finishing in top 20
+30B to +30A	2.0 x number of races finishing in top 20
+40B to +40A	2.0 x number of races finishing in top 20

Example: A junior rider competes in four races of a series and finishes 2nd, 3rd, 4th, and 18th. The rider's advancement points are $3 + 2 + 1 = 6$.

This rider's threshold for advancement is $1.5 \times 4 = 6.0$

This rider will advance from Junior to Intermediate.

7. The Competition Committee will facilitate the automatic class advancement rules and any exceptions.

Penalties

1. Except as otherwise stated in these rules, the penalty for a rules infraction is disqualification of the rider from the event. The Competition Committee may rule for a lesser penalty providing there is no reasonable objection from an affected rider.
2. The Competition Committee will rule, by vote, on any disputes concerning hosting club or promoters, their events and rider issues. In the event of a tie vote, an appointed representative of the hosting club will cast a tie-breaking vote.

Exceptions by Discipline

Hare Scrambles: None.

Cross Country: None.

Endurocross

Replace all instances of "Competition Committee" in these rules with "Endurocross Competition Sub-Committee".

Motocross flagging rules may be in effect, depending on the event.