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# **OMRA RULEBOOK**

2024

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# OMRA MISSION STATEMENT

The OMRA was created to promote the positive and responsible use of off-road motorcycling while protecting our right and privilege to ride.

## OMRA GENERAL EVENT RULES

1. Paddock speed before and after an event is limited to a 10mph transfer speed.
2. Clubs/promoters shall indicate course length at or before the rider's meeting.
3. The start area should be clear, and wide enough to be safe for the anticipated rider turnout and be clearly marked to direct the riders to the course. Starting method can vary by the event at the discretion of the club.
4. Course markings shall be directional utilizing arrows and confidence ribbons or dots.
  - Turns at intersections off existing routes shall be marked with one arrow sufficiently before the turn and two arrows at the turn.
  - Markings should be consistently placed on the right side of the trail when possible.
  - "W" markings mean "wrong way" and should be placed beyond a turn as a secondary warning of missing the course.
  - Hazard marking should be located on the course sufficiently in advance of the hazard to provide warning and allow riders time to react. Potentially hazardous road crossings shall also be marked with fluorescent day-glow cards or plates marked with an "X".
  - Course markings and methods must be stated clearly in the rider's instructions or the rider's meeting.
  - When there is a split course between classes a club must place observers on any alternate route for specific classes to positively identify riders who take the wrong route and are obviously off course (unless a legal check is on the prescribed route).

5. A checkered flag must be placed a sufficient distance before the finish check to allow for safe deceleration before the check. This shall be the finish to the race and any rider that continues racing after the checkered flag is subject to disqualification.
6. Courses requiring pit stops 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. Sponsoring clubs that have the need to provide gas pitting shall adequately protect the spectators from the riders entering and exiting the pit area. Either a separate racing bypass shall be provided, or the rider's pit speed will be controlled at 10 MPH or "walking speed". Clubs will provide signs stating the beginning and the end of the speed-controlled pits. Any rider failing to comply with the posted speed limit could be held or disqualified at the club's discretion.
7. Comprehensive printed instructions may be distributed to each entrant. At the promoting club's option, a rider's meeting may also be held.
8. Safety is paramount at all OMRA events. Compensations are allowed for the first arrivals on an injured rider such as:
  - Average of year finish/performance
  - Free entry at future event or refund (promoter option)
  - A suite of official options for approval by referees. Stating intent, rider/promoter/witnesses.
9. Competition courses (once marked) will be considered closed to all practice and motorized pre-riding. This included E-bicycles, etc... Pre-riding on or in any motorized or pedal-powered vehicle is prohibited. Walking is the only acceptable method of viewing the course.
10. All event starting areas are closed to pre-riding. Walking the start area is allowed.
11. 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.
12. Class 50 Expert, 50 Amateur, 60, Woman Amateur, Woman Beginner, Junior Expert, and Beginner will run approximately half the distance or a maximum course length of 70 miles.
13. The number of loops for classes 50 Expert, 50 Amateur, 60, Woman Amateur, Woman Beginner, Junior Expert, and Beginner must be advertised.

14. The Woman Expert classes will ride the full course for an event, on amateur time schedule for ISDE events.
15. All XC and GP events must be timed, from start to finish for all riders, to determine overall finishing position.
16. Member clubs and promoters must have event results publicly available within two weeks of the event date. Results shall include the following:
  - Name and date of event
  - Name, OMRA riding number, of all finishers including DNF (Did Not Finish)
  - Riding classification (Expert and Amateur), and engine displacement
  - Overall position
  - Class position
  - Number of entries in each class
  - Name and contact info for promoting club
  - 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.
  - Worker Points for competition riders working the event, showing the class and riding number of the worker.
17. Directions to the area should be included on the flyers advertising the events.
  - Clubs must provide for clean-up of the pit and spectator area(s) at all events.
  - Clubs shall provide a complete course clean-up after the event.
  - Clubs must provide adequate restroom facilities at the events.
  - Clubs must remove markers from roads leading to their event locations
18. Race course rider obligation:
  - Riders must follow the marked race course at all times. If they accidentally get off course, they must safely re-enter the course without gaining an advantage.
  - A rider shall be considered to be "obviously off course" any time a rider is observed riding off 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.

- Corridor marking: Horizontally-run ribbon on both sides of the course or arrows on both edges of the course requires the rider to stay in between those ribbons or arrows. Zero tolerance is allowed and the 50' rule does not apply.
  - Short cutting inside a turn marker is not allowed.
19. Entering a check from the wrong direction will result in disqualification.
  20. No person under 18 years of age shall be permitted to compete in any sporting event without having a notarized statement of release by a parent or guardian on file with each series entered.
  21. No rider is permitted to qualify more than one motorcycle for any event except when such an event includes races requiring equipment of different classifications or displacement.
  22. One entry is required to constitute a class. It is up to the promoter whether trophies will be provided in classes with a low turnout.
  23. A competition rider must start, compete, and finish the full, prescribed course on the same motorcycle. The rider must complete the race under their own power, ride, or push. No towing, outside assistance, etc. is allowed to get across the finish line.
  24. DOT-approved helmets, eye protection, and boots must be worn at all times while competing.
  25. Helmets are required AT ALL TIMES on moving motorcycles - even in the pits.
  26. No goggle tear-offs are allowed at any OMRA events - this is considered littering and subject to disqualification.
  27. At the promoting club's (or OMRA Official's) discretion, any motorcycle or rider can be disqualified from competition for reasons of being hazardous to riders or spectators. The OMRA shall have the authority to disqualify for the day or suspend any rider for cause, or penalize any rider up to 50% of the points they have earned for infraction of any rules of the OMRA, the promoting club, or common sense safety procedures.
  28. Any unsportsmanlike conduct or harassment of a promoting club member or OMRA official by any entrant or support crew may result in the disqualification of the entrant involved.

29. Clubs must be members of the OMRA, and apply for OMRA sanction for events through the OMRA Competition Director. Calendar planning will begin in November and be finalized no later than Jan 1.
30. All riders wishing to earn points at OMRA Sanctioned Events must hold an OMRA competition license prior to the event they wish to earn points at.
31. Fees (This includes land-use fees, etc.):
  - Race entry fees cannot exceed \$75.00 for Beginner, Amateur, and Expert competition events without approval of the OMRA.
  - Professional class entry fees cannot exceed \$150.00
  - Any promoting club wishing to exceed the entry fees listed above must have approval by OMRA. This must be done before any event promotion containing entry details.
32. No two, series points events shall be held on the same day with the exception of non-competition (dual-sport, poker run, etc.) versus competition events. The OMRA encourages and suggests no back-to-back, series events also.
33. The OMRA Rules shall be followed in their entirety pertaining to the type of events being promoted. The AMA Rules will be used as a follow-up. Any club disregarding the OMRA rules may have all future sanctions suspended after a hearing by the OMRA referees.
34. Clubs may retain "copyright privileges" to the names of their traditional events by requesting it in writing to OMRA.
35. 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.
  - Any OMRA member club found not to be in good standing shall forfeit all rights and privileges normally afforded an OMRA club.
36. The OMRA will require a satisfactory risk-management plan to be in place by the clubs to hold an event, before the event date.
37. The OMRA Board of Directors will meet monthly in an open meeting to all clubs and members in good standing.
38. The OMRA officers can only make exceptions to the Rules with a 3/4-majority vote of those present.



## **MOTORCYCLE REQUIREMENTS**

1. Machines entered in all events shall have properly working mufflers/silencers.
2. Machines entered in events 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. Private landowners may also require spark-arresting devices at their discretion.
3. It is recommended that riders competing for points use the number/letter assigned by OMRA on the correct class-colored backgrounds.
4. Tire studs or screws are not allowed at OMRA-sanctioned competition events.
5. Electric motorcycles are allowed in all classes.

## **PROTESTS AND APPEALS**

1. All protests of rider, machine, or rule violations, must be clearly stated in writing and must be presented to the Event Referee (or acting Referee) of the club promoting the event (not the OMRA referee) no 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 may be required, at the discretion of the Event Referee.) If the Protest is found valid, the protest fee will be returned to the person making the protest. If the protest is not found valid, the protest fee will be forfeited and given to the person who was protested against. No tear-down fee is required.
2. Protest of results made available after the day of the event must be made in writing via email to the club referee within 2 days of the results being public. (A protest fee of \$25 may be required, at the discretion of the Referee.)
3. Appeals of protest decisions by the club must be in writing and emailed no later than 72 hours after the club decision to the OMRA Competition Director for review by the Referee Team.

## RIDERS' POINT SYSTEM

1. Points shall be awarded to all finishing OMRA Competition Series riders at sanctioned competition events.
2. OMRA Competition Series riders will only be competing for points against other OMRA Competition Series riders at series events. I.E., if the best finish of an OMRA Series rider at an event was fifth place, the rider would earn first-place points. The next finishing Series rider earns second place points and so on.
3. A year-end trophy will be awarded. There will be up to 3 trophies per class. Minimum participation requirements must be met to receive a trophy.
4. A rider must compete in 51% of the series' races to be eligible for a year end trophy.
5. Point ties will be broken by who has the most wins. If the tie is not broken then move to #2 finishes and so on. Riders with matching finishes will share the year-end position.
6. The number of throw-out events for each series to qualify for the year-end trophy will be announced with the calendar each year.
7. Cross-Country and Grand-Prix class and letter designations:

MOTORCYCLE DIVISION CLASS	LETTER DESIGNATION		
	EXPERT	AMATEUR	BEGINNER
AA/PRO	AA		
OPEN (any cc)	X	A	
250cc (any engine up to 250cc)	Z	E	
30	U	D	
40	V	F	
50	R	Y	
60		Q	
WOMEN	K	W	T
BEGINNER			B
JUNIOR	JX	JA, JB	JC

## RIDERS' CLASSIFICATION SYSTEM

1. Competition series classifications will include AA, Expert, Amateur, and Beginner.
2. The OMRA will monitor results and promote riders to the AA class as necessary, or if the rider is ranked as an AA/Pro in other national or local racing series, or at the request of the rider. Rider's times are monitored throughout a season to create the mandatory AA rider list or Best-of-the-Best.
3. A rider may be reclassified at the discretion of OMRA referees. Transfer points are earned in accordance with the point chart maintained by the Points Director, or designate.
4. A rider may petition OMRA referees (in writing) to be reclassified.
5. Change in rider classification becomes effective annually (January) upon notification from OMRA, i.e. year-end results, or at the Referees' discretion.
6. At Cross-Country events, a rider may receive points in only one class of a series in a day's program. At Grand Prix events, a rider can ride several classes.
7. An OMRA competition rider cannot enter or compete in a lower level classification than assigned. If riding out of designated classification they will be disqualified.
8. Class Definitions:
  - Beginner class: The beginner class is designed for riders in their first year of racing who are still developing their skills on a bike. This is a much less competitive class than the amateur or expert classes and is intended for having fun and just finishing the race.
  - Amateur class: Riders in the amateur class are focussed more on the racing aspect of competition rather than just getting around the course and finishing the race like the beginner class, but still lack the raw speed of the expert division.
  - Expert class: The expert class is for riders who have taken the next step in their riding skills from amateur and are looking to compete with other fast paced racers.
  - AA class: AA riders are the best riders in the race series. If you are finishing in the top ten at any given local race, you belong in the AA class.

## TRANSFER POINTS

1. The OMRA uses a modified version of the AMA Rider Performance Value (RPV)

Transfer system adjusted to fit OMRA points:

- To be considered for advancement, a rider must have a minimum of six points-paying finishes.
- Riders who complete at least one event in the Beginner class and are 16 years or older as of Jan. 1 of the current year, are no longer eligible to compete in a Beginner class the following year.
- Race results that have a DNF or DNS (Did Not Start) or WP finish are not to be used for purposes of calculating a rider's advancement RPV.
- Required advancement from Amateur class to Expert is reached if the rider scores an average of 62.5 points in all races finished, and meets the condition of scoring in 6 or more events per series.
- Required advancement to AA Class each year will be calculated by the Competition Director using the OMRA AA placement procedure, NOT RPV. Riders 40 years of age or older are exempt from mandatory transfer to AA and may continue to ride in the age group Expert class, Open Expert, or displacement Expert class.
- If in doubt, you are expected to go to the higher class instead of a lower class. This deters 'sandbagging'.

## POINTS SYSTEM FOR OMRA SANCTIONED EVENTS

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	22	2
11	20	23	1

1. Year-end series final results will be posted on the OMRA website within two weeks following the last race of the season. Riders will have one week to review the results and report any possible edits to the Competition Director by email.
2. The Competition Director will make edits approved by the Referees and repost the final result for the season.

# YOUTH PROGRAM RULES

## DEFINITION RIDERS AND ELIGIBILITY

1. A rider's age at the first race of the year will determine his/her age for the year.
2. A rider may move up one class (within the youth division) if he/she will be eligible to do so at any time during the year.
3. Once a rider moves to the higher age class, he/she may not move back to the lower age class without approval from the OMRA Competition Committee.

## DISPLACEMENT/AGE CLASSIFICATIONS

1. The structure for the Junior classes is based on bike size and age. The classes will be as follows:
  - Junior C: 8 years old and younger at the first race of the season. Up to 50cc 2-stroke and 70cc 4-stroke.
  - Junior B: 11 years old and younger at the first race of the season. Up to 65cc 2-stroke or 110cc 4-stroke. Rides the same course at the same time as Junior A.
  - Junior A: 15 years old and younger at the first race of the season. Up to 112cc 2-stroke or 150cc 4-stroke. Rides the same course at the same time as Junior B.
  - Junior Expert: 15 years old and younger at the first race of the season. Up to 112cc 2-stroke or 150cc 4-stroke. Typically rides the same course at the same time as Women Amateur, Beginner, and Sportsman, but exceptions can be made at the request of the club or promoter.

## POINTS SCHEDULE AND ADVANCEMENT

1. OMRA scoring and transfer rules will apply to all designated junior classes. No 'sandbagging' is allowed.
2. If the rider moves up a class mid-season, they will take 50% of the points earned.
3. If a parent feels the advanced level is too high, they may apply for a "variance" with the competition committee to move back to the original class.

## YEAR-END AWARDS

1. To qualify for year-end awards, you must participate in 35% of the series events.
2. The top three riders of the Junior Expert class will be recognized.
3. Every qualifying Junior A, B, and C will be recognized.

## RACE GUIDELINES, DISTANCE, AND TIME

1. Junior C class - course should be simple with the entire course viewable and accessible to parents, if possible. 30-minute maximum race time. The event should not run with other classes.
2. Junior A and B classes - course should be simple, approximately 1-3 miles depending on the terrain available, with 60 minutes maximum race times.

Note: Any event that does not follow the outline above, must have a variance approved by the competition committee.

## SAFETY

1. It is the sole responsibility of the rider, and their parent or guardian to select a helmet and apparel which will provide appropriate protection. The OMRA does not endorse or certify any manufacturer or product.
2. The rider with their parent or guardian must assess for themselves the track facilities, existing conditions, and other matters relating to safety.
3. All riders with their parent or guardian must rely on their own judgment and will assume all risks of participation in any competition so entered.

## VARIANCES

If you feel that your child does not fit in one of the classes as defined, please contact the OMRA Competition Director to discuss. The OMRA will work with parents as much as possible to ensure their son/daughter is able to ride in a class that suits them and ensures fair competition with the other racers.

## **NUMBER PLATES**

1. Competition Series riders will be assigned a number that is not currently used in their class. If they move to another class, the number can go with them only if it is not already claimed in the new class.
2. If a rider earns a single-digit number by placing top nine in their class, they may choose to run the earned number or keep using their 2 or 3-digit number for the next season. Rider numbers must be requested on the membership registration form or the membership director will assign one for you.
3. It is recommended that Competition Series Points riders display their registered number, and class letter with the correct background color on the front and side number plates of the machine.

## **BACKGROUND AND NUMBER COLORS**

1. Machine plate colors should be designated using the following rules:
  - AA Class - red with white numbers
  - Expert Class - blue with white numbers
  - Amateur Class - yellow with black numbers
  - Beginner Class - white with black numbers
  - Junior Expert - blue with white numbers
  - Junior A and B - yellow with black numbers
  - Junior C - white with black numbers

## **WORKER POINTS (WP)**

1. Worker Points are a way for competitors to be more involved in racing and help events happen more smoothly. It is also a way for competitors to stay competitive in the event of an injury, bike issues, or scheduling problems.
2. Worker Points will be awarded: 65 points for one event in a particular OMRA-sanctioned series, including dual-sport.



3. This applies to only ONE event per series and worker points cannot be transferred between series.
4. The rider must contact 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 afterward, for example, by clearing trails, etc. It is up to the rider to be sure that their worker points are sent to the OMRA point director by the hosting club.
5. If the rider does not follow through with this, they will not receive their worker points. OMRA suggests that the rider (receiving worker points) go through the normal event signup process to get recorded properly. Workers are not allowed to receive worker points and race the same event.

## **RELIABILITY ENDURO (ISDE STYLE ENDURO)**

### DEFINITION

1. The OMRA RELIABILITY ENDURO Rules (starting in 1997) are the same as the AMA/FIM rules to better facilitate NW riders who try to qualify for the U.S. ISDE Team.
2. 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 the 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.
3. The rules governing this type of event favor the "GO FAST" attitude.
4. 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 ISDE, you do not need a speedometer or a clock,

unlike 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. 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 before each event.
2. A good spark arrestor, U.S. Forestry approved, with 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.
3. Parts may be marked at inspection before impounding.
4. Lights are not required unless indicated by the promoter's flyer.
5. You may be required to undergo a 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](http://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.
6. Rider cards 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.
7. Helmets, eye protection, and boots are required for all OMRA-sanctioned events.

## DEFINITIONS:

**IMPOUND AREA:** A restricted and secure area used by the organizer to prevent access to the participants' machines by everyone during non-riding hours.

**WORK AREA:** A designated area where the riders may work on the machines directly adjacent to the impound area and the start area.

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.

The only exception is the finishing checkpoint, where a rider may check in up to 15 minutes early of their due time.

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.

## IMPOUNDING THE MOTORCYCLE

1. All motorcycles will be impounded a minimum of one hour before the official start of the event. If an impound is required earlier by the promoting club, then it must be posted on the flier. 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

1. The rider will be given the number of checks, key times for each schedule (Expert or Amateur), 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

1. Riders can claim their machines ten minutes before their scheduled start time and can push their motorcycles to the work area.

2. 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.
3. The motorcycle will be pushed into the work area of the impound and then to the start area.
4. 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 spectator.
5. No one is allowed to touch the rider's motorcycle or assist the rider in any way. 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 a support person.

## START OF THE EVENT

1. The rider is not allowed to start the motorcycle until the appropriate rider's number or time has appeared on the flip cards.
2. The rider has one minute in which to start the machine and proceed a distance of 20 meters (66 feet) under the bike's 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 its own power, within the allowed minute, a 10-point penalty is given.
3. If the machine stalls within 20 meters, it can be restarted at 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, a 10-point penalty is given.

## TIME CHECKS

1. A WHITE FLAG placed 200 meters (660 feet) before the check, indicates to the rider that they are approaching a time check.
2. A YELLOW FLAG placed 20 meters (66 feet) before the clocks, or before the actual time check area. This indicates the TIME LINE.
3. Riders who arrive at a time check before their prescribed check time 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 clock. If a rider does pass the yellow flags, the rider must be scored based on the clock reading at the time they cross the time line.

4. Once recorded, the rider must continue in the direction of the route. Returning to the area behind the yellow flag is not allowed.
5. If a rider checks through early, a new schedule is 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.
6. 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.

## MACHINE MAINTENANCE AND REFUELING

1. A rider may use any tools to repair the machine. Tools supplied by the support team may also be used.
2. Tubes may be carried by the rider to repair a flat tire. IT IS FORBIDDEN TO REPLACE A TIRE OR WHEEL DURING A 1-DAY EVENT.
3. 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.
4. "OFFICIAL" gas stops will always be at a time check. Unauthorized replenishment (on route) will result in disqualification. A refueling area will be provided between the white and yellow flags. A rider who is late can check across the timeline, walk back to their fuel can to retrieve their can, and carry it forward to their bike for refueling after 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 they may not check through the time check and then return to the refueling area on the machine.

5. A rider will be disqualified for going in the reverse direction of the course or entering a checkpoint from the wrong direction.
6. On multi-day events, if you have a 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 one single engine or ignition failure. NO ADDITIONAL REPAIRS will be allowed (i.e. replaced tires, chains, sprockets, etc.).

## TIME CHECK OPERATION

1. Time cards must be carried by each rider.
2. Checkpoint will use a clock which will indicate the time of day. The clock will face the riders so they can tell what the time is. When the rider and machine pass the yellow flags the rider must proceed forward and is scored with the time showing on the clock at the time they crossed the time line.
3. The checkpoint staff 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

1. 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.
2. 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.
3. 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

1. These tests are designed to measure your "GO FAST" abilities and could be the most critical measurement in the event.
2. IT IS FORBIDDEN TO PRACTICE ON A SPECIAL TEST AREA. Riders are not allowed to practice or ride a mountain bike on the test but may walk them to become familiar with them.
3. 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).
4. TWO RED FLAGS will be placed at the start of a special test. You must stop at the beginning of the special test.
5. Riders will start one at a time, 15 or 20 seconds apart. Line up in a 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 times will not be recorded on your rider's card.
6. TWO RED FLAGS will be placed at the end of a special test. The red flags are the timeline and when you pass between them your time will be recorded.
7. It is the rider's responsibility to make sure the timekeeper at the end of the special test section gets your number. Make sure you get a thumb's up from them before continuing on the course. The timekeeper at the end of the test will record your rider number and the time you finished on the timesheet for backup to the electronic scoring.
8. Timing for the special test will be to the nearest second, in total seconds, or one point per second. For example, 10 minutes, and 15 seconds equals 615 points.

## FINISH CHECK

1. 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

1. This is a sportsmen's event.
2. Do not run over your fellow rider or run a rider off the trail.
3. 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 on the trail. If you get caught in a special test that rider IS faster since they started at least 15 seconds behind you. Let them by ASAP, you are not racing them, just the clock.

## HURT OR INJURED RIDER

1. 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 AND POINT PENALTIES

The first thing to understand about 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.

1. The following is a breakdown of the various sources of points involved in scoring:
  - SPECIAL TESTS: Each second in a special test = one point.
  - POINT PENALTIES:
    - Starting the engine before your start time, in the work area or impound = 300 points
    - Working on the motorcycle in the impound= 50 points
    - Failure to start and travel 66 feet under power in the allowed 60 seconds= 10 points
    - Early arrival at a time check= 60 points/minute early (Route Points)
    - Late arrival at a time check= 60 points/minute late (Route Points)
    - Impounding bike late= 60 points/minute



## DISQUALIFICATIONS

Disqualification of a rider might occur under any of the following conditions. It is at the discretion of the race promoter to have additional disqualification terms.

1. Behaving with unsportsmanlike conduct.
2. Harassing or unsportsmanlike conduct with the checkers, course officials, and OMRA officials, whether verbal or physical.
3. Replenishment of fuel outside the official area or carrying fuel outside the fuel tank.
4. Accepting outside assistance.
5. Using extraneous motive power.
6. Riding more than 50 feet outside the route, riding in the wrong direction, and not observing the marked route.
7. Not observing traffic regulations, receiving a moving traffic violation citation.
8. Not handing in the time card at the finish of the day's run or altering it using another card. Losing time card, unless the sponsoring promoter has a backup system.
9. Missing a time check or route check.
10. Being 60 minutes late to a time check.
11. Practicing on the course of a special test. No pre-riding.
12. Greater engine capacity than stated on the entry form.
13. Deteriorated spark arrestor.

## AWARDS

GOLD MEDALS will be awarded to riders whose number of points does 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 does 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

1. Checkpoint due times are based on an allowed interval time between checks.

EXAMPLE 1: If you are allowed 30 minutes to travel between checks two and three (a 30-minute interval time), you are always allowed exactly 30 minutes to travel from checks two and three.

EXAMPLE 2: If you were two minutes late to check two, you must then also be two minutes "late" to check three and all the remaining checks in order to avoid racking up even more penalty points.

EXAMPLE 3: Once you miss your due time at a check (early or late), you adopt new due times for the rest of the event's checkpoints, based on how far off you were and the unchanging allowed interval time.

2. A rider will be penalized for passing a check at any time other than the scheduled time for that rider. For each minute early or late that a rider crosses the timing line the rider will be penalized 60 points (also called one "route point").
3. The official time is recorded when any part of the rider's bike crosses the timing line, located between two yellow flags. Think of this timing line as a wall, when the forwardmost part of your motorcycle touches the wall you will be scored.
4. After crossing the timing line the rider must proceed, without stopping, to the checkpoint's scoring area where that time will be recorded. It is the rider's responsibility to make sure event staff record the time matching what the clock reads when you crossed the line. That is your time, not what the clock reads when you get to them.

# CROSS-COUNTRY RULES

## DEFINITION

1. A Cross-Country event by definition consists of no less than 70 total ground miles or 2.5 hours.
2. For timed events the checkered flag is thrown at 2.5 hours.
3. The OMRA uses the banner/flag drop system, i.e. if a starting banner is used when it is raised, shut off your engine, and when it falls - GO!
4. The race is over at the checkered flag and the first rider through (per class) is the winner, the second rider is second place and so on.

## EQUIPMENT REQUIREMENTS FOR CROSS-COUNTRY RACING

1. To earn OMRA points for a Cross Country event, you must have an OMRA racing license prior to the event.
2. Helmets, eye protection, and boots are required for all OMRA-sanctioned events.
3. A spark arrestor, U.S. Forestry approved, with no homemade screens, and securely attached may be required. The rider can be pulled from the course or disqualified if the spark arrestor/silencer fails during an event.

## DISQUALIFICATION

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

1. Shortcutting 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 score card.
3. Switching motorcycles during the event.
4. Jumping the start.
5. Pre-riding the course.
6. Riding a motorcycle with a greater displacement size than the class entered.

7. Riding out of the appropriate class (Expert, Amateur). To enter the 30 expert or 30 amateur classes, 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 as going in the wrong direction on the course.
10. PIT RACING or pit riding by the rider or the rider's support people.
11. Using studded tires.
12. Unsportsmanlike conduct by the rider or their support persons.

## OPERATIONS

1. A rider's meeting will be held at a pre-announced time before the start of a Cross-Country event. It is the responsibility of the rider to attend the meeting. The Club/promoter will discuss the rules, course conditions, and safety issues at that meeting.
2. Classes 50 Expert, 50 Amateur, 60, Junior Expert, Women's Amateur and Beginner, shall go approximately half the course.

## COURSE MARKINGS

1. "Turns", "course markings" and "hazard markings" will be marked in accordance with the General Rules.
2. The 50-foot rule will go into effect no sooner than 100 yards after the designated start of the marked course.

# **GRAND-PRIX RULES**

## DEFINITION

1. 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 standard grand-prix event by definition consists of no less than 1.5 hours. The checkered flag is thrown at 1.5 hours. The mileage will be determined by the speed of the track.

2. Promoters may hold 60-minute (1 hour) GP events if they are clearly advertised as GP-60 events in advance.

## GENERAL

1. Class definitions and class designation are the same as Cross-Country.

## EQUIPMENT REQUIREMENTS FOR GP RACING

1. To earn OMRA points for a GP event, you must have an OMRA racing license prior to the event.
2. Helmets, eye protection, and boots are required for all OMRA-sanctioned events
3. A spark arrestor, U.S. Forestry approved, with no homemade screens, and securely attached may be required. The rider can be pulled from the course or disqualified if the spark arrestor/silencer fails during an event.
4. 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

1. Disqualifications are the same as for cross-country races (see General Rule's section).

## OPERATIONS

1. 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, course conditions, and safety issues at that meeting.
2. A GP event may use either a dead-engine or live-engine start.
3. If a live-engine start is used then, the promoter must have the first turn designed to handle a 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.
4. 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.

5. The only time a rider would be considered "NOT COMPETING" is if he leaves the racetrack and chooses not to return for the finish.
6. The bike must be ridden or pushed on the prescribed course only to the finish line.
7. Cutting the course, will result in disqualification.
8. 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.
9. After entering the finish chute, the rider must stay in a single file and not pass anyone.
10. If the classes are started in waves, then the times will be adjusted to determine the overall finishers.
11. 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. If a rider loses their score card it will count as a DNF.
12. A designated gas row will have a 10 mph speed limit (walking speed). The penalty promoters may use (if a rider exceeds this pace) is to detain the rider for a period of time or disqualify (DQ) them. No passing in a gas row unless a rider pits or stops in front of you.
13. Pre-riding a GP series course is allowed under the following circumstances:
  - Sight lap/Parade lap: MAY be allowed before the event at the discretion of the club/promoter.
  - Poker runs: promotional riding shall be allowed before the day of the event on the marked course.
  - Riders shall be allowed to enter multiple classes on the same course in different races. Entering multiple classes during the same race is not allowed.
  - Event workers may be allowed to work on the course using motorized vehicles for marking and course setup purposes before racing the event.

## COURSE MARKINGS

1. The course marking intends to determine the boundary of a racetrack. There is an implied intent to this rule. It is the same as in cross-country events.

2. If a road is next to the intended course, then the road is off-limits. Since most GP race tracks are on private land, a 50-foot general rule for the width of the track may not be able to 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, show direction, and are easy to follow.
3. 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 areas that would harm the landowner's property.

## **SPRINT ENDURO RULES**

### **DEFINITION**

1. A Sprint Enduro is designed to mimic the special test style of racing found in an ISDE style event, but without the checkpoints and time schedules. It is a good way to be introduced to special test racing without the additional rules found in an ISDE style event. It is a “go-fast” style event that has riders racing through a series of special test sections, scored against the clock, with a riders cumulative score at the end of the day determining their finish position.

### **RACE FORMAT**

1. All OMRA Sprint Enduro events will feature at least one special test with racers making multiple attempts on each test and the total, cumulative time being used for race results; I.E. the fastest rider wins.
2. There will be no "drops" of special test times, all test scores count. The direction of the special tests may be reversed for the second test of racing.
3. Number of Tests: The number of tests will be determined by event organizers. If necessary, the AA and Expert riders may run more tests than Amateur and JR riders.
4. Race Order: Will be announced on the day of the race by the event organizer based on course layout and timing.

## STAGING AND STARTING PROCEDURES

1. Starting Order: For the first test of the day, all classes will start in class order with riders self-sorting their start position within their class. For all remaining tests, the club will determine the start order. (AA, Open Ex, 250 Ex, 30 Ex, 40 Ex, Women Ex, and 50 Ex will ride on the expert test), (Open Am, 250 Am, 30 Am, 40 Am, Women Am, 50 Am, Beginner, Sportsman, and Junior Ex will ride on the amateur test).
2. Start Procedure: Riders will take off for each special test one at a time, in 15, 20, or 30-second intervals (as determined by race organizers,) engines will be live, and bikes in gear. A race official will motion for you to pull up to the starting line. A rider who does not advance to the starting line when directed may be penalized. When the official motions for you to begin the test, this is when your time will start.
3. TWO RED FLAGS will denote the start of the special test.
4. Riders will pull into the designated start chute and wait for a signal from the race official to begin their test.
5. No rolling starts allowed. Riders must come to a complete stop in the start chute before starting.
6. Be courteous in the staging area! Riders should attempt to self-sort their order in line based on class and speed within their class.
7. A rider will race from the start of the special test until the finish.
8. TWO RED FLAGS will denote the finish of a special test.

## TIMING AND SCORING

1. The method of scoring will be determined by each event organizer.
2. If electronic scoring is used, transponders will be provided by the event organizer.  
Riders must complete all tests to count as a finisher
3. Each test is scored individually. Overall and class results will be a cumulative time for all special tests, and there will be no drops.
4. Riders will only be allowed to ride the designated number of tests as defined by the event organizer. No extra laps will be allowed.



## THE TESTS

1. Course markings will be determined by the event organizer and will be in accordance with OMRA rules.
2. If a rider leaves the course, they must re-enter where they left
3. If a rider is caught blatantly cutting the course, they will be disqualified.

## POKER-RUN RULES

### DEFINITION

1. This is a non-competitive type of event.
2. 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.
3. 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 a 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.
4. 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.
5. 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 a dangerous area, and to be careful.
6. 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.

## DUAL-SPORT RULES

### DEFINITION

1. 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.
2. There will be checkpoints, often with games of chance or skill where you receive points.
3. At the end of the ride each rider's points are totaled, the highest point total is the winner, similar to a poker run.
4. 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.
5. 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 the first through the fourth place were not OMRA Dualsport Series riders. All you need to do is be ranked above another OMRA rider at an event.

