

# The 2010 Offroad Ontario rulebook governing Cross Country and Enduro Events

## 1.0 GENERAL RULES & GUIDELINES:

### 1.1 CHAMPIONSHIPS:

The Offroad Ontario Grand Championship will be decided by the points accumulated in both XCs and Enduros. Class champions will be decided using the riders 10 best results in the 12 event series. If a rider competes in all rounds of the series his/her two lowest (or no) scores, (throw a ways), will be dropped. If a rider competes in 10 or less events in the series all results will count. Ties are broken by comparing the number of first, second, . third, etc. finishes until the ties are resolved

The Offroad Ontario Cross Country Champions will be decided based on total accumulated points in all six rounds of the series. No results will be thrown away.

The Offroad Ontario Enduro Champions will be decided based on total accumulated points in all six rounds of the series. No results will be thrown away.

The Eastern Canadian Enduro Champions will be decided based on points accumulated in all four rounds of the series. Offroad Ontario in partnership with the FMSQ will be organizing the Eastern Canadian Enduro Series which includes events in the Province of Quebec. Results from the Quebec rounds of this series will not count towards the Offroad Ontario Enduro Championship

### 1.2 CHAMPIONSHIP POINTS:

In order to be eligible for Championship points, a rider must finish at least two (2) events in the top 20 of their class. Championship class points will be based on the following points schedule:

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

### **1.3 ENTRIES AND FEES:**

Event entries will be organized through the hosting club, entry fees, pre entries and organization will be at the discretion of the hosting club. Participants who are not members of an associated club will pay a day pass fee of \$15 per event for individual entrants and/or families.

Offroad Ontario does not test or qualify entrants for riding competency and therefore each participant must judge for themselves their ability to participate in racing activities.

### **1.4 NOISE:**

Sound checks will be performed at each event, maximum sound level will be 94 db for Enduros and 96db for cross country races as measured in the standard FIM method. Sound checks may be mandatory or random at the discretion of each event organizer.

Sound limits may adjusted at the event organizers discretion but must be advertised in advance at the time of pre-entry, including any exceptions for vintage class participants.

Helmets must be worn at all times when riding, helmets will be inspected at sign in. Helmets must conform to Snell 2005 or equivalent testing standard and must bear the authorized decal. All riders are encouraged to wear protective gear since the nature of the events can be dangerous. At minimum riders shall wear leather or similarly constructed boots that come above the ankle, measure at least 8" from the sole to the top and overlap pants, durable riding pants and jersey and eye protection.

### **1.5 EVENT REFEREE & JURY:**

Each event organizer shall appoint an event referee for the event, that person shall be a member in good standing of one of the member clubs and familiar with the rules of competition.

The event referee shall have sole discretion over the event duration, disqualifications, noise violations, course redirections and all course violations, the event referee may appoint designates for each or all of the duties under their authority.

At the event referees discretion a participant may be disqualified or penalized time or positions depending on the severity of the violation.

Appeals of event referee decisions will be directed, in writing, to the OO executive within 24 hours of the conclusion of the event for their review, decisions on appeals will be heard by a minimum of three directors either in person, electronically or via telephone. The appellant, event referee and event organizer will be informed of the final binding decision within two weeks of the notice of appeal.

At two day Enduros there will be a minimum three person jury to settle any protests that arise. The jury members cannot be riders entered in the event and if possible at least one of the jury members will not be involved in the organization of the event. The decisions of the jury are final.

## **2.0 CHAMPIONSHIP CLASSES:**

The following are the classes in which Championship points will be earned: (Enduros do not include the small wheel classes unless specified on the event entry form and other event information)

Note: PeeWee and vintage being optional classes will not be included in OO championship.

## **2.2 SMALL WHEEL CLASSES**

Note: Small wheel classes: Small wheel classes shall have a minimum age requirement of 9 yrs as of January 1st of the current year. Exceptions to the age and wheel size limits for classes are the sole discretion of the event referee, but must be in accordance with insurance requirements.

1. PeeWee (Instructional) (optional) Sm Wheel up to 70cc -4st, and 50cc -2st
2. Mini Jr. (small wheel up to and including 12 yrs, as of January 1st) (up to 65cc 2st- 110cc 4st) Front wheels size up to 15"
3. Mini Sr (Small wheel up to and including 14 yrs, as of January 1st) (up to 105cc 2st,,- 150cc 4st, front wheel size up to 19")

OO recommends that PeeWee class be a non competitive class and OO will not declare an Ontario Champion, we encourage those clubs who host PeeWee

classes should encourage the ride to be instructional

### 2.3 AFTERNOON CLASSES:

1. Pro
2. Expert
3. Intermediate
4. Vet Expert (38+ as of January 1st)

### 2.4 MORNING CLASSES:

1. Beginner (progressive)
2. Novice
3. Veteran (38 yrs. & Up as of January 1st)
4. Super Veteran (48 yrs. & Up as of January 1st)
5. Masters (58 yrs & Up as of January 1st)
8. Ladies
9. Vintage (optional)

Note: Morning classes may include bikes with wheels no smaller than 17" (front wheel size)

(At Cross Country events the classes are split into morning and afternoon races. At enduros all run at the same time. However the course length and degree of difficulty may vary by class.)

It is the rider's responsibility to enter the proper class. Failure to do so will result in the loss of all points earned.

## **2.5 PROGRAM:**

At each event, all Championship classes must be run as listed in these Regulations, or alternative as advertised in advance by the hosting club. At the promoter's option, additional support classes may be run with classes as defined in these regulations. Where a class has less than three entries, it will not be deemed a race, participants in that class may ride the next class up in progression and all points earned will be credited to their regular class standings.

## **2.6 ADVANCEMENT:**

Riders finishing in the top 10% of their respective class of the preceding year's Championship series will be required to move to the next advanced class, excepting age and gender based classes. The above advancement procedure will not apply to classes with less than a minimum of five riders listed in the Championship year end point standing. Year-end review of the results by OO Officials and/or the rider appeal process may further reduce the number of riders advanced.

The Beginner class is deemed progressive as any rider who wins one race or accumulates 40 points in a series will be moved to the Novice class.

## **3.0 CROSS COUNTRY RULES:**

### **3.1 RACE PROCEDURE:**

All events shall run a designated time of not less than 2 hours. No event should run longer than 2 1/2 hours. The event referee may decide to call the event prior to the full duration in the event of inclement weather which at their discretion threatens the safety of the participants, property or any other person. The event shall be deemed official if half of the original duration is completed. Track re-routing may also be deemed necessary from time to time at the referees discretion to ensure participant safety, progress of the race and fairness to participants shall be considerations in so doing.

All Championship Cross Country tracks must be a minimum of five (5) km long as initially laid out at the start of the event.

Each wave will start at approximately one minute intervals. The "Pro" class will start in the first wave, followed by Expert, Intermediate, Vet Experts for the afternoon race. Morning race will consist of Veteran, Novice, Super Veteran

and the remaining classes will follow. Complete classes should be combined to start fewer waves. Starts will be dead engine with riders astride their motorcycles.

Morning races: The first rider to cross the scoring area at the 2 hour mark will receive the checkered flag and his exact time (to the nearest second) of finish shall be recorded. All subsequent riders shall be given the checkered flag and their exact finish times be recorded. Finish order will determined by laps completed and time to finish. Overall scoring (as well as class scoring) shall be based on total elapsed time (from time of start to time of finish) and total laps completed. It therefore may be possible that the first rider to receive the checkered flag may not be the overall winner

Afternoon races: The referee will monitor the lap times of the top few riders and display a last lap sign when he determines the total race time less the average lap time has elapsed the next time the first place rider enters the scoring area the sign will be shown indicating last lap, upon completing the next lap the checked flag will be received by the leader. To be considered a finisher a rider must cross the finish line/scoring area while the checker flag is displayed.

In order to be eligible for Championship points, a rider must finish in the top 20 of his/her class. Riders who score DNF will not receive points.

### **3.2 START PROCEDURE:**

Starting procedures will be explained at Riders Meeting.

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

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

No practice runs or practice starts.

All starts are dead engine. The blue flag will signal all riders to turn off their engines.

A "10 Seconds" signal will be given before the green flag is thrown. At the "10 Seconds" signal, all crew members must clear the start area and exit behind the next row to start.

### **3.3 NUMBERS AND SCORING:**

At each event, the top twenty (20) overall finishers in each class will receive points toward the Ontario Offroad Championship.

The top 10 competitors in the pro class of the Cross Country championship of the previous year will be allowed to display their earned number on their motorcycles during all Cross Country competition.

a. Pro Riders will display a red number plate with white numbers.

It is the responsibility of the promoter to score these riders properly. It is the rider's responsibility to display the proper number plate with legible numbers. Only those riders earning Championship numbers may display them.

Where electronic scoring is employed, the rider must ensure that they have secured their transponder to their bike or equipment and that they have had it scanned at sign in and that it is in working order.

### **4.0 ENDURO RULES:**

Enduros may be of timed average speed type (brand "x") or known check with special test sections, transfer sections and known controls.

#### **4.11 SUPPLEMENTAL RULES**

Any event organizer wishing to run their enduro contrary to any of the following rules or with additional regulations, must first get approval from the board of directors of Offroad Ontario. If approval is granted then the riders should be informed on all printed and electronic information that is distributed regarding the event. The riders should also be informed at rider's meeting that there are supplemental regulations in effect.

#### **4.12 RIDER NUMBERS AND STARTING ORDER**

Starting will be on one minute intervals, up to four riders per minute. Starting positions will be determined by draw, entries who pre-enter will be permitted to ride the same minute (up to four entries) and will be selected by one draw, and will be assigned the A, B, C and D spots of that minute

## **4.13 ROUTE MARKING**

The official route, which must not be left for any reason whatsoever, will be indicated on a route sheet and marked out. The official distances must be considered to be correct. If a rider fails to follow the official route which is indicated on the route sheet or if he rides in the opposite direction, he may be disqualified (or other penalties given as provided for by the event referee or Jury).

The following colours will be used for the marking of the official route.

Main course -Orange arrows

Pro Class options - Pink arrows

Vintage, women, beginners - Green arrows

Event organizers who deviate from the official route marking scheme will fully explain the methods of route marking and colours used during the riders meetings.

Transit sections will be marked with distinctive arrows so that the riders will be aware that they are in a transit section of the course.

Parc Ferme is defined as a designated lockable area where bikes are to be stored between event days and not to be worked on except as designated by race officials and rules, the area directly before a checkpoint as defined in the rules is also defined as Parc Ferme.

### **4.13.1 ADDITIONAL MARKING**

In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organizers must indicate these passages precisely and very clearly by two rows of posts joined by a tape or arrows on both sides of the trail.

## **4.14 LOCAL TRAFFIC REGULATIONS**

Enduros run on courses which may include portions of the public road, where public roads are utilized , machines shall be compliant with MTO requirements including licensing of the rider and the machine, insurance and mechanical compliance with MTO regulations.

Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider convicted of an offence against such regulations may, after enquiry, be disqualified (or other penalties given by the event referee or Jury).

#### 4.15 INSURANCE (Third party)

The organizer shall take out an insurance policy covering for his own third party liability and that of all the participating clubs and land owners. Participant insurance is at the discretion of the hosting club.

#### 4.16 IMPASSABLE SECTIONS

If, in the course of the event, the event referee or designate decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance, he may take the entire section concerned, up to the following time check, out of the meeting and adjust the points accordingly. This decision will be ratified by the event officials or Jury.

### OPERATION AND CONTROL

#### 5.1 TIME CHECKS

The control of the event is done at the time checks, which are defined by a designated marking scheme using arrows or flags, the event referee will explain the detail of the marking method at the riders meeting . The area immediately before the checkpoint area is considered as a "Parc Ferme" concerning access and servicing.

Checkpoints must be on whole minutes, each checkpoint shall have one official time clock set to the exact time and checked before and after the event. Checks shall be opened 15 minutes prior to the first riders due time, and will remain open 60 minutes beyond the last riders due time.

Time checks will be set up:

- At the exit of the starting area at the beginning of each day's run.
- At the entrance of the Parc Ferme at the end of the first day's run where applicable.
- At intermediate points selected by the organizer and the location of which, together with the prescribed riding time between these check points, will be indicated on the route card. Distances will be given in kilometres measured carefully and correctly

## **5.2 AVERAGE SPEED**

The maximum average speed to be maintained between one time check and the next must be 36 km/h. If the event referee and/or the Jury considers that the allotted time between two time checks cannot be carried out in sufficient safety conditions or does not allow the road code to be respected, they can extend the allotted time or cancel the time penalties, if the majority of the riders have been penalized.

## **5.3 FORCE MAJEURE**

In case of force majeure (e.g. worsening weather conditions) the event referee may change the time schedule to one of the slower schedules.

## **5.4 FLIP CARDS**

Flip cards showing row numbers will be visible to riders when entering a check. Time will be recorded at the time the rider enters the check.

## **5.5 TIMING**

A timekeeper at each check must have a watch or clock synchronized to an atomic timepiece.

### **5.5.1 TIMING SYSTEM**

Riders must accept any type of timekeeping system approved by the event organizers and OO board of directors.

If transponders are used, it is the riders' responsibility to position the transponder correctly and securely.

## **5.6 SPECIAL TESTS**

### **5.6.1 MX & EXTREME TESTS**

Start and finish times will be recorded to the whole second. Elapsed time between start and finish will be added to the respective rider's score.

## 5.6.2 ENDURO TESTS

Defined as sections of the route where it is expected all riders will be late at the finish check.

The start check of an Enduro Test will be clearly marked indicating that the rider is starting an Enduro Test. Riders will start when their row number is showing on the flip cards.

It is not permitted to have consecutive Enduro Tests.

An Enduro Test must be followed by a Transit Section or a 5 minute rest stop or reset in the schedule.

The check at the end of an Enduro Test will record the riders' time to the second. If a rider does arrive early, he shall wait for his scheduled arrival time before proceeding through the check. He will get a zero score for that Enduro Test.

## 5.6.3 TRANSIT SECTIONS

Sections of the course designed to have riders arrive at the finish check ahead of the time allowance. Riders may wait for their correct time before passing through the check. Riders will be assessed penalty points for entering into the check zone before their correct time.

The start of these sections will be marked as "Transit" sections as defined at the riders meeting so riders know not to ride at a pace faster than necessary. These sections will consist of easier wide trail, paved or gravel roads and Special Tests.

The maximum average speed for a transit section that consists of trail will be 24kph.

The maximum average speed for a transit section that consists of roads will be 36kph.

Checks at the end of Transit Section will record time to the whole minute.

## **5.7 TIME CARDS AND ROUTE SHEETS**

### **5.7.1 TIME CARDS**

Time cards will be issued during sign in. Riders are responsible for securing the time cards to the front fender of their motorcycles. Riders will be responsible for getting their time cards marked correctly at all time checks and route checks.

Time cards must be handed in at the end of the event or each day for two day events. Failure to do so will result in the rider's being listed as D.N.F.

Where electronic scoring is employed, the rider must ensure that they have secured their transponder to their bike or equipment and that they have had it scanned at sign in and that it is in working order.

### **5.7.2 ROUTE SHEETS**

Each rider will be given a route sheet for each day when they sign in. The route sheet will show total distance, all major corners with corresponding distance and time, elapsed time, key times for checks, degree of difficulty of the terrain, check, gas stop, and special test locations. It will also note if a section is an Enduro Test or Transit Section.

### **5.7.3 TIME CARD RECORDING**

Any rider who fails to get his time card marked at a time check, or intends to deceive the organizers by altering or obliterating any entry on his time card, or using another rider's card will be disqualified (or other penalties as given by the event referee or Jury).

### **5.7.4 LOST TIME CARD**

Any rider who accidentally loses his time card must obtain another from the official in charge of the next time check. This new card must be used at that check point and at all the following checks.

The organizer or the official in charge of the check is obliged to provide another time card to any rider who has lost it.

## **5.8 MISSED CHECK**

A rider who misses a time check or Special Test will be classified as DNF (or other penalties as given by the event referee or Jury).

## **5.9 IDENTIFICATION OF TIME CHECKS**

The time checks will be indicated by double down pointing arrows placed on both sides of the track before the check. These marks will be placed so that they are at all times clearly visible to the riders.

## **5.10 PROCEDURE AT TIME CHECKS**

The timekeeping must be carried out in conformity. Flip cards synchronized with the time check clock will be positioned so that they are showing row numbers visible to the riders before they enter the check point.

After the rider has entered the check with his motorcycle, he must immediately present his time card to the check personnel. The arrival time at the time check is the time the front wheel of the motorcycle has crossed the line between the arrows or marks identifying the checkpoint.

A rider may pass the final time check at the entrance to the Parc Ferme before the scheduled time without penalty. At each time check, the organizer must keep a backup sheet on which are written, in chronological order, the numbers of the riders who pass as well as their times in hours, minutes and seconds (if appropriate; e.g., end of Enduro Test).

In case of dispute, the backup sheet will be considered official.

## **5.11 ENDURO TEST START CHECK PROCEDURE**

To ensure riders are not delayed getting their time cards marked at the start of the Enduro Tests the following procedure will be used:

Riders will have their start time recorded on their time cards within one minute of the respective flip card is flipped. The riders will leave when signaled by the check crew. Any rider leaving early will be penalized 60 seconds.

## 5.12 CALCULATION OF TIME CHECK PENALTIES

Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted between one time check and the next, will be penalized 1 minute per begun minute early or late arrival according to the time check clock. The cards shall be flipped at 59 seconds past the minute, and a rider will not be penalized if they arrive at the check between 0 and 59 seconds past their minute.

**REGISTERED TIME = STARTING TIME FOR NEXT SECTION.**

Any time lost at a checkpoint is not made back up. The row number showing on the flip cards is the rider's new riding number and the row number for arrival at the next checkpoint.

For example:

Rider 1A

Start - Flip card # 1 Penalty- 0 pts Check # 3 Flip Card # 6 Penalty- 2 pts  
Check # 1 Flip Card # 4 Penalty- 3 pts Check # 4 Flip Card # 6 Penalty- 0 pts  
Check # 2 Flip Card # 4 Penalty- 0 pts Check # 5 Flip Card # 10 Penalty- 4 pts  
Total Score= 9 points

It is the responsibility of the rider to remember or record the row number on which he is riding.

## 5.13 LATE ARRIVAL

A rider who arrives at a time check more than 60 minutes after his original target arrival time on each time check is automatically classified as DNF. However, the rider may continue in the event until the event referee or Jury takes the final decision.

## 5.14 CLAIMS FOR SPECIAL TIME ALLOWANCE

If a rider can prove to the event referee or Jury that he was delayed by abnormal circumstances beyond his control, such as a delay because he had to stop to render first aid in the case of a serious accident, an allowance may be granted. Alleged balking caused by another rider cannot be accepted as an abnormal circumstance.

Where a check is scrubbed due to inaccurate timing, improper location or any other reason no rider shall be penalized for their time at that check. Timing for the subsequent check will be calculated based on the time from the preceding check.

## 5.15 ROUTE CHECKS

In addition to having his time card stamped at all time checks, the rider must produce his card for marking at any official route check. Such route checks, which may or may not be marked on the route card will be indicated by double down arrows placed on either side of the road in close proximity before the route check.

If the rider does not stop, he will be disqualified.

At each route check, the organizer must keep a backup sheet indicating the passage of each rider by number and in order of arrival and note if possible the time the rider passes through.

Any rider who does not hand in a completed time card or whose passage is not recorded on each check list will be disqualified (or other penalties given by the event referee or Jury).

## 5.16 SPECIAL TESTS - MX AND EXTREME

The venue and the length of these tests must be published at least 24 hours before they take place. The course must be ready to use for the tests.

The riders will have the possibility of getting to know the course in advance by walking around it. Any infringement of this rule, in advance of the timed test, will lead to disqualification (or other penalties given by the event referee or Jury).

The Extreme Tests will be carried out in areas with sufficiently wide technical obstacles in order not to create a traffic jam. It should allow the technical and physical dexterity of the riders to be judged.

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

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

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

The start and finish may be at the same place.

The ST course must be selected so that the average speed does not exceed 50 km/h.

If any rider exceeds this maximum average speed, the test will be cancelled for the following laps. Outside assistance, except that given by organization officials who are identified by a bib, is not authorized. The penalty for the non-respect of this rule is a time penalty equal to the worst time made in the test to which will be added 5 minutes.

The event referee or Jury will appoint an official to monitor the ST and pay particular attention to the respect of the rules and to the efficient running of the test.

It is forbidden for riders, assistants, mechanics, managers, event referee or Jury delegates, etc. (except the organizer for security reasons) to modify the course of a timed test.

The rider who would benefit from the modification, will be penalized by 1 minute minimum (or other sanction at the discretion of the event referee or Jury) added to his time realized in the test.

The start of a test must be marked with a "start" sign and the end with a "finish" sign. The start signal will be given by the timekeeper or another official appointed for this purpose or by means of a signaling instrument (e.g. flag) or hand signal.

The start of the ST will be with the machine stationary and with the engine running.

The time of the test is registered when the rider crosses the finish line.

Rider is responsible for having his correct time recorded.

The classification of riders in the tests and different classes will be calculated on the basis of achieved times.

A rider who involuntarily leaves the test course and does not re-enter at the point at which he left it can be penalized 5 minutes which will be added to his achieved time.

The rider who voluntarily leaves the test course or short-cuts the track can be disqualified (or other penalties given by the event referee or Jury).

## 6.0 LIST OF PENALTIES

### 6.1 TIME

- Starting the engine in the waiting zone or on the starting line before the starting signal is given: 1 minute
- For every begun minute late in arrival at start line: 1 minute
- Entering a time check from the wrong direction - 50 points added.
- Late or early arrival at a time check for every begun minute: 1 minute per minute
- Other penalties as defined by the event referee at the riders meeting.

### 6.2 SPECIAL TESTS

- Involuntary exit from the route of the test and not returning to the place from where the exit was made by the rider: 5 minutes
- Modify the course of a timed test: 1 minute (minimum)

### 6.3 DISQUALIFICATION AND OTHER PENALTIES AS DECIDE BY THE JURY

- Exceeding maximum permitted noise level at the end of the day or during the event:  
1st offence: penalized 1 minute  
2nd offence: disqualified 1 day
- Behaviour contrary to the Sporting Code.
- Entering the Parc Ferme with engine running.
- Refueling or carrying out repairs while proceeding from time check to Parc Ferme
- Starting the engine in the Parc Ferme.
- Smoking in the Parc Ferme or in the starting area
- Being more than 60 minutes late at the start, disqualified 1 day

- Refueling outside areas provided for this purpose by the organizers, or carrying fuel other than in the fuel tank.
- Not stopping the engine during refueling
- Carrying out any kind of welding work in the refueling areas
- Non-authorized assistance; receiving spare parts or tools outside the time checks or gas stops.
- Using extraneous motive power
- Being accompanied by another rider not entered in the event
- Riding outside the marked route; riding in the wrong direction, not observing the marked route.
- Not observing traffic regulations.
- Altering a time card or using another rider's card.
- Missing a time check.
- Late arrival at a time check exceeding 60 min. after original starting time: disqualified  
1 day
- Missing a Special Test: disqualified 1 day
- Missing or not stopping at a route check: disqualified 1 day
- Practicing on the Special Tests
- Intentionally leaving the test course.
- Riders must complete the event on the same machine they start on, no outside assistance will be permitted throughout the event except at the official gas stop (s).
- No electronic communication devices will be permitted, riders who are

caught using these devices will be automatically disqualified.

- Riders who destroy course markers or in anyway alter the course will be subject to disqualification and sanction from one or more additional events.

#### **6.4 TIMED AVERAGE SPEED EVENTS OR BRAND X RULES:**

Timed average speed enduros will use all of the above rules with the following exceptions.

##### **6.4.1 ROUTE SHEETS**

A route sheet shall be prepared by the organizers and a copy shall be provided for each participant, distances shall be shown in kilometers with prominent features and turns indicated at their official time and accumulated distance. The check point locations will not be noted on the route sheet. The route sheet will include all whole minute distances and corresponding time.

##### **6.4.2 CHECK POINTS**

Check point locations will not be known to the riders until they have arrived at the check points along the route. Check points will be marked with flags but will not have the double down arrows 100m before the flags.

Riders must enter the check from the correct direction and must not stop within sight of the check, if a rider stops within sight of a check, the scorer may assess the rider the minute at which he notices the rider has stopped making forward progress.

The flip card numbers will be positioned so that they are not visible to the riders until they have entered the checkpoint.

##### **6.4.3 SCORING**

Each rider will start the race with zero points, 1 penalty point will be assessed for each minute late or early. Minutes will be measured in whole minutes, the cards shall be flipped at 59 seconds past the minute, and a rider will not be penalized if they arrive at the check between 0 and 59 seconds past their minute.

A section or sections of trail timed to the second will be used to break ties. Timed tie breaker sections must be reported at the riders meeting and the exact time, to the whole second, that a rider enters and finishes the section must be recorded on the riders score card.