



**OWYHEE MOTORCYCLE CLUB  
2023 RULE BOOK**

## **NEW MEMBERS TO OMC:**

1. From the Club Bylaws: The object of this club is formed to increase the social relations existing between owners and users of motorcycles; to encourage and assist in the building of good will with the people of the State of Idaho; to teach the proper use of motorcycles and/ to encourage the owners and users to refrain from all violations of the law and the rules of the road; to conduct and promote tours, events, and race meets; to do every action and thing necessary and proper to carry out the purpose of the CLUB in the same manner and to the same extent as natural persons could do in their individual capacity
2. New persons wishing to join the club must attend three separate general club meetings or complete 50% of their required work hours and two club meetings
3. At the third meeting or after completing 50% of their required work hours and two club meetings, the new members can be voted in at the next general club meeting. He or she will be considered a member in good standing and their gate key will be activated.
4. All OMC Yearly Memberships run from 1 January to 31 December each calendar year. In order to remain a member in good standing, 50 % of yearly hours must be completed each year by June 1st and all hours completed prior to December 31st.
5. Children of Lifetime members that are at least 18 years of age and not in college or at least 21 and in college will not receive lifetime membership benefits. They will be required to obtain their own membership with regular membership requirements.

## **CLUB MEMBERSHIP POLICIES:**

1. There are two (2) classes of memberships: working and nonworking. All memberships are household. Memberships run from 1 January to 31 December each year.
2. EACH MEMBER MUST COMPLETE 50% OF THEIR REQUIRED WORK HOURS PRIOR TO JUNE 1<sup>ST</sup> EACH YEAR TO BE CONSIDERED A MEMBER IN GOOD STANDING (MIGS) AND RECEIVE FULL CLUB BENEFITS. EACH MEMBER IS REQUIRED TO WORK AT LEAST 1EA OPEN TO THE PUBLIC CLUB EVENT (RACE DAY) WITHIN THE CALENDAR YEAR IN ORDER TO REMAIN A MIGS.
3. Memberships are coordinated through the Membership Coordinator and will be taken care of at each club meeting.
4. For members getting new/replacement cards, the cards will be available at the next club meeting from when the order was placed. (An access card fee of \$25 must be paid each time a card is provided)
  - a) Non-Working Membership: \$1,300 annual membership fee or \$1,000 annual membership fee for trials only, plus \$25 per gate card. This entitles the member to all club benefits such as club points, club grounds access, and does not require the member to work. The only benefits this member would not be entitled to are a discount at the gate or the right to vote.
  - b) Working Membership: \$350.00 annual membership fee or \$200 trials only, plus \$25 per gate card. A single membership can be obtained by anyone age 18 or older. A family member must cover children under the age of 18 over 18. Members in good standing are those that give at least 20 hours of work hours. 10 of those hours are required prior to June 1st to be considered in good standing. Members in good standing will receive access to club grounds, event points and a discount on adult admission to regular events held on club grounds. Members in good standing will be allowed to vote on club business at OMC monthly meetings. \*Discounts to special events are subject to Board approval.
5. Members NOT in good standing will not have access to club grounds except on race days. They will not accrue event points and will not receive gate discounts and may not vote

## **CLUB GENERAL RULES:**

1. Access to grounds for members in good standing only, except on designated public event days.
2. Pets **MUST BE KEPT ON LEASH**. Owners are responsible for cleaning up after their pets! Pets are limited to pit area.
3. **NO HUNTING** or shooting on the Club Grounds!
4. Club grounds are closed for practice on race days. On Race days there is **NO** riding on any other track than the designated racetrack for the day.
5. **NO** riding on prepared tracks prior to race events. The Road Captain prepares the racetrack sometimes several days prior to a scheduled race event. The racetrack remains closed once the Road Captain makes the determination that it is prepped and ready for the event.
6. **NO** riding on designated workdays, during work in progress. Once the workday is done, riding will be permitted pending the Road Captains approval.
7. **NO** riding on the Club grounds on a two-wheeled motorcycle (to include pit bikes) without a helmet.
8. **NO** double riding on a motorcycle on the Club grounds.
9. 10 MPH maximum speed on the roads. **ALL VEHICLES**.
10. Ride on the existing tracks and trails only. No joy riding in spectator areas, pits and or on the terraces.
11. **NO** riding in front of the Clubhouse or the caretaker's house (This area is designated for foot/bicycle traffic only).
12. **NO** riding under the influence of alcohol or illegal substances. (This is considered a serious violation at the Club and may cause an individual to be asked to leave the property).
13. Use of profanity is discouraged at OMC. We are a family friendly, professional, respectful community-supporting Club.
14. Disrespectful and or Violent behavior will **NOT** be tolerated and may cause an individual to be asked to leave the property.
15. **NON** - Club members are not allowed to be on the property or ride on the OMC grounds outside of an organized public event. Anyone violating the policy will be considered trespassing and could face legal repercussions.
16. Persons under 18 shall have a parent or legal guardian at the track at all times.
17. The Referee, with assistance from the Board will handle all race day problems. Remember all workers are volunteers, please treat everyone with respect and if there is an issue that needs to be addressed please let the Referee handle it.
18. A rider must be large enough and mature enough to always control his/her machine and ride it safely. This includes stopping, standing still, mounting, and dismounting, and putting one or both feet on the ground.
19. All persons on the Club Grounds must comply with all Local, State, and Federal Laws and Regulations.
20. The safety of every person at OMC is always a number one concern at OMC. We, the Board of Directors, recommend that no person rides alone on the Club grounds.
21. The Board of Directors prior to any event or at any time must approve anyone who wishes to sell products or services at OMC events. If you are interested in selling products or services at the Club please speak to the Club Sponsorship/Advertising Coordinator or the Events Coordinator.
22. Any first-time racer will receive a participation trophy if desired.

23. Tracks will not be watered, prepared or lighted for practice unless it is a scheduled formal practice day. All prep and watered practice situations will be communicated to MIGS through social media in order to give every MIGS the opportunity to enjoy the benefit.
24. NO one may use OMC equipment without the Board's permission and or Road Captain approval.
25. Any time equipment is on the track; the track is considered closed to riding. This is a very important NO-TOLERANCE rule and is for the Safety of all of our riders.
26. NO NON-Club Members may operate OMC Club equipment at any time.

**OUR GOAL IS TO BE THE BEST THAT WE CAN BE. IF YOU DO NOT FIND YOUR CONCERN OR QUESTION ADDRESSED IN THIS BOOK, DO NOT ASSUME IT IS THEREFORE SOMETHING ALLOWED. PLEASE BRING YOUR CONCERNS FORWARD TO THE BOARD.**

### **CONDUCT:**

1. The referee shall disqualify any rider who, in his opinion, is guilty of foul, unfair, or dangerous riding.
2. Suspension and/or a \$50.00 minimum fine can be levied against any rider showing bad conduct on or off the course at any race event (Excessive bad language, etc.).
3. Each rider is responsible for the conduct of his family and pit crew. Any trouble caused by these individuals puts the rider at risk of disqualification and/or fines.
4. Conduct deemed to be unbecoming of Club objectives by any OMC Club member shall be grounds for suspension, at the discretion of the Board of Directors.

### **CLUB ACCESS:**

1. Only "Members in Good Standing" (MIGS) whose name is found on the MIGS list located on the front gatehouse and/or list maintained by the club Membership Coordinator, is allowed to ride on the club grounds. Members in Good Standing can use their membership card to open the front gate.
2. In the unlikely event a Member in Good Standing loans their card to or allows a non-member or a member not in good standing on the Club grounds for the purpose of riding on nonrace days, the following sanctions will apply:
  - a) 1st Offense: 365-day suspension of membership. The offender's card (s) will be turned off and the offender will have a 7-day period from the date of the infraction to appeal
  - b) 2nd Offense: LIFETIME SUSPENSION
3. For a membership to be reinstated, the offender must appear before the Board of Directors

### **MOTOCROSS CLASSES:**

#### **PW 50cc Classes:**

1. Riders shall be between the ages of 4-8
2. Riders who will turn 9 years old before January 1st cannot ride in the Pee Wee 50 class after their 9th birthday
3. Must be a 2-wheeled machine. Any ATV will be a separate class and ran separate from the regular classes
4. Bikes shall have a maximum front tire size of 12"
5. Bikes shall have a maximum back tire size of 10"
6. All bikes shall be automatic only

7. 3 riders make a class
8. PW 50 7-8 and Open will run the Big Track in the Summer (Referee discretion)
9. In all race's trophies shall be awarded as per the payback schedule and all remaining riders will receive a contingency trophy. Points will be kept for Members for Club awards

#### **50cc Class:**

1. This class is intended for first timers and true beginners; can only race this class 3 times (referee's discretion)
2. The following bikes are allowed: PW50, JR50, XR50, Z50, KTM Mini Adv, KTM Jr Adv.; this is also referee discretion
3. Bikes shall have a maximum back tire size of 10"
4. Beginners racing in the class will be moved up to the age divisions at the discretion of the referee and assistant referee

#### **PW 50cc 4-6:**

1. Riders shall be between the ages of 4-6
2. Riders who will turn 7 years old before January 1st will need to move to the next age group
3. Bikes shall have a maximum back tire size of 10"
4. No Pollini X3, King Cobras, KTM Senior, LEM X3

#### **PW 50cc 7-8 & PW 50cc Open:**

1. Riders shall be between the ages of 7-8
2. Riders who will turn 9 years old before January 1st cannot ride in this class
3. Bikes shall have a maximum front tire size of 12"
4. Bikes shall have a maximum back tire size of 10"

#### **Four Stroke Mini Class:**

1. Ages 4-12
2. Riders who will turn 13 years old before January 1st cannot ride
3. in the Mini 4 Stroke Class
4. Races shall be run on the Pee Wee track (MX) referee's discretion
5. Acceptable bikes:
6. 50cc with/without clutch
7. This class is intended for small 4-strokes
8. 80cc YZ / RM / CR / KX / **KTM 2 strokes ARE NOT ALLOWED**
9. Displacement may not exceed 110cc
10. If the ability of a rider exceeds the level of the class, referee has the ability to advance the rider to a higher-level class
11. Any motorcycle is allowed as long as it is approved by the referee prior to the race

**65cc Class: 2 Age Groups Possible (3 makes a class):**

1. Ages 6-9
2. Ages 10-11
3. Riders who will turn 12 years old before January 1st cannot ride in this class
4. 60-65cc bike with clutch (NO automatics)
5. Minimum wheel size rear 12"
6. Minimum wheel size front 14"
7. All races shall be held on the Big Track (MX)

**50cc Beginner Class:**

1. This class is intended for first timers and true beginners; can only race this class 3 times (referee's discretion)

**65cc Open Class:**

1. Ages 6-11
2. 60-65cc 2 Strokes only

**85cc Class: 3 Age Groups Possible (3 make a class):**

1. Ages 9-11 - 79cc-85cc 2-stroke
2. Ages 12-13 - 79cc-85cc 2-stroke
3. Ages 14-15 - 79cc-85cc 2-stroke
4. Maximum front wheel 17"
5. Minimum rear wheel 12"
6. Maximum rear wheel 16"
7. Maximum wheelbase 51"

**85cc Beginner Class:**

1. This class is intended for first timers and true beginners; can only race this class 3 times. (Referee's discretion)

**150 Four Stroke (3 make a class):**

1. Designed for 150 four-stroke MX bikes only. (Referee's discretion)

**Super Mini Class: Two Age Classes Possible (3 make a class):**

1. Ages 9-11
2. Ages 12-15
3. 2 stroke engines 80-112cc
4. 4 stroke engines 150cc
5. Minimum Rear wheel size 14"

**Schoolboy Class:**

1. 12-18 years of age
2. 85cc big wheel-250cc 4 stroke only
3. No Pros

**250 Class beginner / Junior / Intermediate / Pro:**

1. Ages 12 and up
2. 122cc thru 250cc regardless of engine type
3. Rear Wheel Minimum 16"

**450 Class: Beginner / Junior / Intermediate / Pro:**

1. Ages 12 and up
2. 122cc thru open cc regardless of engine type

**Open AM Class:**

1. Ages 12 and up
2. 2 stroke engines 86-250cc
3. 4 stroke engines 86-450cc

**Vet Class: Beginner/ Junior/ Intermediate / Expert/Pro:**

1. Any size bikes
2. Ages 30- up. You must turn 30 within the series
3. May ride in any other class at equal or one reduced skill level
4. Proof of age required upon entering

**Over 40 Class: A & B:**

1. Any size bikes
2. Ages 40- up. You must turn 40 within the series
3. "A" class is not a pro pay back class

**Women's Class (2 Possible Classes) 3 makes a class:**

1. Women
2. Powder Puff
3. 65cc-150cc
4. (No 125 cc 2-Stroke) Referees Discretion

## **GENERAL CLASS RULES:**

1. Three machines duly entered constitute a class. If there are not three machines, the machine(s) may be raced in a comparable class and scored separately for points in his/her own class per referee's discretion.
2. A rider shall ride the same machine in all races on a given day or he/she will be automatically disqualified.
3. Underage riders may be allowed to compete at the discretion of the Referee.
4. All riders are subject to immediate class change at the discretion of the Referee and 2 of the Board of Directors.
5. Riders will not be moved up after the middle of any series. Riders will take 50% of their points to the next class if they are moved up.
6. When moving up in machine size, a rider may only fallback ONE EXPERIENCE LEVEL. (e.g. 80 intermediate riders moved up to 125, he/she must ride in the Junior class or above).
7. No Exhibition Racing.
8. All points for members will be calculated for year-end awards.
9. In an effort to make the race day as efficient as possible, different classes may be on the track at the same time per the referee's discretion.

### **Point System:**

Motocross – For All Classes:

FINISH	POINTS	FINISH	POINTS	FINISH	POINTS
1	30	8	13	15	06
2	25	9	12	16	05
3	21	10	11	17	04
4	20	11	10	18	03
5	19	12	09	19	02
6	18	13	08	20	01
7	17	14	07	21	01

10. Riders must compete in more than 50% of the races held and be a Club Member to be the Club Champion. Once a rider moves up out of a class, he/she is no longer eligible to be club champion for that class.
11. When a rider moves up in a class, he/she is allowed to take ½ of the total points earned to date to the next classification.
12. All club points for the year begin with the first OMC round



13. Riders will be moved up at the end of the season based upon their performance in all races they entered. If they average in the top 15% by points they will be moved to the next skill classification. Referee discretion.

### **Equipment:**

1. Motorcycle Eligibility:
  - a) Any motorcycle that complies with the regulations laid down in these rules may compete in any OMC sanctioned race event with no restrictions as to make, design or type.
  - b) Any motorcycle of which the construction, condition, or control ability is deemed to be dangerous by a Race Official may be excluded from the event.
  - c) All machines must have at all times, three number plates that have contrasting numbers (black on white, white on black; no blue on black) and be clearly visible or you may not be scored. Scorers discourage the use of Fluorescent numbers.
  - d) If it is felt by a Race Official that the number plates are not readable or clean, the machine will not be allowed to compete.
2. Engines:
  - a) All engines are allowed overbore for rebuilding purposes of standard bore + .080".
  - b) Silencers are required.
  - c) Gasoline of 120oct. or less is required.
3. Frames & Suspensions:
  - a) Frames shall be free of visible defects. All welds shall be structurally strong.
  - b) All machines must have adequate front and rear suspension in good working order. (Except vintage/class "C" at discretion of the referee)
  - c) If frame suspension is judged to be unsafe by the referee, the machine in question will not be allowed to compete.
4. Fenders:
  - a) All machines must have front and rear fenders. Not flat track.
5. Tanks:
  - a) Fuel tanks must be free from leaks and be securely fixed to the motorcycle.
6. Controls and Cables:
  - a) All controls (clutch and brake levers, gearshift lever, and rear brake levers) must be in good safe condition and operating efficiently. Cables must be in good order and properly adjusted. No frayed or otherwise impaired cables will be allowed.
  - b) All motorcycles shall be fitted with a properly operating Kill Button.

7. Footrests:

- a) Footrests must be positioned so as to give easy access to any control lever.
- b) Class "C" may be rubber covered or heavily taped and ridged.
- c) Footrests shall be a folding type.

8. Kickstands:

- a) Kickstands will be removed from all racing machines, Peewees included

9. Communication:

- a) No radio communication with riders is permitted.

10. Protective Clothing:

- a) All riders must wear full coverage clothing in close fitting design, made of leather or other material specifically for racing or approved by the Race Officials.
- b) All riders must wear leather boots extending 9 inches up the leg so that no gap occurs between the boots and the bottom of the pant leg when in riding position.
- c) All riders must wear helmets, which are DOT or SNELL Approved. The helmet must be in fresh condition, to be determined by the Race Officials.
- d) All goggles and spectacles must be splinter-shatter proof. If face shields are worn; they must be in fresh condition to minimize splintering. No bubble shields will be allowed.
- e) Protective clothing as listed above must be worn at all times while practicing or during the race, sleeves must go past the rider's elbows. Failure to observe this rule will lead to exclusion from the event. Eye protection is required to start each race and shall become the rider's liability if removed during the race.
- f) Due to the extra protection afforded, leather gloves, shoulder pads, and any other available protective clothing is highly recommended. It is the intent of OMC to make your racing experience as safe and enjoyable as possible.

## Flag Signals:

1. All flag signals must be obeyed immediately by all involved or concerned riders. A rider who disregards any flag signal may be disqualified from the event and/or suspended for an indefinite period of time by the Board of Directors.
2. Flags used are as follows:

Green (Displayed)	All Clear
Yellow (Motionless)	Caution – Hold Position
Yellow (Waved)	Great Danger
Black	Leave track and report to Referee
White	Last Lap
Black & White Checkered	End of Race
Red	Stop Race
Blue	Hold your position your being lapped
Rolled Cross	Halfway point of race

3. Only Race Officials are permitted to use these flags. No other flag signals of any kind are permitted.
4. Every rider should be familiar with what the flags mean.
5. Blue Flag: If you are given a blue flag this means the race leaders are lapping you. You don't have to slow down. Just hold your line and the faster riders will pass. If you try and race ahead of the lead riders or start blocking them, you will be docked one lap, if in the opinion of the track officials, you are hindering their progress deliberately.
6. Yellow Flag: For rider and medical personnel safety, riders MAY NOT PASS on a yellow flag. Riders must slow down; obey the flaggers as to which side of the track is clear, and go through the yellow flag area single file until they have passed the track obstruction. THERE WILL BE NO DOUBLE JUMPING, NO DOUBLING OF THE ROCKERS, OR WHOOPS!!!! Riders must roll through until past the accident, and then continue racing. Failure to comply will cause riders to be docked one lap.

## **MOTOCROSS COMPETITION RULES:**

1. Participants are solely responsible for their own safety at OMC races and should assess their own ability to negotiate each individual track or racecourse.
2. Persons camping at the race events must conform to all regulations set by the OMC, including payment of gate and entry fees.
3. No one except riders officially entered may ride or practice on any portion of the course the day of the race. If a course includes public roads, a rider may travel those roads necessary to reach the starting area.
4. All classes will ride two moto's. Each moto for each class will be of a predetermined length, using time or laps for accounting purposes. Subject to change without notice. Second moto time/laps may be shortened if necessary.

5. Riders earn points in each moto according to their respective finish position to determine overall winner.
6. Points awarded for a moto shall be:
  - a) 1 point for 1st, 2 points for 2nd, 3 points for 3rd, etc. The rider accumulating the least number of points will be declared the overall winner. In the case of a tie, the winner shall be determined on the basis of the finish of the final moto.
7. Any rider who did not complete one-half the laps of the winner and take the checkered flag will receive the place corresponding to the total number of riders entered in his/her class.
8. When the rider receives the checkered flag, the race will be considered completed and all riders will be credited for positions and laps completed this final lap. No rider will be allowed to make up lost laps after the final checkered flag. However, the scorers will allow five minutes for all riders to complete their final lap.
9. **One practice per bike, per class entered. There will be no extra practice for riders riding two classes on the same bike. This is at the referee's discretion.**  
Double practicing will result in disqualification for the day. Practice will start from the starting gate.
10. Entry fees will be paid prior to any bike or rider entering the track for any reason, such as practice or racing. Once a bike enters on the track, there will be no refund of entry fees. If a rider is caught on the track without signing up, he/she will pay the signup fee plus a penalty of twice that amount.
11. It is mandatory that all riders attend the riders meeting and it is each rider's responsibility to understand what was conveyed at that meeting.
12. Practice or warm up is limited to the designated racecourse. Competitors riding, or allowing their machines to be ridden outside these boundaries will be disqualified from the event.
13. There will be no late practices. Referee discretion.
14. It is every rider's responsibility to know when his/her practice/moto is being run. Staging is located directly behind the starting line. Riders must be in the staging alley one moto before their race.
15. A rider must be ready when called to the staging area. If not ready, he/she is allowed two minutes after the starter's call to make minor repairs. Afterward, if he/she is still not ready, he is excluded from the event. Only one 2 minute per moto.
16. Starting Gate: Riders may sweep the starting pad if they wish. Riders can't use foreign substances on the starting pad or pack dirt on it to improve their start. No grooming of the start area in front of the gate. (PERIOD)
17. Riders caught jumping the mechanical starting gate will be docked one lap.
18. Riders caught jumping a rubber band start will be turned 180 degrees from the other competitors. The second offense, the rider will be docked one lap.
19. If further violations of the starting gate occur, the Referee will assess disqualification from the rest of the event.
20. Restarts because of improper start will only happen if the problem is due to starting gate mechanical malfunction, or if a rider is tangled in the rubber band and the other riders cannot leave the line.

21. If the race is stopped because of an injured rider, the race will not be restarted if more than 1/2 of minutes/laps have been completed. If not 50% completed, the race will be restarted and race the remaining laps. No rider can restart if the race has been stopped because of him/her.
22. Once a moto has started there will be no additions or corrections to the track except for safety reasons.
23. Riders must ride the same machine in both moto's.
24. Cutting the track: If a rider goes off the track, he must reenter at the nearest point of exit without gaining an advantage or endangering other riders. Riders must ride all obstacles (jumps, whoops, rockers, hills, etc.) and shall not go around them. Riders can't cut across corners. Any of these violations will cost the rider a minimum of one finishing position or be docked one lap at the discretion of the referee.
25. Rough Riding: No rough riding will be tolerated, such as taking out another rider, riders in corners, t-boning, or just endangering riders, officials, and/or the public. Incidental bumping and block passing is inherent to racing. But deliberate endangerment will cause you to be docked a lap or disqualified at the discretion of the referee.
26. The motorcycle must cover the course under its own power or by the physical energy of the rider. Towing, as well as organized repair and service is prohibited. Violation will result in disqualification. Riders may assist one another on the course, although a rider who ceases to be a contestant may not help another rider.
27. There will be NO RIDING anywhere on the grounds except for the designated race-taking place at the time. Parents are responsible for their children. Anyone caught riding will be disqualified for the day.
28. MEDICAL STAFF HAVE FULL CONTROL OF THE TRACK. THE MEDICAL STAFF IS IN CHARGE OF ALL ACCIDENT VICTIMES AND SITUATIONS UNLESS A RELEASE IS SIGNED RELIEVING THE MEDICAL STAFF OF ANY IMPROPER ACTIONS OR INACTIONS.
29. It is up to the referee along with the Board of Directors to interpret and apply all rules contained in this rulebook.

### **PROTESTS:**

1. The Board of Directors is empowered to settle any appeal or dispute arising in connection with any OMC race event. A decision by this committee shall be final and binding on all parties.
2. Protests must be made in writing to the Race Official within 30 minutes of each moto in questions BY THE RIDER ONLY. The written protest must be accompanied by \$100.00
3. Protests can only be made by the rider of a machine in the same class as the protested machine or rider.
4. Counter protests must be filed within 30 minutes of the original protest. If the rider loses on his/her protest, the protested party retains the money. If the rider wins the protest, the rider will receive his/her money back. The rider must be able to supply all needed tools to perform the protest. The protested party has the option of being torn down on site or putting machine in impound.
5. If any tear down of engine or other parts is involved, the person that makes the protest will have to supply the item of measure of tear down of the protested machine.

6. An OMC referee reserves the right to inspect, or investigate any questionable machine. Failure of the owner to comply will result in immediate disqualification and suspension of OMC membership.
7. Protested machines will not be dismantled until the completion of the racing program.
8. There will be no protest allowed against the decision of the Officials of the event, except through appeal to the OMC Board of Directors directly after the race in question.
9. Scoring disputes: will be taken to the Referee only, after the race in question. **DO NOT INTERRUPT THE SCORERS, FINISH FLAGGER, OR SIGN UP PERSONNEL.** Disputes will be resolved in a timely manner

The penalties mentioned below are severe and will be enforced, but OMC, as an organization, will no longer tolerate rough riding or crewmember disturbances. Any rider or team is allowed three (3) occurrences in any one season. Only one verbal warning may be given.

### **Disqualifications and Suspensions:**

Any rider who is black-flagged from an event for rough riding, or is found guilty of rough riding through the written protest of another will be penalized in the following manner:

**1st Occurrence:** Receive last place finishing for the race in which the occurrence occurred.

**2nd Occurrence:** Disqualified from that race day's events. All points will be taken away for that day and the rider will not be allowed to compete in any additional events occurring that day. For example, if a rider receives his/her second occurrence in the heat race, he/she will not be allowed to compete in the main event.

**3rd Occurrence:** If the rider is found guilty of rough riding for a third time in one season, they will not be allowed to compete for a period of three (3) races.

1. Anyone using or under the influence of alcohol or suspected of substance abuse will be expelled from the track and subject to disqualification or suspension.
2. Any technical or safety specification may be checked at any time during a race event. Failure to comply may result in disqualification from that race event.
3. The promoter has the option to protest any car without a protest fee.

### **FLAG SIGNALS:**

GREEN - Starting the race

YELLOW – CAUTION. No passing. You do not race to the starting line on the yellow flag. Slow to parade speed, hold your position and close up to single file.

RED – SAFELY STOP AT ONCE. Any accident after the first lap has been completed and is necessary to stop the race; the cars will be restarted single file by how they finished the previous green flag lap. Any cars involved in the accident will be allowed to start in the rear of the field if they are able to continue.

BLUE/YELLOW STRIPE – YOU ARE BEING LAPPED. This flag is for information to the rider that he/she is being lapped. It does not include the meaning “move over”. The rider may move over at his/her

discretion or may continue to ride his/her groove. This information is considered important to riders competing in long races.

WHITE – One lap to finish

BLACK – Come to the pits immediately!

CHECKERED – You have finished

### **MOTOCROSS BIKE RULES:**

1. Equipment rules in previous section
2. Rider Apparel will be as outlined in the general rules.
3. Side stands (kick stands) must be removed.
4. All machines must be equipped with a kill switch
5. A sound limit of 94db measured at a 5-degree angle 38” from the end of the pipe will be enforced for all machines.
6. Starting Method: When the starter ensures that all machines are properly positioned behind the gate, he walks to the side of the track and faces the riders. This is the signal for the riders to place their machines in gear, move to the starting line and stop. When all riders are ready, the starter begins the event.
7. Any rider whose machine touches the front line before the start will be moved to the penalty line. In all restarts, a rider at the penalty line must continue to start from the same position on the penalty line.
8. The penalty line is to be 10 yards from the last starting line.
9. Two or more riders down the first corner, there will be a complete restart with the down riders starting from the penalty line.
10. Any race stopped with two laps or less completed will require a complete restart with the down riders starting from the penalty line.
11. Any race stopped with two laps or less than 60 percent of the race is completed, riders will be started in single file in the positions they held on the lap before the race stopped.
12. When a race is stopped before being completed, riders may return to their pit area for repairs and adjustments.
13. If a race is stopped because of downed riders, all down riders will start from the penalty line.
14. If a rider has a failure at the starting line, the rider should raise and wave their hand to attract the attention of the starter prior to the start of the race. That start of the race will be stopped and the rider shall have two minutes to correct the problem and take their position at the starting line.
15. No parent or pit crew will be allowed to remain in the infield during the running of the event.
16. A rider overtaking another rider must pass on the outside, unless the rider in front is far enough from the pole to make a safe inside pass. A rider passing on the inside is responsible for any foul results of the pass. After passing on the outside, a rider may not move to the inside unless he/she has a lead of at least two bike lengths. The penalty for improper passing can be disqualification at the Referee’s discretion.
17. A rider, whose machine is disabled before reaching the finish line, under their own power and following the race direction, may push or carry their machine across the finish line to receive the

checkered flag. Provided the rider completes 50% of the number of laps as the winner. Any rider having finished in this manner will be considered as having finished the race.

18. Restarting a rider's machine on the track while a race is underway is prohibited. The machine should be pushed to the infield then restarted. The rider may then reenter the race using caution to not pull into the way of oncoming riders.
19. A rider who leaves the course must reenter at the nearest point on the track from which they left. Failure to do so, at the referee's discretion, may result in the rider being penalized a minimum of one finishing position for that race.
20. When entering or leaving the pit area, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification. Subject to Referee discretion.
21. All Referee decisions are final.

### **OBSERVED TRIALS:**

#### **CLASSES:**

Novice  
Sportsman  
Intermediate  
Advanced  
Expert  
Champ

\* Vintage: Some scored events will run a Vintage class A & B where A rides the Intermediate line and B rides the Sportsman line

\* Some events may offer an Open class. The Open class does not award trophies and allows the rider to choose whichever line they want to run in each section. The rider chooses to ride for fun only and not be scored in a trophy class.

#### **RULES:**

1. Riding gear must include at a minimum a helmet to be worn at all times while riding and protective boots
2. No pre-riding of set sections. If caught riding a set section the rider is disqualified from being scored in the event
3. Each scored event will run 3 loops with each loop containing 7-10 sections
4. Some sections may be set for higher classes only and some set for lower classes only. This will be announced at the riders meeting
5. One rider at a time may ride a section and only enter once the section observer has called them
6. Section observers announce the next rider by holding a closed fist in the air and calling "Rider"
7. The rider must announce to the observer which class line they are riding before leaving the start gate unless the class is on a front plate
8. All riders walking the section must step out of the ribbon when a new rider is called
9. Do not argue with the section checkers. Any scoring protests must be brought to the trials master
10. The rider with the least amount of points at the end of the 3 loops wins the class
11. Trophies will be awarded to the top 3 finishers in each class except Open



### **Fault Definitions: 1-3 POINTS**

1. Footing or Dabbing: Any contact providing support between any part of the Rider's body or motorcycle (exceptions: tires, foot pegs, or skid plate) with the ground or an obstacle (tree, rock, etc.). Note that 'toe dabs' will be counted as footing: **1-3 points, no more than 3**
2. Foot rotation on the ground: **1 point**
3. Sliding a foot: **3 points**
4. Both feet placed on the ground simultaneously, one on each side of the bike: **2 points**

### **Failure Definitions: 5 POINTS**

1. The motorcycle moving backwards, with or without the Rider footing. This includes crossing your line.
2. Any displacement, breaking, or knocking down of markers by direct contact of the motorcycle or Rider requiring that the marker be reset to its original position is a Failure. Touching a boundary is not a Failure
3. The Rider dismounts from the motorcycle and has both feet on the ground on the same side of the motorcycle, or if both the Rider's legs are behind the motorcycle's rear tire with both feet on the ground
4. The Rider does not have both hands on the handlebar when footing while stationary
5. The Rider receives deliberate outside assistance
6. The Rider changes the condition of a Section while not riding the Section
7. The Rider begins a Section attempt without the Observer's acknowledgment. The Observer shall show a raised, balled fist and announce "Rider" in a loud voice to authorize a Rider to start riding the Section
8. The engine stops while footing or while any other part of the motorcycle, except for the tires, is used for support, without forward motion The motorcycle must be moving forward while footing with a dead engine to avoid a 5-point score
9. The handlebar touches the ground and the motorcycle is more than 45-degrees from vertical
10. The Rider rides through another class line or gate

### **TRIAL BIKE RULES:**

1. Trial type motorcycle preferably. Dirt bikes may be ridden in certain classes at the discretion of the trials master
2. All bikes must be in safe working order and not have any leaks or loose hanging parts
3. Tires must preferably be a trials tire
4. Both front and rear brakes must be in good working order
5. Clutch must be in working order
6. Both foot pegs must be attached
7. All motorcycles must be equipped with a working kill switch or tether

ALL RULES ARE SUBJECT TO OMC TRACK OFFICIAL AND PROMOTER DESCRETION. IF YOU DO NOT FIND YOUR CONCERN OR QUESTION ADDRESSED IN THIS BOOK, DO NOT ASSUME IT IS ALLOWED.