



## **Hare Scramble Series RULE BOOK**

**NOVA SCOTIA OFF ROAD RIDERS ASSOCIATION**

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Version 2.0

2017

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THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL NSORRA EVENTS, AND, BY PARTICIPATING IN THESE EVENTS, ALL NOSORRA MEMBERS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS.

Note: The terms hereof importing the singular number or the masculine gender shall include the plural number or the feminine gender as the case may be.

## **1. Purpose, Vision and Goals**

The Purpose of the NSORRA Race Series is to give participants a safe, legal, controlled environment to engage in the sport of off road motorcycle racing.

The vision of the NSORRA Race Series is to bring a race series to our members that is fun, safe, professional and promotes good sportsmanship.

The Goals of the NSORRA Race Series are to promote off road motorcycle racing to all Nova Scotian's and Atlantic Canadian's as a safe fun and healthy sport.

## **2. Administration**

- 2.1.** These rules are applicable to all Nova Scotia Off Road Riders Association (NSORRA) sanctioned events and may not be waived without the express consent of the NSORRA Board.
- 2.2.** Rules changes relating to safety specifically may be implemented by the Board by special resolution, at any time. He/she shall consult with the organizer in matters related to the schedule.
- 2.3.** The authority of the Senior Referee (or, in his absence the next ranking official) at all NSORRA sanctioned events, is absolute with regard to the operation of the event.
- 2.4.** Any organizer wishing to run their event contrary to any of the following rules or with additional regulations must first get approval from the board of directors of Nova Scotia Off Road Riders Association. 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/rules in effect.
- 2.5.** Each event organizer shall be familiar with the rules and have a copy of this rule book on site on the day of the event. NSORRA will appoint an event referee for the event.
- 2.6.** Members owing monies to the NSORRA will be considered as not in good standing if full payment is not made within 14 (fourteen days) after a final notice of overdue account has been sent to the last known address. All privileges of the NSORRA will be suspended until such time as the payment is made.
- 2.7.** Riders will be classified annually by the appropriate competent authority, as designated by Board. Notice of reclassification will be forwarded together with details of the appeal process. Rider classes are specified in the rules for each discipline and reclassification is based on previous performance. Provincial (except those determined

by age) will automatically be moved to the next higher class for the following season. Appeals are not permitted except where, in the opinion of the NSORRA, such automatic move up poses a danger for the rider or other riders in the class. Foreign riders with previous competition experience may be reclassified following their first one or two races on the recommendation of the Senior Referee.

**2.8.** When a hearing conducted by the Board and results in rider suspension, it will apply provincially to all NSORRA events. If the suspension is appealed, the penalty will be in effect until the Board has dealt with it. The Board may:

2.8.1. Uphold the original decision.

2.8.2. Rescind the original decision.

2.8.3. Assess a lesser or greater penalty.

**2.9.** Notice of the suspension will be issued to the appropriate NSORRA officials.

**2.10.** When a the Board levies a fine in lieu of suspension, the rider concerned will be obliged to pay the fine in full within 14 (fourteen days) of the hearing and prior to competing in another NSORRA sanctioned event.

**2.11.** The rider will have the right to appeal the penalty to the Board as per the procedure listed below.

### **3. Licences / Membership**

**3.1.** All entrants in NSORRA events must hold a NSORRA membership which must be valid at the time of competition. At the discretion of NSORRA Executives, memberships may be sold at events.

**3.2.** When permission is granted to sell memberships at an event, a receipt must be issued by an official and the properly completed official application (with correct fee) forwarded to NSORRA Executive Director immediately after the event. The organizer is liable for all applications and fees accepted in this manner, except when someone is assigned by the NSORRA, in which case they are responsible.

**3.3.** A competitor under the age of 18 must have his application signed by his parent or guardian. When application of a minor is made at an event, the parent or guardian must be present, must provide proof of status and sign the application in the presence of an event official.

**3.4.** Persons found guilty of falsifying applications shall be subject to a fine at the discretion of the NSORRA Executives.

## 4. Entries

- 4.1. Event entry fees will be set by the NSORRA Executives and will be posted on the NSORRA Website as well as at each race event. Entry fees for the 2015 season have been set at \$40.00 for all large wheel classes and \$25.00 for all small wheel classes. These rates will remain in effect until the NSORRA initiates a change.
- 4.2. NSORRA does not test not qualify participants for their riding competency. It therefore the responsibility of each participant to judge for themselves their ability and at what level they should race at. It is recommended that Motocross racers that compete at the junior level enter Intermediate or above when racing Hare Scrambles. It is also recommended that motocross racers that compete at the Intermediate level or above enter the expert class.
- 4.3. The official NSORRA registration form is designated by the Board and must be used by every organizer. These forms are the property of NSORRA and must be sent to Board immediately after the event.
- 4.4. By entering any event it is understood that the entrant has read these rules and is bound thereby.
- 4.5. Any entrant, rider or mechanic by entering and taking part in any event shall be bound by the NSORRA waiver which is worded as follows:
  - 4.5.1. *"I have read the Rules and Regulations issued for this event and agree to be bound by them. In consideration of the acceptance of this entry or of my being permitted to take part in this event, I for myself, my heirs, executors, administrators, successors and assigns agree to save harmless and keep indemnified the organizing club, the Nova Scotia Off Road Riders Association, the other competitors and their respective agents, officers, servants and representatives from and against all actions, claims, costs and demands in respect of injury, death, loss of or damage to my person or property howsoever caused arising out of or in connection with my taking part in this event and not withstanding that the same may have been contributed to or occasioned by the negligence of the same bodies, their agents, officers, servants or representatives."*
- 4.6. Participants will enter an event by completing an official NSORRA registration form. A current NSORRA membership or membership of NBDRA must be presented at that time. Failure to register prior to technical inspection, practice or racing will result in disqualification or fine, at the discretion of Referee.
- 4.7. No rider who is a member of NSORRA or NBDRA may be refused entry in any NSORRA sanctioned event, provided terms of acceptance as stated in NSORRA approved supplementary regulations and entry forms are complied with, or unless approval of refusal is obtained from the head office or there is a penalty in place.

- 4.8. A competitor may not enter or ride the same machine in two different capacity classes. Competitors may only enter 1 class per event.
- 4.9. A rider may, at the referee's discretion, be permitted the use of any motorcycle which has been officially entered in the event, has passed technical inspection and is legal for the class involved (permissions would normally only be withheld for safety reasons).
- 4.10. In all cases where more than one competitor uses the same machine, applicable riding numbers are to be used at all times.
- 4.11. Failure to obtain referee's approval for change of machine will result in disqualification.

## **5. Fines, Penalties, Disqualification and Protest**

- 5.1. At the event referee's discretion a participant may be disqualified or penalized time or positions depending on the severity of the violation. (See Appendix A for a list infractions and penalties.)
- 5.2. Any entrant or pit crew may protest a decision of the Senior Official (Senior Referee at racing events) re matters connected with the running of the event, provided they are directly involved and are NSORRA members.
- 5.3. No protest at racing events will be accepted against a statement of fact which has been personally observed by the Referee or officials reporting to the Referee (e.g. false start/course cutting/dangerous riding/inappropriate entry to or use of the course).
- 5.4. No protest at events not overseen by a NSORRA Referee will be accepted against a statement of fact which has been personally observed by the Senior Official (e.g. course cutting/dangerous riding/ inappropriate entry to or use of the course)
- 5.5. Reports of such infractions made by third parties to the Senior Official will in some cases require an on the spot hearing to verify accuracy. Such hearings are at the discretion of the Senior Official and details must be included in the event report sent to the NSORRA.
- 5.6. Protests from organizers are not accepted.
- 5.7. Protests may be accepted by the senior official only (in writing and with fee, if applicable) as follows:
  - 5.7.1. Scoring Questions (racing events) - Within 30 minutes of the posting of the race in question. (No fee required and may be verbal.)

- 5.7.2. Rule infractions - Within 30 minutes of the completion of the race in question - \$100.00 fee required.
- 5.7.3. Machine legality (External) - After practice and **before** racing has commenced - \$200.00 Fee.
- 5.7.4. Machine legality (Internal, including suspension systems, gear box, crank shaft, carburetor and internals of all components) - \$300.00 fee.
- 5.7.5. Fees will be refunded if protest is upheld.
- 5.8.** Results not posted at the event must be posted on the NSORRA web Site and contain contact information for filing a protest. The method of publishing results must be announced at the event riders' meeting. The protest period shall be 24 hours after receipt of results and may be made by telephone, fax or email. A copy of all protests must be sent to the NSORRA at the same time. No fee is required. The organizer must advise the NSORRA of the results of any protests within 48 hours of the protest deadline.
- 5.9.** If a protest (machine legality, internal) is upheld, the fee will be returned and the cost assessed the protested party. If the protest is not upheld, the protest fee will be retained and the protester will also be responsible for any costs in excess of the fee.
- 5.10.** Protest decisions (as in 2 above) may be appealed to the Board in writing, within 7 days of the event, and accompanied by a \$10.00 fee.
- 5.11.** All parties involved shall be notified by mail, or by means able to be confirmed, to their last known address at least 7 days prior to the date of a hearing. This will include the protestor, the protested and the Senior Official.
- 5.12.** NSORRA Directors and Officers may, if after observing an infraction and not obtaining satisfaction from the Senior Official, file an appeal with no fee, provided they are not personally involved.
- 5.13.** Parties involved in an appeal may have a representative act on their behalf. Where a club is involved, one representative only may participate in the hearing.
- 5.14.** The presentation of evidence by video image must be treated with utmost caution. Video images are influenced by choice of lenses and by angle distortions, the effect of which is difficult to evaluate without expert help.

## **6. Race Information, Scoring, Championships**

- 6.1.** At each event the following classes must be run as outlined in these regulations
  - 6.1.1. Pee Wee (Optional) 30 minute class



- |        |                 |                  |
|--------|-----------------|------------------|
| 6.1.2. | School Boy/Girl | 45 minute class  |
| 6.1.3. | Novice          | 60 minute class  |
| 6.1.4. | Junior          | 60 minute class  |
| 6.1.5. | Intermediate    | 90 minute class  |
| 6.1.6. | Expert          | 120 minute class |
| 6.1.7. | Plus 40         | 105 minute class |
- 6.2.** 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. No points will be awarded towards their regularly entered class.
- 6.3.** All large wheel events shall run a designated time of not less than 1 hour. No event should run longer than 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.
- 6.4.** A rider who finishes a minimum of one complete lap and crosses the finish line at or after the end of the race will be considered a finisher.
- 6.5.** A rider must finish in the top 20 of his/her class to receive championship points. Riders who are DNF or disqualified will not receive points.
- 6.6.** Top finishing riders in their respective classes at the end of the season will be promoted to the next advanced class, excepting age and gender based classes. Year-end review of the results by NSORRA Officials will determine who advances. A rider may appeal advancement to the NSORRA Board of Directors.
- 6.7.** 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 immediately for the next race.
- 6.8.** The event shall be deemed official if half of the original duration is completed.
- 6.9.** Track re-routing may also be deemed necessary from time to time at the referee's discretion to ensure participant safety, progress of the race and fairness to participants shall be considerations in so doing.
- 6.10.** All Championship hare scramble tracks must be a minimum of three (3) km long as initially laid out at the start of the event. A longer course is more desirable.
- 6.11. Pee Wee Class**

- 6.11.1. Any color #'s and backgrounds. Ages 6-9 years. Maximum 50cc 2stroke and maximum 110cc 4 stroke with auto transmission. 30 minute class (Minimum 6 yrs. old as of the date of the event).
- 6.11.2. The Pee Wee class is optional because all event organizers may not have a suitable track for the class.
- 6.11.3. The first rider to cross the scoring area at or after the **30 minute mark** will receive the checkered flag and his exact finishing time (to the nearest second) 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.

## **6.12. School Boy/Girl Class**

- 6.12.1. Any color #'s and backgrounds. Ages 7-13 years. Minimum 65cc 2 stroke to maximum 85cc 2 stroke or minimum 110cc 4 stroke to maximum 150 cc 4 stroke. Maximum wheel size of 17" front and 14" rear. 30 minute class.
- 6.12.2. The first rider to cross the scoring area at or after the **45minute mark** will receive the checkered flag and his exact finishing time (to the nearest second) 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.

## **6.13. Novice Class**

- 6.13.1. White #'s on green back grounds. Ages 14 years and up. Minimum wheel size of 19" front and 16" rear (Big wheel) The Novice class is a progressive, non-championship class designed to introduce non-racers to the sport. No champion will be declared in this class. No championship points or prize money will be awarded in this class. 60 minute class
- 6.13.2. The first rider to cross the scoring area at or after the **1 hour mark** will receive the checkered flag and his exact finishing time (to the nearest second) 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.

#### **6.14. Junior Class**

6.14.1. Red #'s on white back grounds. Ages 14 years and up. Minimum wheel size of 19" front and 16" rear (Big wheel) 60 minute class.

6.14.2. The first rider to cross the scoring area at or after the **1 hour mark** will receive the checkered flag and his exact finishing time (to the nearest second) 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.

#### **6.15. Intermediate Class**

6.15.1. Red #'s on white back ground (1-3 reserved for 2014 top 3 point finishers) Min. 21" front and 17" rear wheel sizes. 90 minute class

6.15.2. The first rider to cross the scoring area at or after the **1.5 hour mark** will receive the checkered flag and his exact finishing time (to the nearest second) 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.

#### **6.16. Expert Class**

6.16.1. Black #'s on white background (1-3 reserved for 2014 top 3 points finishers) Min. 21" front and 18" rear wheel sizes. 120 minute class.

6.16.2. The first rider to cross the scoring area at or after the **2.0 hour mark** will receive the checkered flag and his exact finishing time (to the nearest second) 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.

**6.17. Plus 40 Class**

6.17.1. White #'s on black background (1-3 reserved for 2015 top 3 point finishers) Min. 21" front and 18" rear wheel sizes. 105 minute class.

6.17.2. The first rider to cross the scoring area at or after the 1.75 hour mark will receive the checkered flag and his exact finishing time (to the nearest second) 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.

**6.18. Advancement** - Top finishing riders in their respective classes at the end of the season will be promoted to the next advanced class, excepting age and gender based classes. Year-end review of the results by NSORRA Officials will determine who advances. A rider may appeal advancement to the NSORRA Board of Directors.

**6.19.** The Nova Scotia Off Road Riders Association Champions will be decided based on total accumulated points in all rounds of the series. No results will be thrown away

**6.20.** In order to be eligible for Championship points a rider must finish in the top 20 of their class.

**6.21. Points** - Championship class points will be based on the following points schedule

Place	Points Awarded
1 <sup>st</sup>	25
2 <sup>nd</sup>	22
3 <sup>rd</sup>	20
4 <sup>th</sup>	18
5 <sup>th</sup>	16
6 <sup>th</sup>	15
7 <sup>th</sup>	14
8 <sup>th</sup>	13
9 <sup>th</sup>	12
10 <sup>th</sup>	11
11 <sup>th</sup>	10
12 <sup>th</sup>	9
13 <sup>th</sup>	8
14 <sup>th</sup>	7
15 <sup>th</sup>	6
16 <sup>th</sup>	5
17 <sup>th</sup>	4
18 <sup>th</sup>	3
19 <sup>th</sup>	2
20 <sup>th</sup>	1

**6.22. Ties** - Ties will be broken by comparing the number of 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> etc. place finishes until the ties are resolved. If there is still a tie then the rider who finished ahead of the other more often will receive the higher placing. If there is still a tie after using the above method then the rider who finished ahead in the last race of the season that they both participated in will finish ahead in the points standings.

**6.23. Novice Class Riders Points** – No points will be awarded in the novice class. No rider shall compete in the novice class more than 2 seasons. A race official may advance any Novice rider to a higher class if said official deems that rider is over capable for the novice class.

## **7. Insurance**

- 7.1.** Organizers must apply for sanctions and insurance on the official form and according to procedures established by head office.
- 7.2.** In the event of accidents causing fatal injury, injury to spectators, or property damage, the Senior official is responsible to immediately contact the Board, by the fastest available means. This must be followed up by a written report complete with diagram of accident details, and listing any witnesses. In the case of fatalities, the official must also contact the local authorities.
- 7.3.** All NSORRA sanctioned events must have 3rd party liability insurance (including participant legal liability) to a minimum limit as established by the NSORRA Executives.
- 7.4.** Organizers shall use the official NSORRA insurance coverage unless documentation is submitted showing coverage equal to, or superior to, the NSORRA policy. Approval must be obtained from NSORRA, at least one month prior to the event.

## **8. Referee**

- 8.1.** Each event organizer shall be familiar with the rules and have a copy of this rule book on site on the day of the event.
- 8.2.** Each event will have a referee as appointed by the NSORRA Race Executive. That person shall be a member in good standing of NSORRA and familiar with the rules of competition and have a copy of the rules with him on the day of the event.
- 8.3.** The event referee shall have sole discretion over the event duration, disqualifications, noise violations, course redirections and all course violations.
- 8.4.** The event referee may appoint designates for each or all of the duties under their authority. These designates must know the NSORRA rules as defined in this book.
- 8.5.** The referee can draw upon the experience of other riders, organizers and NSORRA officials in rendering any decision.
- 8.6.** The Referee is responsible to the Board to comply with any directives or requests forwarded to him. Deviation from this rule book must be authorized. Referees shall be assigned to all NSORRA races.
- 8.7.** The referee may authorize the check of the engine to verify machine classification.
- 8.8.** The referee has the authority to impound for the purpose of measuring any protested machine.

- 8.9.** The referee has the authority to disallow any machine that he/she feels is unsafe or ineligible to race.
- 8.10.** The referee has the authority to disallow/ refuse entry/ not participate to any rider/ participant or Pit Crew that he/she feels is unsafe, impaired, and ineligible or is deemed not in a condition to race until such time as the rider gets a clearance from a doctor stating that the rider is fit to race.
- 8.11.** The referee has the authority to flag off any rider considered riding dangerously
- 8.12.** The referee has the authority to debar any competitor refusing to comply with these Rules.
- 8.13.** The official scrutiner, as designated by the Senior Referee, must inspect all safety equipment and machines before the rider is allowed on the course for practice or racing. Equipment found to be in unsatisfactory condition shall be rejected by the scrutiner
- 8.14.** Referees are not permitted to compete in events at which they are officiating.
- 8.15.** Referees must always wear the official NSORRA uniform while they are on duty.
- 8.16.** No race promotor shall use any NSORRA literature or documents including this rule book and NSORRA entry forms for non-series events, without the written consent of the NSORRA board of directors.

## **9. Riders Equipment**

- 9.1.** Except as specified otherwise in the rule book, competitors must wear CSA approved off road riding equipment in good condition, consisting of:
- 9.1.1. Protective gloves
  - 9.1.2. Riding jersey or long sleeve T-shirt.
  - 9.1.3. Sturdy pants (jeans, mx pants)
  - 9.1.4. Shin Pads (for all riders under 16 yrs.)
  - 9.1.5. Elbow pads (for all riders under 16 yrs.)
  - 9.1.6. Chest Protector (for all riders under 16 yrs.)
  - 9.1.7. Leather boots of a minimum height of 8" from the top of the sole and overlapping the pants, hard plastic boots manufactured for motorcycle competition, may be substituted for leather. Boots must cover the rider's ankle.

- 9.1.8. Eye protection in the form of a helmet shield, motorcycle goggles or safety glasses. **Eye protection may be removed during the event, but must be worn for the start.**
- 9.1.9. Approved full face helmets certified by the manufacturer as meeting at least one of the following standards, and must have the original certification label(s) affixed (clearly visible/not painted over):
- 9.1.9.1. Europe - ECE 22-05 (P, NP or J)\
  - 9.1.9.2. Great Britain - BS 6658 Grade A (Road Racing) and Grade B (all other disciplines)
  - 9.1.9.3. Japan - JIS T 8133 : 2007
  - 9.1.9.4. North America - Snell M2010 / Scorpion ECE 750 Series / Snell 2005, ECE 22-04, ECE 22-05, DOT or equivalent testing standard and must bear the authorized decal

## 10. Machinery

- 10.1. Engine Displacement Limits** - Displacement limits for classes will be as listed, plus 5%. This 5% is to permit over bores to compensate for wear. However, an engine within the total maximum allowable cc's shall be legal for the class, regardless of how its displacement is obtained (sleeving, stroking permitted). i.e. 125 class will allow  $125 + 6 = 131$  cc
- 10.2.** Motorcycles must meet the sound limits established for each discipline according to the 2 Meter Max testing or the FIM method. The maximum sound level will be 94 dB for hare scrambles.
- 10.3.** Sound limits may be 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.
- 10.4.** A competitor may be removed from the race if his/her bike becomes too loud during the event.
- 10.5.** All machines must be fitted with properly working, complete clutch, gear box, brakes (unless otherwise specified in the rule books) and integral ball ended clutch and brake levers. Minimum size of ball end shall be 5/8 inch diameter.
- 10.6.** The rear wheel must have an efficient cover extending back at least to a vertical line drawn through the rear axle.
- 10.7.** The top run of the front chain must be covered.



- 10.8.** All accessories considered dangerous by the scrutiner, must be removed.
- 10.9.** The use of handlebars made from carbon, Kevlar or any other composite materials is forbidden.

## **11. Numbering**

- 11.1.** In all racing events, competitors' machines shall be fitted with three number plates (with the exception of Trials Style Motorcycles, see 4.2) securely fastened to the machine, and bearing the rider's official NSORRA competition number.
- 11.2.** For all other types of competition the number plates shall be 9 x 11" oval or rectangle, with matt finish; number 6" high with 1" stroke. In the case of Trials bikes competing in either trials or endure events only a front plate number is required due to the frame restriction of the bike.
- 11.3.** The top 3 competitors in each point's class of the Hare Scramble championship of the previous year will be allowed to display their earned number on their motorcycles during all Hare Scramble competition. Only those riders earning Championship numbers may display a top three number.
- 11.4.** It is the responsibility of the promoter to score riders properly. It is the rider's responsibility to display the proper number plate with legible numbers.
- 11.5.** Where electronic scoring is employed, the rider must ensure that they have secured their transponder to their helmet visor in the proper location and method, and that they have had it scanned at sign in and that it is in working order.
- 11.6.** Class Numbering
- 11.6.1. Pee Wee - any combination
  - 11.6.2. School Boy/Girl – any combination
  - 11.6.3. Novice - White numbers on green backgrounds. #1-999
  - 11.6.4. Junior – Red numbers on White backgrounds. #1 - 999
  - 11.6.5. Intermediate– Red numbers on white backgrounds. # 1– 999
  - 11.6.6. Expert – Black numbers on white backgrounds. # 1 – 999
  - 11.6.7. Plus 40 – White numbers on black backgrounds. # 1-999
  - 11.6.8. Please note numbers 1 through 3 are reserved for the top 3 finishers in the point's championship from the previous year.**

**11.6.9. Champions in the Junior and Intermediate classes must advance to the next class and will not be able to display the number one plate earned in a lower class.**

## **12. Fuel**

- 12.1.** At all sanctioned events engine fuel must consist of gasoline defined as a petroleum fuel where specific gravity falls within the range .700 to .765 at 60 degrees F and whose dielectric constant falls within the range  $2.025 + 5$  (2.025 is "0" reference meter). Additives for lubrication and knock suppression will be permitted, provided the resulting mixture falls within the above values.
- 12.2.** Supercharging by means of a device of any kind is forbidden. The direct injection of fuel is not considered to be supercharging.
- 12.3.** Samples may be taken from a competitor's machine at the discretion of the referee, or upon receipt of a protest accompanied by a fee of \$50.00

## **13. Conduct**

- 13.1.** There shall be no practising prior to the signing of the official release and without the permission of the referee. Penalty; disqualification from the day's racing. The referee may not permit practice prior to the advertised practice time.
- 13.2.** All mechanics must be NSORRA members.
- 13.3.** Competitors and their crew (including family members) shall conduct themselves in a sportsmanlike manner at all times. Any abuse, including verbal, of officials or other participants WILL result in a penalty.

## **14. Race Procedures**

- 14.1.** Starting procedures will be explained at Riders Meeting.
- 14.2.** If possible an optional siting lap lead by the referee or designate, with a Sweep Rider in the rear, will lead the riders around the course once. It is the responsibility of the rider to make it back to the Starting Line Prior to the race start.
- 14.3.** Riders, pit crew members, machines and equipment are not permitted on the starting line until authorized by the race official.
- 14.4.** Each wave will start at exactly one minute intervals if required.

- 14.5.** The afternoon race start order will be Expert, Old Geezers and Intermediate.
- 14.6.** The Morning race start order will be Peewee, Novice, and Beginner and then any optional classes that the event organizer wishes to run will follow.
- 14.7.** Complete classes should be combined to start fewer waves if number of entries allow.
- 14.8.** Riders shall line up on their assigned starting row on a first come basis when directed by the race official.
- 14.9.** No practice runs or practice starts.
- 14.10.** **All starts are Dead Engine Starts with Rider's Left Hand on Head** or rider sprint to bike. In the event that a bike is not equipped with a kick stand, that competitor may use a work stand or have a person hold their bike upright until the rider reaches his/her bike.
- 14.11.** The BLUE Flag will signal all riders to turn off their engines.
- 14.12.** 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 with the exception of a "Sprint to Bike" start.
- 14.13.** All flags and signals will be explained by the referee or designate at the riders meeting.

## **15. Course Markings**

- 15.1.** Course Marking - The official route, which must not be left for any reason whatsoever, will be indicated by brightly coloured arrows and plastic tape/ribbon where needed as follows
- 15.1.1. Corner Warning Arrows - Arrow pointing down on a 45 degree angle in the direction of the turn. Corner warning arrows are placed approximately 0.1km before the turn.
- 15.1.2. Caution Arrows - Arrow or arrows pointing straight down.
- 15.1.3. "W" arrows – Used to signal the riders that he/she made a wrong turn or missed a turn.
- 15.2.** 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.

- 15.3.** 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 double arrows on both sides of the trail. It is recommended that any course splits for the different classes be live and staffed at all times to ensure riders take the correct course.

## **16. Flags and Signals**

- 16.1.** The following is a list of flags and their meaning.
- 16.1.1. Blue - turn off your engine, commencing start procedure, lapping flag
  - 16.1.2. Green – Start of race, go
  - 16.1.3. Yellow – Caution or stop when used at check point. Proceed when raised.
  - 16.1.4. Red – stopping of race.
  - 16.1.5. Black – report to referee or race official.
  - 16.1.6. Red Cross – proceed with extreme caution, medical staff on course. Wait until past the incident to resume racing.
  - 16.1.7. Checkered – race is finished.
- 16.2.** In the event that a rider wants to pass a lapped rider the passing rider is to “Rev the Engine” several times or honk the bikes horn. The rider being passed shall move over to allow the passing rider to pass safely. This is only to be done when it is safe to do.

## **17. Medical requirements**

- 17.1.** Riders with a known medical condition are to wear a medical alert tag.
- 17.2.** All riders requiring medication (Epi Pens, inhalers) are to have it on their person and make it known to the referee and medical staff of their condition. It would be advisable to let other riders know of this condition.

## **18. Appendix A – Infractions and Penalties**

### **18.1. The following is a list of infractions and the possible penalties:**

- 18.1.1. Un-sportsman like behaviour as decided by the referee jury – Disqualified
- 18.1.2. Making aggressive physical contact with any course workers, check point workers or medical staff on any part of the course with your body or your bike. – Disqualified.
- 18.1.3. Refuelling outside areas provided for this purpose by the organizers, or carrying fuel other than in the fuel tank – Disqualified
- 18.1.4. Not stopping the engine while refuelling – Disqualified
- 18.1.5. Carrying out any kind of welding work in the refuelling areas.- Disqualified
- 18.1.6. Smoking in any refuelling area – Disqualified
- 18.1.7. Using extraneous motive power – Disqualified
- 18.1.8. Being accompanied by another rider not entered in the event (unless otherwise granted by the referee) – Disqualified
- 18.1.9. Intentionally riding outside the marked route; riding in the wrong direction, not observing the marked route – Disqualified
- 18.1.10. Intentionally leaving the course – Disqualified.
- 18.1.11. Riders must complete the event on the same machine they start on – Disqualified
- 18.1.12. Use of electronic communication devices - Disqualified.
- 18.1.13. Intentionally destroying course markers or in any way alter the course - Disqualification and sanction from one or more additional events
- 18.1.14. Practising on the course within 2 days of the event – Disqualified
- 18.1.15. Breach of any item listed in in this rule book – Disqualification and or fine.

18.1.16. Consumption of alcoholic beverages by the event organizers, volunteers, course workers, check crews, participants and their support crews and any other people involved in the event is forbidden prior to and during the event. Alcohol consumption after the event must be in accordance with any and all laws and bylaws in affect for the event location – Disqualification, local authorities will be contacted and sanction from one or more additional events.

18.1.17. Failure / refusal to be scrutinized or the use of unapproved equipment – Disqualification.

18.1.18. Other penalties as defined by the event referee at the riders meeting.

**18.2.** At the discretion of the referee a participant may only be penalized time or position on the severity of the violation.

**18.3. NSORRA has the authority to discipline or penalize its members concerning the following:**

18.3.1. NSORRA has the authority to discipline or penalize its members concerning the following:

18.3.2. any voluntary or involuntary action or deed accomplished by a person or persons during an event, contrary to the current regulations or instructions given by an official of the event.

18.3.3. any corrupt or fraudulent act, or any action prejudicial to the interest of the events, or of the sport, carried out by one person or a group of persons.

**The holder of a NSORRA membership commits themselves to respect the NSORRA regulations, and to accept the penalties applicable in the case of an infringement. Possible penalties can include warning and/or fine and/or suspension and/or exclusion.**

## **19. Appendix B – Fueling Area (Pit Lane) Regulations**

**19.1.** The following is a list of regulations that are applied and enforced in the Fueling Area (Pit Lane):

19.1.1. Riders will only refuel in the designated refueling area which will be located after the scoring/finish line area.

19.1.2. The organizer will provide a minimum of two 3A10BC rated fire extinguishers for the refueling area and ensure that volunteers and pit crews know the location of the extinguishers. Volunteers\course marshals assigned to the refueling area will ensure that they are familiar with the operation of the extinguishers.:

19.1.3. Smoking is prohibited in the refueling area.

19.1.4. Welding is not permitted in the Fueling Area

19.1.5. Riders are not to be at race speeds while entering and exiting the Fueling Area (Pit Lane) pit lane.

19.1.6. Motors are to be shut off while refueling.

19.1.7. Riders are not to “Rooster Tail” or depart the Fueling Area (Pit Lane) in a manner that will throw large amounts of debris into the crowd or officials area.

**Violation and subsequent penalties are at the discretion of the referee.**