

World Enduro Canada Off-Road Racing Rules

Definitions

Cross-Country (XC): A long-distance Off-Road race on a course consisting of one or more loops with a minimum of a 5km length. An additional loop or time may be added for the Pro class.

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

WEC: World Enduro Canada. See www.worldendurocanada.com.

CMRC: Canadian Motorsport Racing Corporation. See www.cmrcracing.com.

Classes

Table 1: Class Descriptions.

CLASS	NUMBER PLATE CLR. COMBO
Pro	White on Red
Intermediate	Black on Yellow
Junior	Red on White
Beginner	Red on White
Vet Master (Intermediate or Pro 40+ yrs.)	Black on White
Vet Senior (45-54 years)	Black on White
Vet Junior (30-45 years)	Red on White
Super Senior (55+ years)	Black on White
Women	White on Blue
Mini Senior (12-16 years 85cc)	Red on White*
Mini Junior (9-13 years 65cc)	Red on White*
Pee Wee (6-8 years 50cc)	Red on White

Mini Junior – Ages 10 to 13 – Bikes allowed up to 65cc 2-strokes/70 to 125cc 4-strokes

Mini Senior – Ages 12 to 15 – Bikes allowed 80 to 105cc 2-strokes/150cc 4-strokes, front wheel sizes 19 inch and under (No full size bikes with small motors)

Age restrictions are based on age as follows:

Minimum – as of the date of the event.

Maximum - as of January 1st of current year.

Motocross riders will race equivalent class in Cross Country. The Minis do not race with the adults.

Numbers

Riders apply for their numbers when applying for their competition license. The rider's WEC assigned number to be properly colour-coded and must be visible on all three number plates.

Only one number per license holder will be assigned, regardless of the class in which they participate.

The event organizer must use WEC assigned numbers for sign in and scoring.

Pro numbers 1-10 will be assigned for 2011 according to overall placement in the 2010 Pro series.

Race Entries

1. All riders must hold either a valid WEC license or CMRC full competition license.
2. The entry fee for Pee Wee and Kids classes is \$25.00. The entry for adult classes is \$45.00.
3. Each rider must complete and sign a WEC/CMRC Race Entry Form, to be submitted with payment to sign-up personnel during hours designated for this purpose.
4. The event promoter may establish an advanced entry process and such a process may include an entry deadline prior to the day of the event.

Apparel

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

1. Helmets must be certified by the manufacturer as meeting one or more of the following standards, and must have the official certification label(s) affixed and clearly visible (not painted over):

- a) D.O.T. FMVSS 218 Manufactured in 1989 or later. The original label indicating the month and year of manufacture must be affixed to the helmet.
- b) Snell M-85 or M-90 or updates
- c) CSA 3-D230-M85 or updates

A helmet must be worn at all times when operating a motorcycle or ATV, before, during, and after competition, while transporting to the start line, while in the pit area, etc. A rider not wearing a helmet while operating a vehicle can be penalized or disqualified at the promoter's discretion.

2. Eye protection in the form of shatterproof goggles or safety glasses is highly recommended. TEAR-OFFs are NOT allowed as they are considered to be litter on public land.

3. Full-length protective pants (motocross or off-road riding pants with knee guards) are highly recommended.

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

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

Equipment

1. Exhaust Systems – All motorcycles must meet sound limits of 94 dB/A measured on the "A" scale at 0.5 meters (20 inches). Test procedure will be prescribed by WEC.
2. Motorcycles must be in good working order with no loose parts or leaks. Motorcycles may be disqualified from competition for safety or environmental considerations at the discretion of WEC.

The Race Course

1. The race course is to be marked with directional arrows ribbon. Additional markings such as ribbons may be used to further clarify the race course.
2. The starting line must be wide enough to fairly accommodate the number of riders in each class and there must be an adequate width from the starting line to the first obstacle to accommodate safe passing.
3. Riders must remain on the marked race course at all times. The race course will extend a maximum of 10 meters to the left or right of any single marking. Where markings exist on both sides of the trail, the rider must pass between the two markings.
4. Riders must exercise due care and control to avoid damaging course markings. Only organizers may authorize changes to markings.
5. In the event of a severe traffic jam at a particular obstacle, a rider may exit the course only as far as absolutely necessary to clear the traffic jam. The rider must re-enter the course at the point immediately following the traffic jam, or as near to it as is reasonably possible. On subsequent laps, the original course must be followed.
6. Where a motocross track forms parts of the race course or where motocross-style course markings are in use (rope, banners, etc), riders may not leave the race course. If a rider does leave the course in said areas, he or she must re-enter the course at or behind the point of exit - pit lane area excepted. Penalty for infraction: 5 positions in the event results.
7. Remote check points may be incorporated into the race course. These may be "Dead Checks" with one or more paper punches to be used by the riders or a "Live Check" with a person running the check point.

Check points will be marked as follows:

- a. Check points must be preceded with white ribbon for a safe distance, preferably on both sides of the race course.

- b. The location of the check point containing the paper punch or check person will be marked with a suitable amount of white ribbon on both sides of the race course. Riders must pass between these markers.
- c. Check point names must be identified on a 12 X 12 inch white maker at the location of the paper punch or check person.

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

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

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

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

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

Starting the Race

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

Table 2A:

Afternoon Classes	Race Duration
Pro	2.5 Hours
Vet Master	2.5 Hours
Intermediate	2.5 Hours
Morning Classes	Race Duration
Vet Senior	2.0 Hours
Vet Junior	2.0 Hours
Super Senior	2.0 Hours
Women	2.0 Hours
Junior	2.0 Hours
Beginner	2.0 Hours

Mini Classes	Race Duration
Mini Senior	1.0 Hours
Mini Junior	1.0 Hours
Pee Wee	Optional

5. Race organizers may determine the method for fairly starting the race. Acceptable methods include the hands-on-head, dead-engine start, and motocross-style starts.
6. The organizers must check before each class is started to ensure that the riders are in their correct class. Riders starting in advance of their proper class will be penalized one lap.
7. The start for each class shall be indicated by the raising of a flag, a shotgun blast, the drop of a gate, or similar means.
8. The time clock for all classes will begin counting when the first class leaves the starting line. Event organizers may increase this duration by up to fifteen minutes (0.25 hours) to better suit the course.
9. Each class will have its own, separate start with a minimum 1-minute interval between each start.
10. A false start occurs when an engine is started prior to the start signal. The penalty for a false start shall be one lap in the results.
11. If a rider fails to start his machine within 30 seconds of the start signal, he or she shall move to the side of the starting line to avoid disrupting the start of the next class. Riders starting their machines prior to the start signal or taking off with the wrong row will be penalized.
12. If an accident should occur on the start, where a rider cannot be moved in time to start the next class and there is not room to route the riders safely around, the remaining classes will not start until it is safe to do so. If any of the first riders complete a full lap of the course before all of the classes have started, there will be a restart. Sufficient time must be given for all riders to clear the course and get back in their proper starting order.
13. The organizers may elect to run an event in two separate competitions. For example, Pro, Vet Master and Intermediate during one time period and the balance of the classes during a different time period.

Rider Conduct

1. Slower riders are required to allow faster riders to pass. The slower rider moves to the right when possible to be passed on the left. The slower rider must take the first opportunity to allow the faster rider to pass. This requirement does not apply when both riders are competing in the same class.
2. Riders, their guests, pit crew, etc. are expected to behave in a sportsmanlike manner, which may be defined, as necessary, by WEC.

3. Threats or violence toward race organizers may result in disqualification from the remainder of the series, retroactive loss of all accumulated series points, and further disciplinary action by WEC.

4. Each rider must use the same motorcycle for the entire length of the race.

Finishing the Race

1. Race organizers will announce to each rider when they are finished the event. Riders that elect to stop participating in an event prior to being told they are finished must inform the finishing line personnel that they are done and off the course.

Stopping and Restarting a Race

1. The only person authorized to stop a race is the referee or his delegate.

2. Where a race is stopped, the positions of the riders at the last check over the finish line previous to the stop signal shall be considered the finishing positions, with the rider(s) responsible for the stoppage being moved to last place in the results.

3. If the race is restarted, the rider(s) shall start consecutively in the order set in (2), above. Riders that did not complete a scoring lap will restart after the other riders.

4. If a race is stopped due to injury or apparent injury of a rider, said rider may not restart.

5. Treatment of restarts, including any penalties applied, shall be administered in the context that restarts are nothing but a continuation of the previous start.

Prizes

1. Trophies must be awarded to each official class up to 3rd place. In addition minor merchandise prizes may also be given.

2. Cash payout to the Pros shall be 100% of the Pro entry fees. Additional cash or merchandise prizes may be given at the promoter's discretion.

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

Miscellaneous

1. A vehicle equipped for first aid treatment and trained personnel must be on hand during all practices and for the duration of the race. Consideration must be made by the organizers to rescue a rider from any point on the course.

2. The course must be "swept" completely at the conclusion of the event.

3. Organizers have the option of riding in their own event or receiving an average of total points from all other events.

4. Promoters will adhere to the Code of Ethics when putting on an event. See Code of Ethics for Hosting Clubs and Promoters of Off-Road Racing in Ontario Alberta on the WEC website.
5. A WEC referee shall be assigned to all events.
6. Except as allowed for a parade lap, riders may not practice riding on the course on the day of the race.
7. The time clock must be displayed at a point within sight of the rider from the finish line check point.
8. Final results shall be based on the number of full laps completed. Where two or more riders have completed an equal number of laps, the results will be based on the order in which they completed the final lap. All riders will be awarded a finishing position providing a minimum of one lap has been completed.
9. Results must be posted at the conclusion of the event and are subject to the 30 minutes protest period as per Protest and Appeals section of the WEC Competition Rules.

Scoring Points

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

Table 3: Championship Points.

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

Class Advancement

1. Class advancement points are assigned for each race as follows:
 - 1st place shall receive 4 advancement points.
 - 2nd place shall receive 3 advancement points.
 - 3rd place shall receive 2 advancement points.
 - 4th place shall receive 1 advancement point.

2. Over the course of a series the class advancement points are summed to determine if a rider has accumulated points equal to or greater than the threshold for advancement. Advancement points are not carried over from one series to another.
3. Riders that meet or exceed the threshold for advancement are required to advance to the next class at the conclusion of series in which they earned their advancement points.
4. A rider may voluntarily advance to the next class provided there are no objections from CMRC / WEC or race organizers. A voluntary advancement will not be considered permanent until the rider has entered two events in a race series in the more advanced class.
5. Except as allowed in (4), all class advancements are permanent. A rider may downgrade their class only with written permission from WEC.
6. The threshold for class advancement is:

Beginner to Junior/ Vet Junior	1.0 x number of races finishing in top 20
Junior to Intermediate	1.5 x number of races finishing in top 20
Intermediate to Pro	2.0 x number of races finishing in top 20

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

This rider's threshold for advancement is $1.5 \times 4 = 6.0$
This rider will advance from Junior to Intermediate.

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

Penalties

1. Unless otherwise stated in these rules, the penalty for a rules infraction is disqualification of the rider from the event. WEC may rule for a lesser penalty providing there is no reasonable objection from an affected rider.
2. WEC will rule on any disputes concerning hosting club or promoters, their events and rider issues.