

Okie Sprint Championship

2019 Rulebook

RACE FORMAT

1. All Okie Sprint Championship events will feature two special tests with racers making 3 attempts on each test and the total, cumulative time being used for race results. I.e., the fastest rider wins. There will be no “drops” of special test times, all test scores count. **The direction of the special tests *may* be reversed for the second day of racing.**
2. **Number of Tests:** Racers will get to ride at least 6 special tests per-day unless weather or another unforeseen circumstance delays the program. If necessary due to inclement weather, the Pro and A riders may run more tests than B/C riders if conditions do not allow less skilled riders to complete the course. 50cc Riders will race only tests 1 and 2 one time each.
3. **Race Order:**

Youth Classes will race first, immediately followed by the big bike portion of the event. We will never have youth and adult racers on the track at the same time. Youth classes will be swept by event staff before the adult classes start. Parents are welcome to follow their racer provided they help any competitor they see. The Youth small wheel classes (65cc) will only run each test twice. 50cc riders will run each test once.

After Youth classes have exited the course adult classes will take the course in the order of Pro, A, B, C, A Senior, B Senior, C Senior, Women. There will be a 3 minute PAUSE between the final C class rider and first A Senior class rider. This ensures as best as possible that the classes stay separated.

STAGING AND STARTING PROCEDURES

1. **Starting Order:** Classes will be ordered for each special test going from what we anticipate to be fastest to slowest.
 - i. All riders will start the first two tests in numerical order of their reserved or assigned numbers.
 - ii. After the first two tests all classes will start based off of their class results.
2. **Start Procedure:** Riders will take off for each special test one-at-a-time, in 15-second intervals; engines will be live and bike in gear. A race official will motion for you to pull up to the starting line and start you at the correct interval.
 - i. All riders must start with both wheels on the starting grate. No rolling starts allowed. A rider will be given one warning for failing to start on the starting grate and any subsequent violations will result in a 10-second penalty.
 - ii. Riders must wait a *minimum* of five-seconds after the rider in front of them before starting. *Riders starting before five-seconds or failing to start within the allotted start time interval will be penalized 10 seconds.*
 - iii. The first rider in each class will be allowed to wait two times the countdown cycle before starting. This is to allow for less chance of a faster rider catching a slower rider from the previous class. Riders will follow starting instructions as given by the start gate worker as we may require a pause between class of up to 3 minutes.
3. **The pre-staging area before the start shoot is a dead engine zone.** It is imperative that riders keep their bikes off in this area as to allow staging officials to easily call riders into staging when riders are re-seeded after the first two tests based off of overall results. The pre-staging area will have signs designating class location and approx. start time.

4. **Be courteous in the staging area!** Riders who are caught jumping line or starting out of order will be given a warning, if there is a second offense the rider will be given a 1-minute penalty, a 3rd offense will result in a disqualification from that day's event.
5. **Failure to Start.** If a rider stalls at the starting gate, it is their duty to remove themselves from the starting gate as quickly as possible. This is most easily accomplished by rolling/pushing the motorcycle forward beyond the start gate and out of the race line. The rider can then attempt to start their bike or exit the race course.

TIMING AND SCORING

1. Okie Sprint Championships uses Moto-Tally timing and scoring transponders exclusively. Every racer is required to have a working Moto-Tally transponder.
2. Transponders can be purchased at sign-up for \$10
3. Riders will take off in 15 second intervals (unless otherwise notified by a race official) sorted by class, their transponder will record their time at the start and at the finish of the special test. Class results will be a cumulative time for *all* tests for each day. There will be no drops.
4. Riders must be in staging no later than 5-minutes before their class is to take off. An estimated time schedule will be discussed each morning at the mandatory rider's meeting and class staging row signs will have start times written for each row.
5. A rider will be considered "late" to a special test if they arrive to staging more than 1-minute after the last rider in their class has started the special test. A 1-minute penalty can be assessed for being late, with an additional penalty for the total amount of time that passes before the late racer starts the test.

THE COURSES

1. **The Cross Test** will be primarily grass track marked with wooden stakes and ribbon on both sides of the course. In some cases, there will be sections of woods, or motocross track as part of the cross test.
 - i. The cross test race course is the space *between* the wooden stakes and ribbon, riders should respect those boundaries and race in between them. Riders caught purposefully riding through ribbon, or over stakes to gain a time advantage will be given one warning, a second offense will result in a 30-second penalty, 3rd offense will be a 1-minute penalty, and 4th offense will result in a disqualification from that day's event.
 - ii. The cross test will sometimes use a natural barrier such as the edge of a forest as one edge of the track, these sections may not have ribbon. Riders can treat this area as part of the race course but must not bypass any part of the track or break through any ribbon or stakes in the process.
2. **The Enduro Test** will be a primarily wooded race course with a combination of well-defined trail, fire roads, single track trail, and some grass track that will be marked with arrows and ribbon. Portions of the trail that are well-defined may not be ribboned on both sides, but riders must remain within 5-feet of the established trail. On sections of the trail that are ribboned on both sides riders must remain inside the ribbon
 - i. Sprint Enduro racing is not a hare scramble or traditional enduro, there is no 25-foot rule, etc. You **must** remain on the established trail for the entirety of the event unless in the case of a bottle neck or downed rider where you may go around and re-enter the race course as quickly as possible.
 - ii. Riders caught by a course official blatantly cutting the course will be given an immediate penalty of at least 1-minute. Hot lines and shortcuts will not be tolerated.

We understand that mistakes happen and riders will end up off course due to a crash, miscalculation of trail or course, etc. If you get off course, go through ribbon, blow a turn, etc. you must return to the track as close to the point you left as is safely possible. Riders who go off course cannot make up any time advantage or tear down ribbon or stakes to return to the course.

CHAMPIONSHIP POINTS

1. The championship will consist of 4, 2-day events and 2, 1-day events. Championship points will be awarded for each day of a round, so in the end there will be 10 days of points per class.
2. For amateur classes, the lowest **3 scores** will be dropped from the year-end championship points.
3. Amateur and Pro awards will be given to the top-3 in each class.
4. For pro class, the lowest **2 scores** will be dropped from the year-end championship points.
5. A Work Bonus is available to any rider, 1 per year. **Explanation of Work Bonus on Page 7.**

GENERAL

1. **Course Walking:** Racers will be allowed to walk and/or bicycle the special tests starting at 2:00pm the day before the race. Special tests will also be open on race morning and after each day's racing is concluded. ***Pedal assist bicycles (e-bikes) are allowed for all racers to preview the course provided the bike does not have a throttle.***
2. **Inclement Weather:** Racing will typically be done rain or shine unless conditions are putting riders, spectators, and crew in danger. In that case a race may be delayed for a period until safe to continue. The event referee may have to alter the event schedule due to time conflicts.
3. **Bike Selection:** To be considered in each day's overall results, a rider must finish the day's meet on the machine that they started the day. Riders are permitted to switch bikes for the 2nd day of racing but must ride that machine for the entirety of the 2nd day of the meet as each day is considered its own points paying event.
4. **Pit Riding:** Pit riding is prohibited at all Okie Sprint Championship Events. Please only ride in first gear – 10mph speed limit at all times
5. **Medical Insurance:** Okie Sprint Championships does not provide medical insurance for competitors, and we urge you not to compete without it. Medical insurance is the sole responsibility of the competitor.

Class Descriptions

Youth classes: For kids up to 15 years of age. The racer's age is determined by their age on January 1st of the current calendar year. Youth racers may voluntarily advance to the next higher age group class—if they will be eligible for that age group before the end of the season—but, once a rider moves up an age group they will not be permitted to move back down. Youth classes will be swept by event staff before the adult classes start. Parents are welcome to follow their racer provided they help any competitor that may need help or assistance.

Youth Small Wheel is for children, aged 12 or under, on motorcycles with up to 14" front wheels. (KX65, KTM65, TTR110, etc) **We do NOT recommend 50cc machines but if we do get 50cc entries they will be run directly behind the 65cc class on test 1 and 2 only and given awards at the awards ceremonies.**

Youth Big Wheel is for children, aged 15 and under, on motorcycles with up to 19" front wheels. (KTM105, KX85, CRF150R, TTR125L etc.)

Pro The best of the best in the area.

A Expert riders. Racers who compete in the A Class in any other series, regardless if the series is AMA sanctioned.

A Senior Expert riders over the age of 40 as of January 1st.

B Riders of average ability. Racers who compete in the B Class in any other series, regardless if the series is AMA sanctioned.

B Senior Riders of average ability over the age of 40 as of January 1st.

C Novice skill level riders and riders that do not otherwise qualify as an "A" or "B" level rider.

C Senior Riders of novice skill level over the age of 40 as of January 1st.

Event Scoring:

- Class points as follows:
 - 1st – 20 points
 - 2nd – 19 points
 - 3rd – 18 points
 - ...20th – 1 point
- Work Bonus – encouraged, we need your help to make this happen!
 - 1st place (20) points
 - One work bonus per season

Event Awards:

Awards will be given to the top 3 riders in each class for each day of racing. At 2 day events, the combined scores of both days are used to determine an Overall Winner of the event with a special award.

Competitor Numbers:

Classes will be easily recognizable by the style of their number plates as well as their number. See the following chart for the designated color for each class.

Permanent or Reserved Numbers

Permanent or Reserved Numbers for each class will be the first 50 numbers within each classes designated number range. 0-49, 100-149, 200-249, 300-349, 400-449, 500-549, 600-649, 700-749, 800-849, 900-949 are the designated Permanent or Reserved numbers for each class in 2019. Custom backgrounds for Permanent numbers can be ordered from our series number provider at a discounted rate.

If a rider does not have their **properly color coded, registered number** prominently displayed on bike by sign-up, a new number will be assigned at that event and you will be issued a temporary number decal.

Permanent / Reserved Numbers Color Chart

Pro 1-49

A 100-149

B 200-249

C 300-349

A-Senior 400-449 (+40)

B-Senior 500-549 (+40)

C-Senior 600-649 (+40)

Women 700-749

Youth Big Wheel 800-849

Youth Small Wheel 900-949

Co-Sanction Information:

If you are attending Okie Sprint Championship from another series, such as Blackjack Enduro Championship, please use the following chart to understand the class and points paying system.

When co-sanctioning at a BJEC hosted event, Okie Sprint Championship points pay as follows:	
BJEC Class	Pay Points to Okie Sprint Class
Pro	Pro
A	A
A-Vet	A
A-Senior	A-Senior
B	B
B-Vet	B
B-Senior	B-Senior
C	C
C-Vet	C
C-Junior	C
A-Masters	C-Senior
B-Masters	C-Senior
C-Mastera	C-Senior
A-Super Masters	C-Senior
B-Super Masters	C-Senior
C-Super Masters	C-Senior
C (Women's entries)	Women
15 and under Youth Ex Short	Youth BW / Youth SW Points separated by bike size/age

Work Bonus:

Any rider wanting to earn a work bonus and accumulate 20 points for a particular race day may do so 1 time during the year. The Work Bonus must be requested prior to the start of the event the rider wants points for. Work Bonuses are given for work during the race day, or working at least one full day on the race course prior to the event. Tools (loppers, hatchet, vehicle etc.) are not provided for workers by Okie Sprint Championship.