



VIHSS RULEBOOK

Updated May 2023

Vancouver Island Hare Scramble Series

Produced by the Vancouver Island Dirt Riders Association (VIDRA)

dirtrider.ca

MISSION STATEMENT

Vancouver Island Dirt Riders Association (VIDRA) is a registered society in BC who stewards 3 official off-road motorcycle riding areas on Vancouver Island and hosts the Vancouver Island Hare Scramble Series.

The aim of VIDRA is to assist and promote recreational dirt bike riding and organized racing on Vancouver Island. We organize an off-road racing series that is fun, flexible and affordable for both competitors and volunteer workers.

We promote and practice responsible trail building, maintenance and usage.

RULES AND REGULATIONS

The rules written herein are intended to provide a uniform set of rules and regulations for VIDRA/VIHSS off-road events. Each competitor and participant in the series must understand off-road riding is dangerous and must assess the hazards involved and assume the risk of participating.

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Section 1: Competition Committee

- 1.1 The Competition Committee is made up of all board members and must have a minimum of three at each event to be named at each riders meeting.
- 1.2 Participants with a conflict of interest are to excuse themselves from participating if they feel it's necessary, or if other committee members feel it necessary.
- 1.3 Members of the Competition Committee may pre-ride any course up to the day before the event, and if necessary request changes be made (ie: dangers, suitable for classes, course markings, etc.)
- 1.4 The Competition Committee must be able to listen to disputes in a quiet area and settle them to the best of their ability. All decisions are final.
- 1.5 The Competition Committee will review standings each year and compile a list of riders to be moved up to the next class.

Section 2: Competitor Rules

- 2.0 Physical or Verbal abuse between competitors or spectators will not be tolerated at our events! Failing this, competitors or spectators may be asked to leave the event. If multiple occurrences arise, a competitor may be stripped of their points for the season.
- 2.1 Drugs and Alcohol are not permitted.
- 2.2 No competitor at any time shall ride in a manner which endangers the safety of other riders, course officials, or the public. Violation of this will be subject to disqualification.

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- 2.3 Competitors must remain on the marked course. A competitor leaving the course (for medical or mechanical issues) can only continue in the event by returning to the point where they left the course. If that is not possible, the rider that went off course must stop and let riders they may have passed continue as they were. No position gains are allowed.
- 2.4 If a rider deviates from the course, they will receive a penalty at the discretion of the competition committee. Penalties may include, but are not limited to; Time gained x2, Offending lap removed from scoring (this would not affect the cumulative time for the racer, therefore not incurring a DNF) In extreme cases, possible DNF for course cutting resulting in position gained. If a rider misses a checkpoint, they will receive a penalty of disqualification.
- 2.4.1 When arrows are placed on either side of the course pointing towards each other, the rider must go between them, or if a single trail marker is used facing any direction the rider must stay within 5 feet either side of that arrow. Not doing so will result in possible disqualification.
- 2.4.2 Where there are no arrows the existing trail is the course and riders must stay within 5 feet either side of the trail.
- 2.4.3 If a rider rides through a trail ribbon and rips it down they must tie it back up. Not doing so will result in disciplinary action. This is to prevent other riders from going off course.
- 2.5 At no time should a competitor ride backwards on the course.
- 2.6 All competitors must ensure their motorcycles meet technical requirements for events which are: spark arrestors and exhaust system does not exceed 96db.

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- 2.6.1 Competitors are responsible for their motorcycle, the committee will refuse you to race if your bike is not in safe operating condition.
 - 2.6.2 Once a rider has left the start line, he/she may not change motorcycles. On the occasion where a rider has a mechanical issue with their bike, and they find another to ride, they will be moved to last place in their class.
 - 2.7 Machines must be turned off when refueling.
 - 2.8 No racing or passing through timing or check points. Riders must abide by any "slow" signs in the timing area. Not doing so could result in a penalty from a one-position penalty to possible disqualification.
 - 2.9 Unsportsmanlike conduct is not permitted and could result in disqualification, or any other penalty the committee sees fit.
 - 2.10 Riders that can not finish an event must report to the timing booth and hand in their tag. This is so we know you are off the course.
 - 2.11 Protective gear is required, at a minimum: helmet, and motocross riding boots. Gloves and goggles are recommended. Eye protection must be worn to start the race.

Section 3: Points Keeping

- 3.1 Riders are required to have a valid Series Membership (race license) and Race Registration in order to race. Stand Alone races will not require a series membership.

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- 3.2 A manual backup scoring system must be in use. Any variation of the current tag system used is acceptable. Minimum backup can be the recording of tag numbers in order of arrival to ascertain the order and laps of the riders
 - 3.3 Results must be posted 15 minutes before trophy presentations to allow time for disputes. Results must be posted in a location accessible to all competitors. Any disputes must be brought to the attention of the Race Committee in this timeframe. (See Section 5: Complaint procedure)
 - 3.3.1 If results are updated, reposting time will be 5 minutes if the original 15 mins has lapsed.
 - 3.3.2 The Competition Committee has final say to positions.
 - 3.4 Point standings should be posted online within 4 days of an event.
 - 3.5 The Points Keeper should consult the Competition Committee regarding any competitor who in the first events of the Series places in the top 20% of a higher class, to ensure sportsmanship. That competitor must move up one class.
 - 3.5.1 Any rider who consistently demonstrates dominance in any class is eligible for bumping as determined by the Competition Committee.
 - 3.6 The VIDRA Executive will arrange for the overall season awards presentation and will provide awards at the end of the year for the overall class winners, depending on the number of competitors in that class at the end of the year. Any competitor who participates in less than four (4) races will be removed from the overall trophy calculation. (See Appendix A for points calculation.)

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- 3.6.1 There will be tiebreakers for first place. In the event of a first place tie, most wins will win, if still tied then the victor of the last race competed by both riders shall determine the champ. A tie is a tie for the remainder.

Section 3a: Work points

- 3.2 Work points are available for any competitor for a maximum of one event.
- 3.2.1 Competitors collecting work points must be assigned to a work position before the race starts and cannot start the event as a competitor. Work points are awarded as the average of that racer's best scores up to the maximum counted for his/her class.
- 3.2.2 Race Director(s) must give points keeper names of competitors working an event so work points can be awarded.
- 3.2.3 Race Directors who work 2 or more of the club events that they, themselves are directing, can earn a maximum of 2 races worth of work party points, providing they ride a minimum of 50% of the series.

Section 3a: Good Samaritan points

- 3.3 A competitor who stops racing to assist an injured person will receive an averaged score ("Good Samaritan Points") at the discretion of the Host Club and/or Competition Committee.
- 3.3.1 Good Samaritan points are calculated as the average of a racer's best scores up to the maximum counted for his/her class.

Section 4: Race Organization & Course Marking

- 4.1 Course marking should be easy to follow (ie: arrows, ribbons, A/B splits, check points etc.)
 - 4.1.1 Arrows are to be placed at a maximum of 100 feet apart and at every fork in trail.
 - 4.1.2 Arrows on corners should be placed on the outside of the corner to prevent riders from cutting corners.
 - 4.1.3 If riders are meant to go through a specific area, arrows should be on either side of course facing each other. When the rider is in that area, the direction arrows should be noticeable.
 - 4.1.4 Single arrow marking trail will allow a rider 5 feet either side of it.
 - 4.1.5 A single right, left, up or down arrows means average course terrain. Double right, left, up or down arrows make sharp turns or steep up or down. Triple arrows in any direction marks extreme terrain proceed with caution.
 - 4.1.6 Ribbon should be used to mark off trails that are not to be used as part of the course, or to funnel riders into a certain area i.e. timing.
- 4.2 Timing area set up should have riders enter in a straight line at least 20 feet, at this point there would be a slow sign. Entrance to have ribbons on both sides of the trail, wide enough for 1 bike, with no obstacles. Where possible have bikes leave timing turning so the rear tire is not roosting timing equipment or staff. This is to protect equipment and staff.
 - 4.2.1 A clock must be placed on the course, before the timing area to allow riders to time out before crossing through timing. This clock must be placed in a location that allows riders to stop without impeding other riders, such as a time out lane.

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- 4.3 Fully trained First Aid attendant (with supplies & oxygen tank) must be present at all events.

Section 5: Dispute Procedure

- 5.1 During the riders meeting the three members of the Competition Committee will be named. If you as a rider have a dispute to raise you should find one of them. If you can't find them, let the timing staff know as soon as possible.
- 5.2 In the case of a dispute in one of the kids' classes, the parents of the kid involved will accompany their child to the discussion with the competition committee. Our goal is to interact with the racers to identify what the problem was, and what form of action will be taken to remedy any disputes. The competition committee will conduct these reviews in the most polite and respectful manner possible, and will expect the same attitude in return.
- 5.3 Disputes must be brought up in the 15 min dispute timeframe from when the results are posted, or before that if possible. After awards have been handed out there will be absolutely no disputes or complaints heard.

Section 6: Class Changes

- 6.1 Any competitors changing their class mid-season require approval from VIDRA for the appropriate class. Competitors can only transfer up one class per season with no points transferring.
- 6.2 Once a rider has competed in a specific class, riders may not drop to a lower class without prior approval from the committee.

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- 6.3 Racers must apply to the board to receive a Masters license.
 - 6.4 Racers may be bumped to a higher level class by the Competition Committee as set out in this document (ref: 1.5, 3.5)

Appendices

Appendix A - Points distribution

Placing	Series Points
1	30
2	25
3	21
4	18
5	16
6	15
7	14
8	13
9	12
10	11

Placing	Series Points
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1