

The 2011 Corduroy Enduro will be governed by and run under the Offroad Ontario rule book with the following exceptions and additions as listed in these supplementary regulations. The Offroad Ontario rule book can be viewed and downloaded at www.offroadontario.ca

BRITISH EMIPRE MOTOR CLUB AND THE HALIBURTON TRAIL RIDERS
2011 Corduroy Enduro Supplementary Regulations

GENERAL

1.0 General	2
1.1 Course	2
1.2 Entry form	2
1.3 Jurisdiction	2
1.4 Officials	2
1.4.1 Incompatibilities of officials	2
1.4.2 Technical Steward	2
1.7 The Jury	2
1.7.1 The Jury President	3
1.7.2 Terms of reference of the Jury	3
1.7.3 Procedure at Jury Meetings	3
1.8 Trophies and prize money	3
1.8.3 Competition for the Premier and Class Awards	4

ENTRIES

2.1 Participation	5
2.2 Allocation of numbers	5
2.3 Closing date	5

SPECIFICATIONS OF THE MOTORCYCLES

3.2 Noise Control	5
3.11 Examination of Motorcycle during the meeting	8
3.12 Number Plates	8

GENERAL ORGANIZATION

4.0 Change of Motorcycle	8
4.1 Parc Ferme	9
4.2 Work Area	10
4.4 Preparation for Start	10
4.5 Start	11
4.6 Procedure for refuelling at gas stops	11
4.7 Servicing	12
4.8 Enclosures	12
4.10 Extraneous Motive-Power Forbidden	12

GENERAL REGULATIONS

7.0 Officials	12
7.1 Acceptance of official decisions	12
7.2 Protests	12
7.3 Interpretation of Regulations	12
7.4 Publication of results	13
7.5 Prize-Giving Ceremony and Press Conference	13

1.0 GENERAL

The competition shall be run over two days and the purpose of this competition is to test the reliability of the motorcycles and the skill of the participating riders who must cover the entire distance under the prescribed conditions.

1.1 COURSE

The course must be practicable in all kinds of weather for any motorcycle designed for off road use. 30% maximum of the total distance to be covered can be completed on asphalt roads. The organizer will be requested to supply a plan of the course. The organizer may create an 8-shaped course.

The total time for a day of competition is recommended to be between five and seven hours based on the A time, excluding the fifteen minutes of the last time check.

1.2 ENTRY FORM

All entries must be made on an official entry form and all information regarding the rider, team, sponsor and make of the machine must be indicated. The entry form shall clearly identify for which class and capacity (specifying whether the motorcycle is 2-stroke or 4-stroke) the entry is for.

1.3 JURISDICTION

The event will be supervised by a Jury composed of organizer personnel

Except for the Jury (President and voting members), all officials and their assistants are subject to the authority of the Clerk of the Course.

1.4 OFFICIALS

Clerk of the Course:	Blair Sharpless	Score Keepers:	Doug Kent
Jury President:	Ed Strohak		Bill Davies
Jury Members:	Dave Wrack		Dave Kent
	Larry Murray	Impound Official:	Dennis Leary
	Bill Batten	Vintage Bike Judges:	Larry Bastedo
Technical Stewards:	Rick Golding		Jack Hunt
	Rick Currah		Bob Lewis

1.4.1 INCOMPATIBILITIES OF OFFICIALS

An official shall not be a rider, or mechanic participating in the meeting.

1.4.2 TECHNICAL STEWARDS

The Technical Stewards, appointed by the Clerk of the Course, must sound test the motorcycles before the rider registers to ride.

1.7 THE JURY

The following persons are entitled to attend the meetings of the Jury but without voting rights:

- Clerk of the Course
- Score keepers
- Technical stewards

1.7.1 THE JURY PRESIDENT

He must ensure that the decisions of the Jury conform to the rules and the Supplementary Regulations of the meeting.

He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

The Jury President has the right to invite any guests to the Jury meetings, when appropriate for the event.

1.7.2 TERMS OF REFERENCE OF THE JURY

The Jury is the only disciplinary body of the meeting competent to adjudicate upon any protest that may arise during the meeting.

The Jury is entitled either on its own initiative or on request of the Event Chairman or the Clerk of the Course, to delay the start of a meeting; to have the course improved, to prematurely stop or cancel part or the entire meeting because of urgent safety reasons or for any other reasons of "force majeure".

1.7.3 PROCEDURE OF JURY MEETINGS

Decisions of the Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

1.7.4 PUBLICATION OF THE JURY DECISIONS

All decisions of the Jury necessary for the running of the enduro as well as the results must be published as soon as possible

1.8 TROPHIES AND PRIZE MONEY

All trophies and prize money will be awarded based on a rider's total two day performance

1.8.1 CORDUROY TROPHIES

Pro Class – Eligible for the Premier and Irwin Awards

Pro – 1st to 3rd

Amateur Classes – Eligible for the Irwin Award

Expert– 1st to 3rd (Top Expert rider receives the Clare Heard Award)

Intermediate – 1st to 3rd (Top Intermediate rider receives the Bill Sharpless Award)

Novice – 1st to 3rd (Top Novice rider receives the White Trophy)

Vet Expert – 1st to 3rd

Super Vet – 1st to 3rd

Masters – 1st to 3rd

Special Classes (riding a shortened course) – Eligible for the Irwin Award

Vintage – 1st to 2nd

Women – 1st to 3rd

Beginner – 1st to 3rd

Special Awards

Premier Award
Top Pro Rider

Ron Jackson Sportsmanship Award
(Decided by the Organizers base on submissions)

White Memorial Award
Top Novice Rider

Bill Sharpless Memorial Award
Top Intermediate Rider

Clare Heard award
Top Expert Rider

Bert Irwin Memorial Award
Youngest Finisher
(If tied, best score wins)

Lloyd Howell Memorial Award
Can Am Team Challenge Award
(Best 3 Canadians versus best 3 US riders)

1st Team
(Maximum of 1 Expert/Pro/Vet Expert per team)

Hard Luck Trophy
(Decided by the Organizers based on submissions)

Finisher's Awards
(Awarded to all riders who complete both days of the Enduro)

1.8.2 PRIZE MONEY

Only the Pro classes will receive prize money Prize money will be awarded based on the rider's standing overall in the Pro class as follows:

1st \$1000
2nd \$750
3rd \$500
4th \$250

1.8.3 COMPETITION FOR THE PREMIER AND CLASS AWARDS

Each day will be scored separately.

The riders with the lowest total two day scores are the winners in their respective class.

Only Pro class riders will be eligible for the Premier Award as they ride a longer course.

1.9 TIE BREAKER

If, after calculating the results, there is a tie, then the results of each timed-to-the-second test will be used to determine placing. The rider with the highest number of best times will be placed higher.

For example, if there were to be 3 tests:

Rider A beats rider B by 8 seconds on one test and by 7 seconds on another; Rider B beats Rider A by 15 seconds on the other. Rider A will be placed ahead of Rider B based on the greater number of best times.

2.0 ENTRIES

2.1 PARTICIPATION

The total number of participants allowed is 250. Entry will be closed when that number is reached.

2.2 ALLOCATION OF NUMBERS

The starting row numbers will be allocated by draw. Pro, Expert & Vet Expert riders will be allotted the first 19 rows of numbers as follows:

Pro-	1A, 2A, 3A, 4A ... 19A.
Expert-	1B, 2B, 3B, 4B ... 19B.
Vet-Expert-	1C, 2C, 3C, 4C ... 19C.

All other classes will start beginning at Row 20 (20A, 20b, 20C; 21A, 21B, 21C; etc.) Riders who want to ride together should send in their entries together.

2.3 CLOSING DATE

The closing for pre-entries is September 19, 2011.

Riders can enter at the start in Gooderham on September 23, 24 & 25, 2011.

Entries received after September 19 will not receive the complimentary dinner and T-shirt; these can be purchased separately.

3.0 SPECIFICATIONS OF THE MOTORCYCLES

3.2 Sound Control

Each motorcycle must be equipped with an exhaust pipe and a silencer.

Motorcycles must pass the noise control test, carried out according to Art 01.79 of the Enduro Technical Rules, during the preliminary examination and marked by the organizer.

For this test, the intakes of the air filter box of the machine must not be obstructed and material (sponges, cloths, foams, etc.) must not be placed inside the air filter box, except the air filter element.

During the whole event (including before entering the Parc Fermé at the end of each day), the organizer, under the supervision of a Jury Member, can check any motorcycle. The time spent for this test will be granted to the rider.

3.2 Continued.

For repairs to the muffler and exhaust pipe during the event the following applies:

A rider wishing to repair or replace the silencer of his machine can do so at the end of the first day after the last time check and before entering the Parc Ferme.

The work must be carried out under the supervision of an official. The rider will be allowed an extra time of 30 minutes for this work. The same applies to riders who for any reason have been told by the Clerk of the Course or other official to have their machines tested.

The rider may request as many noise controls as he wishes during the 30 minutes allowance. After 30 minutes have elapsed, the rider will be required to present his machine for testing to the noise control test official.

After the 30 minutes, if the noise level is above the required standard, the rider will not be authorized to start the next day.

If the silencer is changed during the day, the rider must present it at the end of the day for a noise control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint.

3.3 SOUND TEST

The RPM depends upon the mean piston speed corresponding to the stroke of the engine (See table). The RPM will be given by the following formula:

$$N = \frac{30,000 \times cm}{L}$$

L

in which N = prescribed RPM of engine

cm = fixed mean piston speed in m/s

L = stroke in mm

3.3.1 MULTI EXHAUST

The sound level for engines with more than one cylinder will be measured on each exhaust end.

3.3.2 ENGINE STROKE

When presented for examination, the correct stroke must be stamped in a clearly visible position on the crankcase

3.3.3 SOUND LIMITS IN FORCE

Maximum 94 dB/A measured at 13 m/sec.

3.3.4 SOUND METER

The 'slow response' setting must always be used.

3.3.5 TEMPERATURE CORRECTION

Due to the influence of temperature on sound tests, all figures are correct at 20°C.

For tests taken at temperatures below 10°C, there will be a + 1 dB/A tolerance.

For tests below 0°C, there will be a + 2 dB/A tolerance.

3.3.6 RPM FIGURES

Stroke in mm	R P M (13 m/s)	Stroke in mm	R P M (13 m/s)
30	13,000	66	5,909
31	12,580	67	5,820
32	12,187	68	5,735
33	11,818	69	5,652
34	11,470	70	5,571
35	11,147	71	5,492
36	10,833	72	5,416
37	10,540	73	5,342
38	10,263	74	5,270
39	10,000	75	5,200
40	9,750	76	5,131
41	9,512	77	5,064
42	9,285	78	5,000
43	9,069	79	4,936
44	8,863	80	4,875
45	8,666	81	4,814
46	8,478	82	4,756
47	8,297	83	4,698
48	8,125	84	4,642
49	7,959	85	4,588
50	7,800	86	4,534
51	7,647	87	4,482
52	7,500	88	4,431
53	7,358	89	4,382
54	7,222	90	4,333
55	7,090	91	4,285
56	6,964	92	4,239
57	6,842	93	4,193
58	6,724	94	4,148
59	6,610	95	4,105
60	6,500	96	4,062
61	6,393	97	4,020
62	6,290	98	3,979
63	6,190	99	3,939
64	6,093	100	3,900
65	6,000	101	3,861

3.5 EXAMINATION OF MOTORCYCLES DURING THE MEETING

The verification of machines must be held on the site of the meeting.

On request of the Technical Steward, the riders must present themselves to the technical verification.

At all times during the event, a rider will be responsible for keeping his machine in conformity with the rules and in safe operating condition.

For entering into the Parc Ferme, the motorcycles must be in a good condition for their normal use on the public roads with both tires correctly fitted.

The organizers can disqualify at any time during the event a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

3.7 NUMBER PLATES

The number plates for the event shall be as follows:

Pro class-	White numbers on a red background.
Expert & Vet-Expert-	Black numbers on a white background.
Intermediate, Super-Vet-	Black numbers on a yellow background.
Novice, Vet, Masters-	White numbers on a green background.
Women, Vintage, Beginners-	White numbers on a blue background.

Only the front number plate background and number is required and will be supplied by the organizer. Every rider must place on his number plate the stickers of any sponsors agreed upon by the Promoter and/or by the organizer and mentioned in the Supplementary Regulations. These logos/stickers must be used without alteration or obstructions.

GENERAL ORGANIZATION

4.0 CHANGE OF MOTORCYCLE

To be considered a finisher and be eligible for the awards and prizes a rider will not change motorcycles during the two days of the event. A rider switching motorcycles during the course of either day of the enduro will be disqualified.

Due to the fact that the Corduroy Enduro is two points paying rounds of the Offroad Ontario championships and the Eastern Canadian Enduro championship, a rider may use a different motorcycle for each day of the event and still be eligible for points towards the Offroad Ontario championships and the Eastern Canadian Enduro championship. A rider using a different machine on each day of the event will not be considered a finisher of the Corduroy Enduro or eligible for the awards, prizes and prize money. A rider wishing to ride a different motorcycle on the second day than the machine they rode on day one, must inform the Clerk of the Course or Jury President of their intent to change machines before the start of day two. Failure to notify these officials shall result in disqualification from the results of both days and no points being awarded.

4.1 PARC FERME

Motorcycles will be impounded on the Saturday night immediately following the last checkpoint. Riders who do not wish to impound their motorcycles shall be considered DNF for event awards, prizes, prize money and finisher's medals.

Due to the fact that the Corduroy Enduro is two points paying rounds of the Offroad Ontario championships and the Eastern Canadian Enduro championship, a rider who does not impound his/her motorcycle on Saturday night is still eligible for points towards the Offroad Ontario championships and the Eastern Canadian Enduro championship.

A rider who does not impound his/her motorcycle on Saturday night and plans on riding day two must inform the Clerk of the Course or Jury President before the start of day two. Failure to notify these officials shall result in disqualification from the results of both days and no points being awarded.

4.1.1 SECURITY

The Parc Ferme must be enclosed and fenced in to prevent unauthorized persons from entering. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorized persons may enter or have access to the machines. It must have one clearly marked entrance and one exit which lead to the "starting area", but no other entrances or exits. Officials in charge of the closed-controls must wear a distinctive emblem recognized by all persons concerned and the riders in particular.

The Parc Ferme will be protected by a security guard from 7 pm Saturday until 7 am Sunday.

4.1.2 ACCESS

Access to any Parc Ferme is forbidden to everyone except the Jury members, certain officials designated for duty, and riders who are parking or taking out their motorcycles.

After checking in at the time check just before the Parc Ferme, the rider must stop the engine and push his motorcycle into the Parc Ferme without delay.

While proceeding from the time check to the Parc Ferme, it is forbidden to refuel or make any repairs on the motorcycle. Riders failing to comply with either of these requirements will be disqualified or other penalties given as provided for by the Jury.

4.1.3 PROHIBITED ACTIONS

In the Parc Ferme, it is forbidden for a rider, under penalty of disqualification (or other penalties as provided for by the jury) from the event:

- to touch the machine of any other rider;
- to touch his own machine except to push it in or out of the Parc Ferme;
- to start the engine.

4.1.4 SMOKING

Any rider caught smoking in a Parc Ferme will be disqualified.

4.1.5 COVERS

The machines in the Parc Ferme must not be covered in any manner.

4.2 WORK AREA

A work area is a small enclosed area where the riders await the starting signal and where the starting line is situated at one extremity. Riders will be allowed into the impound area to get their motorcycles 15 minutes before their respective start time. Working on the motorcycle in the impound area is not permitted.

Working on the motorcycle in work area is permitted until the starting signal is given.

Any rider caught smoking in the work area will be disqualified.

4.2.1 ACCESS TO WORK AREA

Only Jury members, representatives and officials designated in the Supplementary Regulations, and the riders waiting for the start, are permitted access to the work area. The organizer will decide whether representatives of the press are permitted access to the work area and will specify the number allowed and under what conditions.

Each rider is allowed one mechanic in the work area.

No other persons are allowed into the work area.

4.2.2 ASSISTANCE

No assistance may be given in the Work Area, with the exception of a rider's designated mechanic. While in the Work Area the designated mechanic is not allowed to do any repairs, maintenance, or touch the motorcycle except to replenish fluids, (gas, oil, coolant and brake fluid), inflate tires and check tire pressure. The penalty for breaking this rule is disqualification (or other penalties given as provided for by the Jury).

Women, Beginner and Novice class riders are exempt from the restrictions stated in the preceding paragraph. The designated mechanics for riders in these classes may assist with any and all repairs. All repairs must be carried out in the work area and only the designated mechanic may assist.

4.2.3 ENGINE

It is forbidden to start the engine of the motorcycle in the waiting zone of the work area. The penalty for doing so is 1 minute.

It is also forbidden to start the engine on the starting line before the starting signal is given. The penalty for doing so is 1 minute.

4.4 PREPARATION FOR START

Riders will be allowed to enter the Parc Ferme fifteen minutes before their starting times for the sole purpose of moving their motorcycles, by hand only, to the exit of the Parc Ferme and to enter into the work area. Work can be carried out on the motorcycle in the work area.

A clock with the official time must be installed at the entrance/exit of the Parc Ferme.

4.5 START

At the beginning of each day's run, the starting signal will be given at the exact time a rider is due to start. Within one minute after the starting signal has been given, the rider must have started his engine at the starting line and crossed another line 20 metres from the starting line using the power of the engine.

If a rider is not on the starting line when the signal to start is given, he will not be penalized as long as he brings his motorcycle to the starting line, starts the engine, and crosses the second line within one minute after the signal for his start was given. Riders arriving more than one minute late at the starting line will be penalized 1 minute per begun minute of delay. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the start procedure.

Riders more than 60 minutes late will be classified as retired and not allowed to start.

4.5.1 ENGINE START

All motorcycles must be started by the kick-start or other starting devices, mechanical or electrical. No assistance is allowed on the starting line. Should the engine stop before the motorcycle has crossed the second line, the rider has to restart it and cross the second line within one minute after the signal to start was given, in order not to be penalized. A rider not crossing the 20 metre line within one minute after his starting signal has been given will be penalized by 60 seconds.

A rider who has been penalized for not starting his engine and crossing the 20 metre line within one minute may then start his motorcycle any way he desires, but must cross the starting line before proceeding on the route.

A rider who does not succeed in starting his machine or whose machine stops in the area between the starting line and the 20 metre line must not return to the starting area. He must push his motorcycle in the driving direction and cross the 20 metre line in order not to hinder other participants.

4.5.2 DISPUTES

When the case of a rider is under discussion and he wishes to start, he will not be prevented from so doing providing his machine has been held in the Parc Ferme as per the regulations, except for reasons of safety. The rider loses his right to start only after confirmation of his disqualification by the Jury.

4.6 PROCEDURE FOR REFUELLING AT GAS STOPS

- For every 55 km, there must be a minimum of one gas stop station.
- Refuelling can only be made at the official gas stops indicated by the organizers and at all the time checks unless it is prohibited by the organizer.
- No fuel or any inflammable liquid may be carried other than in a tank or container permanently attached to the machine. The Clerk of the Course can carry out the test on the spot.
- The engine must be stopped during refuelling.
- Any welding work in gas stop areas is forbidden.

4.7 SERVICING

Servicing and outside assistance and receiving spare parts or tools are only authorized at the time checks and gas stops.

Only the rider may change the tires and he can only do this at the last time check of the day or in the morning in the working area.

Motorcycles can be cleaned at the time checks and gas stops. The use of pressure cleaning devices is forbidden.

It is forbidden to use air or electrically powered tools (except battery-powered tools).

The penalty for not respecting the above-mentioned rules is disqualification (or other penalties given as provided for by the Jury).

4.8 ENCLOSURES

It is forbidden, under penalty of disqualification (or other penalties given by the Jury), for a rider to place his machine, inside any enclosure inaccessible to the officials any time during the event for the purpose of refuelling or for any other reason, unless authorized by the organizer.

4.10 EXTRANEOUS MOTIVE-POWER FORBIDDEN

Throughout the meeting, outside the time checks and gas stops, a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is disqualification (or other penalties given by the Jury).

GENERAL REGULATIONS

7.0 OFFICIALS

The Officials responsible for noting any irregularities must, as far as possible, indicate the fault immediately and directly to the rider concerned, to avoid any ambiguity.

Each irregularity noted will be the object of a written report mentioning the day, the time, the place and a description of the irregularity noted.

7.1 ACCEPTANCE OF OFFICIAL DECISIONS

Every rider must accept all official results, measurements, distances and decisions, and authorizes the organizers to publish them in the manner they see fit. He also agrees that any advertising he publishes in connection with the competition, or is published in his name, will be true, accurate and not misleading. The rider also consents not to publish any advertising concerning the results until the official results have been issued by the organizer, and that in the event of any alteration in the official awards owing to protests or other cause, he will only publish the awards or results as thus amended.

7.2 PROTESTS

7.2.1 ELIGIBILITY

Must be lodged no later than 30 minutes after the arrival at the Parc Ferme of the last rider of each class, if the protest is against a rider or a machine.

7.2.2 SCORING

Any protest, for the first or the second day, must be lodged to the Jury within 15 minutes after the non official results signed by the Clerk of the Course have been posted along with the handwritten time of posting.

A decision of the Jury concerning a protest is final.

7.3 INTERPRETATION OF REGULATIONS

The interpretation of these Supplementary Regulations is the responsibility of the Jury.

7.4 PUBLICATION OF RESULTS

The daily complete results of the Championship should be published as soon as possible. However, if this presents difficulties, the times and points for each day must be published before the evening Jury meeting and the riders must be informed of the results of the previous day before they start on the second day's run.

7.5 PRIZE-GIVING CEREMONY AND PRESS CONFERENCE

The Prize-Giving Ceremony, under the responsibility of the Organizer, should be held immediately after the results become official.

The first three riders per class, together with any additional riders invited by the Clerk of the Course, shall attend a short Press Conference to take place immediately after the Prize-Giving Ceremony.

If a rider is absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Clerk of the Course, he will forfeit his trophy or prize money.