



Pacific Northwest Motorcycle Association

Off-Road Racer's Handbook - 2007

There are eleven classes in the PNWMA ORS Series. Please choose one that you feel is the best fit for your skill level

PNWMA Classes

		Masters (AA)			
Expert (Open A & 200A)			Vet Expert		
Intermediate (Open B & 200B)			Senior Expert		
Vet Amateur		Senior Amateur		Super Senior	
Junior Over (Open C)		Women		Junior Under (200C)	

Vet Amateur:	Novice or Intermediate rider between 30-39 years old at signup
Vet Expert:	Intermediate or Expert rider between 30-39 years old at signup
Senior Amateur:	Novice or Intermediate rider between 40-49 years old at signup
Senior Expert:	Intermediate or Expert rider between 40-49 years old at signup
Super Senior:	Any rider over 50 years old at signup
Junior Over:	Novice rider with a motorcycle of 201cc displacement or greater
Junior Under	Novice rider with a motorcycle of 200cc displacement or less

Mid season class changes can be made. A rider must fill out another license form and present a current valid PN license. (Otherwise the rider will have to pay for a new license.) The rider old class points will be frozen and all points from the date of change will be placed in the rider's new class. The rider can only change to a similar or more advanced class, never drop down. Also the rider will not be allowed to race in his/her previous class.

PNWMA Off-Road Series Regions

The Coastal (Region #1)	The Interior (Region #2)
Bent Spoke Hare Scrambles, Hope BC	Big Kahuna III Hare Scrambles, Kamloops BC
Main Jet Hare Scrambles, Merrit BC	The Squealin' Pig Hare Scrambles, Vernon BC
Piston Run Cross Country, Chilliwack BC	Ogopogo Cross Country, Peachland BC
Monkey Wrench Cross Country, Lytton BC	Tree Hugger Hare Scrambles, Castlegar BC
Cat Scratch Hare Scrambles, Squamish BC	Big Rooster Cross Country, Vernon BC
3 Worlds Cross Country, Kamloops BC	Outback Bushwack Hare Scrambles, Quesnel BC
	Overlander Cross Country, Willams Lake BC

Throwaways:

A rider's best scores of the 17 events are totalled for Overall Series Awards.

Masters	best 14	Veterans	best 10	Juniors	best 9
Experts	best 11	Seniors	best 10	Women	best 9
Intermediates	best 10	Super Seniors	best 10		

For the Coastal regional series, points are based on the best 5 of 6 scores amongst the Coastal Series events and for the Interior regional series, points are based on the best 5 of 7 scores. Throwaway points are calculated at the end of the year. Series points are awarded only to registered license holders based on date of purchase to the end of the Series, not retroactive.

Work Points & Good Samaritan:

For those registered racers that decide to help out at a race, there are still points available for you. One method is to work the event. This is dependent on the organizers, but it is an easy way to make points for the year. The other is the Good Samaritan rule which allows a racer who stops to help a downed rider. In both cases the racer gets an average of the points they received all season. Overall points are calculated on all the events raced, while the regions are calculated on the regional events raced.

Racing in a Series:

There is no minimum number of races required to race in either the regional series or overall. Also registration in one region does not prevent you from racing an out of region event. If you race enough out of region events you may find yourself in contention for the other regional series and the overall. Also racing more events than throwaways is allowed as well. This will mean that your lowest results will be dropped. (Which raises your score and twarts your competition.)

Transponders:

The transponders are a part of you license fee, and they may be kept for as long as you decide to race. (Even if that's past the 2007 season.)

The transponders used by the Race Timer system are EXTREMELY durable, made from a polycarbonate material, requiring virtually zero maintenance, no batteries, and having an indefinite life. It cant get much better than that.

They can be covered with mud, or completely hidden with layers on layers of duct tape and still have full reliability at the checkpoint. When ready to use, they'll be programmed with your rider number, and as you change classes / rider number through the years, you need only reprogram it with your new rider number.

How fast can I ride through the checkpoint? If properly mounted, the system will detect riders at almost any speed – with one exception – the (Quad) Honda EX400 4 stroke. Although the exact reason is unknown, this is the only "cycle" I'm aware of where riders have to slow down when passing through the checkpoint. I've heard that grounding the carburetor to the frame will improve transponder pickup, but I've not had the opportunity to confirm this.

Promoters normally control the speed at the checkpoint with a series of "S" curves - enough to eliminate any possibility of passing through faster than the system can detect you. In most cases, the real concern is protecting the equipment from riders losing control - and not to ensure you're passing through the checkpoint slow enough.

Most promoters allocate time prior to an event where riders can make some practice passes through the checkpoint to confirm the system is detecting their transponder. Riders are encouraged to conduct this self-test, to ensure theirs is mounted properly. It's a lot easier to discover mounting problems prior to the event than during race time.

Does the system differentiate between two riders close together? The system is easily able to differentiate between riders at the checkpoint – regardless how close they are together. The transponders are very directional, so even if the lead rider has his mounted on the rear fender and the trailing rider has his mounted on the front fender, the system will still detect both riders.

What happens if I forget my transponder at home? Normally promoters have additional transponders available at signup – allowing you to rent one for the day. The "standard" is you'll be asked to pay full price at signup, but you'll be given all of it back minus \$5.00 if you return it that same day.

Where should I mount my transponder? Regardless where it's mounted, the transponder must be mounted cross-ways, horizontal to the ground. The transponder will not work if it's mounted on metal or if you use metal ties to tie it to your cycle. The best practice is to tie-wrap it to your chest

protector, either in the front or back – it doesn't matter. You can also put it in a back-pack, as long as the transponder remains horizontal. An alternative location is to mount it to either the front or rear fender. You can also mount it on the crossbar pad, but be sure to tape the crossbar pad so it won't rotate. The transponder will not work if it comes in contact with the triple-clamps.

Take the time to ensure your transponder is securely mounted. Use extra tie-wraps or duct-tape. Remember – the transponder is YOURS, so take the extra time to ensure you don't lose it.

(Excerpt from the Berkut Systems website

<http://www.berkutsystems.com/timer/Transponders.htm>)

Sound Testing:

Some rider remember when all bikes were checked at some States races. Some riders could also tell stories about the zero tolerance policy at other races. Well in order to keep riding areas the PN has decided to start enforcing the sound testing policy. Andrew Florence, PN President has outlined this:

What you can expect :

1. No, you won't be turned away unless your bike is missing your pipe on your first test.
2. You can expect to get one warning. Your PN # will be recorded. A month will be given for you to comply.
3. Although it is not expected that there will be tests at every race or on every bike. We will make a point of being visible and random events.
4. Due to the time it takes we will focus at first on the obviously loud bikes.
5. If you have been previously warned, be sure to get your bike tested before you sign-up if testing is available.
6. If you have new bike that has stock exhaust that is maintained (meaning that you have changed the packing regularly), we are not going to make you go out and buy quieter aftermarket pipes. We do want to increase the pressure on manufactures to produce more noise friendly bikes. We also want to discourage those riders that come home and remove their silencers on brand new bikes. These riders are creating resentment and trouble in our riding areas where there are homes, bikers, hikers and other more quieter users in the area.

Please check out the PNWMA website at www.pnwma.com for more information, email the webmaster at webmaster@pnwma.com or call me at 604-581-1725 in the evenings.

The aim of the PNWMA Off-Road Series is to go out and have fun.

License fees are applied to PNWMA costs, including printing, mailouts, website and other expenses. All work is done by volunteers.