



# **2020**

# **RULEBOOK**



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# ARTICLE 1 CONSTITUTION

We are the Motorcycle Racing Association of Nevada Founded by Casey Folks in 1968, with the goal of bettering the sport through participation. We are a Las Vegas based, non-profit organization of volunteers who share a common interest in promoting safe desert racing in southern Nevada and out-lying areas. We realize that rules need to change from time to time and therefore urge all contestants to become involved with MRAN and its member clubs to discuss both legislative and administrative for the good of all concerned. This committee will accept for consideration all suggestions and/or comments deemed helpful. Address all correspondence to MRAN attn. Competition Sub-Committee. Our intent and purpose is not to compete with other organizations, but to help organize and cooperate with clubs to create the best event possible. BETTER THE SPORT- PARTICIPATE!

## SECTION 1. GOVERNING BODY

The main function of the Governing Body of MRAN is to better the sport of motorcycling, administer the operations of MRAN, and maintain relationships with the public and public entities and to assist the card-holding members, and member clubs, in any problem that may occur during the racing season.

## SECTION 2. COMPETITION COMMITTEE

The Competition Committee shall govern both the Desert Series & Grand Prix Series. The purpose of the Competition Committee in operating as the governing body of each series, including but not limited to; rules implementation and enforcement, series promotion, series member card distribution and dues, as well as other series related issues. **MRAN shall consist of one Competition Committee with power to legislate MRAN affairs.** Sub Committees shall be allowed to be formed as an advisory body on behalf of both Desert Series and Grand Prix Series. Sub Committees shall have NO legislative or administrative powers.

## SECTION 3. MEMBERS

All card-holding members, and member clubs, must accept the obligation to be governed by decisions and rules made by the Governing Body or the Competition Committee at any regular meetings or properly called special meetings.

# ARTICLE 2 ORGANIZATION

## SECTION 1. GOVERNING BODY OFFICERS

The Governing Body shall consist of the following officers: President, Vice-President, Secretary, Treasurer, Publicity Officer, Website Administrator, Desert Series Referee, Grand Prix Series Referee, Legislative Affairs Officer and MRAN Advisor. Governing Body Officers shall be nominated at the November and December MRAN meetings. Governing Body officers shall be voted into office by the Competition Committee Representatives at the December MRAN Meeting. These officers shall be recognized as MRAN officers. The term of office is January 1 through December 31 of each year.

Each Officer shall be responsible to know, understand and fulfill their duties per the Rule Book. If an Officer cannot fulfill these duties, the Competition Committee may vote to replace an Officer at anytime during their term.

## **SECTION 2. GOVERNING BODY OFFICERS DUTIES**

### **PRESIDENT:**

1. Oversee day to day operations of MRAN Business.
2. Monthly Meeting Agendas; organize and run the Monthly MRAN Meetings.
  - a. Meeting agendas must be posted on the MRAN website a minimum of 5 days before the next meeting, i.e., posted by 7pm the Wednesday before a 7pm meeting next Monday. To be worked out; could President post directly to website -v- timeline for handoff to Web Administrator.
  - b. No action can be taken on items not on the posted agenda, or on any items if the agenda is not posted before the deadline.
3. Call special meetings if needed. Etc
4. Cast Tie breaker vote. (See rule book).
5. Collect list at the beginning of the season of all Clubs' voting members (2) and alternates (2).
6. Conduct MRAN Business with Public Entities and Private Business's. Maintain these relations.
7. Assist Card-Holding Members/Member clubs with any problem that may occur during the race season.
8. Coordinate with other racing organizations to prevent scheduling conflicts and promote joint ventures if possible.
9. Represent MRAN at Official Land Use Meetings.
10. Represent MRAN Clubs regarding permit issues at the BLM office in the Clubs absence.
11. Organize Year End Awards Banquet.
12. Promote teamwork and maintain sportsmanship with their fellow officers by working together
13. Lead by example while in the public of MRAN Clubs, Members and Riders to promote sportsmanship throughout the organization

### **VICE PRESIDENT:**

1. Assistant in the absence of the President.
2. Assist President in day to day operations of MRAN Business.
3. Take Meeting Minutes in the absence of the Secretary at MRAN Meetings.
4. Oversee and chair Sub-committees and keep President informed. Keep list of Sub-committee members.
5. Promote teamwork and maintain sportsmanship with their fellow officers by working together
6. Lead by example while in the public of MRAN Clubs, Members and Riders to promote sportsmanship throughout the organization

### **HEAD REFEREE:**

1. Duties per MRAN Rule Book.
2. Updated Race Standings per MRAN Rule Book.
3. Attend as many races as possible to handle any rider discrepancies or infractions along with watching the abilities of the Big Bike and Mini Bike Amateur and Novice Riders to justify Rider "Move Ups" to keep the classes as fair as possible. If the Head Referee is unable to attend a race, they shall decide with the Assistant Referee to attend in their absence.
4. Promote teamwork and maintain sportsmanship with their fellow officers by working together
5. Lead by example while in the public of MRAN Clubs, Members and Riders to promote sportsmanship throughout the organization

### **ASSISTANT REFEREE:**

1. Assist Head Referee with referee duties as needed.  
This can be worked out between Head Ref and Assistant Ref.
2. Assistant Referee shall not make any final decisions or conduct daily business that may affect MRAN Members or Riders prior to discussing with the Head Referee.

3. Attend as many races as possible to assist the Head Referee with referee duties.
4. Promote teamwork and maintain sportsmanship with their fellow officers by working together
5. Lead by example while in the public of MRAN Clubs, Members and Riders to promote sportsmanship throughout the organization

**TREASURER:** The Treasurer shall prepare a monthly financial report to be presented to the members of the Competition Committee. The report shall consist of but not limited to the following:

1. Previous months account balances
2. Itemized monthly Income & Expense Reports.
3. New month's account balance for all accounts.
4. Copy of Bank Statements.
5. All monies from daily MRAN business shall be turned into the Treasurer accompanied by the proper itemized forms. In the absence of the Treasurer these monies and forms may be turned into the MRAN Secretary or the MRAN President.
6. Treasurer shall ensure that two (2) active MRAN Officers are named on the MRAN bank account along with the Treasurer always.
7. Promote teamwork and maintain sportsmanship with their fellow officers by working together
8. Lead by example while in the public of MRAN Clubs, Members and Riders to promote sportsmanship throughout the organization

**SECRETARY:** Minutes of all meetings of the Governing Body and Competition Committee will be kept on record and made available to Member Clubs by the MRAN Secretary and will be posted on the MRAN web site by the Website Administrator.

**Proposed new duties of the secretary:**

1. Update the Member Info Data Base with the information provided by the member on their MRAN Card Application.
2. Create and/or Update Membership Applications, MRAN Cards, Entry Forms, Race Fee Forms and any additional forms used to conduct MRAN business for the upcoming Race Season. Some MRAN forms that are currently in use may require re-creation to continue use.
3. Handle General MRAN phone call and email communications. Secretary can direct any communication to the appropriate Officer if they unable to provide adequate information or answer the inquiry from a member or otherwise. **Secretary's email and telephone number should be accessible via the MRAN "Contact MRAN" Website link. A dedicated phone line with voicemail or a MRAN Cell Phone would assist in improving communication between MRAN and its members.**
4. Organize Club Rosters that are provided by the Club Presidents at the beginning as well as throughout the season. Secretary will use the Club Roster's to assist in keeping the member's club affiliation current in the Member Info Data Base. (Club President's are required to have their Club Roster's turned in prior to the first race of the season)
5. Obtain a copy of Clubs Voting Members (2) and alternates (2) from the President.
6. Keep documentation of all Lifetime Members, Living Legends and Non-Competition Members.
7. Update the MRAN Rule Book for each new Race Season.
8. Keep inventory of all MRAN properties (i.e., Trailers, Signs, Scoring Equipment, etc.)

**WEB ADMINISTRATOR:**

1. Keep MRAN Website up to date and running smoothly.
2. E-mail race info and flyers via Website to all registered members.
3. Keep inventory of MRAN Computers and all software of MRAN.
4. May choose moderators to assist in daily Website operations such as moderating posts etc.

5. The Web Admin shall be the primary moderator for all official MRAN social media sites and MRAN's official web pages. The Web Admin's role would be to approve and/or review and moderate social media pages for MRAN to ensure continuity, and to prevent inaccuracies from being posted.  
**Moderators are not MRAN Officials.**

### **PUBLIC RELATIONS OFFICER:**

1. Promote MRAN and its Members and Riders.
2. Obtain sponsors for MRAN its Members and Riders.
3. Advertisement of the organization via magazine, website, etc.
4. Printing of yearly Race Schedule and post in public places Bike Shops etc.
5. Prepare quarterly email that will be sent to all MRAN members with dates, location and type of event and attach flyers if available. This is addition to flyers that are mailed by Website Administrator.

### **LEGISLATIVE AFFAIRS OFFICER:**

1. Keep MRAN Competition Committee, MRAN Clubs, and MRAN members updated to changes and proposed changes on land use policies
2. Provide information of dates and times of Land Use Meetings, legislative hearings. Provide information on pending legislation, how it will affect us, and how we can best achieve our best interests.
3. Represent MRAN at Official Land Use Meetings, public meetings, legislative hearings, and private meetings with public officials and other stakeholders. Representation is bound by policies in place.
4. Represent MRAN Clubs regarding permit issues at the BLM office in the Clubs absence.
5. Work with Competition Committee and membership to establish goals and write goals into plans, then work to implement those plans into policy and law.
6. Attend national OHV organization conferences including participation in issue advocacy classes
7. Work to overcome issue disparity by convincing our members that we can make a difference by working together and advise how to most effectively achieve goals through issue advocacy.
8. Legislative Affairs Officer shall attend as many races as possible to assist the sponsoring clubs with any permit/land use issues that occur on race day.
9. As the Legislative Affairs Officer, it is this officer's responsibility to inform MRAN members and visitors at each rider's meeting about the issues, changes, and upcoming land use meetings/hearings.
10. The Legislative Affairs Officer shall set up a table at/near the scoring trailer to provide handouts at the events to inform attendees of land use issues, what the issues mean to the off-road community, important dates for meetings and hearings, and whom to contact with comments.

### **MRAN ADVISOR:**

1. Advise and provide guidance to the competition committee and officers.

### **SCORING OFFICER:**

1. Must attend all MRAN events or decide to delegate scoring duties to a trained person in their absence.
2. Score events as accurately and efficiently as possible.
3. Post preliminary results within 5 days of the event.
4. Must be available to provide additional scoring assistance to clubs after their event.

### **SECTION 3. COMPETITION COMMITTEE OFFICERS**

The Competition Committee shall consist of two officers (Head Referees, 1 for Desert Series and 1 for Grand Prix Series)



elected by the Competition Committee Representatives. These officers will also serve as MRAN Officers on the Governing Body. The term of office is January 1 through December 31 of each year.

#### **SECTION 4. COMPETITION COMMITTEE REPRESENTATIVES (CLUB ATTENDANCE)**

The member clubs shall choose (in their own manner) two representatives and two alternates to sit on the MRAN Competition Committee, each representative will be entitled to one vote equaling two votes for each club. Each member club shall submit to the "President" and "Secretary" of MRAN, names of their two representatives and two alternates prior to the January MRAN meetings. Member clubs that fail to be represented at two consecutive regular meetings are subject to censure by the Competition Committee.

#### **SECTION 5. RIGHTS OF COMPETITON COMMITTEE REPRESENTATIVES**

Only the Member Club elected Representatives of the Competition Committee and/or alternates shall have the following rights and duties:

1. To vote Officers of Governing Body into office
2. To vote on all Competition Committee affairs (each member club will be allowed only two votes). Note: in the event of a tie, the President of MRAN will cast the tie breaking vote.

#### **SECTION 6. OFFICER ATTENDANCE**

All elected officers (President, Vice-President, Secretary, Treasurer, Desert Referee, Grand Prix Referee, Publicity Officer, Website Administrator, Legislative Affairs Officer and MRAN Advisor) of the MRAN Governing Body must attend fifty percent of the regular MRAN meetings or forfeit membership to the Governing Body.

#### **SECTION 7. CLUB MEMBERSHIP**

Membership to the Competition Committee shall be open to any motorcycle club that is interested in bettering the sport of motorcycling. Club membership fees are \$100 per year with a \$100 late fee if the dues are not paid by monthly MRAN meeting held in February.

#### **SECTION 8. VOTING**

Each member club is allowed a maximum of two votes per motion. Member Clubs Registered Representatives must be present for Member Club to cast votes. If only one Member Club Representative is in attendance, then that Member Club may cast only one vote. No Member Club Representatives in attendance no vote.

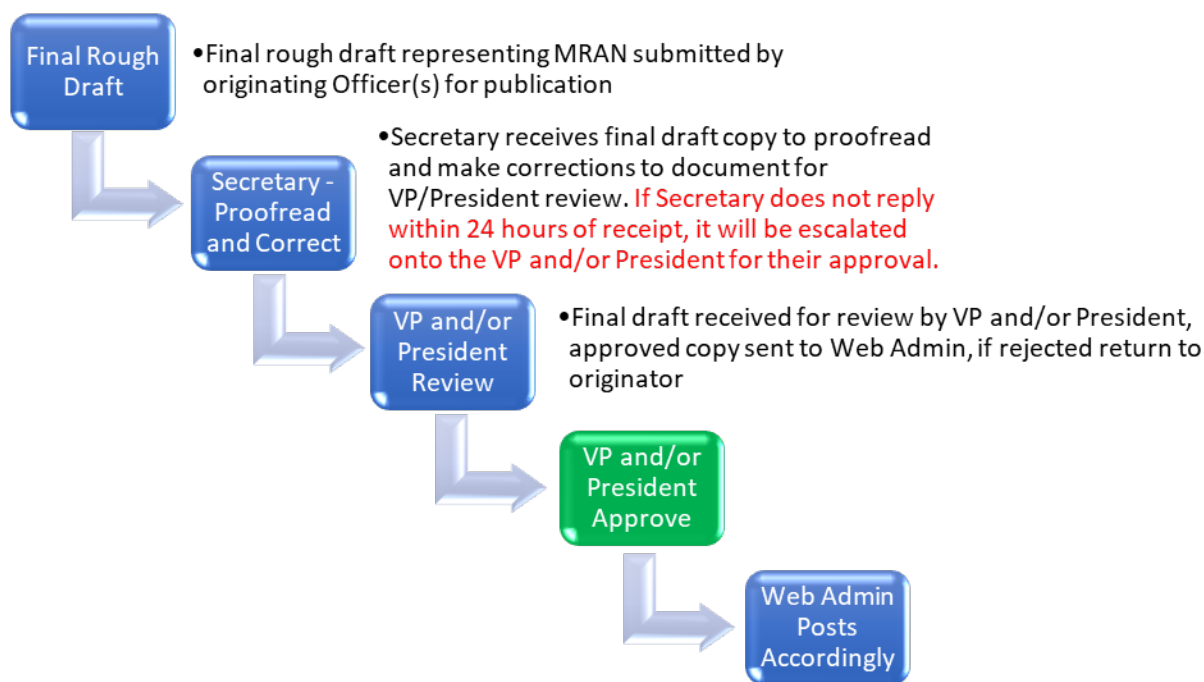
#### **SECTION 9. MEETINGS**

MRAN Competition Committee and Governing Body shall meet once monthly together on the first Monday of each month to administer MRAN business. If circumstances require a special meeting prior to regular scheduled meeting, the President of MRAN shall notify all members of Competition Committee and Governing Body with date, time and location. This information will be made available to all MRAN members by means of posting on MRAN website. (If needed, the regular scheduled MRAN meeting date and time may change due to Holidays and/or Emergencies.)

#### **SECTION 10. MRAN OFFICIAL COMMUNICATION & CORRESPONDENCE PROCESS**

The following flowchart will be utilized for all written correspondence and/or comments from Officers representing MRAN as an Organization prior to distribution. All written correspondence must be provided in its final rough draft form to the Secretary for proofreading and correction by the Secretary, which will be completed within 5 days of receipt and approved by the Vice President and/or President before submission and/or posting by the Web Administrator to Social Media, the MRAN website, and/or governing agencies. If the Secretary is unavailable and does not reply within 24 hours to confirm receipt, the document will be escalated onto the VP and/or President for their approval and consideration.





## ARTICLE 3 ADMINISTRATION

### SECTION 1. MINUTES

Minutes of all meetings of the Governing Body and Competition Committee will be kept on record and made available to Member Clubs by the **MRAN Secretary** and will be posted on the MRAN web site by the Website Administrator.

### SECTION 2. COSTS OF OPERATION

Administration costs incurred by MRAN will be offset by the collection of ten dollars (\$10.00) surcharge for each rider entered in an official MRAN sanctioned event. **All surcharges are due by the next scheduled MRAN meeting following an event or 15 days which ever is longer. All fees must be submitted with the required documentation. Required documentation is as follows: MRAN Race Invoice Form and a copy of the race results.** Any Member Club may request for disbursement of funds for any MRAN related expenses. Funds will only be released by approval of seventy-five percent (75%) of the Competition Committee Representatives.

### SECTION 3. POINTS

The Competition Committee shall set up and administer a sport rider point system for each series. At least once every three months or every three races, whichever comes first an updated bulletin will be posted at [www.racemran.com](http://www.racemran.com) showing all riders their points and standings.

### SECTION 4. EVENT OFFICIATING

Member clubs will be responsible for officiating their own events. All disputes, or disqualifications, must be reported to the appropriate official MRAN referee (Desert Series or Grand Prix Series). Decisions rendered by the promoting Member Club may be subject to appeal by the affected party or review by the Competition Committee.

## **SECTION 5. ADMINISTRATION OF RULES**

Member clubs shall be responsible for the administration of the by-laws, competition rules, and decisions rendered by Competition Committee and Governing Body while promoting all MRAN sanctioned events.

## **SECTION 6. PROCEDURES**

Procedures will be governed by necessity and convenience of the Competition Committee and Governing Body. Common sense shall be the guiding factor.

## **SECTION 7. POWER OF REFEREE**

The Referee has the power to disqualify riders at anytime for violation of the MRAN Rule Book or un-sportsmanlike conduct and place riders in appropriate classes and divisions. All event officials and MRAN Officers have the power to disqualify "Pit Racers". MRAN understands that racing is an emotional sport; However, MRAN has "ZERO" tolerance for physical violence and will not condone any physical or verbal threats towards any person at any race or MRAN event. The Competition Committee has the right to revoke or suspend MRAN membership and eligibility with a 75% majority vote of the Competition Committee Representatives for violations of MRAN by-laws, competition rules or violence. MRAN may appoint a Technical Inspector, who has the power to require compliance with MRAN rules regarding motorcycle safety and equipment before a rider can compete.

## **SECTION 8. PROTESTS**

- a. If the Referee is unable to resolve any disputes arising between promoting club and the contestants, then it shall be the duty of the Competition Committee, upon receipt of a written protest, to investigate and make a final decision. Protests may be submitted whenever verbal communication fails to bring a decision satisfactory to all parties. The Competition Committee will decide all protests. This committee will have final determination in all matters brought before it.
- b. The Competition Committee will notify all parties involved after receiving a written protest. This notification will be made in writing no later than the next regularly scheduled meeting, and/or three weeks after receiving the protest. The notification will specify the time and place of the Competition Committee meeting that will resolve the protest.
- c. All protests (whether of the rider, machine or rule violation) must be clearly stated in writing and be accompanied by the appropriate protest fee. Protests, except scoring results not posted the day of the race, must be made on the day of the event. They must be presented to the appropriate Referee and/or member club promoting the event no later than **two (2) hours** following the termination of the event in question.
- d. Protests about scoring results that are not posted the day of the event must be submitted within **seven (7) days** of the posting of the final results.
- e. Protests involving rule violations, or the actions of the promoting club must be clearly stated in writing and be accompanied by a protest fee of fifty dollars (\$50.00). If the protest is found valid, (in favor of the protestor), the protest fee will be returned to the person making the protest in addition to all costs incurred by the protestor. If the protest is declared invalid (against the protestor) then the protest fee is forfeited and deposited into the treasury.
- f. Protests involving another rider must be clearly stated in writing and be accompanied by a protest fee of fifty dollars (\$50.00). If the protest is found valid, (in favor of the protestor), the protest fee will be returned to the person making the protest in addition to all costs incurred by the protestor. If the protest is declared in favor of the protested rider, the protest fee (\$50.00) will be forfeited and deposited into the treasury.
- g. Protests regarding displacement of engines must be made in writing and accompanied by a fee of one hundred dollars (\$100.00). If the Official MRAN Referee decides for the protestor, then the fee will be returned. If the Referee decides for the rider being protested, then the protest fee (\$100.00) will be forfeited and deposited into the treasury.
- h. A protested motorcycle shall be impounded by the MRAN Referee at the time of protest and held by Referee until protest dispute is properly resolved. Alleged displacement violators shall have the right to request tear-down and measurement by an impartial motorcycle shop. Should the motorcycle shop find in favor of the

protested contestant then the protester shall pay all tear-down and assembly costs. **Should rider refuse to allow MRAN Referee to perform their duty, this riders MRAN membership shall be suspended immediately, pending review by the Competition Committee at the next regular scheduled MRAN Meeting.**

## **SECTION 9. APPEALS**

- a. Members of MRAN may appeal, to the Competition Committee, any decision made by any promoting member club or any MRAN official. The Competition Committee will have final determination in all matters brought before them.
- b. Decisions and actions made by member club officials (i.e. disqualification, change in finish position, etc.) may be appealed to the Competition Committee. The appeal must be made in writing and be accompanied by a fifty-dollar (\$50.00) appeal fee. The appeal must be made within seven **(7)** days of the posting or announcement of the club's decision. If appeal is found in favor of the MRAN member, the appeal fee, in addition to all costs incurred by the MRAN member, will be paid to the MRAN member by the appropriate member club.
- c. Decisions and actions by elected officials of MRAN (i.e. disqualification because of pit crew, pit racing, etc.) may be appealed to the Competition Committee. The appeal must be made in writing and be accompanied by a fifty-dollar (\$50.00) appeal fee. The appeal must be made within **seven (7)** days of the action. If appeal is found in favor of the MRAN member, the appeal fee, in addition to all costs incurred by the MRAN member, will be paid to the MRAN member by MRAN.
- d. Decisions made by a Tech Inspector, designated by MRAN, may be appealed to the Competition Committee. This appeal must be made in writing and be accompanied by a fifty-dollar (\$50.00) appeal fee. The appeal must be made within seven **(7)** days of the action. If appeal is found in favor of the MRAN member, the appeal fee, in addition to all costs incurred by the MRAN member, will be paid to the MRAN member by MRAN.
- e. A member may appeal a referee's decision regarding class or division placement to the Competition Committee. This appeal may be in writing or heard at any regular meeting of this committee. There is no fee for this appeal.

## **SECTION 10. SETTING THE RACE CALENDAR**

MRAN clubs are required to submit their race date(s) for the upcoming season at the September MRAN meeting and then finalize during the November meeting to allow publishing of upcoming yearly calendars. MRAN clubs not in compliance will be subject to a \$75.00 fine. The Calendar shall be decided by agreement of all member clubs. Should a conflict exist that cannot be resolved, then races and dates will be determined by the following bidding system. Each club shall submit in writing a list of race dates desired, according to preference, to the Competition Committee. The lowest preferences shall win the date. If two clubs bid the same preferences, then the club that had the date last shall win the date, i.e., Club A chooses February 28th as first preference, and Club B chooses February 28 as Second choice; Club A gets the date. If Club A and Club B have February 28 as first preferences, then the club that had February 28 (or the corresponding weekend) last year gets the race.

## **SECTION 11. CANCELLATION OF RACES**

If a club cancels a date that has been awarded; the members of that club are subject to a fifty percent (50%) loss of points unless the following procedures are taken:

- a. The approval of the Competition Committee, or if there is insufficient time, then by approval of seventy-five percent (75%) of the competition committee representatives. The subsequent approval of cancellation by the Competition Committee at the next meeting is required.
- b. Notification of race cancellation shall be posted at [www.racemran.com](http://www.racemran.com) at least seven (7) days prior to the scheduled race.
- c. There is sufficient reason for cancellation.

## **SECTION 12. ADDITION OF EVENTS**

Should a club wish to sponsor a race on an open or canceled date; they shall meet the following requirements:

- a. The approval of the Competition Committee, or if there is insufficient time, then the approval of seventy-five percent (75%) of the Competition Committee Representatives. The subsequent approval of cancellation by the Competition Committee at the next meeting is required.
- b. Notification is posted at [www.racemran.com](http://www.racemran.com) fourteen (14) days prior to the event.
- c. If the race is on public land, the Bureau of Land Management, or other government agency, must approve the race.

# **ARTICLE 4 BY-LAWS**

## **SECTION 1. PENALTIES AGAINST MEMBER CLUBS OR MEMBERS**

No penalties against a Member or Member Club shall be passed without first notifying the member, or member club. This shall be done before the next regular meeting of the Competition Committee when the action will be voted on. All Members and Member Clubs have the option of being present or submitting a written defense on the date the penalty will be assessed. Seventy-five percent (75%) majority vote of the Competition Committee Representatives is required to assess any penalties.

## **SECTION 2. POINTS PENALTIES**

The Competition Committee shall have the power to penalize any member fifty percent (50%) of the points earned for infractions of MRAN rules or the promoting Member Club event rules. Seventy-five percent (75%) majority vote of the Competition Committee Representatives is required to assess any penalties.

## **SECTION 3. ADHERANCE TO RULES**

The rules of the Competition Committee shall be followed in their entirety except as amended.

## **SECTION 4. FINANCIAL REPORT**

The Treasurer shall prepare a monthly financial report to be presented to the members of the Competition Committee. The report shall consist of but not limited to the following:

1. Previous months account balances.
2. Itemized monthly Income & Expense Reports.
3. New months account balance for all accounts.

## **SECTION 5. RULE CHANGES**

Rule changes for the competition year must be submitted no later than the October meeting of the prior year. These rule changes are then to be finalized no later than the during the December meeting. Editing of rules after the December meeting is not permitted. No MRAN rule or by-law may be modified or changed without a 51% majority vote of the Competition Committee Representatives. To make decisions concerning rules, 51% of Member Clubs must be represented. Any Member of MRAN may submit a request in writing to the Competition Committee to change competition rules, or by-laws for either Desert Series or Grand Prix Series. Proposed changes must be submitted using MRAN's rule change request form and must include the section of the rulebook to which they pertain, and the affect it will have on other rules relative to such change. Changes to the MRAN rules and by-laws enacted by the MRAN Competition Committee shall NOT become effective prior to January 1<sup>st</sup> of the upcoming race season, except in the

instances of safety and environmental concerns. New should be posted on the MRAN board in the exact format that they propose the rule change to get feedback from other members.

## **ARTICLE 5 COMPETITION RULES**

### **SECTION 1. GENERAL RULES**

- a. No rider shall use MORE THAN ONE motorcycle for the same division in any one MRAN point's event. The bike you are on when the race officially starts is the one you must ride. In the case of two points's events being held on the same day, a different motorcycle may be used at each event.
- b. A rider cannot enter and ride the same motorcycle in more than one division at the same time.
- c. Riders may not receive outside help form anyone other than a Race Official or a registered race participant who has not finished their race.
- d. This includes retrievals of inoperable race vehicles.
- e. All motorcycles shall be limited to gasoline.
- f. The Pit Area will be marked off in a clearly defined and safe manner from the course. The pit area will be **five (5)** feet from the racecourse unless there is speed control in effect where the pits are located.
- g. PIT RACING OF ANY TYPE WILL NOT BE CONDONED AT ANY EVENT. OFFENDERS ARE SUBJECT TO IMMEDIATE DISQUALIFICATION. Pits include those areas within one hundred (100) yards of automobiles, pit personnel, race officials, and race equipment. Larger pit areas may be defined by the sponsoring club.
- h. A rider is responsible for the conduct of his or her pit crew and any associated support people. A rider may be penalized for un-sportsman like conduct, violation of laws and regulations, e.g., not obeying BLM requirements, vandalizing property, trespassing, etc. by their pit crew.
- i. Size of number plates (background) will be a minimum of seven by ten inches (7"x10"), printed numbers must be legible.
- j. Three number plates are mandatory, one on the front of bike, and one on each side of the motorcycle. The number plates shall display riders yearly assigned MRAN number and or letter or a pie plate with temporary number.
- k. Riders officially entered in any event and/or promoting club members shall not be allowed to consume alcoholic beverages. This will be enforced until the completion of events.
- l. No person under 18 years of age shall be permitted to compete in any sporting event without having a notarized statement of release (MRAN Membership Application and Minor Annual Release Form) by parent or guardian on file with each division and class entered. Any entrant who makes a false statement on an entry form shall be disqualified and shall forfeit all points and all contingencies won in the race. Entrant may also be suspended from future events for a period of one year. Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all points and contingencies won in that event. Entrant may also be suspended from future events for the period of one year.
- m. To be eligible for series awards, a rider must compete in half of the total number of events. If event totally is an odd number, the total will round down.

### **SECTION 2. CLASS SPECIFICATIONS**

- a. Riders shall be divided into three (3) classes: Novice, Amateur, and Expert.
- b. One Day/Weekend Cards: MRAN will offer a one day/weekend card. It will be \$10 for the card with an additional \$10 for additional classes. Clubs will score the rider and he/she will get a trophy if earned, but will not be in the year end standings. The class will be separated with an additional letter D. (example 14td) and a pie plate.

- c. A Novice is a rider with minimum experience. For a novice to move to amateur, he must have at least one (1) Division win and three (3) class wins, or by the discretion of the appropriate referee.
- d. An Amateur rider is a rider with minimal racing/riding experience and moderate ability (the bulk of the riders should be in this class). For an amateur rider to move to expert, he must have two (2) Division wins and eight (8) class wins, or at the discretion of the appropriate Competition Committee and/or appropriate referee.
- e. An Expert rider is the highest classification of a racing rider. He/she is experienced, skillful and has demonstrated exceptional riding ability and presents them self in a professional manner on and off the racecourse. A true role model to MRAN Minis and other up and coming racers.

**Note: 50% Points Penalty to those that move classes during a season. Referee has final say to move a rider.... without penalty for a dominating racer.**

- f. A rider can digress from Expert to Amateur or Amateur to Novice at the Referees discretion with stipulations that all and any points earned in the Higher class will not transfer and be forfeited
- g. Rides for transfer can be accumulated in nonconsecutive calendar years. However, transfers will not be carried from the mini division to the big bike division.
- h. Any transfers from the MINI division to the big bike division shall start as novice.
- i. **If the rider is less than 18 years old, the parent, legal guardian or authorized adult must sign the entry form, and MRAN membership application, along with the rider. In addition, the said Minor's MRAN Membership form must be notarized.**
- j. The following number plate classification identification will be used for all MRAN sanctioned events:
  1. One-day card holder/racer will add letter D to class number (example 14 td)
  2. Novice: Black background/white numbers & letters.
  3. Amateur: Yellow background/black numbers & letters.
  4. Expert: White background/black numbers & letters.
  5. #1 plate holders have the option to use blue backgrounds/white or yellow numbers & letters.
  6. AA Premier: RED backgrounds with white numbers and letters.

### **SECTION 3. DIVISION SPECIFICATIONS**

- **50cc DIVISION:** 0-50cc 2-stroke and Non-competition 4-stroke up to 78cc will be designated by the letter "Z" following their number. WHEEL SIZE: Factory specifications. AGE LIMIT: Rider must 9 years old or under prior to January 1st of the upcoming race season to be eligible to compete. There will be three (3) classes in this division: Novice, Amateur, and Expert.
- **65cc DIVISION:** 51-65cc 2-stroke and Non-competition 4-stroke 65cc to 110cc will be designated "Y" following their number. AGE LIMIT: Rider must be 11 years old or under prior to January 1st of the upcoming race season to be eligible to compete. There will be three (3) classes in this division: Novice, Amateur, and Expert.
- **85cc+ DIVISION:** 71CC TO 112CC TWO-STROKE AND FOUR-STROKE UP TO 150CC ON MINI BIKE FRAME will be designated by the letter "J" following their number. AGE LIMIT: Rider must 15 years old or under prior to January 1st of the upcoming race season to be eligible to compete. There will be three (3) classes in this division: Novice, Amateur, and Expert.
- **Jr. Women:** Open to any female riding a motorcycle eligible to compete in the BIG BIKE DIVISION or 85cc+ division only. Rider must be 11 Years of age or older, to compete in this division. Rider must move from this class when they are 16 years old and exhibit the ability to compete at the Expert 85cc+ Division level. This division will be designated by the letter "L" following the number. This division IS eligible for awards, points and trophies. There will be three (3) classes in this division: Novice, Amateur, and Expert.
- **Lightweight (LITES) Division:** Open to any Full Framed two-stroke motorcycle up 200cc or Full Framed Four-Stroke motorcycle up to 250cc, will be designated by letter "A" following their number. There will be three (3) classes in this division: Novice, Amateur and Expert.
- **250:** Open to any Full Framed Two-stroke motorcycle will be designated by the letter "X" following their number. There will be three (3) classes in this division: Novice, Amateur and Expert.

- **4-STROKE DIVISION (THIS IS NOT A DESERT SERIES CLASS):** Open to any full framed 4-stroke motorcycle will be designated by the letter "T" following their number. There will be three (3) classes in this division: Novice, Amateur and Expert.
- **OPEN DIVISION:** Open to any full-framed motorcycle having a minimum 20-inch front wheel size. There is no letter designation for this division. There will be three classes in this division: Novice, Amateur, and Expert.
- **OVER 30 DIVISION:** This division is open to any rider 30 years of age or older and will be designated by the letter "V" following their number. There will be three (3) classes in this division: Novice, Amateur, and Expert.
- **OVER 40 DIVISION:** This division is open to any rider 40 years of age or older. This division will be designated by the letter "S" following the number. There will be three (3) classes in this division: Novice, Amateur, and Expert.
- **OVER 50 DIVISION:** This division is open to any rider 50 years of age or older. This division will be designated by the letter "M" following the number. There will be three (3) classes in this division: Novice, Amateur, and Expert.
- **SUPER SENIOR 55+ DIVISION:** This division is open to any rider 55 years of age or older. This division will be designated by the letter "N" following the number. There is one class in this division running black plates and white numbers. These riders will start behind Novice's and complete the same amount of course as the Novice's.
- **Masters Division:** OVER 60 DIVISION: This division is open to any rider 60 years of age or older. This division will be designated by the letter "C" following the number. There will be three one class in this division: Novice.
- **Pioneer Division:** OVER 70 DIVISION: This division is open to any rider 70 years of age or older. This division will be designated by the letter "P" following the number. There will be three one class in this division: Novice.
- **WOMEN'S DIVISION:** This division is open to any female riding a full-framed motorcycle. This division will be designated by the letter "W" following the number. Motorcycles eligible for competition in the 85cc+ division will be eligible for the WOMENS division at the discretion of the referee. There will be three (3) classes in this division: Novice, Amateur, and Expert.
- **SPORTSMAN DIVISION:** Open to any full framed motorcycle. Participants will start on the last line, behind the Super Senior Division. Participants will only do (1) loop. Non-point class, No trophies, No year-end awards. Will be recognized by the letter G following the number
- **QUAD DIVISION:** OPEN TO ANY FOUR-WHEEL ATV with a minimum engine size of 250cc, (EXCLUDING UHV VEHICLES (MULES, RANGERS, RHINOS.ETC) will be designated with the letter "Q", following the number. This division will have 3 (three) Classes Expert, Amateur and Novice. **This division is not mandatory, but is available at each MRAN Club's discretion.** Classes will be designated at club's discretion. Participants shall purchase a QUAD COMPETITION CARD. QUAD COMPETITION CARDS are valid for entire race season for events hosting Quads.
- **UTV Division (includes Mules, Rhinos, and Rangers etc.):** All UTV's will be required to be registered, \$5.00 fee for registration, 8" assigned numbers to be applied to 3 sides of the vehicle while at MRAN events, All operators must be a licensed driver, If rules are not followed the racer associated with the UTV will be DQ'd, Speed limit in pit and camping areas 5 mph, NO UTV's allowed on course (exceptions for club putting race on), Any additional rules imposed by host club must be followed and made clear to all UTV's at the event, Any UTV not registered with MRAN will be asked to remove the vehicle or register it or the rider will be DQ'd, Seat belt must be worn while operating vehicle, UTV's must stay on designated roads, No consuming alcohol while operating a UTV, It is the club discretion to not allow at event.
- **AA (Premier):** Open to any full-framed motorcycle having a minimum 20-inch front wheel size. This Premier Class will be designated by the letter "F" following their number. There are No Expert, Amateur, Novice Designations in this Class.
  - AA is considered the highest of all skill levels and participation in this class is earned based on previous performance within the MRAN race series. The top 5 riders in overall points from the prior year will be eligible to compete in the AA class. In addition, any rider that has earned a top 5 overalls in 3 separate MRAN races will be considered by the referee, any rider with prior Pro riding experience from an AMA sanctioned organization or any "AA" rider from a recognized series can voluntarily enter the AA class.
  - AA (Premier) Riders Must participate in 50% of the MRAN races to be eligible for year-end awards.



- Any individual not meeting the listed criteria but requesting to race AA will be considered at referee discretion, but they must prove at least 2 weeks prior to race that they are of AA racing caliber to the MRAN referees.
- Any rider in the AA class failing to earn top ten overall points for the year has the option of moving back to the appropriate expert class the following year. No Comp'd entries will be allowed in the AA class, be it #1, Officer, MRAN Legend, etc. All entries for the AA class will pay the full entry fee of \$100 for the Desert and Grand Prix series.

Payback to AA participants shall be 100%, except MRAN \$10 & BLM Fees \$6.

10 entries pays \$420 for first, \$264 for second, \$156 for third = \$840

9 entries pays \$384 for first, \$232 for second, \$142 for third = \$756

8 entries pays \$334 for first, \$200 for second, \$138 for third = \$672

7 entries pays \$311 to first, \$176 for second, \$101 for third = \$588

6 entries pays \$286 for first, \$126 to second, \$92 to third = \$504

5 entries pays \$315 to first, \$105 to second = \$420

4 entries pays \$260 to first, \$76 to second= \$336

3 entries pays \$212 to first

2 entries pays \$168 to first

1 entry pays \$84 to first

**Note: Race numbers 1-10 from each series and division shall be reserved for those riders who placed 1-10 in the previous race season in accordance with MRAN rule book article 5, sections 22 thru 25.**

#### 1. Description of Types of races:

- a. **EUROPEAN SCRAMBLES** A closed course of not less than sixty (60) minutes running time for all finishers. Riders must receive the checkered flag and have completed one (1) lap for every two (2) laps completed by the leader. The race will be stopped when the leader finishes.
- b. **DESERT SERIES GRAND PRIX** A closed course of roughly 10 to 25 miles with variable types of terrain including paved roads, open desert, sand washes, and motocross course. Additional unusual obstacles (water, buildings, wood, bridges, killer hills, etc.) are recommended. The race must be at least one hour and thirty minutes running time for all finishers. Riders must receive the checkered flag and complete one (1) lap for every two (2) laps completed by the leader. The grand prix may be run as a heat race at the discretion of the club. The race will be cut off after the leader finishes.
- c. **GRAND PRIX SERIES GRAND PRIX** A closed course of less than 10 miles with variable types of terrain including paved roads, open desert, sand washes, and motocross course. Additional unusual obstacles (water, buildings, wood, bridges, killer hills, etc.) are recommended. The race must be at least one hour running time for all finishers. Riders must receive the checkered flag or complete one (1) lap for every two (2) laps completed by the leader. The grand prix may be run as a heat race at the discretion of the club. The race will be cut off after the leader finishes.
- d. **HARE SCRAMBLES** An open course of not less than sixty (60) miles in total length. Hare scrambles require that a portion of the course be ridden at least twice. Laps must not be less than ten (10) miles in length. MRAN requires that to be considered a finisher you must receive the checkered flag and have completed a minimum of one (1) lap for every two (2) laps completed by the leader. The sponsoring club may at its discretion require contestants to complete more than the minimum laps required by MRAN. Required additional laps must be announced at the riders meeting. MRAN highly recommends that all riders not suffering mechanical difficulties be allowed sufficient time to finish the race.
- e. **HARE AND HOUND** A hare and hound is a race on an open course with a minimum of sixty miles. The Hare and Hound should consist of either individual loops (Cloverleaf), or an open-ended (Point to point) course that should not have any area run over more than once. All classes need not be required to go the same distance. Cut off times are left to the sponsoring club and must be announced at the rider's meeting. (MRAN highly recommends that all riders not suffering mechanical difficulties be allowed sufficient time to finish the race.)

- f. **MINI & MINI GP**, the requirement for a mini course is that the terrain be suitable for mini competition. Sponsoring clubs may create separate mini courses or use a portion of big bike races considered safe by the Mini Referee.
- g. **STATE CHAMPIONSHIP RACE** has minimum distances to be called State Championships. A State Championship Hare Scramble must be 75 or more miles long and a State Championship Hare and Hound must be 90 or more miles long.
- h. **BACK-to-BACK RACES** (dual races on the same day) must be scored as a combined time event. Race length of time shall be no less than 50 minutes plus one lap for each race.
- i. **Sprint Enduro** events will feature at least two special tests with racers making multiple attempts on each test and the total, cumulative time being used for race results. EX: the fastest rider wins. There will be no "drops" of special test times, all test scores count.

**2. Provisions for Race Variances:**

- a. A promoting MRAN Member Club may appeal to the Competition Committee for variances to the allowable types of events for inclusion into the MRAN point schedule for either Desert Series or Grand Prix series. Request for variance shall be formally submitted to the Competition Committee a minimum of two (2) MRAN meetings prior to date of event.
- b. No gate fees shall be charged for Desert Series events without approval from Competition Committee prior to event.
- c. All gate fee dollar amounts shall be included on event flyers for both Desert Series and Grand Prix Series.

## **SECTION 5. NON-POINTS RACES**

- a. **DESERT-CROSS or MOTOCROSS** Two (2) or Three (3) heat races run on a closed course not less than one-half (1/2) mile in length. The course shall consist of left and right turns, natural terrain, up and down hills and may have jumps, sand and water crossings, etc. Minimum length of each heat is twenty-five (25) minutes. Riders must complete two (2) heats if the motocross is a three-heat race. The course must be at least five (5) feet wide. The course is to be completely defined by banners, hay bales, fences, ribbon, rope, and/or natural boundaries. The rider must complete one (1) lap for every two (2) laps completed by the leader to be scored as a finisher of a heat.
- b. Other events such as enduro, hill climbs, night races, and field events may be sanctioned by MRAN. The suitability of an event for inclusion in the MRAN Point schedule will be determined by the Competition Committee on a case-by-case basis.
- c. **All participants in NON-POINTS races shall be required to purchase a MRAN Competition Card. Participant who posses a current year MRAN Competition Card shall be exempt.**

## **SECTION 6. COURSE MARKINGS**

- a. Courses shall be marked with colored ribbon (preferably florescent pink). Additional course marking, including banners and/or arrows, may be used in conjunction with these markings.
- b. Dangerous spots shall be marked with red or florescent orange bulls-eyed pie plates on the danger. Exceptionally dangerous spots should be double danger marked, i.e. two (2) pie plates, (3) pie plates for extremely dangerous areas.
- c. Changes in direction shall be marked with arrows or with both arrows and banners. The use of standardized MRAN-GP arrows (7"w X 10"h, strawberry/neon orange background with black arrow, "MRAN" at base) is mandatory at all point events. Clubs wishing to use alternative arrows must receive approval from the Competition Committee. Wrong way markers (equal to the size of the standardized MRAN arrows with black "W" and "wrong way" at base) shall be used in conjunction with arrows to direct participants in the proper direction.
- d. When two banners or danger markers exist, the rider must pass between these two.

- e. Stop checks should be clearly marked as such.
- f. Running checks should have banners or other markings to ensure the rider's number is identifiable by each checkpoint.
- g. An open course usually has no defined side markings. Riding within approximately ten (10) feet of either side of the marked course is allowed unless defined markings exist (i.e. banners at checks, turns, or hazards). Roads, jeep trail, etc., within the allowed twenty ten (10) feet may be used unless specifically prohibited at the rider's meeting. Tighter restrictions can be imposed (especially by the landowner); however, the sponsoring club must announce these restrictions at the rider's meeting.
- h. A closed course is a course with defined markings on each side (i.e. banners, hay bales, tires or edges of roads). Where defined markings do not exist, riders must remain within ten (10) feet of either side of the marked course. Tighter restrictions can be imposed (especially by the landowner); however, the sponsoring club must announce these restrictions at the rider's meeting.
- i. If possible (especially hare and hound and hare scrambles), the area from the starting line to the first turn, smoke bomb, or initial course marker shall be open for riders to walk an hour before the rider's meeting. Boundaries or starts should be outlined at rider's meeting or defined by course markings. Unless specifically stated, any road, trail or other way to make it to the smoke will be permitted. A clearly marked and safe return route, that doesn't go backward on itself, must be provided and used for any jetting loop, practice area, or smoke bomb run.
- j. The starting area must be clearly marked and wide enough for all riders in each class to line up on a single line; restarts are to be at the discretion of the sponsoring club whenever jump-starts or mishaps occur at the start or the first turn.
- k. The starting area of a G.P or desert-cross can be separated from the main course with an area of suitable width and distance before the first turn or a major narrowing. If a rider leaves the course during the race, he must re-enter at the same location that he/she exited. Desert-cross and G.P. corners that can be cut shall be marked (banner, hay bales, tires, lime lines manned by corner workers, etc.) so that the inside of the turn is clearly defined. Any rider witnessed riding, pushing, or traveling in the opposite direction of travel of a desert cross or G.P. shall be immediately disqualified. Bikes are NOT allowed in the infield (That area contained by the course) of a desert cross or G.P. and any bike witnessed in the infield shall be treated as a general nuisance.
- l. The pitting area must be well marked and safe. It is recommended that the pits be at least 5 feet from the course, or that speed restrictions and no passing rules be used when it is not possible to separate the pits from the racecourse. It is mandatory--subject to disqualification-- riders, DO NOT GO BACKWARDS IN THE PITS. The sponsoring club will be responsible for monitoring pit areas and will disqualify violators. Alternate pits that are more than one hundred (100) yards away from the main pit boundaries will not be subject to the above rules unless the sponsoring club deems necessary.
- m. A sponsoring club may designate a "holding" or "wait for finish" area. Racers entering this area will be scored in the order in which they arrive. Riders waiting for leaders to finish will be required to wait in these areas until released in an orderly manner by host club officials. There will be no racing to the finish line from this area. No protests from those entering this area will be allowed.
- n. Clubs hosting a Desert or Night Race shall set up and staff a Working Check Point at the end of Pit Row. Check point shall be responsible for writing down numbers and times of riders leaving Pit Row to start another lap or loop. It is suggested to make this a Stop Check to allow staff to identify riders easier.
- o. The Finish Line/Checkered Flag will be placed before the entrance of the chicane going to scoring chute.

## **SECTION 7. PRE-RUNNING**

- a. No Pre-running of a Desert or Grand Prix event is allowed unless an unclassified race is scheduled and specified on the event flyer. Parade laps may be allowed in special circumstances, especially for the mini course or for desert-cross events.

- b. The sponsoring club may disqualify or refuse entry to any rider observed pre-riding a marked course prior to a race event. The sponsoring club may request the Competition Committee to apply additional sanctions where such prohibited pre-running appears to be a deliberate attempt to gain an unfair advantage. MRAN may apply these sanctions without the formal request of the sponsoring club.
- c. Grand Prix Clubs may allow practice on the course the day before the event.

## **SECTION 8. RIDERS MEETINGS**

Mandatory rider meetings are required. At these meetings, special safety precautions, unusual hazards, stop checks, road crossings, cross markings, etc., will be re-emphasized. Any special rules, such as speed limits in pits, no passing zones, and tortoise exclusion areas will be disseminated to the riders, either verbally, or with written handouts. Riders who do not attend these rider's meetings will start riding with a minimum of 30-second time penalty after the last rider in that rider's class/division has started. Thus, if a rider has the number 2-time draw, he will have to start a minimum of 30 seconds after the last non-penalized rider of that group has started. The penalized rider's time shall not be adjusted for the later start time. The participant is ultimately responsible for information discussed at the rider's meetings.

## **SECTION 9. DESERT SERIES EVENT SCORING**

- a. Finish place is determined by the number of laps completed and then the position relative to other competitors. The rider must receive the checkered flag. The race ends when the lead bike has crossed the finish line and receives the checkered flag. Sponsoring clubs are cautioned to provide a suitable area for stopping AFTER the finish line.
- b. Promoting Member Clubs may have different finish lines for different classes and/or divisions.  
Example: A three (3) leg hare and hound. Minis may finish at the first gas. All Novices finish at the second gas. All other entries must complete the whole course.
- c. For multiple lap races the sponsoring member club shall give all racers the option of a minimum lap finish. A minimum lap finisher area shall be located a minimum of 10 feet from the racecourse and within a maximum of 20 yards from the designated scoring area. All bikes shall remain in the minimum lap area until checkered flag is waived or until released by club's race official. Minimum lap finishers will be scored upon declaring they are choosing to do only the minimum lap (s) shall receive only 50% of their finish points. All minimum lap finishers will be scored behind all maximum lap finishers in their respective class/division. Rider Will be considered a Minimum lap finisher if they do not start the next lap by leaving the pits. Rider must tell scoring immediately upon deciding not to continue.
- d. A rider in a multi-lapped race must complete a minimum number of laps to be scored as a finisher. MRAN requires that a rider must COMPLETE at least one (1) lap for every two (2) laps completed by the leader. NOTE: This is MRAN's minimum.
  - 2 lap race - 1 lap minimum
  - 3 lap race - 2 lap minimum
  - 4 lap race - 2 lap minimum
  - 5 lap race - 3 lap minimum **\*note: 50cc, 65cc and 85cc+ novice riders only are exempt from the minimum requirement.**
  - 6 lap race - 3 lap minimum **1 lap to finish for the 50cc, 65cc and 85cc+ novice riders only.**
  - 7 lap race - 4 lap minimum
  - 8 lap race - 4 lap minimum
  - 9 lap race - 5 lap minimum
- e. Riders that break down on racecourse and do not cross the finish line will be scored as a DNF. (example: rider by passes the minimum lap chute and attempts another lap and breaks down, rider receives "DNF"). Once a rider has left the pits to continue their next lap they will not be allowed to return to the pits for assistance and then return to the race. MRAN clubs shall not allow any riders in a specified class/division to continue to race after they have completed their designated laps (example: novice riders designated at rider's meeting/flyer to finish race after 1 lap, will not be allowed to continue a second lap for any reason).
- f. Towing - A rider whose motorcycle will not run may be towed to the finish while the race is in progress only by another rider who is entered and has not finished the race (rider cannot receive the checked flag and reenter the racecourse to tow another rider). A rider towed more the fifty percent (50%) the length of the racecourse shall not be considered a finisher and will only receive start points (and club points if applicable) for the event. Competitors entered in the 50cc division are excluded from this rule.
- g. Member clubs are responsible for scoring their own events. Member Clubs are encouraged to use the MRAN scoring system.
- h. The failure of a rider to pass through ALL checkpoints within the racecourse will be disqualified.

## **SECTION 10. GRAND PRIX SERIES EVENT SCORING**

- a. Finish place is determined by the number of laps completed and then the position relative to other competitors. The race ends when the lead bike has crossed the finish line and receives the checkered flag. Sponsoring clubs are cautioned to provide a suitable area for stopping AFTER the finish line.
- b. A rider in a Grand Prix race must complete a minimum number of laps to be scored a finisher. MRAN requires that a rider must make at least one (1) lap for every two (2) laps completed by the leader.
  - 2 lap race - 1 lap minimum
  - 3 lap race - 2 lap minimum
  - 4 lap race - 2 lap minimum
  - 5 lap race - 3 lap minimum **\*note: 50cc, 65cc & 85cc+ novice riders only are exempt from the minimum**
  - 6 lap race - 3 lap minimum requirement **1 lap to finish for the 50cc, 65cc & 85cc+ riders**
  - 7 lap race - 4 lap minimum only
  - 8 lap race - 4 lap minimum
  - 9 lap race - 5 lap minimum
- c. In the event a rider cannot proceed in the race, i.e. due to breaks down, injury, stops for injured rider, etc., the rider will be scored in the race from the previous laps completed. If the rider has completed 50% of the division and class winner's laps, they will be considered a finisher, if not rider will DNF race.
- d. Towing - For safety of all riders there will be no towing at a Grand Prix. A rider unable to proceed under his own power, race is over at point of failure. See rule section c.
- e. Member clubs are responsible for scoring their own events. Member Clubs are encouraged to use the MRAN scoring system.

## **SECTION 11. DESERT SERIES TROPHIES**

- a. Member Clubs must award a MINIMUM of twenty-five percent (25%) trophies of the entries. It is encouraged to award 33% to amateur riders and 50% to novice riders.
- b. Member Clubs shall award trophies to all novice riders that finish in the 50cc Division.
- c. These are the minimum set forth by MRAN. Sponsoring clubs are required to trophy top 10 overall riders when all divisions compete at the same time.
- d. Trophies may be awarded at the finish line or later. The date and location that trophies will be available must be included on the results. Trophies must be made available within twelve weeks of the event. Clubs should make every effort to have their trophies available when they say the will. If trophies are not available within twelve weeks, the sponsoring club will be fined \$300.00 by MRAN. Minimally if the delay occurs, the sponsoring club should post an announcement at the location where the trophies are expected. Announcements should also be posted on the MRAN website, at a MRAN meeting, and at other MRAN events. This announcement should contain the estimated length of delay. If the delay is more than a few days, the sponsoring club should try to notify the racers effected (trophy winners). If the sponsoring club makes no effort to get the trophies to the participants within 24 weeks of the event date, MRAN will pay for and distribute the trophies. If the sponsoring club wants to promote another event, they pay the trophy bill plus the \$300.00 FINE to be sanctioned by MRAN.

## **SECTION 12. GRAND PRIX TROPHIES**

- a. Each race club shall award trophies minimum of 33% up to top 3 in each class per division.
- b. Member Clubs shall award trophies to all novice riders that finish in the 50cc Division.

- c. Trophies may be awarded at the finish line or later. The date and location that trophies will be available must be included on the results. Trophies must be made available within twelve (12) weeks of the event. Member Clubs should make every effort to have their trophies available when they say the will. If trophies are not available within twelve (12) weeks, the sponsoring club will be fined \$300.00 by MRAN. Minimally if the delay occurs, the sponsoring club should post an announcement at the location where the trophies are expected. Announcements should also be posted on the MRAN website, at a MRAN meeting, and at other MRAN events. This announcement should contain the estimated length of delay. If the delay is more than a few days. The sponsoring club should try to notify the racers effected (trophy winners). If the sponsoring club makes no effort to get the trophies to the participants within twenty-four (24) weeks of the event date, MRAN will pay for and distribute the trophies. If the sponsoring club wants to promote another event, they shall pay the trophy bill plus the \$300.00 FINE to be sanctioned by MRAN.

### **SECTION 13. NON-COMPETITION MEMBERSHIPS**

MRAN non-competition memberships may be purchased by any individual for the price of \$5.00. This non-competition membership entitles the individual to receive flyers in the mail and to have say in the governing of MRAN. Purchase of a non-competition card entitles individuals to a membership card. Non-competition members will not receive a free MRAN rulebook. **Non-Competition Members shall be defined as individuals not riding motorcycles or ATV's in MRAN events.**

### **SECTION 14. DESERT SERIES COMPETITION MEMBERSHIPS**

- a. MRAN- Annual Memberships may be purchased by any individual for the price of \$40.00 for Big Bikes and \$30.00 for Mini Bikes, Jr. Women, Quads and Pit Bike's. All Membership Applications for a minor must be notarized. MRAN does not offer a notary service it is suggested that members bring the minor application notarized prior purchasing a competition card.
- b. A competition membership is valid for only one division in any MRAN series. Competitors wishing to compete in another Division must purchase another competition membership. The fee for second competition membership is Ten dollars (\$10.00). Riders in the Mini Bike division shall pay the difference between the price of mini bike membership and Big Bike membership when transferring to the big bike division.
- c. MRAN day cards may be purchased by an individual for the price of \$20.00 for all bike divisions. No end of the year race points awarded to day card holders. Trophies for results from that race are to be awarded to day card holders. Riders that participate in a race past November 1st can purchase a full season card that will roll over to the following season. **(No Points or Trophies).**
- d. Assigned MRAN # is valid for all MRAN series (example: rider is assigned Open division # 30, rider is Open division #30 in Desert Series, G.P. series and non-points events). No other rider will be assigned #30 for the entire race season. The only exception to this rule will be the top 10 earned #'s. (example: rider earns #1 in G.P. series, he will be required to pick# for the desert series unless rider earned top ten # in Desert series also).
- e. All entrants competing in MRAN events must have a current MRAN competition card in their possession at the event. The MRAN referees may charge up to three dollars (\$3.00) for issuing replacement competition cards to members.
- f. Riders registering for competition cards the day of the event can be given "Pie Plate" numbers and or letters. The pie plates must be the proper color for the class/division entered. Pie plates must be exhibited on the front and each side of the motorcycle, just like regular competition numbers.
- g. If a rider is assigned a number by MRAN, then he must run that number or receive no points or trophy.
- h. All monies collected through the sale of Desert Series Memberships shall be submitted with the MRAN invoice form attached to the Treasurer at each monthly meeting. All receipts for other transactions (supplies, equipment, etc) shall also be submitted with the MRAN invoice form to the Treasurer at each monthly MRAN meeting.

## **SECTION 15. GRAND PRIX SERIES COMPETITION MEMBERSHIPS**

- a. MRAN's annual memberships may be purchased by any individual for the price of \$40.00 for big bikes and \$30.00 for Mini Bikes, Jr. Women, Quads and Pit Bikes. All membership applications for a minor must be notarized. MRAN does not offer a notary service it is suggested that members bring the minor application notarized prior to purchasing a competition card.
- b. A competition membership is valid for only one division in any MRAN series. Competitors wishing to compete in another Division must purchase another competition membership. The fee for second competition membership is Ten dollars (\$10.00). Riders in the Mini Bike division shall pay the difference between the price of Mini Bike membership and Big Bike membership when transferring to the Big Bike division.
- c. MRAN Day Cards/ Membership may be purchased by an individual for the price of \$10.00 for all bike divisions. **(No Points or Trophies).**
- d. Assigned MRAN number is valid for all MRAN series. For example, a rider is assigned Open division #30, that rider will be Open division #30 in the Desert series, the Grand Prix series and non-points events. No other rider will be assigned #30 for the entire race season. The only exception to this rule will be the top 10 earned numbers. For example, a rider earns #1 in the Grand Prix series, he will be required to pick his/her number for the Desert series, unless the rider earned top ten in the Desert series also.
- e. All entrants competing in MRAN events must have a current MRAN competition card in their possession at the event. The MRAN referees may charge up to three dollars (\$3.00) for issuing replacement competition cards.
- f. Riders registering for Competition cards the day of the event can be given "Pie Plate" numbers and or letters. The pie plates must be the proper color for the class entered. Pie plates must be exhibited on the front and each side of the motorcycle, just like regular competition numbers.
- g. If a rider is assigned a number by MRAN, then he must run that number or receive no points or trophy.
- h. All monies collected through the sale of Grand Prix Series Memberships shall be submitted with the MRAN invoice form attached to the treasurer at each monthly meeting. All receipts for other transactions (supplies, equipment, etc) shall also be submitted with the MRAN invoice form to the treasurer at each monthly MRAN meeting.

## **SECTION 16. RESULTS**

- a. Every rider's lap time will be recorded. Each rider's finish will be recorded in minutes and seconds. Once the sweep rider gets back to the MAIN checkpoint, scoring will stop. Moto and class results will be posted for viewing upon completion of each race. Each rider has a responsibility to ensure their lap time is recorded by the scoring team
- b. A complete set of results can include:
  1. Position over-all
  2. Rider's MRAN number
  3. Rider's AMA number
  4. Rider's name
  5. Rider's club
  6. Rider's Sponsor's (50 characters)
  7. Rider's bike brand
  8. Rider's class
- c. Results sent to the referees must be in overall position and broken down into class and division finish.

## **SECTION 17. DESERT SERIES SPONSORING A RACE**

- a. Members of clubs sponsoring any of the following events will not be allowed to compete in the following events,
  1. Hare and Hound
  2. Hare Scrambles
  3. Any other race in which pre-running or practice is not allowed.



- b. The sponsoring club must comply with all requirements necessary for the proper and permitted use of public lands. MRAN must have been granted written permit by the Bureau of Land Management for use of desert land as a racecourse. The sponsoring club and MRAN must have received **written** permission to use any private land as a racecourse. The sponsoring club must comply with all procedures required to use public lands not administrated by the Bureau of Land Management.
- c. The promoting Member Club shall see that the course, grounds, pits, and spectator areas are properly cleaned up after the events and provide outhouses at all races. Failure to comply with these rules will result in a fine to be determined by the Competition Committee.
- d. Event Flyers for the event must be posted on www.racemran.com (via Website Administrator) the day after the race the precedes that clubs' race. Failure to comply with these rules will result in a fine of seventy-five dollars (\$75.00) plus five dollars (\$5) a day for each day that Event Flyers are late.
- e. Sponsoring Member Clubs must try to verify that competitors possess a valid MRAN Competition Card. Member Clubs that don't verify rider's credentials may be fined by the competition committee.
- f. An information sheet must be presented at the entrance to all MRAN sanctioned events. This information sheet will include time of riders meeting, time of race, location of jetting area, time of start and any other pertinent information that participants should know.
- g. A dedicated transport vehicle staffed with at least a certified Emergency Medical technician. The EMT must be equipped with all the equipment that is necessary for him/her to perform their duties as an EMT as prescribed by their licensing body and/or the local standards. The sponsoring club must verify that these requirements are met prior to the start of all races.
- h. The club will have a member (s) checking the staging area prior to each race to ensure bikes have proper numbers and backgrounds displayed and that the rider is, in fact, signed up for that race.
- i. Approved race permits, course maps, BLM post-race report, and the BLM acceptance notice of payment and post-race report must be submitted to the MRAN Secretary when giving their post-race Report.
- j. **Effective immediately all clubs will accommodate for a fourth race, a 50cc "Novice Only" Desert series race to ensure the safety of our riders.**

## **SECTION 18. GRAND PRIX SPONSORING A RACE**

- a. Members of clubs sponsoring a G.P. will be allowed to compete in the event, providing an unclassified race, pre-running, a parade lap or practice is allowed.
- b. The sponsoring club must comply with all requirements necessary for the proper and permitted use of public lands. MRAN must have been granted a written permit by the Bureau of Land Management for use of any desert land as a racecourse. The sponsoring club and MRAN must have received written permission to use any private land as a racecourse. The sponsoring club must comply with all procedures required to use public lands not administrated by the Bureau of Land Management.
- c. The promoting Member Club shall see that the course, grounds, pits, and spectator areas are properly cleaned up after the events and provide outhouses at all races. Failure to comply with these rules will result in a fine to be determined by the Competition Committee.
- d. Event Flyers for the event must be posted on www.racemran.com (via Website Administrator) at least fourteen (14) days prior to the event. Failure to comply with these rules will result in a fine of seventy-five dollars (\$75.00) plus five dollars (\$5) a day for each day that Event Flyers are late.
- e. Sponsoring Member Clubs must try to verify that competitors possess a valid MRAN Competition Card. Member Clubs that don't verify rider's credentials may be fined by the Competition Committee.
- f. An information sheet must be presented at the entrance to all MRAN sanctioned events. This information sheet will include time of riders meeting, time of race, location of jetting area, time of start and any other pertinent information that participants should know.
- g. A dedicated transport vehicle staffed with at least a certified Emergency Medical technician. The EMT must be equipped with all the equipment that is necessary for him/her to perform their duties as an EMT as prescribed

by their licensing body and/or the local standards. The sponsoring club must verify that these requirements are met prior to the start of all races.

- h. The club will end signup 1 hour prior to each race's start to ensure that there is enough time to enter riders into the scoring database.
- i. The club will have a member (s) checking the staging area prior to each race to ensure bikes have proper numbers and backgrounds displayed and that the rider is, in fact, signed up for that race.
- j. New clubs will be interviewed and approved by the competition committee prior to sanctioning a GP. A monetary retainer may be suggested to ensure that the guidelines are followed.
- k. **Effective immediately all clubs will accommodate for a fourth race, a 50cc "Novice Only" Grand Prix race to ensure the safety of our riders.**
- l. The following schedule will be followed for all GP races:

7:00 A.M. – Big Bike Unclassified  
7:30 A.M. – Mini Bike Unclassified  
8:00 A.M. – Vets  
9:15 A.M. – 50cc  
9:45 A.M. – 50cc Novice Only  
10:00 A.M. – 2-Stroke / 4-Stroke / Women  
11:00 A.M. – Maintenance / Intermission / **(If Necessary)**  
11:45 A.M. – 65cc  
1:00 P.M. – 85cc+ / Jr. Women  
2:15 P.M. – Open / Lites  
3:30 P.M. – Quads **(If club is allowing Quads)**  
4:45 – Team Race **(If Club is having a Team Race)**

## **SECTION 19. COMPETITION EQUIPMENT**

MRAN implements equipment rules primarily for safety reasons. The Referee or Technical Inspector has the right to make judgment decisions on items not listed here. Points of contention not having a clear outcome will be resolved in favor of the rider.

- a. Motorcycle helmets will be worn (Protective gear such as shin guards, chest protectors, gloves are recommended) by both rider and/or passenger anytime the motorcycle is set in motion. Boots (Extending above the ankles), goggles, and/or face shield will be worn by all riders.
- b. Center stands, safety bars, and all undue protruding objects not necessary for the operation of the machine must be removed. All glass and sharp, protruding objects must be removed. This includes protruding mirrors and turn signals. Enduro type headlights, plastic brake lights, enduro speedometers, rubberized turn signals that do not represent an undue safety hazard are allowed.
- c. Foot pegs must not extend more than four (4) inches from the widest part of the frame and/or engine assembly; whichever is the base point of the foot pegs. Foot pegs may be folding or rigid, but must have blunt ends. Rigid foot pegs must be covered with 1/4 inch of rubber or soft plastic.
- d. Motorcycle must be equipped with adequate operating brakes.
- e. All motorcycles must have silenced exhaust.
- f. Control levers must have 1/2-inch ball ends unless the control levers are protected with bark busters or other substantial and safe protection.
- g. **USFS approved Spark arrestors will be mandatory on all race vehicles for events held on city, county or public lands (USFS and BLM). Spark Arrestors ARE NOT mandatory on race vehicles for races of any kind that are held exclusively on privately owned lands unless requested by the landowner or the sponsoring club.**
- h. All above equipment is subject to technical inspection.

## **SECTION 20. STARTS AND FLAGS**

- a. **The condition of the course and terrain shall determine the method of starting. If possible, starts should be made in an open area off the course. The promoting Member Club shall determine the race start method. Options include with a gate, live or dead engine, banner drop, on or off bike etc.**
- b. AA will start on first banner. Experts will start on the second banner, Amateurs on third, and Novice on fourth. Promoting club may have additional starts, but not less than three (3). If the promoting club chooses to have additional starts, (other than mass start by class), the race will then be classified as a timed event. Timed events can have live engine starts. Clubs also have the discretion of choosing types of starts (dead engine, lemans, straddle front or rear fender). On a dead engine start, if a rider starts their engine prior to the flag dropping they will be assessed a 5min penalty.
- c. Flags that may be used in a Desert or Grand Prix Race:
  - o BANNER - start of race (Note: a gate or other starting device may be used in place of a Banner)
  - o ORANGE - caution for a bad danger or downed racer
  - o RED - stop or wait at road crossing.
  - o BLACK - disqualification of rider.
  - o WHITE - one lap to go.
  - o CHECKERED - finish of race.

## **SECTION 21. FEES**

- o The maximum amount chargeable without special Competition Committee approval is as follows:
  - o Hare and Hound - Big Bike, Quad \$60.00--- Jr. Women, Mini Bike & Pitbike \$35.00
  - o AA Premier- Desert & Grand Prix Series \$100. (See Night Race series rules for Fee's)
  - o **Any MRAN Event – 50cc and 65cc Novice Maximum \$30.00**
  - o Grand Prix First Event - Big Bike & Quad \$60.00---Jr. Women, Mini Bike & Pitbike \$35.00
  - o Grand Prix additional event – Big Bike, Quad, Jr. Women, Mini Bike & Pitbike \$20.00
  - o Hare Scrambles - Big Bike, Quad \$60.00 ----- Jr. Women, Mini Bike & Pitbike \$35.00
  - o Motocross - Big Bike, Quad \$60.00---- Jr. Women, Mini Bike & Pitbike \$35.00
  - o Desert-cross - Big Bike, Quad \$60.00----- Jr. Women, Mini Bike & Pitbike \$35.00
  - o European Scrambles First event - Big Bike, Quad \$60.00----- Jr. Women, Mini Bike & Pitbike \$35.00
  - o European Scrambles additional event - Big Bike, Quad, Jr. Women, Mini Bike & Pitbike \$20.00
  - o Non-Points events- - Big Bike, Quad \$60.00 ----- Jr. Women, Mini Bike & Pitbike \$35.00
  - o Non-Points event additional event- All participants \$20.00
  - o All events not covered above- - Big Bike, Quad \$60.00-----Jr. Women, Mini Bike & Pitbike \$35.00
- o Clubs wishing to charge above the maximum allowable amount must have prior approval from MRAN Competition Committee. Examples of extra costs that have previously been passed on to the rider are: Gate Fees, Additional insurance required (in Grand Prix's usually), starting kits (decals, tee shirts, etc.), donations to town fire departments, etc., for Grand Prix events held in towns.

## **SECTION 22. DESERT SERIES POINTS RULES**

- a. Points schedule--see **Section 24 for Desert series points schedule.**
- b. Members of MRAN clubs shall receive Five (5) extra points per race started and fifteen (15) extra points per race finished for a total of 20 points per race. Racers will also be given 30 Club points at the end of year. Riders must physically work their club's race to be eligible for points. Clubs shall notify MRAN referees of those not working. This work can be on days other than race day. A list of official club members must be turned in by the first race of each year. "To be eligible for club points, members must join a club prior to that club's race. Club points will be awarded from that point on and are not retroactive to the beginning of the year." The referee should be informed of your club membership when you apply for your MRAN number. Should you join a club after applying for a MRAN number, the referee should be informed of your change in status. Failure to keep the referee informed may result in loss of club points.

- c. Year end total points shall be computed on one less race than the total number of races held during the calendar year for members not in a club.
- d. Members of a club missing two (2) consecutive Competition Committee meetings may lose extra club points and up to fifty percent (50%) of total points.
- e. No race shall be a point race unless posted at [www.racemran.com](http://www.racemran.com) (via Website Administrator) at least **fourteen (14)** days prior to the event.
- f. Tie Breaker rule for number 1 plate. The rider with the most first place wins will get the number one plate if two or more riders finish the year with the same number of competition points. If two or more riders have the same points, and the same number of wins, the one with the most second place finishes gets the number 1 plate. If needed, then the number of third place finishes will be used to decide which person gets the number 1 plate etc., etc. If riders have the same number of place finishes, then the rider that placed highest in the last event receives the number 1 plate.

**SECTION 23. GRAND PRIX POINTS RULES**

- a. Points schedule--see Section 25 for G.P. points.
- b. G.P. year end points shall be computed on all races in the GP series for the calendar year.
- c. No race shall be a point race unless posted at [www.racemran.com](http://www.racemran.com) (via Website Administrator) at least fourteen (14) days prior to the event.
- d. Tie Breaker rule for number 1 plate. The rider with the most first place wins will get the number one plate if two or more riders finish the year with the same number of competition points. If two or more riders have the same points, and the same number of wins, the one with the most second place finishes gets the number 1 plate. If needed, then the number of third place finishes will be used to decide which person gets the number 1 plate etc., etc. If riders have the same number of place finishes, then the rider that placed highest in the last event receives the number 1 plate, etc.
- e.

**SECTION 24. POINT SCHEDULES FOR MRAN DESERT SERIES EVENTS**

The following point schedule will be used for all "DESERT SERIES" events to determine year-end standing.

Finish	EXPERT	AMATUER	NOVICE
1	100	75	60
2	89	67	54
3	82	62	50
4	78	58	47
5	73	55	44
6	69	52	42
7	66	49	40
8	63	47	38
9	60	45	37
10	58	43	35
11	55	41	34
12	53	40	32
13	51	38	31
14	49	37	30
15	47	36	29
16	45	35	28
17	44	34	27
18	43	33	26
19	41	32	25
20	40	31	24

**SECTION 25. POINT SCHEDULES FOR MRAN GRAND PRIX EVENTS**

The following point schedule will be used for "GRAND PRIX" events to determine year-end standing.

Finish	EXPERT	AMATUER	NOVICE
1	100	75	60
2	89	67	54
3	82	62	50
4	78	58	47
5	73	55	44
6	69	52	42
7	66	49	40
8	63	47	38
9	60	45	37
10	58	43	35
11	55	41	34
12	53	40	32
13	51	38	31
14	49	37	30
15	47	36	29
16	45	35	28
17	44	34	27
18	42	33	26
19	41	32	25
20	40	31	24
21	39	30	23
22	38	29	22
23	37	28	21
24	36	27	20
25	35	26	19

## **SECTION 26. HIGH POINT CLUB DETERMINATION**

The club with the most combined race and club points for all members will be awarded the high point club trophy.

## **SECTION 27. POINT SCHEDULE FOR OVERALL POINTS**

Desert Overall Points Leader: Expert, Amateur, and Novice. The overall point's leader is for riders in a club. Points are awarded by a rider's overall finish of the races. See points table below. You will receive 1<sup>st</sup> place points for your club's race. Trophies will be given to 1<sup>st</sup> in each Expert, Amateur, and Novice for their overall points in each class. For races that all don't race together points will be by each race if all classes race together. Most desert races this will not be a problem but if it is then that race could be thrown out.

Place OA	Points OA	Place OA	Points OA	Place OA	Points OA	Place OA	Points OA	Place OA	Points OA
1	300	26	265	51	240	76	215	101	190
2	295	27	264	52	239	77	214	102	189
3	291	28	263	53	238	78	213	103	188
4	288	29	262	54	237	79	212	104	187
5	286	30	261	55	236	80	211	105	186
6	285	31	260	56	235	81	210	106	185
7	284	32	259	57	234	82	209	107	184
8	283	33	258	58	233	83	208	108	183
9	282	34	257	59	232	84	207	109	182
10	281	35	256	60	231	85	206	110	181
11	280	36	255	61	230	86	205	111	180
12	279	37	254	62	229	87	204	112	179
13	278	38	253	63	228	88	203	113	178
14	277	39	252	64	227	89	202	114	177
15	276	40	251	65	226	90	201	115	176
16	275	41	250	66	225	91	200	116	175
17	274	42	249	67	224	92	199	117	174
18	273	43	248	68	223	93	198	118	173
19	272	44	247	69	222	94	197	119	172
20	271	45	246	70	221	95	196	120	171
21	270	46	245	71	220	96	195	121	170
22	269	47	244	72	219	97	194	122	169
23	268	48	243	73	218	98	193	123	168
24	267	49	242	74	217	99	192	124	167
25	266	50	241	75	216	100	191	125	166

# ARTICLE 6 NIGHT RACE SERIES RULES

## SERIES DESCRIPTION:

The MRAN night race series is a separate series from the Desert and Grand Prix series. Points earned in the Night Race series do not count towards the Desert or Grand Prix standings. The MRAN night race series was created and designed to be a "Fun Series". Since MRAN looks at this as a "Fun Series" ... teams can consist of mixed class and division riders. This allows Friends and Family members to race together. Clubs are encouraged to keep the races easier and less technical than their normal desert races. Course length is typically 12 to 25 miles per lap and is a multi lap race.

## CLASS DESIGNATIONS:

- **AA PREMIER** - 1 or 2-man team - 1 bike or 1 Quad used per team - 50% Pro payback to bike and quad winners.
- **IRONMAN** - 1 man with either Amateur or Expert status. Can be Bike or Quad.
- **EXPERT** - Status determined by existing MRAN card or that from another Series. At least one person on the team must have an Expert Class Designation.
- **AMATEUR** - Status determined by existing MRAN card or that from another Series. All team members racing this class must be a Novice or Amateur. If any team member has an Expert Class MRAN card or Expert card from another series the whole team must race in the Expert Class.

NOTE: There is not a Novice class, however Novice riders are encouraged to team up with more experienced Amateur and or Expert riders to learn the ropes and have some fun.

## BIKE DIVISIONS and NUMBERS:

- AA PREMIER -- 1 - 99 (1 or 2 Riders)
- OPEN EXP -- 100 - 149
- OPEN AM -- 150 - 199
- 30+ VET EX -- 200 - 249 (All riders must be 30+ years old)
- 30+ VET AM -- 250 - 299 (All riders must be 30+ years old)
- IRONMAN EXP -- 400 - 449
- IRONMAN AM -- 450 - 499

NOTE: Only full framed motorcycles having min. 20-inch front wheel size are allowed in the bike divisions.

## QUAD DIVISIONS AND NUMBERS:

- OPEN QUAD EXP -- 500 - 549
- OPEN QUAD AM -- 550 - 599
- IRONMAN QUAD EXP -- 700 - 749
- IRONMAN QUAD AM -- 750 - 799
- AA PREMIER -- 800 - 849

NOTE: All Quad engines must be 249cc or larger.

## RACE FEES FOR BIKES & QUADS:

- AA PREMIER TEAM -- \$200.00 -- PER TEAM -- 2 Riders MAX on a PRO Team
- IRONMAN -- (1 Rider only) -- \$50.00
- 2 MAN TEAM -- \$100.00 per team

- 3 MAN TEAM -- \$120.00 per team

NOTE: All team members must hold a current MRAN card (Yearly or Day card)

## **GENERAL RULES**

1. Hosting club members may race their own race.
2. Hosting club fees to MRAN are \$10.00 PER TEAM. Hosting club is responsible for appropriate BLM FEES.
3. No one except registered participants and race officials shall ride on a course until the completion of the Event. Race officials shall yield to all race traffic, except for an emergency.
4. Race officials shall remove, or cover, all competition numbers on their motorcycle to distinguish them as a race Official.
5. All motorcycles/quads shall be limited to gasoline.
6. PIT RACING OF ANY TYPE WILL NOT BE CONDONED AT ANY EVENT; OFFENDERS ARE SUBJECT TO IMMEDIATE DISQUALIFICATION. Pits include those areas within one hundred (100) yards of automobiles, pit personnel, race officials, and race equipment. Larger pit areas may be defined by the sponsoring club.
7. A rider is responsible for the conduct of his or her pit crew and any associated support people. A rider may be penalized for un-sportsman like conduct, violation of laws and regulations, e.g., not obeying BLM requirements, vandalizing property, trespassing, etc. by their pit crew.
8. Riders officially entered in any event and/or promoting club members shall not be allowed to consume alcoholic beverages. This will be enforced until the completion of events.
9. No person under 18 years of age shall be permitted to compete in any sporting event without having a notarized statement of release by parent or guardian on file with each division and class entered. Any entrant who makes a false statement on an entry form shall be disqualified and shall forfeit all points and all contingencies won in the race. Entrant may also be suspended from future events for a period of one year. Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all points and contingencies won in that event. Entrant may also be suspended from future events for the period of one year.
10. No Pre-running of a Night Race event is allowed. The sponsoring club may disqualify or refuse entry to any rider observed pre-riding a marked course prior to a race event. The sponsoring club may request the Competition Committee to apply additional sanctions where such prohibited pre-running appears to be a deliberate attempt to gain an unfair advantage. MRAN may apply these sanctions without the formal request of the sponsoring club.
11. Mandatory rider meetings are required. At these meetings, special safety precautions, unusual hazards, stop checks, road crossings, cross markings, etc., will be re-emphasized. Any special rules, such as speed limits in pits, no passing zones, and tortoise exclusion areas will be disseminated to the riders, either verbally, or with written handouts.
12. Riders who do not attend these rider's meetings will start riding with a minimum of 30-second time penalty after the last rider in that rider's class/division has started. Thus, if a rider has the number 2-time draw, he will have to start a minimum of 30 seconds after the last non-penalized rider of that group has started. The penalized rider's time shall not be adjusted for the later start time. The participant is ultimately responsible for information discussed at the rider's meetings.
13. An information sheet must be presented at the entrance to all MRAN sanctioned events. This information sheet will include time of riders meeting, time of race, location of jetting area, time of start and any other pertinent information that participants should know.
14. A dedicated transport vehicle staffed with at least a certified Emergency Medical technician must be on site. The EMT must be equipped with all the equipment that is necessary for him/her to perform their duties as an EMT as prescribed by their licensing body and/or the local standards. The sponsoring club must verify that these requirements are met prior to the start of all races.



15. The promoting Member Club shall see that the course, grounds, pits, and spectator areas are properly cleaned up after the event and provide port-a-potties at all races. Failure to comply with these rules will result in a fine to be determined by the Competition Committee.
16. Sponsoring Member Clubs must try to verify that competitors possess a valid MRAN Competition Card. Member Clubs that don't verify rider's credentials may be fined by the competition committee.
17. The sponsoring club must comply with all requirements necessary for the proper and permitted use of public lands. MRAN must have been granted written permit by the Bureau of Land Management for use of desert land as a racecourse. The sponsoring club and MRAN must have received written permission to use any private land as a racecourse. The sponsoring club must comply with all procedures required to use public lands not administrated by the Bureau of Land Management.
18. The Ironman Rider and or 2-3-man team must use the same bike and or quad for the entire race. You may not switch Bikes or Quads during a race; however, you may enter another race in the series with a different bike or quad if it meets the requirements of the division and or team number issued. Broken bikes can be fixed or repaired; parts can be swapped and switched, however the frame and engine must be the one started with.
  - **AA PREMIER** -- A Pro team may have 1 or 2 riders. No more than 2 riders allowed.
  - **TEAM** -- Teams may consist of 2 or 3 riders of the same or mixed class, and or Division.
  - **2 MAN TEAM** -- A 2-man team may consist of 2 Experts or 2 Amateurs or one of each. If the team has 1 of each then the team **MUST** enter as an EXPERT team.
  - **3 MAN TEAM** -- A 3-man team can have both Expert and Amateurs on it. If only 1 Expert is on the team, then the team **MUST** enter as Expert. If the team has 2 Experts and 1 Amateur, then the team must enter as an EXPERT team.
  - **TEAM DIVISION REQUIREMENTS** -- This applies to Teams with members of mixed division status. Team **MUST** enter under the appropriate division based on Bike or Quad being used for the race. **NOTE: No rider under the age of 30 may enter on a "Vet" team.**
  - **RIDER OF RECORD** -- The first rider listed on the entry is the **Rider of Record** for that team. The rider of record may not be the rider of record for another team. Team must run the same number on the Bike/Quad for the entire series and must be entered in the same division for the entire series. If a team runs a different number or different division letter from a previous race, then the team will be scored with the new number/division and any points **WILL NOT** be added to the previous number and or division used. There will be **NO** transferring of points from one division to another. You only earn and keep points in each individual division you race in. Rider of record/team number remains the same for the season. **NOTE: Rider of record/team number remains the same for the season, so plan accordingly.**
  - **NUMBER PLATES** -- Number plate requirements will follow standard MRAN requirements for color/letter/location of plates. Riders/Teams **MUST** use correct number/letter assigned on entry form.
  - **FINISHING** -- For an individual or team to receive a finish they must complete **HALF the amount of laps the leader of their respective class/division does.** For example, if the leader of their respective class/division completes 8 laps, you must complete 4 laps, however if the leader of their respective class/division completes 9 laps, you must complete 5 laps for a finish.
  - **NOTE:** The lap count is rounded up just like the Desert and GP Series
  - **MAXIUM NUMBER OF ALTERNATE RIDERS** -- There is no limit on the number of added team members for the season. **NOTE: Rider of record/team number remains the same for the season.**
  - **TROPHIES** -- Trophies will be given to **33%** of the finishers for all class's/divisions, but to no more than 1<sup>st</sup> - 2<sup>nd</sup> and 3<sup>rd</sup> place finishers. On teams with alternate riders through the series, there will be only 3 trophies awarded for each race and at the end of the year awards banquet.

## COURSE MARKINGS

**NOTE: Course markings may vary slightly now as we try to standardize them. Check with sponsoring club at sign ups and riders meeting for changes and or any special markings being used.**

1. **FIREFLY'S** -- A reflective marker with a minimum, approximate size of 2 square inches. Preferred brand of reflective tape is 3-M Brand Diamond tape or equivalent. Suggested Clothes pin mounted to minimize plant

damage while attaching. Club may also choose to add a piece of pink ribbon or Mylar tape for easy locating during daylight hours. Shape may either be triangle or square if minimum size is maintained.

2. **SPACING OF FIREFLY'S** -- Spacing of fireflies will be determined by the hosting club. Terrain and layout of course will dictate spacing, which may lead to closer spacing.  
**NOTE: Club is encouraged to ride the course at night at RACE speed to determine proper spacing.**
3. **DIRECTION ARROWS** -- Club shall use standard MRAN approved arrows that have **WHITE** reflective tape applied to them. Arrow pattern shall be a ">" shape and may or may not have a tail.  
**NOTE: NO other color reflective tape may be used for arrows.**
4. **DANGER MARKINGS & ROAD CROSSINGS** -- Club shall use MRAN approved Orange Pie Plates or 5" x 8" Day Glow Orange card stock with an "x" pattern applied with RED Reflective tape.
5. **WRONG WAY MARKINGS** -- Standard MRAN markings with NO reflective tape applied.

## **RACE SET UP / LOGISTICS**

1. **CHECKPOINTS / STOP CHECKS / ROAD CROSSINGS** -- Club shall provide and man properly as required. It is mandatory course workers wear reflective vests for safety. Club may choose to have portable lighting at check points/road crossings for safety to allow broken down riders to be located easily.
2. **STAGING / PIT ROW** -- Club shall provide portable lighting at scoring/sign-up area for safety reasons. **The entrance (marked by 15mph speed limit sign) and exit of the Pit area shall be CLEARLY marked. There is a 15mph 1st gear speed limit and no passing while in the pit area.** Violators may be subject to time penalty or disqualification. The pitting area must be well marked and safe. It is mandatory, subject to disqualification, that riders **DO NOT GO BACKWARDS IN THE PITS.**
3. **HOURS / LAPS** -- Now BLM stipulations state; **no parade lap.** Start time shall be 9:00PM, to Minimize impact to the Desert Tortoise. Race duration shall be 9 laps for the leader or 4 hours plus 1 lap for the leader... whichever occurs first. Finish shall be grand prix type.
4. **STARTING** -- Starting order shall be based on the finish of each division at the previous Night Race. Starting of classes shall be -- Pro / Expert / Ironman / Amateur / and Bikes before Quads. Changes in starting order may be modified by the MRAN Night Race Committee and or hosting club if need be. Classes and or Divisions may be combined at the discretion of the hosting club race director. Individual Team Starting Order shall be determined by drawing held 45 minutes prior to start of race and will be posted on Starting Board at sign-ups. Entries received after drawing will be entered in their respective class/division on a first come basis. A typical Start shall be a timed start with 2 riders per row. Time between starts to be determined by club and safety requirements; however, a MASS START by Class and or Division can be used if space and BLM stipulations allow, which is encouraged where/when possible.