

## 2026 OCCRA Handbook & Rules

Revised 02/2026

This 2026 edition of the OCCRA Competition Standards is comprised of selected portions of the OCCRA Club Member's Rulebook. It provides a quick ready reference to the race rules and season information.

OCCRA Board of Directors:

Notable Changes for 2026:

- Race entry prices are now \$20 for Mini classes, \$30 for Short Race Classes, \$45 For long Races, \$70 Pro's, \$20 Stacyc, \$10 Strider.
- PW 50 Air Cooled class is age limited to 6 years old as of 1 Jan of the current race season.
- During races, no "practice starts" are allowed at the start area or in the pit area under penalty of starting backwards up to disqualification. This includes "digging in the rear tire" and spraying contestants behind you with dirt. Please be courteous of your fellow racers.
- Electric bikes will require the rider start with hands on their head until the green flag is thrown. This is for classes that are considered a "dead engine" start and do not apply to races that are live engine.
- You must race 8 races and work 1 to qualify for year-end awards. 7 races for a class without a work requirement.

## 2026 Competition Standards

### 2026 OCCRA Officers

PRESIDENT Daniel Dyrz

VICE PRESIDENT Justin Ware

RACE DIRECTOR Benny Darnell

MINI DIRECTOR Jeremy Brite

EQUIPMENT MANAGER TBA

TRACK DIRECTOR Alex Howe

TRACK DESIGNERS Bart Davis

WORK DIRECTOR Aaron Waldon

LITTLE XC DIRECTOR Zach Swenke

SPONSORSHIP, CONTINGENCY, BANQUET DIRECTOR Megan Endress

MARKETING DIRECTOR Jason Rollar

#### XI. DISCRETIONARY AUTHORITY

From year to year, each set of officers may enact at their discretion, certain rules, decisions, schedules, plans, or procedures, as they deem fit to enact a quality race season. Such discretionary policies and routines are necessary for the efficient functioning of the race event and typically cannot be anticipated ahead of time. Therefore, be cognizant of the fact that not every situation, scenario, exception, or exclusion can be addressed in this book. When in doubt, always check with a Race Officer.

#### VIII. BEGINNERS ORIENTATION

What is OCCRA?

OCCRA is a Club. We are dirt bike enthusiasts from the ages of 3 to 93. We ride all kinds of motorcycles, and some with training wheels. We have a place for every age and skill level.

What is it all about?

Competition, Comradery.... Good Friends, Good Times...Camping out, Hanging out... In OCCRA we have a motto that kind of says it all: "Friends, Family, Riding, and Racing!"

How are you organized?

OCCRA is a 501-C (7) Not for Profit organization. We have a Board of Directors (BOD) who establishes the operational authority of the club. Below the BOD, there are two specialized committees that operate under the authority of the Board.

The Race Officers Committee (usually just called “the Officers”) sanctions a race season each year with rules, schedules, awards, banquets, and the like. They plan and orchestrate the whole racing season so the rest of us can have a ball playing in the dirt. Another committee of the Board is the Special Events Committee. They plan and sponsor special or unusual events from time to time. These events may or may not be part of the regular OCCRA season, but they are always a blast!

How do you operate?

It’s all about volunteering! None of the OCCRA BOD, Officers, or Special Events crew is paid a dime. At each race, different members of the club take turns doing their share of the work, and each year we hold Officer elections to pick a few to run the show. You’ll soon find that half the fun is in club service!

How much does it cost?

You’ll have a yearly membership fee, plus a race entry fee for each race. Funds are used to pay for supplies & expenses, mailings, Season Plaques, Season Awards, and to help pay for the year-end banquet. Or you can save your cash, hang out with great people, and meet new friends without racing. It only costs \$20/carload to camp out over the weekend or to watch the events of the day, so be sure to invite your friends and family to the fun!

How the Season works

There will be as many as 15 races from approximately February to October (we take the summer off). If you do well enough in your class, you may win a monogrammed award at the year-end awards banquet. If you’re really fast, join the PRO Class and take a shot at winning cash awards.

How the weekend works

On Friday afternoon at 3pm. (no exception) gates open to the public. There may be campfires, and barbeque grills everywhere, as members camp out in tents, trucks, campers, & trailers. Saturday is practice, test and tune, short bike racing, special events, etc. Sunday morning comes early as late-comers arrive in time for morning practice. Mini-

Bike races go first, and don't forget to attend the Rider's Meeting and OCCRA Church. The adult races follow, so make SURE you find out what time your race starts when you sign up!

How the races work

What is a "Transponder"?

A transponder is a RFID tag used to score the races. They are a small sticker and are generally placed on the underside of the visor. This sticker will be applied at registration if you do not already have a compatible transponder. The transponder carries a \$5 fee when issuing a new or non-compliant model. When you enter the scoring chute, the scoring lane reader will automatically read your transponder and enter your time into the computer.

Where do you race? ...and when?

All over Oklahoma – about twice each month generally. A complete schedule of dates and locations is available on the website at [www.OCCRA.com](http://www.OCCRA.com). Load up your gear & we'll see you at the races!

## VI. RACE RULES

Part I: Event Indemnification:

All racers, spectators, vendors, workers, or others involved, do so at their own risk. All persons involved agree and understand that motorcycle racing or riding is an inherently dangerous activity, and that watching, riding, or racing may result in serious injury or death. Attendance at an OCCRA function acknowledges your agreement to hold harmless to the Club, its members, Officers, landowners, and promoters for all damages you may incur from being present. By attending, everyone on the property agrees to all rules listed in the governing documents and this rule book.

- Event Weekend
- All riders and spectators must have a Liability Release on file prior to entering an OCCRA site, or complete one upon entering the site.
- Short Course Bike races are Saturday, check flyer for more details.
- Practice on Saturday is only allowed at certain times for certain divisions– check the weekend schedule before entering the course. Practice times are posted digitally or on

fliers. Keep in mind we do everything in our ability to abide by posted times, but things such as weather or track conditions may dictate altering the race/practice schedule.

- The fee for entry is \$20 per carload, and at some sites an additional Park Fee may be added as well. You will be required to wear a sticker on your vehicle for gate fee tracking purposes and liability to sign in.
- At some events, the Mini division will share a portion of the track with adults. While practicing, ALWAYS look for kids.
- Unless altered for extenuating circumstances, the course layout used for Saturday practice will be the same layout used for Sunday races.
- If timing and track conditions allow then a Sight Lap and/or Practice Sessions may be allowed to familiarize the rider with the course prior to racing at the Race Directors discretion.
- DO NOT ride the course when it is closed. The Race Director will indicate whether the track is open or closed for practice by placing an OPEN practice sign in the scoring area. If in doubt, ask an officer.
- No one is allowed to practice or otherwise ride the course until they have signed in.
- Sign-up & Entry
- All racers must have a Liability Release on file prior to entering a race. All spectators and crew members must have a release on file to be present.
- Racers enter by registering with the sign-up crew at the race trailer prior to the race.
- All racers must have an OCCRA validated transponder to race.
- Late sign-in fee is an additional \$5, if not signed up at least 30 minutes before the scheduled start of your race.
- Race fee refunds must be requested at the registration table PRIOR to the start of the race in question. Once the race begins, the fee becomes non-refundable and cannot be transferred.
- Some venues have additional Park fees that will be assessed at sign-in.

Classes:

- Classes are created, managed, and arranged by the Officers.
- The Score Chairman will assign all racers to a class based on the rider's experience and skill level. The Score Chair also assigns Official OCCRA Race Numbers.
- The three digit OCCRA race number must be followed by a smaller sized alpha character to denote the race division. example: 628-B.
- New members may use "pie-plates" distributed by the Score Chair for their numbers. Temporary printed number sets are available at the scoring trailer for \$5 for a set.
- Class changes are approved by the Score Chairman. Do NOT change your line-up position or OCCRA numbers without prior clearance.
- To be eligible to ride in age-based classes, the rider must be that age as of the first race of the current race season.
- Mini and Youth Classes age is as of Jan. 1st of the race year.
- Mini 85 classes have wheel sizes limited to 19" front and 16" rear
- Mini 65 classes have wheel sizes limited to 14" front and 12" rear
- Mini 50 classes have wheel sizes limited to 12" front and 10" rear
- Maximum age allowable in the Mini division is 14.
- Mini-bike riders aged 12 to 17 may race the Schoolboy A/B, or Womens classes.
- The lowest level entry classes are designed for riders who feel that they are not up to the level of competition in the more advanced classes and some age-based classes. This class is for inexperienced riders who are new to racing. IT IS NOT a "crossover" class for riders of other venues (Enduro, Motocross, etc.).
- The Women's class is designed for the ladies of OCCRA who want to race against other women. It is not intended to limit participation of female racers, as they are welcomed in every other class. This class does not require the top placing racers to promote the following year. All women's classes require completion of work requirements to qualify for year-end awards.
- Saturday Bike Short Course race classes have specific machine, gender or age requirements. A/B/C/D: speed-based classes. 45+ C: Class amateur speeds. Decades +:

2016 and older bike—85cc 2stroke/150 4 stroke minimum, Womens: women only - Open age and displacement. Saturday Bike race classes require completion of the work requirement to qualify for year-end awards.

- The Trail Riders class is designed for those who want the thrill of participation without the stress of competition. No points or year-end awards are given. There will be A class and a B class. A class riders can only ride in the A Trail Rider. Members can petition the officers for an exception if an A rider parent is using the B Trail Rider class to assist or train a child. However, if the rider is causing a disruption in a B division contenders' race, then the privilege will be revoked. Riders that are not known to OCCRA should attempt to trail ride in the division that fits their speed. Riders that enter B Trail and do not fit the speed profile of the B Division can be promoted to A Trail for future races. Finally, all trail riders will be required to display pink on all three of their number plates and are required to not interfere with points racers.

- Promotions and Transfers

- Each rider's status will be reviewed periodically to ensure he/she is in the proper class. Riders may be promoted to a more challenging class by the Scoring Director. To be eligible for promotions, the rider's lap times will be compared to the top 4 of the next skill level. You must have qualified in the top 4 three times to be promoted.

- Promoted riders will be re-scored based on where their final time would have placed them in the new class. Promoted times may be adjusted, if racecourse conditions, length, etc. are notably different between classes. Racers should make their best effort to solidify their class by their 3rd race. Class promotions can occur anytime, although the majority will be prior to the racer's fourth race to promote competition. (Example; Rider finishes 3 races in 1st place in Beginner shows 3x25pts.... The new class is Novice, where his final times would have placed him in 4th, 3rd, and 6th place position, therefore points transferred are 18, 20 & 15).

- No rider can be forced to enter the PRO class. If a rider has reached the highest class and has set the bar, they can stay there. Again, this is based on times and not age.

- Riders may be promoted to the next skill level. Example: You may be promoted from +40 Ama. into +40 Int., or from +40 Int. to +40 Exp, or from Ama. to Int. You cannot be promoted out of your age class to a lower age class.

- All promotions will be reviewed periodically by the Scoring department, and any promotions will be agreed on by no less than three officers. Two of these officers will be the scoring personnel.
- If a rider moves from the B Division to the A Division and the track conditions do not warrant a fair comparison, then the transferring rider will be given last place points for that race. This is an example and is not a limitation of consideration.
- If a rider moves from B Long Course to A Long Course, your overall points and/ or times do not move with you.
- If a rider changes classes that requires a different machine (i.e. Mini 50 moves to Mini 65), they may not take points/race times with them.
- A rider may move themselves to another class at any time but can only transfer a maximum of 3 races and a workday– any other times or points are forfeited. In such a case, it shall be the times from the rider’s first three events he attended that season (not his “best” three, but his FIRST three). This should not be confused with the first three race dates of the season calendar. Also remember that it is TIMES that transfer, not POINTS. The only possible exception to this rule is a rider who starts in the middle of the season.
- If the Score Chair (not the rider) should promote a rider after his fourth race, then 100% of that rider’s times earned so far will move with him to the new class.
- No rider may transfer points to a lower class. If a rider races two or three races in a class and decides the riders are too fast for them to compete, they may transfer classes, but no points will follow. Possible exceptions, a new rider who races one race, realizes they are in the wrong class and readjusts their class. This is an example and is not a limitation of consideration.
- If a rider transfers to a faster class, he cannot transfer back down that same season (no class hopping).
- At year-end the rider will be compared to the top 5 of the next skill level. You must have qualified in the top 5 three times in order to be promoted. If the class ahead of you has less than 5 racers you will still be compared. In the event 5 racers cannot consistently fill a class, the class will be reviewed for combination into the next closest class times.
- Safety

- The minimum safety gear required for racing is a DOT approved helmet, over the ankle boots, and goggles. (No bicycle or novelty helmets). Also, strongly recommended are gloves, knee pads, arm pads, chest protectors, competition jerseys & pants.
- A helmet is required of all persons under the age of 18 riding on an ATV or motorcycle, whether spectating, camping, or pitting. Racers or members of a racer's pit-crew, family, or guests who violate this rule may cause the racer to be penalized or disqualified. This rule is for the pit area only. All people, regardless of age, must wear a helmet when riding outside of the pit area.
- All persons shall observe a 10-mph speed limit in the open pit area, and 5 mph speed limit when operating in the congestion of campers. Pit racing is forbidden. Racers or members of a racer's pit crew, family, or guests who violate this rule may cause the racer to be penalized or disqualified.
- An EMT, First Responder, or other qualified medical personnel must be present at each race.
- No one is allowed to practice or otherwise ride the course until they have signed in.
- If timing and track conditions allow then a Sight Lap and/or Practice Session may be allowed to familiarize the rider with the course prior to racing. At Race Director Discretion.
- The Race Director will indicate whether the track is open or closed for sight lap/practice by placing an open/closed practice sign in the scoring area.
- Do NOT ride the course while races are in session. When going to parts of the track for viewing during a race, the racers have track priority. Track crossings must yield to the racer with NO EXCEPTION.
- Parents or guardians that wish to follow their racer during a mini race must first get approval from the Mini Director. Individuals granted permission to follow on a race-by-race basis will be briefed on the rules of pacing during a race. e.g., stay out of the way, don't tail-gate your child and coach (yell) at them the whole race, help all racers in need and not just your own, etc.
- Officers have the authority to alter the standard race format for safety, weather conditions, emergencies, or other situations which may arise.

- Occasionally the course will include single, double, or triple jumps. Approach this obstacle using the “highway rule” — right lane = slow, left lane = fast. In other words, take it on the LEFT TO JUMP it, take it on the RIGHT TO ROLL it.
- If a course includes parts of a motocross track that has double jumps or tabletops with blind landings, then a flagman must be present for practice and during the race.
- During races, no “practice starts” are allowed at the start area or in the pit area under penalty of starting backwards up to disqualification. Practice starts are allowed ONLY at the starting lines during “Open Practice times”
- During a race, no one is allowed on the track other than race contestants or race workers. Anyone found riding the course during a race other than their own may be penalized or disqualified.
- Absolutely no “joy riding” allowed in the camping or pit areas. Exploration riding on properties is expressly forbidden as we race on peoples personal properties. Respect the place they have given us. The track is defined as any area outside of the normal parking/pit areas. Only during races/posted practice times are spectator areas that may be on the track allowed to be visited.
- There will be NO late-night riding of the track, neither Friday, nor Saturday night. The “Track” is defined as areas outside of general parking area or allowed parts of a property.
- All the rules will be enforced as written.
- The Line-Up
- The Race director shall arrange a starting area properly marked for each class.
- The area shall be large enough to accommodate a breadth of 25 bikes (3 feet each) and a length sufficient for each class-line plus a jockey lane between them (lines and lanes 8 feet each). Example: a seven-class starting area would be 75’x104’.
- The maximum number of racers on any line shall be 24. If there are 25 or more participants in any class, the Score Chair or Race Director will divide the line into two separate start groups.
- Start lines in the Mini division with more than 18 riders will be scrutinized by the officers for possible dividing into two start groups.

- Racers shall line up as indicated with their respective start group or class.
- Racers may start their bikes with the rows in front of them for warm-up purposes, but all engines must be killed at the display of the 10-second Board for dead engine starts.
- Electric bikes will require the rider start with hands on their head until the green flag is thrown. This rule applies only in a dead engine start format. Live engine races (mini 50) do not apply.
- The race is begun one row at a time, for each respective class or start-group. Riders are competing ONLY against the other racers in their class.
- The Race Director will display a 30 Second, 10 Second, and Green Flag to start each row. Rows are started in succession, 30 seconds apart. We will adjust when needed. DUST, RAIN, ETC
- Racers who mistakenly start with the row in front of them will be subject to a 5-minute penalty, unless they can successfully return to their start line before the green flag drops for their start line.
- Racers who use starting-steps, platforms, bike stands, etc. on the start line must have a member of their pit crew remove these immediately after their line starts. Failure to do this may result in penalty.
- The Race
- Dependent upon the length of the course, racers will make multiple laps to complete the race.
- At the end of each lap, the racer will enter the Scoring Chute.
- The entire scoring lane is a NO PASSING ZONE. The beginning of the lane is marked by the presence of caution-tape or similar marking. The scoring chute is defined as double caution tapes leading to, and away from the transponder reader. NO exceptions to pass in the scoring chute.
- There will be no racing or changing of positions in this area. Racers who race into the scoring chute will be subject to penalty. The finish line will be at the beginning of the scoring lane, as marked by banners.
- Enter the score chute SLOWLY and look at the monitor to see your number displayed.

- Your lap-time is registered by computer via your transponder or keyed manually.
- DO NOT LEAVE the score chute until you see your OCCRA number displayed.
- It is the RACER'S RESPONSIBILITY to make sure they got scored. If you leave the chute before seeing your number on-screen you may not get scored. During times of limited visibility, it helps scoring to shout your number 3 times as you go through the chute in the event your number plates are not visible.
- Exit the score chute slowly, as not to roost the score- keepers.
- A flag will be present to assist the rider in being scored in knowing how many laps remain or if the race has finished. In the case of a computer failure, the race will be scored manually, and a flagger will control entry and exit of the chute.
- Racers continue making laps to the completion of the race.
- During normal laps the score chute will use a yellow flag for scoring. • At a time estimated as equal to "1 lap left to go" (as approximated by the Score Chair based on the lap time of the first lap race leader) the flag will switch to white, indicating to racers that they most likely have 1 lap to go.
- At 30/45/90 minutes the checkered flag will be posted, signaling the end of the race.
- The Score Chair will continue scoring racers as they come in, no longer than an additional 30 minutes. At 30 minutes after, the red flag shall be displayed, and scoring is over.
- Riders entering the chute under the red flag forfeit their last lap. == Flag Schedule ==  
Green Start Race Yellow Caution/Race in Progress White 1 Lap to Go Checkered Race Over Red Scoring Over Black DQ/Rider Disqualified
- Riders who make pit-stops for repairs or fuel must re-enter the course at the SAME SPOT in which they left. Do not stop ON THE TRAIL for a pit-stop. Pull off the raceway a distance of at least 30 feet.
- If you quit the race before coming through the chute at the checkered flag, you MUST inform the scorekeepers either directly or being radioed in as finished with your race and off the track.
- Etiquette

- Allow faster racers to pass. If you are holding up a faster rider, you will hear his “Rev or Yell”. Pick a good spot to be passed, then nod or point to the side you wished to be passed. You do not have to allow someone from your same class to pass!

- When desiring to pass a slower rider, be sure to “Rev and Yell”. This means to rev your engine loud enough to be heard or scream to get the rider’s attention. Then look for him to nod or point to avoid a collision while passing. The racetrack is a noisy environment and yelling to pass DOES not include foul language and will be considered unsportsmanlike conduct subject to penalty.

- After passing, yell “thank you.” When a rider is downed, stop and render assistance. Riders who have crashed but do not require assistance should give the “thumbs up” sign to other racers so as not to stop them needlessly. Crashed riders who are hurt or in need of assistance should “slap the top of their helmet” repeatedly, as a signal for help.

- Enter the score chute slowly and exit WITHOUT roosting. If conditions limit number visibility, racers may be required to come to a complete stop.

- Always hold your temper down. OCCRA is a volunteer organization. Racing can be a heated sport, but unsportsmanlike interactions with workers, Track Marshals, Sweepers, etc. is not needed.

- Stay off the course unless you are racing or working the race. • Lights out / Quiet in the Camp at 10:00pm.

- Any generator in use should remain within 10 feet of the equipment it is powering. It is courteous to your fellow campers if you have a “loud generator” to position it away from their camper, or have a hush house to put it in.

- We all police each other– don’t allow anyone under 18 to ride without a helmet or speed through the pit area.

- Penalties

- The Race Director or other Officer may issue penalties to riders who accidentally or intentionally break the rules. Penalties may be in the form of time added to your race-time, being held back at the score chute for a brief period, complete disqualification, or other penalty as warranted. These offenses will accumulate throughout the year, and penalties will go up.

- Penalties may be enacted at the race site, or at a later time.

- Class 1. Dead engine backward starts and not looking at the flagger
- Class 2. 10 minutes for each occurrence during that race
- Class 3. 1 lap
- Class 4. 3 Race suspension
- Class 5. 1 year suspension
- Unrealistic lap times or missed arrows due to not paying attention to the course splits will be a class 3 penalty. Example: missing a course marker and cutting sections of the track off.
- Any rider, family member, or friend, associated with a rider who is found to be inside the marked scoring area, which includes the scoring trailer, will cause a penalty to be assessed that is equal to 10 minutes. The scoring area must be kept clear in order to accurately score a race and to facilitate the paid scoring workers to do their job.
- Because the Trail rider class does not race for points, penalties incurred there will be applied to one or more of the following: a) another division race entered that same weekend, such as the A, B, or Mini race; b) another family member that is racing in a points race; c) a DQ and ejection incurred for the next TWO races within the Trail Rider class.
- If you disagree with a race penalty you have the ability to fight it.
- First step is to try and work out an agreement with the officer who gave you the penalty.
- If there is no resolution, the next step would be to talk with either the Vice-President or the President.
- If there is still no resolution you may send a message to OCCRA and request that it goes to the appeals committee. The appeals committee consists of 5 members and is chaired by the BOD.

#### PIT Rules:

- Pit speeds are under 10mph in open areas, and 5mph when operating machines in the immediate vicinity of the parking areas.
- Reckless is defined as excessive speeds, bunny hops, wheelies, stoppies, excessive acceleration, pivot turns, practice starts outside of posted practice times, and violations of

pit speeds. ANY behavior while operating a machine that is deemed outside of riding in a first gear pit speed standard is subject to reckless riding in the pits.

- Age requirements to operate a side by side must be a licensed driver over the age of 18. Riders under 16 will always have a properly secured helmet. Riders under the age of 13 MUST have a parent or legal guard at their side and a helmet to operate any race machine outside of their practice or race times.
- Any damage to vehicles, or property falls solely on the responsible party for damages in the pits. Your car insurance is responsible for paying damages to another vehicle in the event you run into it.

#### PIT Penalties:

- 1st Offense results in a backwards start, dead engine not looking at the flagger.
- 2nd Offense results in a 2 min. hold in the penalty box at the front of the start line.
- 3rd Offense results in a 5 min. hold in the penalty box at the front of the start line.
- 4th Offense results in an automatic DQ from your race.
- Run and hide from an officer for violations and it is a DQ and an automatic DQ from your next race by default!
- Any infractions will be called into the pit patroller by ANY officer that witnesses it. They will record the infraction and be available at the start lines to inform riders of their penalty and enforce when they will take off at that allotted time. If parents witness it without an officer present, it will require either multiple witnesses or a parent providing pic/video of what they witness to an officer to ensure it is documented and corrected. Any member can stop a rider and inform them of the standard and remind them of the consequences.
- In the event parents would like to protest any penalty it would then be brought to the attention of the President, Vice President, Scoring Director, or Race director to decide and enforce the penalties.

#### Protests:

The Score Chair will post results as soon as possible after the completion of each race. Riders may protest the score results for a period of twenty minutes (20 min.) after posting (printed off by scoring). Riders may also register a protest concerning another rider (e.g. you saw him cut the course; he pitted and re- entered the course at a different spot than he left, etc.). A protest form must be filled out for each protest. Forms are located at the scoring trailer.

Video footage submitted as proof of a violation must be submitted raw and in its entirety. No edits are allowed. The footage may or may not be reviewed in its entirety, and at that time any violations will be addressed with penalties for all riders on that footage.

- The protest will be looked at by the Race Director, and they will deem whether or not a penalty is to be issued.
- If you do not agree with their decision you may request for it to be looked at by the Vice-President or the President. That is as far as a protest will go and will be enforced to ensure timely race results can be posted.

#### Workers:

OCCRA is a Club. As such, each member is expected to do his or her part in volunteering for work assignments. There are many different jobs available at each race. See the Work Director or other race officer for work assignments.

- Sweepers: Act as roving referees or umpires, also ride the course during the race to ensure nobody is hurt or needs help.
- Checkered Sweeper: After the checkered flag comes out to ensure the course is clear for the next race. Wearing a checkered vest.
- Flaggers: Work the score chute, road crossings, jumps, etc., to increase safety.
- Track-Workers: Positioned at strategic locations along the course to assist in up-hills, mud holes, cheater spots, etc. note– Children under the age of 16 are NOT allowed to work on the track, and should not be on the track at all, either on bike's or as pedestrians.
- Course Markings:

- The course is marked primarily with paper arrows attached to trees, stakes, and other objects. Also used is “caution tape” or “banner” to confine the track to a certain width, establish a boundary, or to block off wrong way trails. Fluorescent surveyors' tape (flagging) is sometimes tied to tree limbs to mark the way. Often, dead trees and other debris will be dragged across wrong ways as well.
- The course is 30 feet wide at any time unless constrained by a course marker.
- In the absence of a course marker, the course is defined as 15 feet, either side of the obvious center of the established trail.
- In the event that you inadvertently knock down a course marker, STOP and reset the marker. (Replace a knocked over stake & arrow, or re-tie a banner, etc.). Coming in contact with a banner is subject to penalty.
- You may pass another rider anywhere within the 30-foot boundary of the course. Realize that the TRAIL may only be a few feet wide, but the COURSE, is 30 feet wide.
- Riders encountering a traffic jam or “bottleneck” may go more than 30 feet off the course to get around the bottleneck only. This exception cannot be used as justification for “Someone was in the way”. However, the rider must re-enter the course as soon as possible, and approaching this section the next lap, must ride the original arrow edge section if the track is clear. If the original marking devices are knocked down, the rider must stay on the original marked course regardless. A “bottleneck” is a section of the track that becomes impassable for any reason, with the exception of checkpoints (scoring trailer).
- Use EXTREME CAUTION if leaving the established trail to pass a rider within the 30-foot course way. Unseen obstacles are hazards. If you can't see clearly, be wise and wait for a better place to pass.
- Arrows are the primary course marker used to establish the boundaries:
- STRAIGHT ARROW: Course is 15 feet on either side of the arrow
- 45 DEGREE ARROW: Marks the INSIDE TURN boundary; course is 30 feet around the outside of the arrow
- 90 DEGREE ARROW: Marks the OUTSIDE TURN boundary; course is 30 feet to the inside of the arrow.

- PAIRS OF ARROWS: Constrains the course; you must go BETWEEN the pair of arrows, no matter the orientation of the arrows.
- Ribbon or caution tape is also used:
- SINGLE RIBBON: Marks a boundary. Do not cross the ribbon.
- PAIR OF RIBBONS: Constrains the course; you must go BETWEEN the ribbons as well as define the scoring chute.
- Other markers include:
- DANGER X: Marks a hazard. One X= Danger, Double X = Severe Danger, Triple X = Extreme Danger
- WRONG WAY: Denotes a trail or path that is not part of the course. Banner is often used to block off old trails in conjunction with wrong way markings.
- “MINI” ARROW: A blue arrow denotes the trail is also part of the Mini-Bike course. Be on the alert for kids!!
- STRAIGHT DOWN ARROW: indicates a sharper than normal drop-off
- MULTIPLE ARROWS: Indicate a split in the trail or multiple legal course ways
- The Mini-Bike course uses the same course marking scheme, except that the arrows are blue.
- The only markers visible should be those that constitute part of the track. Arrows left from other races should be removed. The previously established track from a previous race is NOT considered a legal track. ONLY the course laid out for the weekend race is considered legal track.
  1. Riders will not shorten the track in any way, such as cutting out or adding corners, removing or adding obstacles on the track, including jumps, creek crossings, ditches, etc., or by taking any “trick lines”. Any rider caught cutting the course will be subject to penalty or disqualification.
  2. • Riders will not alter the track in any way, such as adding or removing arrow markers and ribbons, unless authorized by the OCCRA Race Director. Any rider caught altering the track without Race Director approval may be penalized or disqualified.

OUTSIDE TURN: Go AROUND a 45-degree arrow

YOU HAVE 30' TO THE OUTSIDE OF A 90 DEGREE ARROW

INSIDE TURN: Go in FRONT of a SIDEWAYS arrow

YOU HAVE 30' TO THE INSIDE OF A 90 DEGREE ARROW

DOUBLE ARROWS: Constrain the course. Go BETWEEN them.

YOU MUST GO BETWEEN THE 2 ARROWS NO MATTER THE ORIENTATION

Special Arrows

WATCH OUT FOR KIDS!!!! WATCH OUT FOR YOURSELF!!!!

## VI. RACE RULES

### Part II: Circuit Scoring

- Placing

The Score Chairman tabulates the placings (1st Place, 2nd Place, etc.) for each racer in every race. He/She adjusts for any penalties or protests and posts the results via the website. At the end of the season, Year-End Placings are tabulated by class, using the point system. Overall placings by race Division (A / B / Mini, etc.) are also tabulated.

- By Race: Tabulated for each class according to finishing position in the race, adjusted for penalties or protests
- By Class: Tabulated throughout the season by using the point system to combine the race placings, adjusted for work bonus and throwaways
- By Division: Tabulated throughout the season by comparing all racers in a division using the point system (sometimes called the “overall standings”)
- In the event of a tie, it will be broken by who has the most event first places. If a tie still exists, it will go to the second, third, etc. places, until the tie is broken. If still tied after all rounds, final tie breaker will be determined by placing in the last round of the season.
- Riders or workers who are disqualified from a race will receive no points for that event. DQ's may not be used as throwaways.

- Point System

Each racer earns points according to his placings at each race of the regular series. • Points are accumulated as follows:

- A rider who starts a race but does not complete one lap (mechanical failure, etc) is labeled DNF (did not finish) and earns 3 points. Such a rider must inform the score keepers that he is out of the race to receive such points. Not informing the scorekeeper of a DNF may result in a penalty.

- When a rider fails to complete a lap, they will receive 3 points. A rider that does not complete a full single lap (injury) and simply rides through the scoring chute to receive last place points will also receive a DNF and 3 points.

- Work Bonus: Racers who wish, may choose to work one race per season in lieu of racing. You must work the day your race is normally scheduled on. If you choose to work on the opposite day of your race a \$15 fee will apply. If you have two races on the same day, the second workday can be either day free of charge. Racers completing their Work Bonus earn 35 points for that race. To earn the Work Bonus, the racer must sign in/out with the Race Work Director and work the entire day. Derelict workers will not receive a Work Bonus. Members of the armed forces may substitute their service weekend for their OCCRA work weekend. To receive credit for military, the member must notify the work director prior to their race start and present evidence of service (orders, etc.) to the Work Director prior to the next race. Use the contact form on OCCRA.com. The Work Bonus is not available for Mini Racers. Note: The Work Bonus is MANDATORY to qualify for a Season Award.

\*\* You must work one day per class you race\*\*

- All track workers must be present for all the races of the day. A worker must report before the posted start of the workday (see flyer) and may not leave until released by the work director.

- A workday will not be considered complete unless the officer responsible for the area of work signs the book as complete. In addition, all workers must sign in and out and it must be in the presence of one of the officers.

- Throwaways: In tabulating the year-end placings, a racer's poorest races will be dropped. The number of throwaways available in a season is the number of races that season divided by five. (a 15-race series has 3 throwaways; a 12-race series has 2 throwaways;

etc.). DQ's may not be used as throwaways. Eligible throwaways are a) races entered with points earned, or b) races unattended or not attempted with no points earned.

- Special Events: OCCRA special events that are not part of the regular Cross-Country Series do not generate series points.

## VI. RACE RULES

### Part III: Championship Recognition

- Race Participation Commemoration

Officers will make available race awards for 1st-3rd finishers and/or a commemorative season place tab plaque. Design and point of distribution of the plaque(s) is at the discretion of the current season's officers.

- PRO Cash Purse

Riders in the PRO Class division are eligible for cash purse pay-outs. This payout schedule may be increased in the event of sponsorship. See OCCRA.com for the most up-to-date payout schedule.

- Year-End Awards

The completion of each season is followed by the Year-End Awards Banquet. At that function, awards for various accomplishments are presented. All awards and recipients are selected by the Officers at their discretion. Some of the awards presented in the past are:

Hard Luck Award: To riders who experienced particularly bad circumstances that season

Most Improved: To the rider who shows remarkable improvement in a single racing season.

OCCRA Arrow Awards: To individuals who have gone above and beyond to promote or serve the club

100%er Award: To members who race (Work Bonus counts) in every event of the series (no throwaways!)

Overall Plates: To riders in the A division who finish 1st through 10th in their division standings. Display Rights: Riders in the A divisions who finish 1st through 10th in their division standings have the right to run their overall position as their OCCRA Race Number for the following season.

Season Awards: Each year, the number of Season Awards presented to racers in each class is determined by the officers. Depending on the number of riders in each class, the Season Award is presented to those who: have completed 70% of the races that season, AND have completed their Work Bonus, Note– the work requirement needed for year-end awards is satisfied by working one full day of racing on the day your race is normally scheduled. In the event you would like to work on the other day then a \$15 fee will apply.

Sportsman of the Year: To a rider who has shown out as an example to others.

Maximum Drive Award: The rarest and most prestigious OCCRA Awards, this is presented only by the Board of Directors, and only on rare occasion.

- OCCRA Youth Academic Awards

The O-YAA (pronounced Oh-Yeah!!) is created to recognize and reward those students who have managed to achieve outstanding academic performance while maintaining serious dedication to the sport. One award will be given to each of the following four groups: • Lower Elementary Award (1st / 2nd / 3rd Graders) • Upper Elementary Award (4th / 5th / 6th Graders) • Junior High Award (7th / 8th / 9th Graders) • Senior High Award (10th, 11th and 12th Graders)

- Award Criteria for each group: • A=4 pts., B= 3 pts., C = 2pts., D = 1 pt. • For schools that grade on S/U...S+= 4 pt., S=3 pt., S-= 2 pt., U= 0 pt. • For classes that are Pass-Fail, Pass = 4 pt., Fail = 0 pts. • For schools that grade on Standards based grading, 2 state-licensed educators, appointed by the race officers of that respective year, will make any point-decisions for those grade cards.

- Awards: Each of the four winners will be awarded an OCCRA Youth Academic Award (O-YAA) trophy in an onstage presentation at the annual banquet. • Transcript Delivery: All grade cards and-or transcripts should be submitted to the Vice President by November 1st for year end award eligibility. This deadline is so that the points can be tabulated and awards created prior to the banquet. • Ties: Number of Advanced Placement classes will be taken into consideration when ties occur.

## XI. POLICIES AND PROCEDURES

From year to year, each set of officers may enact at their discretion, certain rules, decisions, schedules, plans, or procedures, as they deem fit to enact a quality race season. Such discretionary policies and routines are necessary for the efficient functioning of the race event and typically cannot be anticipated ahead of time.

Therefore, be cognizant of the fact that not every situation, scenario, exception, or exclusion can be addressed in this book. When in doubt, always check with a Race Officer. The most basic example of that discretionary authority is the scheduling of the season, the schedule for the weekend, and the classes and numbering system utilized for the season. You find information on those topics in the pages that follow....

## Part I – Current Season Addendum

### 11.1.1 Miscellaneous

Please refer to the OCCRA website, OCCRA Forum, OCCRA Newsletter, and Rider's Meetings for any new regulations.

## Part II – Season Schedule

### 2026 Season Schedule

EACH ROUND RACE DATES LOCATIONS WILL BE UPDATED AND POSTED ON THE OCCRA.COM WEBSITE.

Part III – Weekend Schedule Weekend Schedule Times may be adjusted for weather conditions, daylight, special events and other circumstances.

## Part VI – Fee Schedules

### Membership Fees

\$35 single / \$55 family Must be a member to race.

### Race Fees:

- A and B Divisions \$45 All Short Course Classes \$25, Mini Classes \$25 Trail Rider Class \$20, Stacyc Classes \$20, Strider Classes \$10.
- Late Fee: \$5 (if not signed up at least 30 minutes before the scheduled start of your race.)
- Gate Fee: \$20/carload

## X. APPENDICES

### Appendix I – The Ten Commandments of OCCRA

==== The Ten Commandments of OCCRA ==== As revealed by the gods, from high atop Mount Scipio • Thou shalt bring an empty trash bag to the race and carry it home full. • Thou shalt 1st gear only in the pits. • Thou shalt always wear thy helmet while riding. • Thou shalt obey all course markers, keeping them holy. • Thou shalt let faster riders pass. • Thou shalt come to a complete stop in the scoring chute. • Thou shalt not roost the score keepers. • Thou shalt complete thy Club Service requirement, or forever be reviled by thy peers. • Thou shalt do thy part plus 10 % in raising funds and bringing friends to participate in the annual charity event. • Thou shalt take thy turn as an Officer or assistant, as if the health, integrity, and solidarity of our club depends on your volunteerism, because it does.

Appendix II – Official OCCRA Logos:

Original “OCCRA MAN” logo • OCCRA “Riders” logo OCCRA “Golden Oval” logo OCCRA “Woods” logo

Appendix III – The Four Tenets of OCCRA

The Four Tenets of OCCRA:

• Friends • Family • Riding and • Racing

Appendix IV – The OCCRA Hotline

The OCCRA Hotline is available 24 hours/day, 7 days/week!! On the hotline, you will find the latest breaking OCCRA news, upcoming events, and directions to the race sites. Before you leave for a race, ALWAYS check the Hotline to ensure the event has not been canceled due to unforeseen circumstances. Conversely, if the weather is bad in YOUR neck of the woods, don’t assume it’s that way at the race site. Updates to the Hotline are often made the day before, and even the morning of the race! OCCRA HOTLINE: (405) 390-5227 – Call Before You Haul!