

RULES AND PROCEDURES

OLDTIMERS MX ASSOCIATION INTERNATIONAL COMMITTEE

The title of this organization will be referred to henceforth as the "International Committee."

I. PURPOSE

To establish rules and procedures under which the member chapters may meet, compete, and conduct business.

II. MEMBERSHIP

A. Membership in the International Committee is limited to official associated chapters of the Old-timers MX Association. There are thirteen (13) chapters of Old-timers consisting of Oregon Chapter, Washington Chapter, British Columbia Chapter, Sierra Chapter, Alberta Chapter, Nevada Chapter, Los Angeles Chapter, Rocky Mountain Chapter, Idaho Chapter, Central Valley Chapter, SoCal Chapter, ~~Las Vegas Chapter~~, and Arizona Chapter., and **Carlsbad Chapter**. If a chapter decides to go "inactive" and at any later time decides to reactivate their chapter, their seniority goes to the end of the list.

B. These chapters are divided into 3 zones:

Zone 1 - Alberta, Idaho, Rocky Mountain, British Columbia

Zone 2 – Washington, Oregon, Sierra, Nevada (Fernley)

Zone 3 – Los Angeles, SoCal, ~~Nevada (Las Vegas)~~, Arizona, Central Valley, **Carlsbad**.

C. Each member chapter shall furnish representatives to the International Committee meetings and provide the name, address, phone number, and email address of a reliable contact. The International Secretary shall compile this list of all club's Representatives and Presidents each year, and send that list to each Rep and President. This shall be done within 30 days of Congress.

III. AUTHORITY

A. The International Committee has overall authority to make decisions, which are fully binding on all members and member chapters at all IOTMX events.

B. Each Chapter representative will have a letter of authorization from the chapter president and a membership card in order to vote at Congress. The official representative of each member chapter has absolute authority to render decisions, act and/or vote on behalf of his respective chapter at International Committee meetings.

C. Each chapter representative has one vote on the issues at Congress. There will be no proxy votes or proxy representatives at Congress. Votes on issues shall be counted at Congress only; no rule changes shall be considered, except at Congress.

IV. OFFICERS

A. The Chairperson of the annual Congress meeting will be from the hosting chapter.

B. The Official Spokesperson for the year will be the hosting chapter representative.

Duties of the Spokesperson: Spokesperson will be the point of contact for whatever matters need resolution during the year. Spokesperson will send out a written ballot for each chapter to vote. These ballots would be sent to the International Secretary (Annie), for recording. This process will not be used for making or changing rules.

C. The secretary will be the OTMX Record keeper and Scorekeeper (or can be selected at the meeting). The only official officer is the OTMX Secretary who will be the record keeper and scorekeeper. The Secretary will send out communications regarding race entry forms, race results, notices regarding a particular chapter being out of order according to the rules, etc. ~~Each chapter will pay \$50 to the Secretary to compensate for the Secretarial services provided.~~

V. MEETINGS

A. Time and place for the next meeting shall be established before adjournment of the current meeting.

B. The host chapter for the following year will be determined at the Congress meeting according to the established rotating schedule or by adding a new chapter.

C. Meetings shall be held approximately once a year. At this meeting the Chairman will have no vote on any issues, not even to break a tie.

D. Meetings shall be conducted informally.

1. The first item on the agenda will be: The set fee of **\$250** for International Awards and expenses will be presented at the Congress meeting of the year completed or the representative present will have no voice or vote during the meeting.

2. The second item on the agenda will be: Each chapter will select their date for the next year's schedule. This is done in Seniority order.

E. Each chapter shall submit its agenda to the International Secretary no later than 60 days before the scheduled International Committee meeting. The International Secretary will compile the submitted agendas and mail each chapter a copy no later than 30 days before the scheduled meeting. All Agenda Items must be in final motion format with explanation of the motion or rationale. Minor changes in wording shall be allowed, for clarification purposes only, providing the intent of the proposal does not change.

F. Barring Acts of God, an International race must be put on and held in accordance with the rules and spirit of the IOTMXA to retain a vote at Congress.

VI. INTERNATIONAL CHAMPIONSHIP TROPHY AWARDS

A. Each member chapter will contribute **\$250** or set fee toward the purchase of International awards, plaques and expenses of the hosting chapter. This fee will be submitted at the Congress meeting to the IOTMX Secretary/Treasurer. The IOTMX Secretary/Treasurer will be accountable to provide documentation for expenses incurred.

B. Equal trophies in all classes. Each class to have a minimum of 30% trophies.

C. The top three riders in each class shall receive plaques each year. The first place rider in each class will receive a jacket from their own chapter. The embroidering on this jacket will be consistent with Congress guidelines, i.e., International OTMX, (year), (class) champion, and the individuals name on the front. Riders four through ten will receive significant certificates.

D. The club hosting the Congress is responsible for providing plaques for the past-completed year. Plaques will be presented at the first Chapter International of the next year. The jackets will be presented either at an appropriate chapter meeting or gathering, or brought to the first race presented along with the plaques.

E. The international scorekeeper will be recognized each year with a jacket, equal to or same as the #1 plate winner. The hosting chapter purchasing the plaques and awards will purchase this jacket.

F. Each year a chapter will be named International Chapter Champion for the previous year. The International Old-Timers chapter Championship will utilize a positive scoring system. Each Chapter will **be** scored for its riders participating in each specific event. **Also each year, Chapters will submit names to be placed on this Legends Cup.** See Appendix 1 for details on this award.

VII. APPLICATION

These rules are applicable for competition among member chapters at International Championship events.

VIII. RIDER ELIGIBILITY

A. Rider must have reached his fortieth birthday to be a member of the International OTMX Association. A rider's age in the +50, +60, +70 and +80 Classes shall be determined by their birthday reached prior to the end of the calendar year.

B. Rider must be a paid-up member in good standing of his chapter.

C. Rider must have current International OTMX membership card showing Name, Age, Date of Birth, Chapter, rider classification, Year of Issue. This card will be required to be shown at sign up at an International event. If a rider's class is changed during the racing season, it is the rider's responsibility to obtain a new card for this class change. The membership cards will reflect the class designated by the International Committee, not the club designation.

IX. RIDER CLASSIFICATION

A. An unclassified rider at International Championship events will be classified by the presiding riding committee. If this committee cannot reach a decision, the rider in question will be placed in the AMATEUR class. This new rider will have some form of identification that is dignified, during his first moto so that he can be identified by the presiding riding committee. This identification could be colored ribbons either on his helmet or on his arm. Should it become apparent that the rider has been improperly classified the rider may be moved up or down. Points will not be scored for the rider's first moto if he is moved up or down. When a rider is moved up or down a class at an event, the first moto will be the average of the following four. When the decimal point is .5 and above, the finish position will be rounded up. If it is .4 it will be the lower score.

B. All riders will ride the class designated by the International Committee, not the club designation. The rider class will be verified before the beginning of the race event with the OTMX International class listings provided by the OTMX International Scorekeeper.

C. When a rider has been advised as to his move up or down at any IOTMXA event and the rider does not comply with the IOTMXA decision, the rider in question will be disqualified and shall stay disqualified until such time as he moves into his proper class.

D. Classes will be designated as:

Novice Class (40-49 years)
Plus 50 Novice Class (50 to 59 years)
Plus 60 Novice Class (60 years and older)
Plus 70 Novice Class (70 years and older)
Amateur Class (40-49 years)
Plus 50 Amateur Class (50-59 years)
Plus 60 Amateur Class (60 years and older)
Plus 70 Amateur Class (70 years and older)
Expert Class (40-49 years)
Plus 50 Expert Class (50-59 years)
Plus 60 Expert Class (60 years and older)
Plus 70 Expert Class (70 years and older)

Master Class (40-49 years)
Plus 50 Master Class (50 years and older)
Plus 60 Master Class (60 years and older)
Plus Master 80 Class (80 years and older)

E. All Plus 50 classes will be limited to riders 50 years and older. This plus 50 classification/term is determined by age and not ability. Plus 50 classes will be Novice, Amateur, Expert and Master. The Plus 50 class has the option of riding in the regular class, example: Plus 50 Expert could by choice ride in the Expert class.

All Plus 60 classes will be limited to riders 60 years and older. This Plus 60 classification/term is determined by age and not ability. Plus 60 classes will be Novice, Amateur, Expert, and Master. The Plus 60 class has the option of riding in the regular or Plus 50 classes.

All Plus 70 classes will be limited to riders 70 years and older. This Plus 70 classification term is determined by age and not ability. Plus 70 classes will be Novice, Amateur and Expert. The Plus 70 class has the option of riding in the regular class, plus 50, or plus 60 classes,

The Plus 80 class will be limited to riders 80 years and older. If the rider has reached his 80th birthday he will ride the 70-year-old class or wherever he chooses. He can ride as long as he wants to.

F. We have accepted a computer database formula that determines when a rider should be moved up based on how many riders they beat in all motos ridden, or move down based on how many riders beat them. This formula will be processed after the last International event has taken place. The moved ups or down will be forwarded to the rider's home chapter for approval or disapproval. When a rider is moved by the system to a higher class and his Rep says no, then his Rep must present reasons for the denial to the other Chapter Reps for review. The other Chapter Reps are then allowed to vote on the move. It would require a majority of "yes, move" votes to override the original "do not move." The approval or disapproval will then be forwarded to the Record keeper. These actions will be taken before the start of the next racing season. When a rider is informed he is signed up in the wrong class, they will not be allowed to compete in that class. When a rider is moved by the system to a higher class and his rep says yes, he be moved up, he stays there for at least that year before he can move back down. The computer database formula average figure is decreased to 3.0 for the following classes – 40 Novice, Amateur and Expert, and 50 Novice, Amateur, and Expert.

G. If a rider wishes to move up to a higher class to see if he is competitive in that class, he can try it for two (2) races/events. If he finds he is not competitive in that higher class, he can move back down to his original class. Points will not be counted for the higher class if he moves back down. The rider will be given credit for riding in that zone.

H. If a rider wishes to drop down a class they must do so by obtaining approval from a minimum of six (6) different club representatives. The International Secretary will be notified of this decision in writing or by the appropriate form

I. No forced move ups shall be allowed after the OTMX Rider has completed three (3) International events. Except in the situation where the riding committee (Chapter Reps) have determined there was a blatant and obvious attempt to hold back during those three (3) races for purposes of "locking into a class". This determination must be made by a majority of reps. Discussion can take place away from the track via email or other means, (other than the forum) regarding accusations of sandbagging for review. When a rider is moved up, he will be informed at his/her next race if he/she cannot be notified sooner. The rider will be given credit for the races completed in the lower class but that credit will be an average of how they have finished the year in their new class.

J. If a rider leaves the Association for any period of time, he returns to the same class he left, or obtains approval to move down.

X. NUMBER SYSTEM

A. Numbers of the correct color will be carried on three number plates (front, left, and right sides).

B. Plate colors will be:

- Masters - Black with white numbers
- Experts - White with black numbers
- Amateurs - Yellow with black numbers
- Novices - Green with white numbers

C. Those riders who do not have the proper color background will be docked a lap for each moto they ride with the wrong color background. This statement will be included on the entry form. New members or those borrowing a bike will use a paper plate to cover number plates. A strip of the appropriate colored duct tape applied horizontally above and below the number would be acceptable for single event purposes only. Riders with the wrong colored number plates will not receive International Points.

D. Number plates 1-10 are earned numbers and take precedence at an International event

XI. SCORING SYSTEM

A. A rider must ride at least one International Meet, in at least two (2) of the three (3) zones (total of two races) to receive the number one through ten plate for his class. ~~The number of events counted for the rider will be half the number of events held in the calendar year. The rider with the most points wins. If there are eleven (11) races, 50% would be his/her best six (6). If there are ten (10) races it would be six (6). If there are nine (9) races, 50% would be his/her best (5). If there are eight (8) races it would be five (5).~~ **The total number of events scored for the year for determining overall finishing position will be based upon the number of events held as follows:**

Events	Scored
15/14	8
13/12	7
11/10	6
9/8	5

If two riders finish the season with the same figure that constitutes a tie, the most number of first place finishes ~~overall wins (first places)~~ **will be utilized for breaking any ties at year end** ~~break the tie.~~ If there is still a tie, then the most moto wins will break the tie.

B. The IOTMXA will utilize the negative scoring system for scoring at the actual race events. First place = 1; second place = 2; third place = 3, etc.

C. The International Old-timers will utilize a positive scoring system. This International points scoring system will be based on the overall event finish position, not per moto. Following points will be assigned to rider finish position:

- 1st Place = 30 points
- 2nd= 27 points
- 3rd= 25 points
- 4th = 23 points
- 5th = 21 points
- 6th= 19 points
- 7th = 17 points
- 8th= 15 points
- 9th = 13 points
- 10th = 11 points
- 11th = 10 points, everyone thereon gets 10 points for attending

D. All points earned in any given class remain in that class and cannot be carried to another class.

E. A rider must begin his moto or he will be given a did not start (DNS) and points for that moto equal to double the number of riders starting the first moto on the first day. If a rider starts, but fails to complete one lap, he must inform the lap checkers that he did, in fact, start and he will receive a last place finish position for that moto. ~~A rider must start five motos to be eligible to win the overall.~~ Did not finish (DNF) does not apply to an Old-timer event.

F. If there are too many riders in a class for the starting gate or track conditions to handle safely (decision will be made by the hosting chapter), there will be a double gate start with two separate divisions, with equal trophy and payback points for each group.

G. A class may be combined with another class, but there will be separate starts where practical. If there is less than 4 riders in the Master class – those riders have the option to choose to start in a single start with the class they are combined with. 60 Masters and 60 Experts will be a single start. If a class is combined with a higher class, the moto will be the shorter time of the two - except for the Plus 60 and Plus 70. This combination will maintain the time established for the Plus 50. There will be a maximum of two classes - in most cases.

H. Regular and Plus 50/60/70 classes will be scored the same both days.

I. In case of a tie, the last moto will be the tiebreaker.

J. Thirty (30) percent trophy award to all classes.

K. The trophy presentation will begin with the Old-timers and continue on to support.

L. Earned event trophies must be available to riders 30 minutes after the results are posted with no protests.

XII. RULES OF THE MEET

A. International Championship events will be two-day events.

B. The standard program for an International Race meet shall consist of three motos on Saturday, two motos on Sunday. If a club wishes to have six motos at its International, it has to be advertised well in advance of the race as an optional program. An Old-timer must sign up and pay for both days of an International event. There will be no Sunday only sign up for Old-timers. All pre-entries will have the race schedule indicating there will be three motos on Saturday and two on Sunday. If this schedule is not on the pre-entry, and there are only two “planned” motos on Saturday, it will not be considered an OT International event. Plus 60/70 Novices, plus 70 Amateurs and Experts, and 80 Master classes will have two motos on Saturday and two motos on Sunday. On Saturday and Sunday the Plus 60/70 will ride the first moto of the day.

C. Riding times for motos will be:

Old-timer Master = 22 minutes

Old-timer Plus 50 Master = 20 minutes

Old-timer Plus 80 Master = WHATEVER HE CHOOSES

Old-timer Expert = 20 minutes

Old-timer Plus 50 Expert = 18 minutes

Old-timer Amateur = 18 minutes

Old-timer Plus 50 Amateur = 16 minutes

Old-timer Novice = 15 minutes

Old-timer Plus 50 Novice = 15 minutes

Old-timer Plus 60 Novice, Amateur, Expert and Master – 15 minutes

Old-timer Plus 70 Novice, Amateur and Expert = 15 minutes

A chapter must not cut the length of motos of the Old-timer classes. If they realize they are going to run out of time, they must make up the time through manipulation of the non-Old-timer classes.

D. Old-timers are to practice by themselves. The Masters and Experts will practice for 15 minutes; the Amateurs will practice separately for 10 minutes; the Novices will practice separately for 10 minutes; or if time permits, four ten minute practices. This will be enforced by the color on the number plates. Should there be a violator practicing in the wrong practice, that violator will be docked a lap in his first moto. Support and Over the Hill Gang practice will not be combined with Old-timers.

E. Plus 60, ~~and~~ Plus 70, **and Plus 80** riders will practice together as a group by themselves.

F. On both days of the International event, the program will be standardized so that Old-timers will run a set of Old-timer motos first. Over the Hill Gang/Vet will be run after the Old-timer motos on both Saturday and Sunday. Over the Hill Gang/Vet and Support will not be intermingled with Old-timers during the schedule. The Novices will begin on Saturday and the Masters begin on Sunday. Support practice may be after the first set of Old-timer motos. A sample schedule would be:

First moto: All Old-timer classes: 40, +50, +60, +70, +80
Over the Hill Gang/Vet
Support practice

Second moto: All Old-timer classes: 40, +50, +60, +70, +80
Over the Hill Gang/Vet
Support

Third moto: All Old-timer classes: 40, +50, +60 Amateurs, Experts and Masters
Over the Hill Gang/Vet
Support

Fourth and fifth motos: Same as second moto.

G. A presiding Riding Committee will be formed at each International Championship race. Each chapter competing will have one representative on this committee. This individual should be a member of his chapter's riding committee, thus, he will be more familiar with his own riders. This committee will meet prior to each days riders meeting and the meeting time will be part of the printed program. The hosting chapter will post a sign up sheet near the race results for each chapter representative to register. This will indicate to riders who their representative is, and to the hosting chapter referee who to refer to for resolution of disputes. On Saturday morning, chapter reps should meet after the first round of motos, to discuss other issues. In addition to the responsibilities previously outlined, the Presiding Riding Committee will rule on the following (their decision will be final):

1. Protests (lodged only by riders in the same moto - nothing else will be considered) shall be lodged with the rider's chapter representative on the Presiding Riding Committee. The protest must be in writing and lodged within one half hour after completion of the moto in question.

a. The Presiding Riding Committee shall meet only as a group and the decision documented. The documentation shall state the issue, date, and have the signatures of all attending with their vote (yes-no-abstain) following the signature.

b. If a member of the Presiding Riding Committee is competing in the class in question, he/she shall abstain from the voting on that specific issue.

c. The completed document shall be forwarded to the International Scorekeeper so as to provide a reference for future events.

2. Riding Committee decisions will be final with regard to verifying rider age, scoring discrepancies, track and equipment safety, and other decisions requiring the attention of the Riding Committee.

H. All members of recognized Old-timer chapters will receive a copy of these rules and annual updates from their own chapter along with their national membership and classification card.

- I. If a rider leaves the track, they must safely re-enter as close to the point of exit without improving his position. A one-lap penalty will be imposed if a rider improves his position.
- J. The International Representatives will meet on Friday; they will walk the track and review for safety. If representatives want change, and hosting chapter does not change the track, all members of the hosting chapter will be penalized and received -0- points for their final position.
- K. Changing motorcycles during a moto will be cause for disqualification. Scorekeepers must be notified of number changes when changing motorcycles during the race event.
- L. An ambulance or qualified paramedic/EMT with the proper equipment is mandatory at all Old-timer International events, and they will be at the track before practice can begin.
- M. All Old-timer International events will be covered by liability insurance.
- N. A standard white flag only (not a white flag with blue stripe) will signify last lap.
- O. "Yellow – caution" When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. In motocross, when a yellow flag is displayed there is no passing or jumping between the flag and the incident that caused the yellow flag. Failure to do so may result in the rider being docked from one finishing position all the way to disqualification from the event, subject to the referee's or a majority decision by the Chapter Reps. If a rider violates the yellow flag rule in two or more motos during the weekend, he/she will be disqualified for that event.
- P. If a red flag comes out during the moto, and the race is 50% done, it will be called final.
- Q. Each International race MUST have a definite finish line clearly visible to approaching riders as the point to which they are racing for the finish position. Suggestions are chalk line, flags in ground at edge of tract, etc.
- R. A standard set of caution flagger rules will be provided for each chapter International event.
- S. Abusive language or aggressive conduct toward race officials, scorers, or volunteers shall not be tolerated. Racers engaging in this behavior may, at the discretion of the hosting chapter, be ejected from the event and their entry fees and any points forfeited.
- T. No two International OTMX chapters will hold an International event on the same weekend.

See Appendix 1.

Revised for 2010 --- Oct 2009

History of hosting chapters of the Congress Meeting:

1978 - Los Angeles	1991 - Sierra	2004 – Oregon
1979 - Sierra	1992 - Washington	2005 – Nevada
1980 - Washington	1993 - Idaho	2006 – Los Angeles
1981 - BC/Alberta	1994 – Central Valley	2007 – Sierra
1982 - Oregon	1995 – BC/Alberta	2008 – Washington
1983 - Nevada	1996 - Oregon	2009 – Idaho
1984 - Los Angeles	1997 - Nevada	2010 – Central Valley
1985 - Sierra	1998 - Sierra	2011 – SoCal
1986 - Washington	1999 - Washington	2012 – BC/Alberta
1987 - BC/Alberta	2000 - Idaho	2013 - Oregon
1988 - Oregon	2001 – Central Valley	
1989 - Nevada	2002 – Riverside	
1990 – Los Angeles	2003 – BC/Alberta	

APPENDIX 1

LEGENDARY INDIVIDUAL OLDTIMERS

When submitting agenda items for Congress each year chapters may submit names of past IOTMX members to be placed on the International Club Championship cup. These names will be voted on at the Congress meeting. Each chapter can submit one or two names each year and Congress will decide on what the correct Number is – one or two. The chapter submitting the name will give a brief explanation why they think this person should have his name on the “Legend Cup” and how his life has benefited all IOTMX and his chapter. Once voted on and approved, the chapter submitting the name will pay for the engraving of the name on the “Legend Cup”. The chapter who has possession of the cup at the time will have the engraving done. The name will be ½” to ¾” high and done by a professional engraver. If a chapter submits a name and is turned down for three (3) years in a row, it will be put on the cup the next race season, so by a chapters persistence, no name can ever be black balled from the Legend Cup if the Chapter feels strongly about the past member.

Club Championship

Each year a Club will be named International Club Champion for the previous year completed. If necessary all clubs will donate a set amount to buy a large trophy that can be passed on to the next Club that wins, year after year - the same trophy. The International Club Championship trophy will be for the riding season starting in 2008. The Trophy will have ample room on it for all future years and the Club winning will pay to have its Name and year engraved on the Trophy on a 2"X1" name plate. The Winning Club will keep it until the first race of the following year and then give it to the next winning club at that race (2010).

The rules for the International Club Champion are:

1. The International Old-timers Club Championship will utilize a positive scoring system. It will be the same as all Oldtimers receive now for a weekend of racing This International points scoring system will be based on the overall event finish position, not per moto. See Section XI (C.) of International rules.
2. Each Club will be scored for its rides as follows. Only 1 OT rider will score for each class and they will get the same score as they received for finish overall for the weekend of racing. Example Oregon 40+ Expert rider gets 1st place, Oregon gets 30 pts. 2nd place and 3rd are Oregon riders they receive no points. Idaho next rider in the Expert Class with 4th place, Idaho scores 18 point for 4th place, next rider is Washington at 5th place they get 16 points. You only get to score 1 position per class. This way the small clubs have a chance at winning too, they only have to have one Old-timer rider in all 16 Classes to score well. If you have one rider in each class the minimum you can score for the weekend is 160 points if they all finish below 11th place in each class. Every class will score 30 points but depending on club finish not all class will score 2nd or 3rd etc., etc. The Club member that scores the highest in each class scores the points for the Club Championship for that class, that race. If you finish behind a member of your club you score no points.
3. For a rider to be eligible for his points to be counted, he or she has to be first time rider or been racing with an International card for that Club for 2 years. No club can solicited members from out side of their State or club to ride for them in up-coming years. No getting ringers for a

class. If you are an existing Old-timer you have to have raced two complete years with a club or just turned 40 years old to have your scores counted.

4. If an Old timer rides 2 classes, only the top score will be counted for 1 class. Example 40+ Master and then 50+ Masters, only 1 class counts. No Old timer can be counted on a single weekend for more than 1 class.

5. The Club with the most points wins the International Club Champion for that racing year and bragging rights for all of next year racing. All 16 classes count and all 12 races count.

6. The International Score keeper will keep all the records and score all points for the International Club Champion for each year. *(This was revised to read Garry Roestel will be the major keeper of the stats provided by Annie.)*