

2018

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 Association. There are ten (10) chapters of Old-timers consisting of Oregon Chapter, Washington Chapter, British Columbia Chapter, Sierra Chapter, Alberta Chapter, Nevada Chapter, Rocky Mountain Chapter, Idaho Chapter, SoCal Chapter, and Arizona 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.

Any chapter which goes "inactive" and later requests reactivation will be considered the same as a new club requesting entry into the IOTMX. Reactivation requests must be submitted by June 20th to provide time for other chapters to evaluate the "viability" and "fit of the returning chapter before the annual meeting. Requests should include the proposed zone but any change in the total number of chapters will result in a re-evaluation of which chapters are in each zone. Consideration for reactivations will be given priority over requests for new chapters. Seniority of any reactivated chapter will go to the end of the list of current chapters.

Any new Chapter requesting entry into the IOTMX must make their request by June 20th to be included with all the Chapters' Rule Change Proposals, in order to give the other Chapters time to evaluate the 'viability' and 'Fit' of the new Chapter. Requests should include the proposed zone but any change in the total number of chapters will result in a re-evaluation of which chapters are in each zone. Any new Chapter must be voted into the International by a majority vote.

Anytime there is a change to the number of Chapters for the next racing season, either an addition or removal, then it will be decided at the current Congress meeting, by the attending Chapter Representatives, which Chapters will be in which zone for the following racing year.

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 - SoCal, Arizona

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.

D. 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. Any club that chooses to not put on a race, due to financial or economic reasons, shall receive a one year exemption from the no vote rule, providing they pay their annual Association dues. This Rule shall be reviewed and voted on, every year starting in 2012 until Congress decides the economic factor is no longer an issue and clubs would have to revert to annual races to maintain their vote, at 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.

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, except that they shall be in a professional and organized manner according to Roberts Rules of Order. All speakers shall be at the direction of the Chairperson and shall direct their comments to the Chairperson. If a person has a comment they wish to make, they shall put up their hand and wait to be acknowledged by the Chairperson before speaking.

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 AND it's tentative race schedule date to the International Secretary no later than 90 days prior to Congress. The International Secretary can extend the deadline at her discretion up to but not beyond 80 days prior to Congress. The International Secretary will compile the submitted agendas and email each chapter a copy 70 days prior to Congress. The chapters will then have approximately two (2) weeks to confer, in order to refine their proposals or "fine tune" scheduling issues, before re-submitting their final version no later than 55 days prior to Congress. If there is no re-submittal, then the original agenda will stand. The International secretary will then email the final agenda

items to each Chapter no later than 40 days prior to Congress. so that there is time before Congress for each Chapter to discuss these proposals with their general membership.

All Agenda Items must be in final motion format so they can be adopted into the rules as presented without the need for modification, followed by RATIONALE (explanation of the motion) and then followed by the INTENT (the intent of the motion cannot be altered at Congress). Minor changes in wording shall be allowed at Congress, for clarification purposes only, providing the INTENT of the proposal does not change.

After each vote the International Secretary shall read back, the final wording, what will be put in the rulebook, just so that it is clear to everyone present. This final wording must receive the consent of the Congress Reps

The International Secretary shall keep a yearly record of the Rationale and Intent of rule change proposals. If a Proposal is submitted without being in final format, including Rationale and Intent, the International Secretary will return it for proper completion.

Note: There is nothing stopping a club that has difficulty formulating a rule in the proper format, from asking for help from other Association members that may have the skills to do this. Therefore, there is no excuse for not presenting their proposal in final format with proper Rationale and intent.

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. The top three year end finishers in each class shall receive plaques each year. If there are less than three, all will receive plaques. Riders four through ten will receive significant certificates. If there are less than ten, all finishers from fourth on will receive significant certificates. 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.

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

D. 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.

E. 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. The rider must reach his fortieth birthday prior to the end of the calendar year 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. All riders must produce a legal form of

identification that shows proof of age, if asked to do so by any Chapter Rep or by an official of the host Chapter.

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 INTERMEDIATE 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 - 74 Novice Class (70-74 years and older)

Intermediate Class (40-49 years)
Plus 50 Intermediate Class (50-59 years)
Plus 60 Intermediate Class (60 years and older)
Plus 70 - 74 Intermediate Class

Expert Class (40-49 years)
Plus 50 Expert Class (50-59 years)
Plus 60 Expert Class (60 years and older)
Plus 70 - 74 Expert Class

Master Class (40-49 years)
Plus 50 Master Class (50 years and older)
Plus 60 Master Class (60 years and older)
Plus 70 - 74 Master Class

Plus 75 class (75 years and older)
Plus 80 class (80 years and older)
Plus 90 class (90 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, Intermediate, 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, Intermediate, 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, Intermediate, Expert and Master. The Plus 70 class has the option of riding in the regular class, plus 50, or plus 60 classes,

The Plus 75 and Plus 80 class will be limited to riders 75- 80 years and older. If the rider has reached his 80th birthday he will ride the 80-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 "does 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 all 40, 50, and 60 classes (except Masters).

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". Process: An accusation of sandbagging (with reasons and supporting information) must be proposed by a Rep and submitted to All Chapter Reps for review. Therefore if all authorized Reps are not present at an event, this accusation must be written up and submitted to ALL Chapter Reps for review and voting via email or other means, (other than the forum). A "yes" vote to move the rider must be made by a 2/3 (two thirds) majority of ALL IOTMA Reps. When a rider is moved up, he will be informed at his/her next race if he/she cannot be notified sooner. A rider moved by this "sandbagger" method will be given credit for the races completed in the lower class for the purposes of zone qualification only but no points will be carried to their new class and the "points averaging" applicable to other moves will not apply. The rider has the option to get with his/her Rep to appeal the decision. If an appeal is lodged, the rider can state his case and the Reps can take another vote.

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
- Intermediates - Yellow with black numbers
- Novices - Green with white numbers

70 experts may run black or white backgrounds.

Any IOTMX Champion is allowed to wear a RED background with number 1 on their plates or their regular number. This background color option is not to be carried forward if the rider moves up a class.

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. A strip of the appropriate colored duct tape applied horizontally above and below the number would be acceptable for single event purposes only. It will not be necessary to add tape to number plates when all the riders on the line are the same rider classification. 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 three International Meets, in at least two (2) of the three (3) zones (total of three races) to receive the number one through ten plate for his class. 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:

| <u>Events</u> | <u>Scored</u> |
|---------------|---------------|
| 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 will be utilized for breaking any ties at year end. 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:

| <u>Place</u> | | |
|------------------|---|--|
| 1 st | = | 30 points |
| 2 nd | = | 27 points |
| 3 rd | = | 25 points |
| 4 th | = | 23 points |
| 5 th | = | 21 points |
| 6 th | = | 19 points |
| 7 th | = | 17 points |
| 8 th | = | 15 points |
| 9 th | = | 13 points |
| 10 th | = | 11 points |
| 11 th | = | 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 EXCEPT WHERE IT IS SPECIFICALLY STATED IN THESE RULES. If a rider moves to a new class, either up or down, their actual finishing positions in their previous class and those corresponding points are not used. The rider will be given credit for competing at all events before a move took place but this credit will be in the form of zone qualification (credit for racing in the zone where the event is located) and points based on an averaging system. This “point’s average” will not be calculated until the racing year is over because it is based on their average finish position in each event attended after they are moved. This “points average” rule applies to voluntary move ups as well, provided the move up is permanent and not a temporary move as defined by rule: Section IX RIDER CLASSIFICATION, Sub-section G., and the rider completes more races (or at least an equal amount) in the higher class than in the lower 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 be given a did not finish (DNF) and points for that moto equal to the number of riders starting that moto (last place points). If there are two or more riders that start but fail to complete one lap, and two or more inform the lap checkers then all that inform will receive equal last place positions. If there is more than one DNF after completing at least one lap, each DNF’s scoring position will be determined by the number of laps completed. If two or more riders leave the race on the same lap, the better position will be given to the rider that was in front on the last recorded lap. If a rider crashes or breaks during his official old timer practice, that rider is considered a participant of the event even if they are unable to start any motos. They will be given all DNS’s, credit for the race (as part of their three mandatory races in two different zones) and 10 points. They must notify the scorekeeper. Again, they must have attended the event and rode the track in one of their old timer practices or else their entry will be refunded (as per XII. RULES OF THE MEET, subsection Y) and they will not be considered a participant.

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.

XII. RULES OF THE MEET

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

B. The standard program for an International Race meet shall consist of three motos on Saturday, two motos on Sunday. 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 Intermediates, plus 70 Experts and 80 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. Any fees other than the entry fee must be stated on the Race Entry form, i.e., gate, camping, etc.

C. Riding times for motos will be:

Old-timer Master = 22 minutes
Old-timer Plus 50 Master = 20 minutes

Old-timer Expert = 20 minutes
 Old-timer Plus 50 Expert = 18 minutes
 Old-timer Intermediate = 18 minutes
 Old-timer Plus 50 Intermediate = 16 minutes
 Old-timer Novice = 15 minutes
 Old-timer Plus 50 Novice = 15 minutes
 Old-timer Plus 60 Novice, Intermediate, Expert and Master - 15 minutes
 Old-timer Plus 70 Novice, Intermediate, Expert and Master = 15 minutes
 Old-timer Plus 75 = 15 minutes
 Old-timer Plus 80 and Plus 90 = WHATEVER HE CHOOSES

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 Intermediates 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 Plus 30 practice will not be combined with Old-timers.

E. The hosting chapter will determine the practice order of all practices with the following exceptions: First practice may be over 30/support (where applicable), second practice shall be all masters and experts, third shall be all 60/70/80 riders.

F. Plus 60, Plus 70, and Plus 80 riders will practice together as a group by themselves for 10 minutes.

G. Plus 40 Master/Expert and Plus 50 Master/Expert shall combine to practice by themselves for 15 minutes. Plus 60 Masters and Experts shall be allowed to practice in this group at their discretion.

Plus 40 and Plus 50 Intermediates shall combine to practice by themselves for 10 minutes.

Plus 40 and Plus 50 Novices shall combine to practice by themselves for 10 minutes.

Non-Old-timer classes will practice separate from Old-timers (never on the track at the same time as Old-timers).

The hosting chapter will determine the time and length of non-Old-timer practices.

H. Proper rider practice will be enforced by the color on the number plates. Should there be a violator practicing in the wrong practice that violator may be docked a lap in his first moto, subject to the discretion of the riding committee.

I. Track watering/preparation during the races shall be coordinated between the hosting chapters and track officials with track safety being the primary factor. It is however recommended that track watering be rotated in front of different classes as opposed to mostly being in front of the first motos during the event.

J. 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. Plus 30 will be run after the Old-timer motos on both Saturday and Sunday. Plus 30 and Support will not be intermingled with Old-timers during the schedule. The Novices will begin on Saturday and the Masters begin on Sunday. A sample schedule would be:

First moto: All Old-timer classes: 40, +50, +60, +70, +80
 Plus 30
 Support

Second moto: All Old-timer classes: 40, +50, +60, +70, +80
 Plus 30
 Support

Third moto: All Old-timer classes: 40, +50, +60 Intermediates, Experts, Masters and +70 Masters
Plus 30
Support

Fourth and fifth motos: Same as second moto.

K. 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 day's 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.

L. 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.

M. 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.

N. 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.

O. Changing motorcycles during a moto will be cause for finishing last in the moto. The Scorekeeper (the person doing the lap scores/sheet results) must be notified of plate number changes when changing motorcycles during the race event. This notification must be done prior to the moto where the different number is used. Failure to notify the Scorekeeper will result in finishing last in the moto.

P. 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.

Q. All Old-timer International events will be covered by liability insurance.

R. A standard white flag only (not a white flag with blue stripe) will signify last lap.

S. "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.

T. If a red flag comes out during the moto, and the race is 50% done, it will be called final. If the race is not 50% done, it will be re-started. All rider positions prior to the restart will not count. Any rider who was in the original start but cannot make the restart will be given a DNF and scored according to the rules: Section XI. Scoring System, sub section E. The length of the restarted moto will be equal to the remaining time of the original moto at the point when the red flag came out.

Example: The Novice class is a 15 minute moto. The red flag comes out at the 5 minute mark (approx). The restarted moto will last 10 minutes (approx).

U. 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.

V. A standard set of caution flagger rules will be provided for each chapter International event.

W. 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.

X. No two International OTMX chapters will hold an International event on the same weekend.

Y. All pre-entries must be fully refundable to the rider if, for any reason, he does not participate. If any club does not refund a pre-entry fee the Secretary shall add this to the club's annual contribution of \$250 and refund the money on behalf of the International Association. The criteria for not returning any entry fee, whether it is a pre-entry or post entry, shall be if the rider starts any practice session.

Z. Thirty Three (33%) percent trophy award to all classes. Event awards shall have identification on them so as to clearly signify the event the award was given for: Event Name, Date/Year, and Class. Finish Place position shall be included on awards for participants placing first, second and third.

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

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

CC. In addition to class Champions there will also be an overall Champion known as IOTMA Overall Champion for "that year". All points earned will count towards this championship, including points earned before a move up, with the following exception: If a rider qualifies for, and competes in, two different age group classes at an event, only his/her best finish of that event will count. In the case of a yearend tie, the person with the most firsts will win. If the tie continues then the most seconds, etc. If a tie cannot be broken, all winners will receive an award as IOTMA Co-Champions.

See Appendix 1.

Revised for 2016 ---November 2015

History of hosting chapters of the Congress Meeting:

| | |
|-----------------------|--------------------|
| 1978 - Los Angeles | 1985 - Sierra |
| 1979 - Sierra | 1986 - Washington |
| 1980 - Washington | 1987 - BC/Alberta |
| 1981 - BC/Alberta | 1988 - Oregon |
| 1982 - Oregon | 1989 - Nevada |
| 1983 - Nevada | 1990 - Los Angeles |
| 1984 - Los Angeles | 1991 - Sierra |
| 1992 - Washington | 2006 - Los Angeles |
| 1993 - Idaho | 2007 - Sierra |
| 1994 - Central Valley | 2008 - Washington |

1995 - BC/Alberta
1996 - Oregon
1997 - Nevada
1998 - Sierra
1999 - Washington
2000 - Idaho
2001 - Central Valley
2002 - Riverside
2003 - BC/Alberta
2004 - Oregon
2005 - Nevada

2009 - Idaho
2010 - Central Valley
2011 - SoCal
2012 - BC/Alberta
2013 - Oregon
2014 - Sierra
2015 - Washington
2016 - Idaho
2017 - SoCal
2018 - Arizona
2019 - BC/Alberta

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 Old-timers 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. If a rider belongs to more than one club, he must declare to the International Secretary which club he is riding for with regard to Club Championship points, otherwise his points will not be counted towards any club's points.

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 Oldtimer classes count and all International events ran will count.
6. The International Score keeper will keep all the records and score all points for the International Club Champion for each year.