

CHECK LIST FOR THE DESERT RACER

What Do I Need??

1. A reliable motorcycle

Your machine must be able to take abuse and keep running

At a race you may encounter any or all of the following conditions:

1. Heat in excess of 100 degrees
2. Deep sand
3. Rocks, lots of rocks
4. Steep up hill/down hill, narrow canyons with drop-offs and step-ups

2. A gas tank with sufficient capacity to cross the finish line

Many stock gas tanks are too small to make it from one fuel stop to another.

The AMA rule book states a maximum distance between gas stops is 50 miles.

However, at some races it is a 5 mile ride to the start line.

There are after-market tanks available with greater capacity than the stock tanks.

3. Always carry water

Sufficient water is critical for your safety in a desert race. Electrolytes in the water for a hot and long race will help you finish with more energy. You may spend hours on the desert. Know your abilities and be prepared.

4. Carry some spare tools with you.

Note: Quick Set Epoxy can be used to repair a busted case from hitting a rock.

Many things can be repaired with a multi tool and a leather-man.

5. Emergency Supplies

Any required medications, a cigarette lighter. I use the SPOT tracker. Remember Cell phones do not work in most of the places we race.

6. Rim Locks!

Use two on the rear minimum and one front. Cactus are hard on tires. And with a 50 mile loop you may run for quite some distance on a flat tire.

Sign-up and Registration

Do as much as you can before you arrive at the race! Keep in mind some things are required before entering a race.

1. AMA Membership:

A link is provided on LCMC Main Web Page for membership. Current membership is a requirement as the AMA provides Sanction and Insurance.

2. District 37 Membership is not required however it is suggested. According to the rule book Non Members pay an extra \$10 entry, They are not eligible for trophy's. Their Results will not be published on the D37 web site since they also do not receive D37 points. Check out the Link for Member sign-up.

3. Riding Classes: It is important to enter at the proper skill level. AMA Rules state once you ride in a class skill level you must continue to compete at that

4. Skill level: So don't jump the gun and let your ego get you in the wrong class. Someone who is racing or has raced Motocross is allowed to drop one skill level when entering off road events. And the same in reverse. This is because the challenges of these two styles are so much different.

Beginner: This is a rider that has the skill and ability to get the bike over most desert hazards found along the trail. Someone just starting to race in the desert. Beginner usually is moved to Novice class after 2-5 races. And the rider can skip this class if desired.

Novice: Someone who can handle many of the difficult challenging hills and obstructions found in the desert.

Intermediate: Someone who has competed in the Novice class and proven they can compete in the top 1/3 of the field most of the time. This is defined by the transfer schedule.

Expert: This is the highest skill level in Amateur racing. These riders are skilled and have competed in the lower classes showing they can compete at the highest levels of off road racing.

Transfer Schedule: Beginner to Novice: 3 transfer rides. ·Novice to Intermediate: 5 transfer rides. ·Intermediate to Expert: 10 transfer rides. The above transfer schedule is a general guide and may be altered at the discretion

of respective Steward.

Engine class: All off road racing is by engine size. No special exceptions for 4-stroke bikes. Section 8. Lightweight machines shall run on a centimeter for-centimeter basis. Lightweight classes shall be: 0-200, 201-250cc. Section 9. Heavyweight machines classes shall be: 251cc and over.

Age Class: With the exception of the youth classes: Age is determined by Date on Birth Certificate. Age class is the age on the day of the event.

Wavers: You will be ask to sign two different Waver forms. Yes Racing is dangerous. And sorry you will not be able to sue for damages when you get hurt. If you do not have private insurance that covers competition accidents. Don't enter the race.

The fun part!

The Race!!

Depending on the style of off road race will determine the type of start. Many styles of race use the banner drop start. Know what row you will be starting on. This will be in the riders instruction sheet provided at sign-up.

Common courtesy goes a long way with your fellow racers. Remember the race is not won in the first $\frac{1}{4}$ mile. However many are lost! Scouting is only allowed for the Bomb or start portion of the course; usually between $\frac{1}{4}$ and 1 mile total

length. At the end of the bomb a bush or banner will mark the end. Riding past this will get you DQ so don't do it. When you ride to the end of the bomb during practice never drive backwards! The route to return to the start line will be marked with White and red ribbon. Also cards with red dots in the middle. Follow this route back.

Banner up!

One minute before the start the start banner will be raised. At this time everyone is required to turn off their engine. If you have done this the Adrenalin starts flowing your focus is 100% on the banner. As soon as the banner drops start your engine and the race is on!

The clubs flier will indicate the total distance you will ride for your age and skill level.

Pitting and Pit crew

Remember who you bring to the desert is a reflection of you. Improper actions in the Pitts will result in DQ for the rider. No Alcohol or Drugs are allowed at AMA meets. Once the race is over celebrate with your favorite beverage but not before. If your pit crew is drinking Beer you may be asked to leave receive a DQ and no refund.

Fuel Spills: The BLM now requires all bikes to be fueled on a absorbing mat.

An old carpet that can fit under the bike will work. In addition any fuel cans removed from the truck or trailer are required to be placed on the same type of containment.

Pit speeding: 15 MPH or you may receive time delay or up to and including DQ. Never pass a rider in the Pitts. This will also get you in trouble.

The Finish

The checkered flag indicates the end of the race. As soon as you pass the checked flag slow down and look for the finish area. If you have a fender card the crew will remove it. If not stop and collect the finisher pin. At some events you may just carefully drive back to the pits. In some cases the results will be posted 30 minutes after the last rider finishes. Sometimes the electronic scoring needs correction and it may take a day or two. What ever congratulations on finishing one of the toughest sports around. And remember remove all trash from your camping location. We must keep our race locations clean and nice for the next race