

Ontario Federation of Trail Riders



TRAIL RIDE STANDARDS MANUAL

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INTRODUCTION

The Ontario Federation of Trail Riders (OFTR) is a not for profit organization created and managed by a collection of local clubs and event promoters. The goal of the OFTR is to promote affordable, family-friendly, inclusive trail riding events throughout Ontario.

This manual has been created to assist clubs and promoters with hosting successful trail rides and to provide consistency in events for riders and sponsors who support and participate in these events.

In order to meet the needs and satisfy the expectations of both new and experienced riders, and the many other event stakeholders, the Trail Ride Standards Manual provides standardized guidelines for preparing and organizing a trail ride.

A lot of planning and work goes into hosting a fun and safe trail ride. Organizers can use this manual and accompanying checklists to help ensure that they have adequate time and resources to prepare and host a successful event.

TRAIL RIDE PLANNING

LOCATION

Location selection is critically important to the success of your trail ride. Here are some criteria to consider when selecting your venue:

- **Trail Area** - Where would you like to ride? Is there public land that you can ride on, or do you need to seek permissions from private landowners? How do you determine if you are allowed to ride in an area, such as Crown land, regional forest, or private land?
- **Start/Staging Area** – Is there a cleared area large enough to accommodate a registration tent, sound test, and meeting area for the number of participants anticipated to attend?
- **Parking Area** – Can it accommodate the expected number of vehicles, trailers and motorhomes?
- **Accommodation** – How many participants are expected? Is there sufficient accommodation in the area? You would likely be supporting several providers in the area, including motels, Bed & Breakfasts, Airbnb, cottages and camping areas. Will you allow camping at the venue? You will likely have more success sourcing accommodation outside of peak summer vacation season (June – August). You might wish to consider working with local vendors to provide event discounts or packages.
- **Gas/Lunch Stop** – Depending on the total distance of the trail ride, a gas stop and lunch stop may need to be arranged. Will a gas truck be provided, or is there a local gas station that can accommodate participants? Is there a local restaurant that can be used as a lunch stop, or will you arrange for a trailside lunch? Some trail rides have gas and a restaurant at the same location and can be routed as the “lunch stop”. You may wish to explore support from local merchants.
- **Equipment** – What equipment will be needed at this event? Tables, chairs, pop-up tents, portable washrooms, garbage cans, first aid stations, potable water, etc.
- **Municipal Restrictions** – Ensure there are no municipal restrictions that will prevent you from utilizing the property for an event (noise, zoning, etc.).

LIABILITY

Promoters/event organizers must provide proof of event insurance to the OFTR three (3) weeks prior to the day of the event, if promoting your event through the OFTR.

Green license plates are required any time you are riding off your own property, or when not at a closed course event or facility.

If blue license plates and insurance are mandatory requirements for an event, inform the riders in advance of these requirements. The obligation is on the rider to have the proper legal registration and insurance for their vehicle, not for you to check.

All adult participants will sign a waiver covering OFTR insured/promoted events during the event registration process.

All minor participants are required to have their parents (one or both) sign a waiver covering OFTR insured/promoted events. Links to printable waivers are available on the OFTR website or through the event coordinator.

OFTR recommends utilizing pre-registration for events. While not mandatory, pre-registration reduces the burden on event staff and improves the participant experience with quicker sign in.

INITIAL CONTACTS AND PERMISSIONS

It is important to have proper permission to use areas for your planned trail ride, and to foster good relationships with local businesses, landowners, police and community members.

Some things to consider:

- **Insurance** – Do you have insurance for your event?
- **Landowners, Ministry of Natural Resources (MNR), Municipalities and Conservation Authorities** – You may need to contact these individuals and organizations if you are planning a ride in their area. Confirm there is no conflicting event in the area on the same date. Do you need to get a permit for your event? It is imperative that written permission is received from the landowners before using any private land, and local authorities who manage local trails and fields should also be contacted and provided with the details of the event prior to the ride.
- **OPP or Local Police** – If you are organizing a trail ride that may or may not be using public roads then it has been good practice to contact the commander of the local police division. You can let them know the details of the event, and your anticipated number of riders in attendance, and if you have support of the local business community. Police like to know what is going on in their area. If the police get calls about a large number of motorcycles riding in their area they can let the caller know they are aware of the event, rather than having to come out and investigate.
- **Supporting the Local Economy** – Identifying the amount spent by event attendees in the local area can be helpful to garner support for your event. A brief questionnaire at the time of registration or a post event survey can be used to capture the amount spent by participants on accommodation, food, fuel, etc.

EVENT PROMOTION

When promoting and advertising your event, you may wish to consider creating an event flyer, or you can use the Event Flyer template provided by the OFTR. Event details and flyer content should be provided to the OFTR at least two (2) months prior to the event. The following details should be included in the flyer:

- Event name, date(s), address, directions
- Total distance of ride and ride description
- Sound check, riders meeting, start times
- Gas stop and lunch location/details
- Registration time, fees and deadlines (pre-registration or day of entry, event numbers cut-off, method of payment)
- Parking and camping details (fees and links to local vendors)

If you wish to include your event dates on the OFTR Trail Ride Schedule, which is posted online and distributed at the motorcycle shows, you will need to submit your event dates to the OFTR by December 1st for the following season.

REGISTRATION AND RIDER PACKAGES

Before registration begins, organizers should consider the following:

- Registration fees (pre-registration vs. day of entry, family discounts)
- Registration deadlines
- Rules applicable to registering (age restrictions, blue plated or green plated motorcycles, OFTR and/or club membership requirement, etc.)
- Methods of payment
- Lunch and t-shirt orders
- Route map

Prior to Event Day, organizers should decide what items will be included in the Rider Packages, including but not limited to:

- Copy of flyer
- Trail maps showing main trails, route/skill options, bailout options, trail distances
- Sound check, riders meeting and start times
- Gas stop location and lunch details
- Rules, safety information, emergency plan
- Emergency contact information and organizers/event staff/volunteers contact information
- Sponsor information and handouts
- Event t-shirt and other swag
- Wrist bracelet for proof of registration for lunch

SAFETY STANDARDS AND PROCEDURES

It is highly recommended that you create an Emergency Response Plan prior to your event, and communicate it to riders, event officials/volunteers, and emergency responders, as needed. Some of the information that should be identified in the plan might include:

- When to call 911.
- Who to contact in case of emergencies.
- Name and phone numbers for the:
 - Event Chairperson (main contact for event details).
 - Trail Boss (person who is most familiar with trail route who can direct emergency responders to a location on the route).
 - Designated Event Contact (usually Event Chairperson, Trail Boss, or both).
 - Volunteers/Workers on route (should know where emergency exit points/bailouts are so that riders can be directed or taken out to a pick-up point, or they can go and meet emergency responders).
 - Local emergency services and/or emergency responders.
- Volunteers needed, e.g. Course Marshals, Trail Boss, pre-riders, and sweepers (see Volunteers section for a more detailed list of roles and responsibilities). Please consider posting Course Marshals at difficult points in the route. Marshal vests are available in the OFTR trailer. Most volunteers and course officials should work in pairs for safety purposes.
- Injured rider rules for riders that need assistance.

- Evacuation routes that are available (for assisting riders and emergency responders).
- Location of nearest emergency responders and how familiar they are with the event area.
- Preferred access points for EMS to use in the area. You may wish to use these points for emergency bailouts.
- Bike extraction services, may be local ATV club (provided or pay-per-use?).
- Distance markings on route, so riders can notify Course Marshals, Trail Boss, and/or EMS crew on the location of a downed rider. Distance markings should have kilometres then distance, for example KM 48, so it doesn't appear as a speed limit sign.
- Preparation and discussion of the emergency response plan with event staff and EMS crew prior to the event.

Note: Discussion of emergency response plan and “what to do in the event of a downed rider” should be addressed at the rider’s meeting. Key point is that no one should pass a downed rider or emergency situation unless they are signalled to do so. The first rider on scene should stay with the injured rider and the next rider should be sent for help.

RIDERS MEETING

It is recommended to hold a riders meeting following registration, shortly before the ride begins.

- Welcome everyone and thank them for coming to your event.
- Let everyone know they need to have been through sound check and sign in.
- Thank all your supporters, private landowners, local motorcycle dealers, start location owners, local business supporters, and sponsors for product donations, etc.
- Mention the number of volunteer workers it has taken to plan and prepare for the event, and the number needed for the event day, and thank them for their hard work.
- Provide a brief description of the main route and route/skill options, total distance of ride and any special attractions along the way.
- Mention Emergency Response Plan and what to do in the event of an injured rider.
- Remind riders to take the emergency contact phone numbers with them, provided in their Riders Package.
- Mention course options and bailout points (indicated on trail map) and any changes due to weather.
- Instruct riders to call the Designated Event Contact/emergency number if they take a bailout/emergency route out of the trail, so no one is looking for them on the trail at the end of the day.
- Discuss road crossings.
- Review course markings, arrows, and additional signs and ribbon.

- Discuss rider etiquette, i.e. passing slower riders, (let slower riders know to give way or move to the side, when they can safely do so), remind more experienced riders to be patient with newer riders.
- Review rules concerning two-way traffic, event traffic, and other trail users.
- Mention areas where riders are requested to go slow passing residences, etc.
- Remind riders of the location of the gas truck and what the procedure will be for gassing up. Example: “Gas cans will be off the truck. Please put your can back on after use, so we know that you have come through the gas location”.
- Review lunch stop details (reminding riders to wear their bracelet, if applicable).
- Let riders know what time the sweepers are leaving the start area.

VOLUNTEERS

Volunteers are integral to the success of your trail ride. There are a variety of roles to fill, both pre-event and during the event, and not all roles require riding experience. These events can't happen without them, and their participation is really appreciated. Please treat the volunteers kindly.

ROLES & RESPONSIBILITIES

Roles	Responsibilities	Volunteers Pre-Event	Volunteers Event Day
Event Chairperson	Coordinates all parts of the event. Contacts landowners and authorities, and designates jobs to other volunteers. Ensures riders meeting occurs.	1	1
Event Co-Chair	Helps the Chairperson with all the logistics of the event.	1	1
Chief Course Marshal	Coordinates the day of events, assigns jobs to Course Marshals.	0	1
Course Marshal	Used where needed during the event. Posts arrows to the event from the highway. Positions signs for sound test, registration, parking, and gas truck. Jobs may include marshaling road crossings, giving course directions, assisting riders, and directing participants to parking. May be used to help riders at difficult obstacles on the route.	0	1 - 4
Designated Event Contact	Usually the Event Chair, Event Co-Chair or Trail Boss.	0	1
Trail Boss	Decides the route and assigns trail sections to Section Leaders. Familiar with entire route, including options. Is the "go to person" in the event of an emergency on the trail, or any route problems that arise on event day.	1	1
Trail Section Leader/Crew	Lays out a section of the route, manages trail clearing and arrowing, and coordinates workers/work days for the section. Coordinates workers to pull arrows in their section.	4 - 10	0
Pre-Rider	Responsible for riding the entire route on the morning of the event, before the first riders leave the start. This is to verify that arrows are in place and make sure the route is passable.	0	4
Sweep Rider	Rides the route after the last rider has passed through to ensure no one is left in the trail. Assists riders that have not made it through the trail, with broken bikes or other issues. Ideally, sweepers should not pull arrows. Their job is to get all the riders out of the trail. Sweepers should not pressure the last riders to ride faster than they are comfortable. Bailout routes should also be checked, up to the point at which they join any roads.	0	4 - 6
Sound Test	Checking decibel level of the bikes prior to registration/sign in.	0	2
Registration & Sign In	Requires several people to check-in pre-registered riders, register riders on the day of the event, collect waivers, hand out rider packages, etc.	0	4 - 6
Total Recommended Volunteers		8 - 14	19 - 27

TRAIL WORK

TRAIL CLASSIFICATION

Trail classifications can be very difficult to standardize because of the wide variety of factors, including terrain in an area, weather conditions prior to and on the day of the event, the skill level of the participants, and the number of participants in the event. The descriptions below are broad classifications meant to capture the “spirit” of the trail for trail rides, not race events. If a trail has a difficult obstacle, it is usually advised to create an easy way around it, or an alternate trail route.

Level 1 – Easy

Terrain is mainly flat. Traction is good, fresh earth, minimal mud or water. This could be a perimeter of a field, an easy two track trail, and any hills with a shallow grade that are easily climbed. Any sand is minimal and there are no deep sand areas. Any water crossing is shallow and water depth would be no more than around 6” and only for a short distance like a creek crossing. Any obstacles should be easily passable.

Level 2 - Medium

Narrower two track trails and easy single track trails. Moderately steep up and down hills with good traction. Trails with bumpy terrain, whoops, stream crossings of up to about 10’, tree roots across the trail. Combinations of easy obstacles such as a stream crossing with a small hill to climb right after the water.

Level 3 - More difficult trails

Single track with hills that require momentum to get up, steep downhills, rocky trails, deep sand in corners, narrow bridges or bridges with turns in them.

Level 4 - Most Difficult trails

Expert or Pro level trails. Obstacles that you may require help to get past, such as hills, water crossings up to the top of your engine height, combinations of obstacles such as many roots on a steep hill that requires momentum to pass, and rock gardens. These routes are ‘expert’ options off the main route.

ROUTE

The trail route for a trail ride is generally a series of established trails that are easily linked. Trail work would generally involve making sure the route is passable. When the route is being laid out you would cut trees that have fallen across the trail on easy or main routes. On more advanced trails, downed trees may be left provided the route is still passable. Consider that this may be the first introduction to off road riding for some riders, so there should always be an easy way around an obstacle (on an “Easy” designated trail).

It is a good idea for pre-riders to have a handsaw or chainsaw, if there have been high winds overnight before the event. Certain sections may need to be cleared or re-routed on the day of the event due to heavy winds (causing fallen trees), rain or beaver damn activity.

TRAIL CLEARING

Workers clearing trails should have access to at least one chainsaw. Most branches/obstacles can be dragged off the trail. Branches that hit your face (known as 'face slappers'), should be cut back if possible. The same goes for tall grass.

SINGLE TRACK

Single track is a narrow, challenging trail and can be a lot of fun for more experienced riders. It is more difficult and challenging terrain than the main trail used for a trail ride. It is generally not cleared as much as wider trails would be and it will contain downed logs, hills and rocks. If you are clearing new single track for a trail ride you will probably want to send only the most experienced riders through that section. You may want to wait until the following year before you send less experienced riders through.

WATER ON ROUTE

You will likely have water crossings on your route. Consider what will happen to the creek if you have heavy rain before or during the event. You may also have dry riverbeds that will become streams during rainstorms. Beavers may also cause water problems on your route and beaver dams may have to be opened by pre-riders.

ARROWING AND COURSE MARKING

Effective arrowing is good for both the rider and the event workers. Consistent arrowing during your event and across events is good for all involved. Corner indications and warning arrows that are placed similarly at events give the riders confidence in the event, and result in positive feedback from riders.

There is a definite art to arrowing a trail. Once you have started riders down a trail, post one or two confirmation arrows (shortly after you start down the trail) to let the rider know they are on the right route. Look down the trail as far as you can reasonably see, and look for a clear place to put an arrow (this will often be on a tree). Ride to that tree and put the arrow on the spot you were looking at. From there, repeat these steps, look as far as you can see, ride to the spot and place another arrow. Continue this throughout your route. If you are on a road or trail with no other trails off of it you will not need to see every arrow. Arrows are generally placed about shoulder height. Riders should not go more than about half a km without seeing an arrow.

There are a few things to keep in mind when arrowing. It is usually best to put an arrow up with two staples and in a way that the direction will be visible if the arrow gets wet. There will be some difficult spots to place arrows and certainly use more arrows at those spots. The crews who are pulling arrows will appreciate a minimum number of arrows and staples holding the arrows. Another benefit of using only two staples is that many of the arrows can be saved and reused. Something else to keep in mind when arrowing is how rain will affect both the placement of arrows and how the arrow displays. Rain will make leaves and branches heavy and they may drop in front of otherwise visible arrows. Wet arrows also tend to curl so you want to staple them so that the direction will stay visible. One big 'don't' is to ride down a trail and randomly pick a spot and place an arrow. Always pick the spot before you get to it, that way you are sure it can be seen by approaching riders.

STANDARD ARROW COLOURS

It is recommended that the following standardized arrow colours be used when marking trail routes, to ensure a consistent rider experience from one trail ride to another. Below are the arrow colours that are typically used in trail rides and events in Ontario.

Arrow Colour	Usage
Orange	Orange arrows are most commonly used on the main route of an event, because of their high visibility. The arrows/markings may signal direction (↗), road crossings (X), or if you've gone the wrong way (W).
Green	Arrows with a green background indicate an easy route or a shortcut back to the start.
Pink	Pink arrows are often used to denote more challenging "expert" level options off the main route.
Other Colours	Used at the discretion of the event organizer.

STANDARD ARROWING PROCEDURES

Standard arrowing procedures exist and it is recommended that you follow the arrow format below to ensure consistency and clarity when marking your route.



An arrow that is pointing straight up indicates the route is straight ahead.



Down arrows, usually more than one, indicate an unusual obstacle on the trail that may be a hazard to riders, and riders should therefore use caution when approaching. Keep in mind that more experienced riders will likely be approaching a hazard faster than other riders and need more advanced warning of the upcoming hazard. Multiple arrows usually indicate increased danger. Not all obstacles on the trail require warning arrows.



Two arrows side-by-side pointing in opposite directions indicate two-way traffic. This is the preferred marking. If that is not possible, then two vertical arrows pointing toward each other can be used.



One or two horizontal arrows indicate a left or right turn, or an entrance to a trail.



Upward arrows at a 45° angle indicate an upcoming direction change on the trail.



Downward arrows at a 45° angle indicate an upcoming turn (that could be missed), and will precede horizontal arrows at the turn.



Arrows pointing the same direction on either side of the trail indicate that you are to go between the two arrows. This will be a specific route direction and is often used for safety reasons to direct riders away from a dangerous obstacle on the route. These route markings could be on either side of single-track or on either side of a road. If you come to arrows on the trail that are together but point in different directions, these indicate more than one route through or around an obstacle. Sometimes there will be an easy way or a hard way indicated by different coloured arrows.



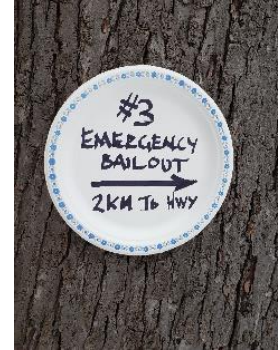
A wrong way arrow should be placed on a route after corners that a rider may pass if they miss the turn arrows. W's should be far enough down the wrong trail that the rider does not also miss the W. Placement on a visible spot down the trail is ideal, probably not as far as the confirmation arrow would be placed. If you have a consistent method of placing arrows anyone who has missed a corner will soon realize that they have not seen arrows and must be off course.



An X is sometimes used to identify a road or trail crossing, either paved or in the forest.

ADDITIONAL TRAIL MARKINGS

Information markers along the route are a very good idea. Paper pie plates are great for posting information. The information should be written large enough that the riders do not need to stop to read it. Use multiple plates if needed. It is a good idea to post mileage markers on the route. This is a good safety feature and lets the riders know how far they are along the route. Markings may be used to indicate special attractions, alternate routes along the way, side trails to a lookout point, available gas, restaurant, etc. These plates are easily removed by the crew pulling arrows. Distances should be written with KM following by the distance, for example KM 48, to avoid looking like a speed limit sign.



PRE-EVENT CHECKLIST

- Select event location
- Start/staging area
- Parking and camping
- Confirm date(s), start times
- Pre-registration and/or register on day of event? Times and deadlines. Methods of payment.
- Plan trail routes (distance, trail difficulty, optional routes, bailouts)
- Event flyer
- Rider packages (trail route map, t shirt, emergency contacts, wrist band, etc.)
- Gas stop, lunch stop, food for event
- Sound test
- Purchase event insurance (if required). Proof of event insurance is to be provided to the OFTR three (3) weeks prior to the day of the event.
- Contact landowners, municipalities, conservation authorities, other community members, as needed
- Contact OPP and/or local police
- Obtain any required permits
- Washroom facilities
- Identify event staff/required number of volunteers
- Emergency response plan
- EMS
- Trail preparation and clearing
- Trail arrowing/markings

EVENT DAY CHECKLIST

- Arrows/markings from highways into the event
- Directions to the parking area
- Setup sign in and registration areas
- Liability waivers. (All participants must sign a waiver, for all OFTR events, during the event registration process.)
- Riders package (trail maps, event and emergency contact information, t shirts, etc.)
- Float (cash box) for riders paying at the event
- Tables
- Pop-up tents or indoor space
- Pens
- Washroom facilities
- Sound test (if applicable)
- Gas truck and signage indicating location of gas truck (if applicable)
- Pre-riders meeting (when will they leave?)
- Volunteers/event staff meeting
- Sweep riders meeting (when will they leave?)
- Riders meeting
- On-site EMS
- Food and water source for riders and volunteers (local food truck, BBQ, packed lunches, etc.)
- Garbage cans

POST-EVENT CHECKLIST

- Check in with all the trail sweeps to confirm that all riders have been cleared from the trails.
- Pull arrows and markings as soon as reasonable after the event. Don't pull arrows in the sections until your sweep riders have finished the route and have left no riders behind them.
- Trail clean up.
- Clean up start area.
- Remove garbage/recycling.
- Pay vendors.
- Thank workers, volunteers, and event staff at the event.
- Let landowners and land managers know your event was successful and thank them personally, if possible.
- Post event pictures and wrap-up on social media.
- Have post-event debrief meeting.
- Post event survey to gather feedback from event participants, including information on dollars spent to support local businesses (for fuel, accommodation, food, etc.)

GLOSSARY

A

Access points – points along the route that allow access to the route from roads or highways. Usually for emergency access or to cut the route short and return to the start location.

Alternate route – usually refers to a way around an obstacle on the route, or an easy route back to the start location. It could also be marked as a more difficult/challenging route for more experienced riders.

Arrow – a directional trail marking that will be on the route and will be displayed at the riders meeting.

Arrowing – placing of arrows along the route to guide riders.

Arrowing practices – see the section on arrowing

ATVs – all terrain vehicles

B

Bailout points – points on the route that the organizer has indicated will let you short cut the route to get back to the start location, via an easy route, and may also be emergency exits.

Blue license plates – indicates a motorcycle that is licensed to be ridden on the street.

C

Confirmation arrows – arrows that indicate you are on the correct route, placed after you have turned onto a new road, trail, etc.

Closed course event – an event such as a Motocross, held on private property, and the route does not leave the property.

Corner warning arrows – arrows that are placed downward on a 45 degree angle indicating that you are approaching a turn and the direction of the turn. For example, down to the right (↘) indicates an upcoming right turn.

Course marshals – volunteers who have come out to help with the ride. Some may be at road crossings or route splits, etc. Be nice to them. Many wish they were riding.

Crown land – public land available for recreational use. Not all crown land allows off road vehicles.

D

E

EMS – Emergency Medical Services

Expert options – trail that is difficult and is there as an optional challenge for experienced riders. These trails should not be ridden alone, or if it far exceeds your skill level.

F

Float – change (cash) for rider entry and purchases.

G

Gas stop – a designated point on the route for riders to refuel.

Gas truck – usually a truck and trailer that riders will put their gas cans on to have them transported to the gas stop. Typically, the gas crew will remove all the gas cans from the trailer at the gas stop, and when riders have refilled their bikes, the rider puts their can back on the trailer. Any cans not on the trailer would indicate a rider has not made it to the gas stop and may be a concern. The process should be mentioned at the Rider’s Meeting.

Green license plates – indicate a vehicle that is licensed for off road use.

H

I

J

K

L

Lookout point – a point of interest along the route, usually high on a hill with a good view.

M

MNR – Ministry of Natural Resources

Minor participants – a participant under 18 years of age

N

O

OFTR – Ontario Federation of Trail Riders

P

Pre-registration – entry before the day of the event.

Pre-riders – riders who are working with the organizer and are checking the whole route in the morning before the event.

Q

R

Riders meeting – an informational meeting for the riders immediately before the start of the event.

Roots – tree roots that are exposed due to riders crossing them. They may be considered obstacles and should be expected to be very slippery.

S

Sign in – the process of checking in with the organizer at the start of the event. You may receive an information package and will be required to sign a waiver.

Single track – is narrow challenging trail

Sound test – a metered check of the decibel level of your motorcycle.

Special attractions – usually interesting features along the route that may draw spectators.

Sweep riders – volunteers that have come out to help the organizer check the route to make sure no one is left on the course. They will ride behind the last riders leaving the start area.

T

Towing – pulling a motorcycle with a rope.

Trail etiquette – courtesy toward other riders and users of the trail.

Trail maps – indicators of the route. Could be paper maps or electronic files such as GPS, etc.

Trail users – motorcyclists, people walking, riders on horses, ATVs, off road vehicles, people that are sharing the trail with us.

Two track trail – trail that usually has two-wheel tracks on it, often left by an ATV.

Two-way traffic – is when you will likely find vehicles traveling in both directions on the same trail. This could be other event participants or other users. Keep to the right if you cannot see ahead, and always expect on-coming traffic. Keep to the right, as you would on a road.

U

V

Volunteer – someone who has come out to help you have a good ride. Be extra nice to them. Events cannot happen without them. Volunteer if you are not able to ride at an event or if you want to learn more about the event.

W

Whoops – a set of undulating consecutive bumps on a trail.

Warning arrows – arrows pointing straight down (↓↓). The more arrows, the greater the hazard ahead.

X

Y

Z
