

Texas State Championship Enduro Circuit

2009 Official Rule Book



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Texas State Championship Enduro Circuit

This is the official rule book of the Texas State Championship Enduro Circuit (TSCEC). The rules contained herein are agreed upon by the TSCEC Member Organizations. Final determination of compliance with these rules is at the discretion of the TSCEC Member Organizations and the TSCEC President.

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Enduro Definition

An enduro is a competitive event where the participant rides a motorcycle along a marked trail of primarily off-road terrain while attempting to maintain a predetermined speed average. Following the course while maintaining the speed average is the objective. The participant is competing against the clock rather than directly against other riders. Traveling at a fast rate of speed is not the primary intention but is sometimes required. Participants lose points for going too slow or too fast. The rider with the fewest points at the end of the event is the winner.

Circuit Website

For the latest news, results, standings, flyers, and more, visit the TSCEC web site at:

www.tscec.org

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Rule changes for 2009

The following rules changes are effective for the 2009 racing season:

1. An Overall Short Course Age Award will be given at CS enduros
2. A new Board position of Membership Director was created and Girard Lall was elected to fill this position.

1.0 Texas State Championship Enduro Circuit

1.1 Organization

The Texas State Championship Enduro Circuit (TSCEC) is a Texas nonprofit corporation. The TSCEC was formed to represent the best interests of its member organizations and to promote a schedule of enduro events throughout the region.

The purpose of the TSCEC is to set standards and guidelines that can be followed by the member organizations and to organize a series of enduros for the enjoyment of all riders. The goal of the TSCEC is to perpetuate enduro riding and to develop new enduro riders. This can best be accomplished by proper use of the following guidelines.

The TSCEC has two types of members - Organizations and Individuals.

Organizations

Under rules set forth below, organizations such as motorcycle clubs and civic groups can be members of the TSCEC for the purpose of holding events. Collectively, these member organizations provide the funding and management of the TSCEC.

Individuals

Under rules set forth below, individuals may join the TSCEC for the purpose of competing for circuit points that determine circuit ranking and placement for awards.

The organizational structure of the TSCEC is:

- An Executive Committee
- A Board of Directors
- Officers of the Corporation

1.2 Executive Committee

The Executive Committee is made up of two representatives from each member organization. The Executive Committee meets annually or as directed by the President to discuss the operation and business of the TSCEC. The Executive Committee elects the officers and members of the Board of Directors.

A quorum of at least sixty-percent (60%) of the Executive Committee members is necessary to hold an Executive Committee meeting. Unless otherwise stated, a simple majority vote of the members present is needed to confirm actions taken by the Executive Committee. In the case of a tie, the TSCEC President shall cast a vote.

1.3 Board of Directors

The Executive Committee elects the Board of Directors. The board advises the President and other officers on matters concerning the TSCEC. The board meets when called by the President.

1.4 Officers

The officers provide the day-to-day operation of the TSCEC. The Executive Committee elects them for one-year terms. The officers are:

- * President
- * Vice-President
- * Divisional Chairmen
- * Secretary / Treasurer
- * Points Keeper

1.5 Chain of Command

In the absence of the President, the authority and responsibilities of the President shall be assumed in order by:

1. Vice-President
2. Applicable Divisional Chairman
3. Secretary / Treasurer
4. Points Keeper
5. Executive Committee

1.6 Divisions

The TSCEC is made up of a Championship Series and two regional divisions. Each division has a Division Chairman who reports to the President and is directly responsible for TSCEC events held in that division. The division format allows competitors located in a general geographic area the opportunity to compete for circuit points without traveling excessively long distances. Each division is ranked separately. TSCEC members may compete in any or all divisions.

The **Championship Series** covers all events within Texas .

The regional divisions are:

| | |
|--------------------|---|
| High Plains | Covers the Texas panhandle, West Texas, Oklahoma, Colorado, and New Mexico. |
| Sabine | Covers Central, South and East Texas, Louisiana, Arkansas and Oklahoma. |

The President and Chairman of the applicable division shall jointly preside over each event. The Executive Committee elects the Chairman of the High Plains and Sabine Divisions. The President is the Chairman of the Championship Series.

2.0 Financial and Circuit Fees

2.1 Origin of Funds

Operational funds required by the TSCEC shall be derived from:

- * The assessment of a rider's fee collected from participants at all TSCEC enduros.
- * An annual membership fee paid by each TSCEC member organization.
- * The sale of TSCEC endorsed supplies and items.
- * The sale of advertising in the official TSCEC rule book.
- * TSCEC annual membership paid by each rider competing for circuit points.
- * The sale of advertising in the official TSCEC newsletter.

All revenue collected shall be used only for the operation of the TSCEC. The President shall provide a detailed financial report to the member organizations at least annually or as directed by the Executive Committee. The President and Divisional Chairmen shall operate the TSCEC from the fees collected. This includes the purchase of awards presented at the annual banquet.

2.2 Organization Membership Fee

Each organization who wishes to stage a TSCEC sanctioned event must be a member of the TSCEC. An annual membership fee of \$50 must be paid before a date can be granted for an organization's event.

2.3 Individual Membership Fee

The annual membership fee is \$30 per person. Additional family members 18 and under are \$15 each. To be eligible for year-end awards and contingencies, riders must join the TSCEC at or before the first race at which they want to earn year-end points. The membership fee includes a subscription to "Enduro Times", the official newsletter of the TSCEC. Individuals wishing to subscribe to the newsletter only may do so for \$15. Hall of Fame members receive their membership at no cost.

Members from other enduro circuits who join TSCEC must ride the same class as they do in their Primary Circuit. When TSCEC does not have an equivalent class, the member must ride the closest equivalent class for which they are eligible. The TSCEC Points Keeper must be notified of the intended class when they join TSCEC. At co-sanctioned events the rider may compete in their Primary Circuit class. For TSCEC year-end points purposes they will receive points for the position they would have gotten had they competed in their TSCEC class.

2.4 Rider Fees

A rider's fee is paid to the TSCEC by the member organization for each TSCEC sanctioned event. The fee is \$4.00 for all riders who sign up for the event. This fee is due on all riders regardless of the state or TSCEC division they are from.

For SD or HP division events outside Texas:

- For events that are only sanctioned by the TSCEC, the fee is \$4.00 for all participants.
- For events co-sanctioned with other circuits, the fee is \$4 for all participating TSCEC members.

The riders' fees shall be sent to the TSCEC office within two (2) weeks after the enduro.

3.0 TSCEC Member Organizations

3.1 New Member Qualifications

Any non-member organization wanting to sponsor a TSCEC enduro must first show aptness and ability by organizing and holding a non-circuit event. Appointed representatives of the TSCEC membership must be present at this trial enduro. Attendees must approve by at least a three-fourth (3/4) margin to admit the new organization. The Executive Committee may also approve any event for the TSCEC schedule by majority vote.

3.2 Member Re-Entry Requirements

Any organization that has withdrawn its membership from the TSCEC for any reason can only be reinstated by an approving majority vote of the Executive Committee. The Executive Committee may require the organization applying for readmission to host a trial enduro to show aptness and ability.

3.3 Removal of a Member Organization

A current member organization can be removed from the TSCEC by a two-thirds (2/3) vote of the Executive Committee.

A formal written complaint should be submitted to the TSCEC President if anyone has reason to believe that a current TSCEC member organization cannot properly perform their obligations to organize an enduro according to the rules and spirit of the TSCEC. The President must submit the complaint to the Executive Committee for consideration as soon as possible.

3.4 Voting Rights

A member organization may cast up to two (2) votes on circuit matters providing that a representative is present for each vote. However, the President may solicit votes from member organizations prior to the meeting. Otherwise, no proxy votes are allowed. To retain voting rights, a member organization must host an enduro at least once every 5 years.

3.5 Club Seniority

Clubs will have a choice of event dates based on their seniority in the circuit.

3.6 Liability Insurance

Sponsors of a TSCEC sanctioned event must provide a liability insurance policy of at least \$1 million aggregate limit that names the TSCEC and its officers and directors as additional named insureds. The policy shall, at a minimum, provide for legal representation and associated expenses resulting from any claim of bodily injury or property damage incurred at the event and payment of judgement or settlement from such claims.

Proof of insurance shall be furnished to the TSCEC within two (2) weeks after the event. Failure to obtain or furnish proof of insurance in a timely manner will result in the exclusion of the club from promoting future TSCEC events.

4.0 Hall of Fame

The Hall of Fame was established after the 1975-76 season to recognize those who achieve an outstanding level of performance. The governing rules provide for individuals and member organizations to be admitted into the Hall of Fame.

4.1 Selection of Individuals

To be elected to the TSCEC Hall of Fame, an individual must meet one of the following requirements. All qualifying wins must be in the Championship Series of the TSCEC.

- * Have won two or more men's season Overall "A" Championships.
- * Have won five or more season first place wins from any of the men's "A" classes. A men's season Overall "A" Championship can be counted as a first place "A" class season win for the purpose of this rule.
- * Have won five or more season first place wins in the highest competitive level women's class.
- * By at least three-fourths (3/4) affirmative vote of the executive committee, a deserving individual may be voted into the Hall of Fame as an honorary member. The criteria for recommendation is left to the TSCEC President and Executive Committee but should be based on the individual's significant contribution to the success and folklore of the TSCEC.

4.2 Selection of Member Organizations

Member organizations are elected to the Hall of Fame by being chosen by a majority vote of member riders as the organization holding the Best Enduro two or more times. All TSCEC members are eligible to participate in the voting.

5.0 Motorcycle Legality

5.1 Vehicle Type

A motorcycle is a vehicle with an engine and two wheels. Only motorcycles can be used to compete in TSCEC enduros. No three or four wheeled vehicles are allowed.

5.2 Engine Size

A motorcycle may only be raced in the displacement class for which the engine was originally manufactured regardless of the amount of any displacement increase (i.e., a 250 cc engine which is bored to 280 cc will still compete in the 201-250 cc class.)

5.3 Engine Protest

Should one rider wish to protest the legality of another rider's engine, the protesting rider must pay an inspection deposit in cash. The inspection deposit amount is:

- * \$50 for a two-cycle air-cooled engine
- * \$75 for a two cycle water cooled engine
- \$100 for a four-cycle engine

If after inspection the contested engine is legal, the cash deposit will be forfeited to the rider protested.

If the engine is not legal, the cash deposit will be returned to the rider protesting and the rider with the illegal engine is disqualified from the event.

5.4 Muffler/Spark Arrestor

At the discretion of the host organization, motorcycles may be required to have a legal U.S. Forestry Service (USFS) approved spark arrestor and effective muffler. This requirement must be stated in the pre-race published information.

To be in compliance, a one-quarter (1/4) inch round rod can extend inside the muffler no further than eighteen (18) inches from the outside end of the muffler.

If a USFS approved spark arrestor is required, the host organization must check the spark arrestor and muffler for compliance at least once before, during, or after the enduro.

If a sound test is specified in the pre-race published information, the sound level of a participant's motorcycle cannot exceed the maximum allowed by the current rules of the American Motorcycle Association.

5.5 Rider Identification

All participants' motorcycles must have their riding number clearly displayed on the front of the motorcycle. Numbers must be at least three (3) inches high.

5.6 Small Wheel Class

Participants in the 16 and Under Small Wheel Class must ride motorcycles with a rear wheel size of sixteen (16) inches or smaller and a maximum engine displacement of two hundred

cubic centimeters (200 cc).

5.7 Street Legal

The TSCEC recommends that participant's motorcycles be as street legal as possible to avoid potential difficulties with law enforcement agencies.

6.0 Classification of Participants

6.1 Classification Levels

To promote fair competition among all participants, a classification system has been established. Skill level or age generally classifies participants.

The classification levels are:

- * AA - These riders are considered the very best. Riders in this level are normally selected by overall placement from the previous year's A classes. The AA class rides the Long Course.
- * A - These are very good enduro riders. Normally, they have demonstrated their ability by previously placing high in the B class. This level rides the Long Course.
- * B - These are good enduro riders. Normally, they have demonstrated their ability by previously placing high in the C Novice classes. This level rides the Long Course.
- * C Novice - The level is for participants who may be new to enduro riding and who need to gain experience. This level rides the Short Course.
- * Sportsman (C Expert) - This class is for the more experienced riders who like to ride enduros but do not want to ride the Long Course. This class rides the Short Course, is open to all riders, and has no mandatory advancement.
- * Age classes - Qualification for these classes are based solely on age. With the exception of the Masters Class, no consideration is given to skill level. All age classes ride the Short Course except 50+ A, 40+ A, 50+B, 40+ B, 30+A, and 30+ B (See rule [7.2](#)).

6.2 Mandatory Advancement

The purpose of mandatory advancement is to provide a more level playing field in those classes where skill is the primary determining factor. The Executive Committee establishes the rules for mandatory advancement and the President enforces them. Before the beginning of each enduro season, the elected officers designate which riders will be moved to a new skill level. Riders may request exemption from the advancement per section [6.4](#)

6.2.1 A Level to AA Level Advancement

- * The top eight overall "A" riders from the previous two seasons in the Championship Series comprise the "AA" class for each new season.
- * The board of directors may advance up to five additional "A" riders to the "AA" class each year.

6.2.2 B Level to A Level Advancement

The top five overall “B” riders in the Championship Series are advanced to the “A” level.

6.2.3 C Novice Level to B Level Advancement

The top five Overall “C” Novice riders in each division, excluding 30+ C and 16 and under riders, are advanced to the “B” level. Five riders from each division are advanced.

6.2.4 Advancement to the Masters Class

Riders are advanced to the Masters class using the following criteria:

- * The top five riders from the Championship Series in the short course age classes are advanced to the Masters class.
- * “A” level riders electing to compete in a short course age class must compete in the Masters class for their first short course season.

6.2.5 Advancement from the 16 and Under Class

Mandatory advancement from the 16 & Under class is based on age (see rule [7.2](#)).

6.2.6 Advancement from the 30+ B and C Classes

The 30+ C class winner from the Championship Series is promoted to 30+B. The rider may, however, elect to ride any eligible B class or the Sportsman class.

The 30+ B class winner from the Championship Series is promoted to 30+A. The rider may, however, elect to ride any eligible A class or the Sportsman class.

6.2.7 Advancement from the 40+ B and C Classes

The 40+ SC class winner from the Championship Series is promoted to 40+ B. The rider may however elect to ride any eligible B class, Masters, or the Sportsman class.

The 40+ B class winner from the Championship Series is promoted to 40+ A. The rider may however elect to ride any eligible A class, Masters, or the Sportsman class.

6.2.8 Advancement from 50+B and C Classes

The 50+ SC class winner from the Championship Series is promoted to 50+B. The rider may, however, elect to ride any eligible B class, Masters, or the Sportsman class.

The 50+ B class winner from the Championship Series is promoted to 50+A. The rider may, however, elect to ride any eligible A class, Masters, or the Sportsman class.

6.3 Class Changes

A rider may choose to designate themselves to a different class at any time during the enduro season. Circuit points earned in one class will not however be transferred to another class. Class changes must follow classification guidelines. A written notification must be given to the Points Keeper before a class change in order to receive year-end points for the new class.

6.4 Downward Class Changes

Class changes to a lower competition skill level cannot be done during an enduro season. Any person wanting to be reclassified to a lower skill level must write to the TSCEC President stating the reasons for the class change request. The participant will be notified in writing of the decision following the next Board of Directors meeting.

If a rider is approved to compete in a lower skill level, that rider is not eligible for overall wins or overall points for the first year of the reclassification.

6.5 Improper Classification

Any participant discovered competing at a lower competition level than authorized will be disqualified from TSCEC events for the remainder of the current season.

7.0 TSCEC Classes

At the start of each enduro season, the Executive Committee designates which classes will be authorized for competition. Classes are divided into two major groups: Long Course and Short Course. All "AA", "A" and "B" classes are Long Course classes. All other classes ride the Short Course.

Some classes are further divided into engine sizes while others have no engine size limitation. Additionally, a wheel size limitation is placed on the 16 and Under Class. (See rule [5.6](#)). Two stroke and four stroke motorcycles will compete equally in the appropriate displacement class.

7.1 Official Classes

The official TSCEC classes are:

Long Course "AA" Class - Open - no limit on engine size

Long Course "A" Classes

- * 0-200
- * 201-250
- * 251-up
- * 30+ (open)
- * 40+ (open)
- * 50+ (open)

Long Course “B” Classes

- * 0-200
- * 201-250
- * 251-up
- * 30+ (open)
- * 40+ (open)
- * 50+ (open)

Short Course “C” Novice Classes

- * 0-200
- * 201-250
- * 251-up
- * 30+ (open)
- * Women (open)
- * 16 and Under Small Wheel
- * 16 and under Large Wheel

Short Course Sportsman (C Expert) Class

Short Course Age Classes

- * 40+ (open)
- * 45+ (open)
- * 50+ (open)
- * 55+ (open)
- * 60+ (open)
- * Masters (40+ open)

7.2 Age Classes

To compete in the 16 and Under Class, a participant must be less than seventeen years old as of race day for the first event of the season. Participants eligible for the “16 and Under” classes at the start of a season may compete in the “16 and Under” class the entire season.

Participants reaching an age requirement during an enduro season may transfer into the respective age class after their birthday. However, no circuit points will transfer.

7.3 Overall Competition

At each enduro and for the entire season participants compete for placement within their class and overall placement within their competitive level.

- * Participants in the “AA” and “A” classes compete for “Overall Event”.
- * Participants in the “A” classes compete for “Overall A”.
- * Participants in the “B” classes compete for “Overall B”.
- * Participants in the “C Novice” classes, including 30+ C, compete for “Overall C Novice”.
- * Participants in the short course age classes compete for “Overall Age”.

7.4 Challenge Teams

Participants are encouraged to participate in the team competition. Teams consist of three (3) participants from the same competitive level (A, B, or C) or a team of one each A, B, and C rider. Teams scores are computed based on the Championship Series events. Teams must give their names to the President or Scoring Chairman by the fourth event of the season to be eligible. (See rule 22.8 how teams are scored and ranked).

The Sabine and High Plains Divisions also have competition in the same four Challenge Team classifications except that only results in the respective Divisions are considered.

8.0 Flyers and Entry Forms

The following are guidelines for preparing information about TSCEC enduros.

- * Flyers regarding a circuit event should be available at least four (4) weeks prior to the event.
- * Flyers and other advertising must mention registration times and deadlines. The post office postmark date determines compliance with entry deadlines.
- * Flyers must specify the total number of gas stops at the event.
- * The maximum pre-entry cost for any rider 16 years of age or younger is \$15 regardless of the class the rider enters.
- * Flyers shall declare the event format (timekeeper or AMA National Enduro rules)

9.0 Course Information

The official course information shall be posted at the enduro headquarters location no later than 3:00pm the day before the scheduled event. This information shall consist of:

- * Key times
- * Mile-per-hour averages and mileage at which speed changes occur.
- * Free times

- * Mileage resets and leaps
- * Location of known controls (see section [14.0](#)).
- * Exact course mileage to all gas stops.

The host organization may post an alternate schedule no less than four (4) hours before the scheduled event.

Roll charts furnished or sold by the host organization are considered official course information.

At all events sanctioned by more than one enduro circuit, the "home rules" will apply. Non-standard TSCEC rules must be posted at the event headquarters.

10.0 Trail Marking

The following rules apply to trail marking at all TSCEC sanctioned events:

1. All speed changes, mileage resets, leaps, free times and course splits must be clearly identified on the course with easily readable signs with a minimum of three (3) inch letters. These signs must be placed in a prominent position so approaching riders can readily see the signs.
2. Major turns in the direction of the course will be designated by:
 - one arrow prior to a turn
 - two arrows at the turn
 - one arrow after the turn
3. Course mileage markers shall be posted at least every multiple of five (5) miles. Each mileage sign must have lettering that is a minimum of six (6) inches tall. All events shall have a 2.9 mile marker.
4. After a course split, signs identifying "SHORT COURSE ONLY" and "LONG COURSE ONLY" shall be posted within one-tenth (1/10) of a mile down the course after the split.
5. Mileage signs must be specifically marked by loop when sections of trail are repeated. When sections of the trail overlap between the long and short courses, mileage signs must indicate "long course" or "short course" as appropriate. If the long course and short course share the same trail but have differing mileages, any mileage on said trail must have both long and short mileage posted at the same location.
6. The trail must be marked with surveyors ribbon and arrows of a color that is most visible to the riders. The TSCEC President must approve the arrows.
7. Only trail markings that constitute part of the course being ridden shall be visible to contestants in the enduro. All markings not part of the current enduro trail must be removed. All old and weathered markings shall be removed from the course.
8. All course mileage must be measured and all check points located using the same motorcycle and same odometer. The accuracy of the odometer must be verified before the course mileage is measured.

9. It is recognized that obtaining permission to use land and laying out an enduro can be a difficult and demanding task. The following guide lines for course length should be followed if possible:
 - * The Long Course should be more ground miles than the Short Course.
 - * The "B" Course may be shorter than the "A" Course. However, if possible, the "B" Course should be longer than the Short Course.
 - * The Long Course must be at least fifty (50) ground miles.
 - * No minimum or maximum lengths apply to the Short Course. However, it is recommended that the Short Course be at least fifty (50) ground miles.
10. Danger Markers shall be placed well in advance of the actual danger point. Danger Markers shall be day-glow orange and signified by a large "X".
11. Distinctive Road Crossing or Danger markers shall be posted well before any road crossing.
12. The correct course mileage must be posted on the trail after the initial starting line and before the first timed checkpoint. (2.9 marker mandatory)
13. Arrows and ribbons should be on the right side of the trail if possible. Turn arrows should be placed on the outside of the turn if the turn is tight or requires slowing to negotiate.

11.0 Rider's Meeting

A rider's meeting provides contestants with last minute course and rule information. The following rules apply to the rider's meeting:

1. The host organization must hold an official rider's meeting prior to the start of the enduro. The time of the rider's meeting must be clearly posted.
2. No running motorcycles are allowed at or near the rider's meeting at the risk of disqualification.
3. A warning siren shall be sounded five (5) minutes prior to the start of the rider's meeting.
4. Any changes necessary in the course information must be announced at the start of the rider's meeting.
5. WWV broadcast radio time must be available at the rider's meeting.

12.0 Time-Keeping Devices

Timekeeping is an important aspect of an enduro. To ensure accurate timekeeping, the following rules apply:

1. WWV broadcast radio and Atomic Time are the Master Clocks for all TSCEC enduros. All time-keeping devices used by the host organization for control of an enduro must be synchronized with one of the above.
2. At the conclusion of each enduro, all time-keeping devices used during the enduro (starting line and all timed checkpoints) and the Master Clock shall be placed on display while still running at the event headquarters location.

3. Any participant may request to see the time-keeping devices prior to the end of the protest period. The time displayed on each checkpoint clock used in the event shall not vary more than two (2) seconds from the correct time as computed from the Master Clock.

13.0 Checkpoints

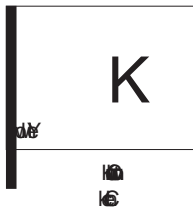
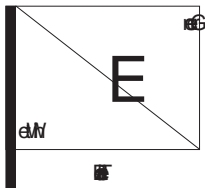
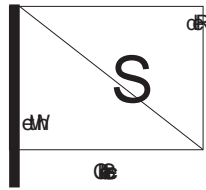
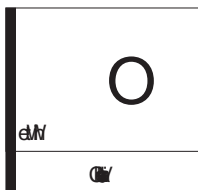
Checkpoints are locations on the enduro course where the progress of each participant can be recorded. There are two types of checkpoints: timed and visual. At visual checkpoints the time of arrival is not important. Visual checkpoints are used only to insure the course is being correctly followed. There are three types of timed checkpoints.

13.1 Checkpoint Identification

All checkpoints must prominently display colored signs to identify the specific type of checkpoint. Two signs, each a minimum of eighteen (18) inches square, must be positioned on each side of the entrance into the check lanes. The signs must be of the following colors:

- * White - Visual checkpoint
- * Red and White - Secret timed checkpoint
- * Green and White - Tie-breaker timed checkpoint
- * Yellow - Known control timed checkpoint. (See section [14.0](#)).

These checkpoint signs shall be the same design as approved by the American Motorcycle Association.



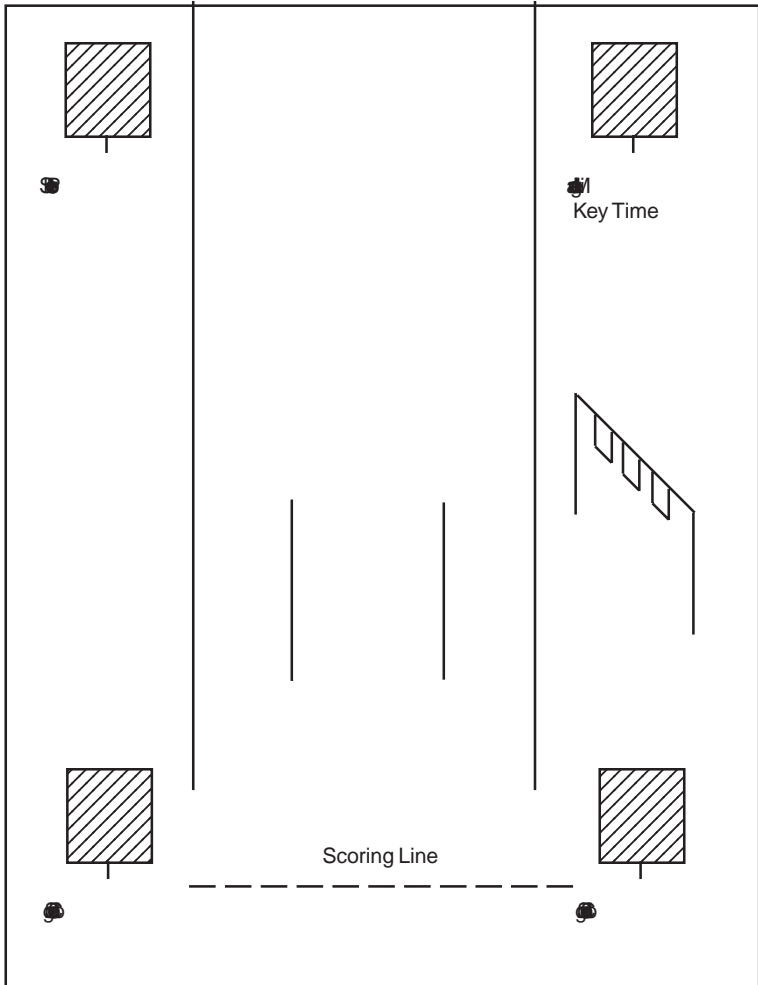
13.2 Checkpoint Location

1. A timed checkpoint must be positioned such that it occurs on a whole minute and on a whole tenth of a mile.
2. If a checkpoint's mileage is found to be off by more than .02 miles (plus or minus) from the last posted mileage, the checkpoint shall be ruled invalid and changed to a visual checkpoint.
3. If a timed checkpoint is correct in seconds but wrong in minutes, the checkpoint time may be adjusted accordingly. If a timed checkpoint is found to have inaccurate time in seconds, the checkpoint shall be ruled invalid and changed to a visual checkpoint. (See rule [13.0](#)).
4. The correct course mileage must be posted on the trail after the initial starting line and before the first timed checkpoint.
5. The key time at a checkpoint shall be the same for all classes. It is allowable to place two checkpoints next to each other with lanes labeled by class.
6. Adequate personnel should be assigned to each checkpoint to allow marking of at least two riders at the same time. For secret and known control checkpoints, at least four (4) workers are needed. For tie-breaker checkpoints, at least five (5) workers are usually needed.

13.3 Information at a Checkpoint

1. Checkpoint mileage and key time must be listed together on the same sign at all timed checkpoints. The sign shall be placed on the right side of the check lanes and should not be visible to the riders until they have entered the checkpoint lane. (See diagram below).
2. All timed checkpoints and the starting line must display the accurate course time using a three-digit flip card system.
3. Flip cards at timed checkpoints shall be placed on the right side of the check lanes and should not be visible to the riders until they have entered the checkpoint lane. (See diagram below).
4. A Protest Sheet must be provided at each checkpoint.
5. Back-up scoring sheets are mandatory at all timed and visual checkpoints. The rider's number and minute of arrival must be recorded on the back-up sheet. For tie-breaker checkpoints, the rider's number and arrival time in minutes and seconds must be recorded. In case of inclement weather, waterproof back-up scoring sheets must be used.

Checkpoint Layout



13.4 Reaching a Checkpoint

The following rules cover recording the time when a participant arrives at a TIMED checkpoint:

1. Generally, a rider's time shall be taken when the motorcycle's front wheel crosses an imaginary line between the colored identification signs at the entrance of a check lane.
2. Riders who are EARLY to a checkpoint will be scored when:
 - The rider touches the ground prior to the checkpoint entrance.
 - The rider zig-zags, or purposely take any other action contrary to a straight path to the checkpoint. Slow riding in a straight line and "free balancing" (stopped but no feet on the ground and no external support used) shall not be deemed as reason for taking a rider's time.
 - The rider is stopped, with a foot on the ground or with external support, and the rider is identifiable within sight of a timed checkpoint. Checkpoint personnel however, may NOT leave a checkpoint to try to identify a rider.
3. Riders who are LATE to a checkpoint will be scored when the front wheel crosses the imaginary line at the entrance to the check lane. This includes riders who are forced to push their motorcycle into the checkpoint.

Therefore, a rider and their motorcycle must enter the checkpoint together to receive a score.

13.5 Checkpoint Separation

A timed checkpoint cannot be located within two (2) miles before and three (3) miles after a regular gas stop. This rule does not apply to emergency gas stops.

Timed checkpoints cannot be located closer than three (3) miles to the starting line, to one another or to the finish line.

If the course mileage is adjusted to zero (with a leap), the normal checkpoint separations between the change to zero and the next timed checkpoint or gas stop do not apply.

13.6 Tie-Breaker Checkpoints

A tie-breaker checkpoint is a timed checkpoint where a participant's arrival time is recorded to the second.

- * When possible, tie-breaker checkpoints should be wider than secret checkpoints to minimize congestion.
- * A minimum of two (2) tie-breaker checkpoints must be used for the Short Course and the Long Course.
- * The Long Course (when not exactly the same as the Short Course) must have a tie-breaker checkpoint which is not part of the Short Course. Note: This can all be done with three tie-breaker checkpoints: one common, one Long Course only and one for the Short Course which is also used by the Long Course.
- * If a known control such as the finish line is a tie-breaker checkpoint, see rule [14 item 4](#).

14.0 Known Controls

A known control is a timed checkpoint on the course whose location is made known in advance.

1. At the option of the host organization, any timed checkpoint may be designated a known control. The initial starting line and all finish lines are always known controls.
2. The host organization must hold participants at a known control until their scheduled departure time. Riders who disregard a hold will be penalized two points for each minute they leave the known control early. A participant may not leave the starting line known control prior to the time designated for their assigned starting number.
3. A participant may arrive at a known control up to fifteen (15) minutes early without penalty. Riders arriving more than 15 minutes and 0 seconds early are DNFed from the event but only if the club announced their intention to enforce this provision at the riders meeting.
4. A known control may also be a tie-breaker checkpoint. In this event, only late points will be assessed. Riders who are not late are considered to have a perfect score at the check. A known control with a tie-breaker checkpoint must be announced at the rider's meeting and be part of the course information.

15.0 Changes in Course Mileage

Resets or Leaps can change course mileage. Resets affect both mileage and time while Leaps affect only mileage.

Changes to course mileage ...

- * Cannot adjust the course mileage in a backward direction. However, setting the course mileage to zero miles with a leap to zero is allowed. (See rule [13.5](#))
- * Must be to a whole tenth of a mile.
- * Cannot adjust the course mileage into a timed checkpoint.

16.0 Gas Stops

16.1 Free Time

As a safety precaution, extra time shall be provided at all official gas stops. Mileage resets or actual free time can provide the extra time. The amount of time required is:

- * At least ten (10) minutes at regular gas stops
- * At least five (5) minutes at emergency gas stops

16.2 Mileage

Forty (40) ground miles is the maximum distance allowed between:

- * The starting line and the first regular gas stop
- * All regular gas stops
- * The last regular gas stop and the finish line

An Emergency gas stop must be provided if it is more than thirty (30) ground miles between regular gas stops.

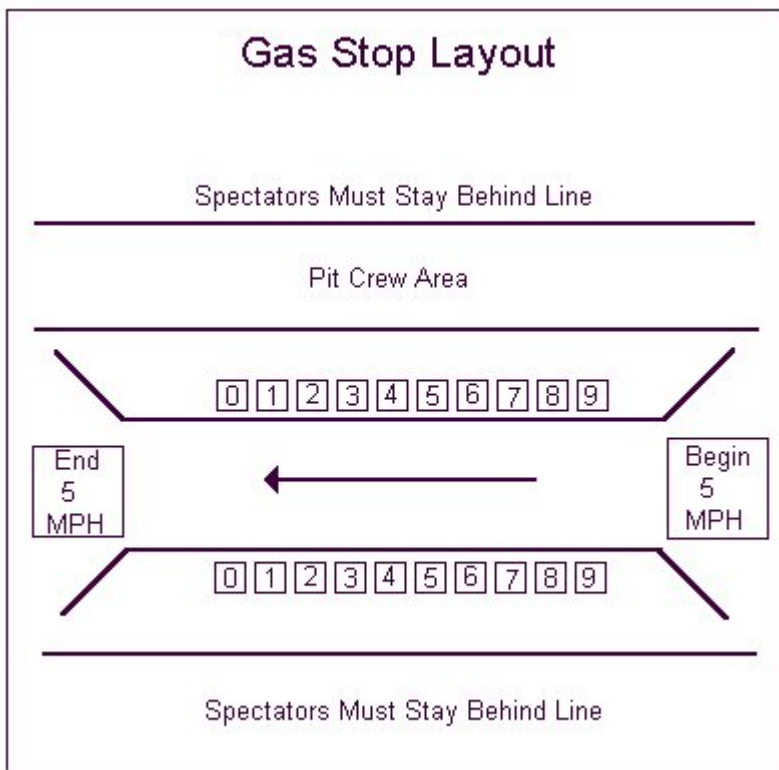
High altitude events (above 7,000 feet) may exceed the mileage requirement by up to 10%.

16.3 Gas Transportation

If a gas stop is not within walking distance of the camp or start area, the host organization must provide transportation for the gas cans.

16.4 Regular Gas Stop Layout

1. The host organization should designate the spectator and pit crew areas to be on the side of the Gas Stop which will eliminate any requirement for any person to cross the course during the time contestants are using the gas stop. A sign indicating which side is the Pit Crew side shall be placed at the entry to the gas stop.
2. All contestants not having pit crews must have their gas cans positioned on the opposite side of the gas stop from the pit crews.
3. Each contestant's gas can must be identified with the rider's number. Gas cans will be arranged according to the last digit of the rider's number.
4. Gas stop safety rules shall apply at all regular and emergency gas stops.
5. A designated gas stop shall not be used as trail for subsequent mileage in the same event.
6. The host organization shall provide drinking water for participants at all regular and emergency gas stops if the temperature is forecasted to be seventy-five (75) degrees or warmer during the race.
7. A Protest Sheet must be provided at each regular gas stop.



16.5 Safety Rules

Strict adherence is required for the following gas stop safety rules:

1. All engines must be shut off during re-fueling.
2. Absolutely no smoking by any person in the gas stop area at any time. No Exceptions! The host organization may optionally designate an area well away from the re-fueling area for smoking.
3. Absolutely no smoking by anyone within fifty (50) feet of the gas trucks or gas trailers. No smoking signs must be placed on these vehicles by the host organization.
4. The maximum speed allowed in the gas stop is five (5) miles per hour. The five mile per hour zone must be marked with starting and ending signs.
5. No more than two persons may act as a pit crew for a participant at a gas stop. The minimum age for pit crew members is ten (10) years. Only pit crew members and participants will be allowed in the designated re-fueling area.
6. No non-contestant motorized vehicles will be allowed in or near the re-fueling area. All roads or trails that contestants will be using must kept clear of non-contestant traffic at all times.

7. Signs will be prepared and appropriately positioned at each gas stop by the host organization to identify the following:
 - * Start of 5 MPH zone
 - * End of 5 MPH zone
 - * NO SMOKING area
 - * Designated smoking area. (This is optional)
 - * Spectator area / Gas crew area
 - * Pit crew ONLY area
 - * No non-participant vehicles beyond this point
 - * A mileage sign must be posted at the exit of all regular gas stops.
8. The host organization must provide fire extinguishers and personnel to operate them at all gas stops. Availability of a first aid kit is also recommended.

16.6 Gas Marshal

- * TSCEC shall appoint a circuit Gas Marshal each year.
- * The host club shall supply assistants as required.
- * The TSCEC will furnish vests for identification.
- * The Gas Marshal will maintain order and report rule violations. The circuit President will decide penalties. (See rule [21 item 3](#)).

17.0 Scoring for Individual Enduros

17.1 Scoring Requirements

1. The Executive Committee for the purpose of assisting member organizations with event scoring will elect a Scoring Committee.
2. A rider shall insure that his scorecard has the correct name, class, and TSCEC number on it. Multiple scorecard violations will result in loss of circuit points at that event.
3. A rider's scorecard must be visible to the rider at all times. Three part waterproof plastic encapsulated score cards shall be used at all TSCEC events.
4. It is the responsibility of each contestant to present their score card to the scoring officials promptly after finishing an enduro. Flagrant violations of this rule will result in disqualification. A rider's finishing position can be changed after the protest period if their score card could not be turned in due to conditions beyond their control. The President will make the final decision.
5. The sponsoring club will designate individuals at their event to receive the rider's scorecard after an enduro. These individuals will clarify any doubtful numbers by writing the correct number next to the uncertain number and obtain the rider's signature of concurrence. In case of disagreement or questions, the backup sheets will be used to verify the score.

17.2 Event Scoring

1. The standard scoring for timed checkpoints shall be:
 - * One point for each minute late
 - * Two points for the first minute early
 - * Five points for each minute early after the first minute early
2. In the case of tied scores, the tie-breaker checkpoints determine the winner. A rider who reaches a tie-breaker checkpoint at exactly thirty (30) seconds into his assigned minute has a perfect score for that checkpoint. To resolve ties, the score for each rider involved is calculated in terms of the number of seconds they arrived at the tie-breaker checkpoints before or after the perfect 30 second mark.

These seconds can be thought of as penalty seconds. The rider with the fewest total number of penalty seconds combined for all tie-breaker checkpoints is the winner. If a tie still exists, the rider with the best score at the tie-breaker checkpoint nearest the end of the event will be the winner. If there is still a tie, two awards will be given for the same placement and no award given for the next place.

If two riders are tied and both fail to finish, the rider going the farthest legal distance on the course will be considered the winner of the tie.
3. A rider's score shall be based on all timed checkpoints reached in legal time. A visual check, if it is the last recorded point on the course that the rider reaches, shall not be considered in the scoring.
4. If a rider loses his scorecard, he may request to be scored from the backup sheets. A penalty of 10% of the points lost will be assessed with a minimum of one point and any fractional points will be rounded up to the next highest whole number. If every backup sheet cannot verify the rider's score, he will be scored as a DNF through the last verifiable checkpoint.
5. If a scorecard is damaged or altered, it may be scored from the backup sheets without penalty. If all backup sheets cannot verify the score, the rider will be scored as a DNF through the last verifiable checkpoint.

17.3 Time Constraints

1. A participant is declared DNF at the point where they arrive at a secret timed checkpoint more than fifteen (15) minutes and zero seconds early.
2. A participant is declared DNF (did not finish) at the point where they arrive at a timed checkpoint more than 60 minutes and 59 seconds late.
3. If a rider misses a checkpoint, he is considered DNF. The rider is scored through the last timed checkpoint (prior to the missed checkpoint) that was reached in legal time.

18.0 Posting Results

Event results should be posted using the following guidelines:

1. All calculated score cards will be placed on display in such a manner that spectators and contestants will be able to view the results immediately upon completion of scoring.
2. The completed score cards must be displayed by class.
3. No participant may remove a score card from the scoreboard.
4. Results will be posted at least fifteen (15) minutes prior to the start of the protest period.

19.0 Protests

In the event of a protest, the following rules apply:

1. The TSCEC President and/or the Divisional Chairman shall be empowered to gather facts concerning all disputes, to render decisions, and, if necessary, convene the official Protest Committee. A final decision should be reached while still at the event. If the President or Divisional Chairman cannot resolve the protest, the Protest Committee shall be convened. (See section 20.0).
2. A protest period will be provided after all scores have been posted. The protest period will begin with the sound of a siren and will last fifteen (15) minutes after which time the posted results will be final.
3. If a participant has lodged a protest, the participant's score card will be computed as is until a decision is finalized.
4. A minimum of five (5) riders, on five different rows must protest the accuracy of a checkpoint before it will be examined. If a checkpoint's mileage is protested, the protesting parties, a member of the Protest Committee, and the motorcycle with the official layout odometer will check the mileage of the protested checkpoint prior to any ruling being rendered. The mileage shall be checked from the previous mile marker.
5. A Protest Sheet must be provided at each checkpoint and gas stop. A protesting participant must sign the protest sheet located where the protest is being logged. If the protest sheet is not signed at the checkpoint or gas stop, the protest will not be considered.
6. Only a participant may lodge a protest.

20.0 Protest Committee

Protest are resolved observing the following rules:

1. The Protest Committee shall be comprised of one representative from each TSCEC member organization present at an event and the President.
2. If directed by the President, the protest committee will meet and resolve by majority vote the issues presented. (See rule [19 item 1](#) and note below).
3. To disallow (throw out) an event, two-thirds (2/3) of the member organizations must be represented on the protest committee.
4. If an event is disallowed, no circuit points will be awarded to participants, or workers of the event.

Note: In rules one and two above, a simple majority vote determines the action to be taken. In the case of a tie vote, the TSCEC President shall break the tie.

21.0 Disqualification

Disqualification from a TSCEC event or season will occur for willful violation of TSCEC rules. The event from which the participant was disqualified cannot be used as a “dropped” score in calculating year-end points. If a participant is disqualified from an event, no event placement or circuit points will be awarded for that event. If a participant is disqualified for the remainder of a season, no end of season award or class standing will be given to the participant. The TSCEC President shall determine if the need for disqualification has occurred.

Participants may be disqualified for the following reasons:

- * Defaulting on payment of an entry fee. Participant is disqualified from all further TSCEC events (including end of season standing) until payment is made good. Payment must be received no more than thirty (30) days after the date of the event.
- * Foul or abusive language or unsportsmanlike conduct at a TSCEC event. Two witnesses must be present. The participant is disqualified from that event. In addition, the participant will have five (5) circuit points subtracted from their end of season total.
- * Violation of any of the gas stop safety regulations by contestants, or individuals associated with a contestant will result in disqualification from the event (see section [16.0](#))
- * Participants running motorcycles at or near the riders' meeting may be disqualified from the event.
- * Violation of pit racing or unnecessary motorcycle operation:
 1. First offense - warning
 2. Second offense - loss of 10 points for the event
 3. Third offense - Disqualification from the event

- * Any participant seen by two or more persons removing course markings or cutting fences shall be permanently disqualified from all TSCEC events.
- * One rider and one motorcycle must compete throughout an entire event. Any change of rider or motorcycle will result in disqualification from the event.
- * The participant fails to proceed directly to the scoring committee and turn their score card in after completing an enduro. (See rule [17.1](#)).
- * Participants are disqualified from the event if they delete any part of the marked course for the purpose of gaining time. Exceptions are obstacles or situations that render the marked trail impassible.
- * A participant is disqualified from the event if they compete in the incorrect class or their motorcycle fails to meet legality requirements. (See sections [5.0](#), [6.0](#), and [7.0](#)).
- * A participant is disqualified from the event if they use any radio communication device on themselves or their motorcycle.

If a participant is disqualified for any reason, no circuit points will be awarded to the participant for the event.

22.0 Circuit Ranking

The TSCEC will maintain a season long ranking of all circuit members in each TSCEC scored class. This ranking identifies which TSCEC members will receive awards at the annual Awards Banquet and for qualification for induction into the TSCEC Hall of Fame. You must join the circuit before the first race that you want to earn year-end points.

22.1 Actual Class Placement

At the end of each enduro, all participants are ranked according to placement within their class for the event. This ranking determines the awards at the event.

22.2 Modified Class Placement

For the purpose of determining TSCEC circuit points, non-TSCEC participants are removed from the ranking of each class. The remaining TSCEC members are then ranked within their respective classes and are awarded circuit points based upon this modified class placement.

22.3 Circuit Points

1. Circuit points are awarded as follows:

| <u>Modified class placement</u> | <u>Circuit Points Awarded</u> | <u>Modified class placement</u> | <u>Circuit Points Awarded</u> |
|---------------------------------|-------------------------------|---------------------------------|-------------------------------|
| Overall Event, B, C, Age | 22 | 10th | 11 |
| 1st | 20 | 11th | 10 |
| 2nd | 19 | 12th | 9 |
| 3rd | 18 | 13th | 8 |
| 4th | 17 | 14th | 7 |
| 5th | 16 | 15th | 6 |
| 6th | 15 | 16th | 5 |
| 7th | 14 | 17th | 4 |
| 8th | 13 | 18th | 3 |
| 9th | 12 | 19th | 2 |
| 10th | 11 | 20th | 1 |

2. Circuit points earned in one class cannot be transferred to any other class.
3. To receive full credit for circuit points at an event, a participant must complete the entire course and receive a valid score for all checkpoints on the course. If a participant fails to do this, five (5) points will be deducted from his circuit point total for the event provided he receives a valid score for the first timed checkpoint and is not disqualified.
4. For the purposes of season long scoring, an Overall A at a race is scored as a first place win – 20 points.

Example: At the Mud Slinger Enduro, Rider X in the 250A class wins Overall A and rider Y wins first 250A. For year end points, rider X will receive 20 class points, rider Y will receive 19 points, etc. An Overall Event rider will receive 22 class points.

22.4 Dropped Scores

To make circuit rankings more competitive, scores for some enduros can be dropped from the calculations. The number of events held during the season determines the number of drops. The following table shows the number of events and the number of drops. The lowest circuit scores are the ones dropped.

| <u>Number of events</u> | <u>Number dropped</u> |
|-------------------------|-----------------------|
| 1 - 4 | 0 |
| 5 -7 | 1 |
| 8 -11 | 2 |
| 12 -14 | 3 |
| 15 or more | 4 |

22.5 Worker Averages

In order not to penalize an individual for working at a TSCEC sanctioned event, a system of points averaging has been adopted. Any person actively involved with the staging of an enduro may be given their average circuit score for the event they worked. This average score will be used in all calculations regarding season ending class placement.

In order to receive an average score, the individual must meet all of the following qualifications:

- * The rider must enter and receive a score in at least 50% of the season's scheduled events in the same class where the average is to apply.
- * The rider did not enter as a contestant in the event he is averaging.
- * The rider's name appears on the list of workers submitted to the TSCEC President for the event. This list shall contain all workers by name, TSCEC class and TSCEC member number. The list must arrive within ten (10) days after the enduro. Failure to comply with this requirement will result in no workers receiving average scores for the event.

A TSCEC member can receive an average score for a maximum of two (2) TSCEC sanctioned events in a season.

- * The first average will be the average of the member's three (3) best scores for the entire season in the class for which the average applies. An average score resulting in a fractional number shall be rounded to the closest whole number.
- * The second average will be the average of the member's fourth, fifth and sixth best scores for the entire season in the class for which the average applies. An average score resulting in a fractional number shall be rounded to the closest whole number.

22.6 President's and Vice-President's Recognition

Because of the President and Vice-President's ongoing contributions throughout the year, their entry fees shall be waived to all Championship Series events.

22.7 Circuit Ranking Ties

At the end of a season if a tie exists for overall ranking, the winner of the tie will be determined in the following order:

1. Participant with the most overall wins
2. Participant with the most first place wins
3. Participant with the most second place wins
4. ... and so on.

At the end of a season if a tie exists for class ranking, the winner of the tie will be determined in the following order:

1. Participant with the most overall wins
2. Participant with the most first place wins
3. Participant with the most second place wins
4. ...and so on.
5. The rider with the highest overall top 20 placement

If a tie still exists in either case above, two awards will be presented for one place and the next place will be skipped.

Work averages will be used for tie breaking. For class-ranking ties, a work average of 21 points will be considered a first place win.

22.8 Team Points

Team points are based on Championship Series event results. For the Sabine and High Plains Challenge Teams, points are based only on the appropriate division events. Points are awarded to a team only if all members of the team start and finish an enduro. Combined total points lost for all team members determine placement. Twenty (20) points are awarded for first place, (lowest total points), nineteen (19) points for second place, etc. The number of drops for teams is the same as for individual participants in the respective divisions. (See rule [22.4](#)).



1. Awards at individual enduros:
 - * Overall Event - Open to A and AA riders
 - * Overall A - Open to A riders only (not AA)
 - * Overall B
 - * Overall C Novice
 - * Trophies, plaques, or other awards will be given in all A, B, C Novice, and Age classes.
2. The number of awards at a TSCEC event will be determined by the following:
 - * Two awards per class or 10% of the number entered in the class whichever is greater (maximum of 10 awards per class).
 - * One award each for Overall Event, Overall A, Overall B, and Overall C Novice.
3. After the protest period, a siren will sound indicating award presentations will begin in five (5) minutes.
4. At the option of each host organization, event awards may be mailed to participants. Riders must send a written request along with necessary mailing and handling fees.
5. At the discretion of the host organization, Short Course awards may be presented prior to the completion of the Long Course part of the event.
6. End of season trophies are awarded as follows:
 - * Overall winner of the combined "AA" and "A" classes
 - * Overall winner of the "B" classes
 - * Overall winner of the "C Novice" classes
 - * Overall winner of the Short Course age classes
7. The number of year-end awards presented each class is determined as follows:
 - * Calculate 30% of the number of enduros held for the season rounded up.
 - * Count all of the riders in the class who scored in at least the number of enduros calculated in step one.

* Using the number of riders calculated in step two (2), determine how many awards to present from the following table:

| <u>Riders</u> | <u>Awards</u> | <u>Riders</u> | <u>Awards</u> | <u>Riders</u> | <u>Awards</u> |
|---------------|---------------|---------------|---------------|---------------|---------------|
| 20+ | 10 | 13 | 6 | 6 | 3 |
| 19 | 9 | 12 | 6 | 5 | 3 |
| 18 | 9 | 11 | 6 | 4 | 3 |
| 17 | 8 | 10 | 5 | 3 | 3 |
| 16 | 8 | 9 | 4 | 2 | 2 |
| 15 | 7 | 8 | 4 | 1 | 1 |
| 14 | 7 | 7 | 3 | | |

8. Riders must score in a minimum of 50% of the events in a division to receive a year end trophy.
9. All season class winners in the Championship Series shall receive a TSCEC award and a first place trophy. Class winners in the High Plains and Sabine Divisions will receive a first place trophy. Additionally, the season Overall A Champion of the Championship Series will receive a new helmet. The recipient will have the option of having a new helmet lettered with their name and title or having their own helmet painted and lettered. In either case, the cost to TSCEC is not to exceed \$250.00.
10. Sponsoring organizations provide the Challenge Team awards as follows (see rule [7.4](#)):
 - A and B Teams - Ft. Worth Trailblazers
 - C Team - Sidewinders Motorcycle Club
 - Tim Vaughan Memorial ABC Team - Lubbock Trail Riders
 - Sabine A Team – Red River Dirt Riders
 - Sabine B, C, ABC Teams – Trail Riders in Christ
11. Enduro of the Year and Most Improved Enduro of the Year awards will be voted on by TSCEC members at the end of the season. Riders may not vote for their own club's event or one at which they received a work average. All TSCEC events are eligible for the awards.
12. The Stephen Griner Memorial Sportmanship Award will be presented to an individual chosen by a panel from the Red River Dirt Riders, the Ft. Worth Trailblazers, and RFC Ministries. Nominations for the award should be directed to the sponsoring panel members.
13. A Rookie-of-the-Year Award is sponsored by Brasher Trophies and is given to the highest placing Overall A rider who is new to the A class.

24.0 Miscellaneous Rules

1. TSCEC enduros may be held concurrently with American Motorcycle Association sponsored events.
2. TSCEC rules will be provided to all affiliated member organizations. All dates for TSCEC sanctioned enduros shall be set at an organizational meeting called by the TSCEC President. Current TSCEC member organizations shall have preference over newer members for dates.
3. All dates for TSCEC sanctioned enduros shall be set at an organizational meeting called by the TSCEC President. Current TSCEC member organizations shall have preference over newer members for dates.
4. There will be a maximum of five participants per minute at any TSCEC event. Six participants may be assigned to the same minute with the approval of all riders on that minute.
5. An Emergency Vehicle with qualified medical personnel must be provided by the host organization at each TSCEC event. Failure to provide emergency vehicle with qualified medical personnel will result in cancellation of score averaging for persons working the event.
6. Members of a host organization may not ride their own enduro. The Board of Directors must approve any exceptions before the event.
7. The host organization shall distribute enduro results to the participants by any appropriate method.
8. All "AA" riders will ride on pre-assigned rows twenty-one (21) through forty(40) with one rider per row. Only "AA" riders on these rows will be designated the "A" letter. When space permits, non-TSCEC "AA" riders shall be assigned the "A" letter between rows twenty-one through thirty inclusive. When space is not available, the non-TSCEC "AA" riders shall be assigned the first unused "A" letter after row thirty. At co-sanctioned events, AA riders from the other sanctioning circuit will be assigned the "A" letter between rows eleven (11) and twenty (20) inclusive. Each "AA" rider (pre-assigned) is allowed to send in paid pre-entries for the entire row. After pre-entries are closed, the club may assign the balance of the starting positions.
9. Hall of Fame members actively contesting the circuit are entitled to a reserved row number in recognition of their accomplishments and contributions. ("actively contesting" is defined as a good-faith intent by the member to ride 50% or more of the scheduled events).
 - * HOF members desiring a reserved row for the upcoming season must advise the President at least thirty days prior to the annual awards banquet to allow inclusion in the Rule Book;
 - * HOF rows shall be assigned successively, beginning with the first available row following the rows reserved for AA riders (see Rule 24.8), and may be retained from year to year;
 - * No HOF member will be assigned a number within rows 20 to 40, unless the member actively contests the AA class for the upcoming season.

* Each HOF rider (pre-assigned) is allowed to send in paid pre-entries for the entire row. After pre-entries are closed, the club may assign the balance of the starting positions.

* HOF members as of 2007 with current reserved numbers shall be grandfathered from the above rule. If those grandfathered HOF's cease to 10. Sign-in at a TSCEC event site must open not later than 2:00 PM and must stay until 8:00 PM the day prior to the event. Sign-in must open not later than two (2) hours before key time on the day of the event.

10. Events in the Championship Series will be conducted under the TSCEC Rulebook or the applicable sections of the AMA National Enduro Rules unless another format receives prior Board approval. Exceptions to the AMA National Enduro Rulebook may include but are not limited to the class and displacement designations.
11. At all events sanctioned by more than one enduro circuit, the home rules will apply. Non-standard TSCEC rules must be posted at the event headquarters.

25.0 Mini Enduro

Mini Enduros for riders ages 3-15 will be held on the Saturday prior to each TSCEC Championship Series Event that has requested and been approved for a Mini Enduro. Points will be accumulated for determining year-end awards.

25.1 Riders Fees

A fee will be paid by the clubs to TSCEC for each rider participating. Rider Fees are waived for the 2007 season.

25.2 Motorcycle Legality

Refer to Section 5.0 Rules 5.1 – 5.5.

25.3 Mini Enduro Classes

Mini Jr. Beginner Class: 3-6 years of age, 0-50cc air-cooled bikes

Mini 50cc Class: 9 years of age and under, 0-50cc 2-stroke,
0-75cc 4-stroke

Mini 65cc Class: 12 years of age and under, 0-65cc 2-stroke,
0-100cc 4-stroke, PW80, JR80, TTR90, KLX110

Girls Class: 15 years of age and under, 0-100cc 2-stroke,
0-150cc 4-stroke

Mini 85cc Class: 13 years of age and under, 0-100cc 2-stroke,
0-150cc 4-stroke

Women's Class: 16 years of age and up. Any size bike.
Beginner women riders only.

A rider participating in the Mini 85cc class is not eligible to contest any other Mini class.

A rider participating in the enduro on Sunday (short or long program) is not eligible to contest any of the Mini classes.

25.4 Trail Marking/Length

1. The host organization will ribbon a Mini Enduro course suggested to be between 2 and 3 miles in length. It is also suggested that a shorter course (.5 – 1 mile) be marked for the 50cc/Jr. Beginner race. This can be done as a separate course or a split off of the main Mini Enduro trail. If a split is done, it should be manned the entire time the kids are racing to make sure they all understand which way to go. A shortened mileage is recommended based on the probability of a 50cc being able to successfully negotiate the section without outside assistance.
2. Refer to Section 10 Rules 10.2, 10.6, 10.7, 10.10, 10.13 for trail marking information.
3. Markings shall be placed where a rider on a smaller bike will see them.
4. Course mileage markers shall be placed every .50 miles.

25.5 Practice

1. Participants of the Mini Enduro will be allowed to practice the course prior to the event. The club shall publish available practice times on the event flyer.
2. Only participants shall be allowed on the track during practice.

25.6 Rider's Meeting

Refer to Section 11.0 Rules 11.1 – 11.4.

25.7 Race Procedures

1. It is suggested that clubs furnish each participant with a rider number to be taped to the front number plate and an enduro three-part waterproof plastic encapsulated scorecard to tape to the front fender. Rows will be assigned first come, first served.
2. Clubs may assign rider numbers as they like based on how they want to group the riders. A suggested format is:

Rider Number/Row Assignments (with A,B,C,D leaving at the top of the minute, E,F,G,H leaving at 30 seconds past the minute):

Mini 50cc Class - Rows 40-49 A, B, C, D and E, F, G, H

Mini Jr. Beginner Class - Rows 50-59 A, B, C, D and E, F, G, H

Mini 65cc Class - Rows 60-69 A, B, C, D and E, F, G, H

Girls Class - Rows 70-79 A, B, C, D and E, F, G, H

Mini 85 Class - Rows 80-89 A, B, C, D and E, F, G, H.

Women's Class - Rows 90-99 A,B,C,D, and E,F,G,H.

3. Clubs shall publish available practice times on the event flyer.

4. The targeted starting time shall be 3:00 pm on Saturday before the Enduro unless stated on the flyer.
5. Rider's meeting will be 30 minutes before starting time.
6. Each race will be 20 minutes plus a lap.
7. Starts will be live engine.
8. Starts will be rows of four with 30 second start intervals.
9. Clubs may group classes as they see fit depending upon the number of riders and keeping safety in mind. It is recommended that the 85cc and Girls classes not run with the smaller bikes/younger kids.
10. Using a stop watch and a backup stop watch, row start time and rider's finish time will be marked on the rider's scorecard. A backup sheet with all rider's start times, laptimes and finish times will be kept trackside.
11. Rider's scorecards will be collected at the finish line following their race and displayed at scoring.

25.8 Scoring

Refer to Section 17.0 Rule 17.1, 1-3

1. Using a stop watch and a backup stop watch, row start time and rider's finish time will be marked on the rider's scorecard. A backup sheet with all rider's start times, laptimes and finish times will be kept trackside.
2. In case of a tie, the rider with the fastest final lap wins. If there is still a tie, the rider with the fastest next to the final lap wins, and so on until the tie is broken.

25.9 Posting Results

Refer to Section 18.0 1-4

25.10 Protests

In the event of a protest, the following rules apply:

1. A protest period will be provided after all scores have been posted. The protest period will begin with the sound of a siren and will last fifteen (15) minutes after which time the posted results will be final.
2. If a participant has lodged a protest, the participant's score card will be computed as is until a decision is finalized.
3. Only a participant may lodge a protest.
4. All protests will be resolved at the track by the club putting on the event.

25.11 Disqualification

Refer to Section 21.0

25.12 Circuit Ranking

Refer to Section 22.0

25.13 Awards

1. Event Awards

- A. Top five finishers in each class will receive an award (trophy, plaque, or medal).
- B. All participants will receive a participation award (some type of pin, hat, t-shirt, sticker, or other novelty item).

2. Year End Awards

The top five finishers in each class will receive year-end awards as long as they have participated in 50% of the races.

25.14 Miscellaneous

- 1. No training wheels.
- 2. When in question, TSCEC Rulebook main enduro rules take precedence.
- 3. The hosting club shall make the decision if training wheels will be allowed.
- 4. The course should be wide enough, and smooth enough to accommodate the training wheels and allow passing. The bikes with training wheels will start last in their class. Parents may accompany the training wheel riders to help, and ensure safety.