

# ***East Coast Enduro Association***

## **2007 Rule Book**



**K**

**S**

**E**

**ST**

 **ECEA Rule Book Table of Contents**

<b><i>I. DEFINITIONS.....</i></b>	<b><i>4</i></b>
<b><i>II. GENERAL.....</i></b>	<b><i>5</i></b>
Protests.....	8
<b><i>III. CLASSIFICATION OF RIDERS AND POINTS.....</i></b>	<b><i>9</i></b>
Finishing Points.....	10
<b><i>IV. EQUIPMENT.....</i></b>	<b><i>11</i></b>
ECEA Classes.....	12
<b><i>V. CHECKING STATIONS.....</i></b>	<b><i>12</i></b>
<b><i>VI. ENTRIES.....</i></b>	<b><i>15</i></b>
<b><i>VII. SCORING.....</i></b>	<b><i>16</i></b>
Emergency Check Timing .....	17
<b><i>VIII. GENERAL ADMINISTRATION.....</i></b>	<b><i>18</i></b>
ECEA Hare Scrambles Rules.....	23
<b><i>I. GENERAL RULES .....</i></b>	<b><i>23</i></b>
<b><i>II. RIDER SAFETY.....</i></b>	<b><i>24</i></b>
<b><i>III. CLASSES AND NUMBER PLATE COLOR CODES.....</i></b>	<b><i>24</i></b>
<b><i>IV. RIDER ELIGIBILITY AND CLASSIFICATION.....</i></b>	<b><i>25</i></b>
<b><i>V. MOVING WITHIN CLASSIFICATIONS.....</i></b>	<b><i>26</i></b>
<b><i>VI. ADVANCEMENT POINTS.....</i></b>	<b><i>26</i></b>
<b><i>VII. EQUIPMENT.....</i></b>	<b><i>27</i></b>
<b><i>VIII. COURSE.....</i></b>	<b><i>27</i></b>
<b><i>IX. STARTING PROCEDURES.....</i></b>	<b><i>27</i></b>
<b><i>X. SCORING.....</i></b>	<b><i>28</i></b>
Protests.....	28
<b><i>XI. POINTS .....</i></b>	<b><i>29</i></b>
<b><i>XII. TIES.....</i></b>	<b><i>30</i></b>
<b><i>XIII. FINISH PROCEDURE .....</i></b>	<b><i>30</i></b>
<b><i>XIV. RACE FEE STRUCTURE.....</i></b>	<b><i>30</i></b>
<b><i>XV. PROMOTER FEE STRUCTURE.....</i></b>	<b><i>31</i></b>
<b><i>XVI. SIGN-UP TIMES.....</i></b>	<b><i>31</i></b>
<b><i>XVII. AWARDS .....</i></b>	<b><i>31</i></b>

***ECEA Youth Hare Scrambles Series Rules..... 32***  
***I. GENERAL INFORMATION ..... 32***  
***II. RULES..... 32***  
***III. GENERAL OFFENSES..... 33***  
***IV. YOUTH POINTS FORMAT..... 34***



## East Coast Enduro Association Rule Book 2007 edition

*The East Coast Enduro Association (ECEA) is a group of AMA chartered clubs engaged in the sponsorship and promotion of off-highway motorcycling events, and is widely recognized as one of the foremost off-highway motorcycling events sanctioning bodies in the United States. The ECEA is dedicated to the betterment of the sport of off-highway motorcycling events riding and to providing the individual competitor with a quality, challenging event. This rule book describes the rules and practices governing off-highway motorcycling event riding in the ECEA.*

### I. DEFINITIONS

- A. **BACKUP SHEET** - A register of riders that arrived at a particular checkpoint. The Backup Sheet will list the rider's number and arrival time. At Emergency Checks the minute and second of arrival will be listed. Only the rider number need be listed at an Observed Check.
- B. **EMERGENCY CHECK** - An unknown timed checkpoint where the rider's arrival time is recorded to the nearest second. An Emergency Check is designated by a green and white marker only.
- C. **ENDURO** - An event where speed is not the determining factor and where a time schedule must be maintained. It is conducted over little-used roads, trails and all other types of terrain, which can be negotiated by a motorcycle.
- D. **FREE TIME** - No timed check shall be placed in any part of the course which is described either in the Route Sheet or other rider instructions as being "free time".
- E. **GAS AVAILABLE** - A point where refueling and servicing will be allowed, and whose mileage and keytime are listed on the Route Sheet. The rule allowing riders two (2) miles of free time before Gas Stops and three (3) miles of free time after Gas Stops does not apply to Gas Availables.
- F. **GAS STOP** - A point where refueling and other servicing will be allowed, and whose mileage and keytime are listed on the Route Sheet.
- G. **KEYTIME** - The time that is used to calculate when an individual rider is due to arrive or depart any point on the course. A rider can determine his due time at any known point by adding his rider number to keytime at that point.
- H. **KNOWN CONTROL** - A timed checkpoint whose location is known to all participants and whose mileage and keytime are listed on the Route Sheet. A Known Control is designated by a yellow marker.
- I. **OBSERVED CHECK** - An unknown checkpoint where time is not recorded but the rider's arrival is indicated on his Score Card. An Observed Check is designated by a white marker.
- J. **PIT CREW** - The person or persons assisting the rider with refueling and servicing of his motorcycle.

K. **PIT RACING** - Riding a motorcycle or other off-road vehicle through the camping and parking areas of an enduro at an excessive speed, or in a manner so as to endanger bystanders.

L. **RIDER** - Any person who has signed an entry form and competes in an enduro.

M. **ROUTE SHEET** - Route instructions given the rider showing the course with direction of turn and cumulative mileage at each major turn, as well as other pertinent information.

N. **SCORE CARD** - A card furnished each rider which is carried throughout the enduro and presented for marking at each checkpoint. It is the rider's responsibility to ensure that his card remains legible.

P. **SECRET CHECK** - An unknown timed checkpoint where the rider's arrival time is recorded in whole minutes. A Secret Check is designated by a red and white marker.

Q. **STARTING CONTROL** - A timed checkpoint designated as a starting point whose mileage and keytime are listed on the Route Sheet. The timed check immediately preceding a Starting Control may be located without regard to the three (3) mile separation rule, but the timed check immediately following a Starting Control must meet the three (3) mile separation requirement. A Starting Control is designated by a yellow and white marker.

R. **TIMED CHECK** - Any point at which the rider's arrival or departure time is noted, including Secret Checks, Emergency Checks, Known Controls and Starting Controls.

## II. GENERAL

A. The ECEA Executive Board (E-Board) shall have the power to suspend for an indefinite period of time any rider for flagrant violation of these rules. Furthermore, the ECEA E-Board may refuse sanctions to ECEA member clubs allowing suspended riders to compete in ECEA sanctioned enduros.

B. Unsportsmanlike conduct will not be condoned at ECEA enduros. Unsportsmanlike conduct includes, but is not limited to, any of the following: cheating, the use of physical force against an official of the sponsoring club, and foul and abusive language used in the presence of officials of the sponsoring club.

C. The entry blank and insurance waiver are binding agreements between the rider and the sponsoring club, and must be filled out completely and correctly. Intentionally falsifying an entry or insurance waiver, especially in regard to age of the rider or his signature, is a serious offense, because it could result in legal action against the sponsoring club and the ECEA.

D. No rider under eighteen (18) years of age may compete without the duly notarized consent of his/her parent or legal guardian.

E. No rider shall at any time ride in such a manner as to endanger the safety of other riders, check crews, or the public, and when in violation of this rule shall be subject to immediate disqualification.

F. Pit racing and other exhibitionist type riding have no place at ECEA enduros. Riders guilty of pit racing or other dangerous riding are subject to immediate disqualification. Any rider or member of the sponsoring club may request the offending rider to stop his offensive riding. If the offending rider ignores the request, the Referee shall disqualify that rider, and if that person is not subject to disqualification, the Referee

may notify the local law enforcement authorities and lodge a complaint of disorderly conduct.

G. No rider may compete in an enduro while under the influence of any intoxicant or drug, which would affect his normal physical or mental ability.

H. Riders must comply with all local and state laws, ordinances, regulations and speed limits. Any rider who is observed violating a safety regulation, specifically - entering a traveled public road without stopping - may be disqualified on the spot by a qualified, identified official of the sponsoring club. Notification of the enforcement of the rule requiring a complete stop before entering a public road must be posted in writing at the start of the enduro. Further, a traffic ticket received from a law enforcement officer during the course of the enduro will result in disqualification.

I. The ECEA does not undertake to supervise any enduro. All riders must rely on their judgment as to the safety of the course and must assume all risk of participation.

J. Riders must wear appropriate protective apparel when competing in ECEA enduros. A helmet and eye protection must be worn at all times, as well as boots especially designed and constructed to provide leg and foot protection.

K. Permission must be obtained from the owners of private property, or land managers in the case of public land, where the course crosses such property.

L. The course must be clearly and properly marked by the promoter. Two markers shall be placed at each turn indicated on the Route Sheet and shall be identified by mileage to conform to the Route Sheet. Mileage figures shall be prominently displayed directly beneath official major turn arrows so as to be clearly visible to the riders making the turn. Not less than one marker shall be placed for every one-half mile on straight stretches of trail. Where a dangerous condition exists, danger markers shall be posted far enough in advance of the hazard to allow the fastest riders sufficient warning to stop. A member of the promoting club must proceed over the course ahead of the first rider to see that all markers are posted. Any ECEA member who defaces, changes or destroys markers, or causes the same to be done, shall be permanently suspended from the ECEA. Promoters must retrieve all course markers within two weeks of the conclusion of the enduro.

M. All ECEA enduros must be marked in accordance with the standardized ECEA trail marking:



Straight



Straight Down



Major Right Turn (indicated on route sheet)



Major Left Turn (indicated on route sheet)



Major Bear Right (indicated on route sheet)



Major Bear Left (indicated on route sheet)



Right Turn Approaching



Left Turn Approaching



Right Turn (not major turn)



Left Turn (not major turn)



Bear Right (not major turn)



Bear Left (not major turn)



Wrong Way



Danger

N. Riders must remain on the marked course. A rider leaving the course can only continue in the enduro by returning to the point where he left the course. Remaining on the marked course shall mean the following: in sight of the marking arrows, except that when traversing double-ribboned sections the riders must remain between the ribbons.

O. Any point on the course where refueling will be allowed must be listed on the Route Sheet as a "Gas Stop" or "Gas Available". There must be at least one "Gas Stop" or "Gas Available" per each fifty (50) ground miles of course. If the Gas Stop is also a checkpoint, that checkpoint must be a Known Control and must be listed as such on the Route Sheet. A Known Control at a Gas Stop should be used only as an arrival check. A departure check from a Gas Stop should be a Starting Control and must be listed as such on the Route Sheet and identified properly.

P. The persons who actually lay out the course, mark it, or who in any way gain an unfair advantage in knowing the terrain challenge or check placement by their involvement in the organization of the enduro are prohibited from participation. No rider may ride on the marked course prior to the day of the enduro under penalty of disqualification. A marked course is defined as after mileage markers are posted.

Q. The motorcycle shall cover the course by the power of the motor or by the muscular energy of the rider. Any other means used to move the motorcycle such as towing or transporting in a truck will result in disqualification.

R. A Route Sheet shall be furnished to all riders not less than one hour before the start. It shall give the keytime for the start and the keytime for all Known Controls, as well as the exact mileage and schedule in miles per hour between such controls. It shall give the exact cumulative mileage at major turns and the direction of the turn. It shall also indicate all Gas Stops and Gas Availables by mileage and keytime. It shall give the mileage and keytime for additional Starting Controls. It shall give the exact mileage and keytime for the point where the miles per hour average is changed, if so used during the course of the enduro.

S. Any competing rider may protest any matter relating to the enduro. Any protest concerning the operation of a checkpoint should be registered by the protesting rider at the time he is in the checkpoint. The nature of his protest should be so noted beside his number on the backup sheet and a "P" marked on his card at the check number for the protested check. At the close of competition the referee will render a decision concerning the protested checkpoint. Any errors on commercially available scroll charts (Jart charts) are not reason for protest. The referee shall render all decisions on protests as soon as possible. The referee shall have the power to disqualify riders as the result of any protest.

Protests will follow the outlined procedures below:

1. The rider will discuss their protest with the event referee within the time frame specified above. The event referee will give a ruling at that time. The event referee should document the discussion with the rider in writing. If the rider is not satisfied with the ruling of the event referee he/she should then submit their protest/appeal directly to the AMA in Ohio {within five business days of the event and accompanied by a filing fee of \$100.00 (\$200.00 if a national event) for an initial appeal} ***or*** may then proceed to the next protest level of the ECEA protest/appeal procedure (Step 2).

2. The rider should next fill out and submit an official ECEA Appeal Form along with a twenty-five dollar (\$25.00) appeal fee. An appeal committee, which will consist of the event referee; an AMA representative or a knowledgeable person agreed upon by both the event referee and the rider; and an ECEA Executive Board member present, will then be assembled along with the rider to try to resolve the issue. The committee will rule by a majority vote. All discussion and rulings will be documented in writing on the appeal form by the event referee and then signed by the event referee and the rider. If the ruling is found in favor of the rider, his appeal fee will be refunded. If the issue is still not resolved the rider has the option to proceed to the next level (Step 3).

3. The final step in the ECEA appeal process will be for the rider to submit his appeal form along with another twenty-five dollar (\$25.00) appeal fee to the ECEA Secretary within five (5) days. The ECEA Secretary will notify all parties involved and arrange for an Executive Session to be held at the next available monthly ECEA regular meeting. At the end of the meeting, the Executive Board will hear the protest and rule by majority vote. The ruling decided at that meeting should be final. All discussions will be documented in writing by the ECEA Secretary and signed by the ECEA President, the event referee and the rider. If the ruling is in favor of the rider his appeal fees will be refunded.

### **III. CLASSIFICATION OF RIDERS AND POINTS**

A. Riders are classified by experience level as “C riders”, “B riders”, “A riders” and “AA riders”. Advancement from C rider (beginning rider) to B rider will take place on January 1 after the C rider has accumulated 110 C points based on the schedule outlined in Section III.I.2. C riders may not ride the B classes until notification of advancement has been received from the ECEA Points Keeper. Advancement from B rider to A rider will be made as soon as the rider accumulates 200 B points or the AMA advances, whichever comes first, prior to July 1 based on the schedule outlined in Section III.I.1. Riders who meet the criteria for the advancement to A rider status on or after July 1 may choose to remain in the B class for the remainder of the season or advance to the A class. Riders placing in the top 15 overall standing for the preceding year are designated AA for the following year. Any rider classified as AA/Pro for any series shall ride AA for all ECEA series at the discretion of the ECEA. Advancement points are accumulated from year to year.

B. It is the rider’s responsibility to enter the A class in all enduros as soon as he has received his or her “A” notification (ECEA or AMA). If a rider receives an ECEA A card only and feels he is not qualified to be an A rider, he may appeal in writing to the ECEA Referee. If a rider receives an AMA A card and feels he is not qualified to be an A rider, he or she may appeal to the AMA through the procedure outlined in the AMA Rule Book.

C. Senior and Super Senior are specialized classes. Advancement from B Senior and B Super Senior to A Senior and A Super Senior is made as soon as a rider accumulates 320 points based on the schedule outlined in Section III.I.2. Riders accumulating 320 points on or after July 1 may choose to remain in the B class for the remainder of the season or immediately advance to the A class.

D. Women’s, Masters’ and Golden Masters’ classes are not classified as to experience level. Beginning riders in these classes are issued a C rider classification and may be advanced to B rider at the discretion of the ECEA E-Board. Points earned in Women’s, Masters’ and Golden Masters’ classes are not used for advancement. Riders in these two classes may transfer to an appropriate B class for the purpose of earning advancement points.

E. When a rider is advanced it is his responsibility to enter all future enduros in the higher class. However, if after having been advanced to the A class, a rider feels that he or she is not capable of competing with any degree of success, that rider may appeal to the ECEA Referee in writing asking to be returned to the B class. Riders wishing to return to B must show that a significant number of attempts at competing on the A level were made and that all attempts were unsuccessful. The ECEA Referee will return to B class only those riders who are totally noncompetitive in the A class, and will not return a rider who would dominate the B class. Upon returning to B class the rider will again begin accumulating points at the 50 point level. A rider may be returned to the B class only once. B riders may not return to C class.

F. Beginning riders who are eligible for Senior, Super Senior, Masters’ and Golden Masters’ classes due to their age may elect to ride in the appropriate class rather than C class, but after having acquired experience, may not later elect to ride in the C class.

G. Advancement of riders from C class to B class can be made by the ECEA Referee prior to accumulation of the required 110 points if the Referee is satisfied that the affected riders level of skill warrants such advancement. B riders may advance

themselves to A rider at any time, but having done so remain A riders without the option of reverting back to B, except through appeal.

H. Recording of accumulated points and rider advancement is the responsibility of the ECEA Points Keeper and his records are official for purposes of normal rider advancement. Class promotions earned at the end of the season must be announced no later than the December ECEA meeting.

I. Advancement points are awarded at each enduro of at least sixty (60) actual course miles in length.

1. A&B rider enduro class points for year-end ECEA awards:

A&B Open    A&B Senior    Women's    AA  
 A&B 200cc    A&B Super Senior    Masters'    Golden Masters  
 A&B 250cc    A&B Vet    A&B Four Stroke Light (0-250cc)  
 A&B Four Stroke Heavy (251cc & up)

Finishing Position	Points
1	30
2	25
3	21
4	18
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

Only the top 10 riders in A & B classes who belong to an ECEA club will get year-end awards. You must also finish (no DNF's) four (4) runs in the 20 points-paying places of the SAME class.

No High Point "C" rider (or Best C Rider) gets promoted to the B class.

2. Advancement C-Rider points in class:

C-200cc                      C-Open                      C-Vet  
 C-250cc                      C-Four Stroke              C-Senior

<b>Finishing Position</b>	<b>Points</b>
1	30
2	25
3	21
4	18
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

A C Rider must accumulate 110 points in order for advancement to the B class. No advancement to the B Class for High Point C (or Best C) Rider at event.

J. A rider must actually finish the enduro within his or her hour in order to qualify for points. Non-finishers, regardless of position in class will not receive advancement points. Non-finishers in the Women's, Masters' and Golden Masters' classes are awarded half the point value of their respective finish position.

#### **IV. EQUIPMENT**

A. All motorcycles must have a current motorcycle license plate firmly attached to the rear fender.

B. All motorcycles must have a securely fitted muffler or silencer emitting a sound not to exceed 99db(A) measured at 0.5 meters (20 inches) at half maximum RPM. Each sponsoring club must perform a sound test and machines not meeting the accepted standard will not be allowed to compete.

C. All motorcycles must have a securely fitted US Forestry-approved spark arrestor in addition to or incorporated into a muffler or silencer.

D. The following classes *must* be run:

A	B	C	Other
0cc -200cc	0cc - 200cc	0cc – 200cc	AA (all motor sizes)
201cc -250cc	201cc - 250cc	201cc – 250cc	Masters' - Age 60 & up
251cc & up	251cc & up	251cc & up	Golden Masters' Age 70 & up
4 Stroke Light 0cc-250cc	4 Stroke Light 0cc-250cc	4 Stroke (all cc's)	Women's
4 Stroke Heavy 251cc & up	4 Stroke Heavy 251cc & up		
Veteran – Age 30 & up	Veteran - Age 30 & up	Veteran - Age 30 & up	
Senior - Age 40 & up	Senior - Age 40 & up	Senior - Age 40 & up	
Super Senior Age 50 & up	Super Senior Age 50 & up		

E. Classifications will be made according to manufacturer's piston displacement specification for the make of motorcycle and/or engine. Displacement may be increased to the maximum allowable for that class. Motorcycles with altered displacement (i.e. kitted engines) will be allowed to compete in ECEA events, provided they are entered in the appropriate displacement class (i.e. 250cc engines altered to 270cc/280cc must compete in the open class). AMA rules will prevail at National points-paying events.

F. Motorcycles having passed the sound test and inspection may not have inspected equipment altered after inspection.

G. The Score Card will be mounted on the front fender with the top of the card toward the rear of the bike. The Score Card is to be in this position at the start. If the card holder or front fender is damaged or lost during the event, the rider has the option to carry the card elsewhere. Any club having more checkpoints than shown on the front of the card must inform the riders prior to the start either on the rider information sheet or the confirmation mailed to pre-entered riders.

H. Under penalty of disqualification, no rider shall compete in any enduro on more than one motorcycle.

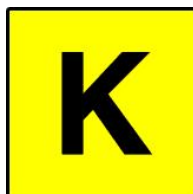
I. When a rider ceases to be a contestant in any enduro, the motorcycle on which he was competing is considered disqualified and may not be used in competition by any other person.

## V. CHECKING STATIONS

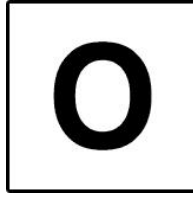
A. Timed checking stations must display the keytime and accumulated mileage to the checkpoint.

B. Checking stations shall use the following markers which shall measure not less than 18"x18":

1. **Known Control** - Yellow marker with 10"x1" black letter "K".



2. **Observed Check** - White marker with 10"x1" black letter "O".



3. **Secret Check** - Red and white diagonal marker with 10"x1" black letter "S".



4. **Emergency Check** - Green and white diagonal marker with 10"x1" black letter "E".



5. **Starting Control** - Yellow and white diagonal marker with 10"x1" black letters "ST".



C. All markers must be conspicuously displayed with the full 18"x18" dimensions facing the oncoming rider and will designate the exact checking point. Timed Emergency and Secret Checks shall be combined and in such cases only Emergency markers will be displayed. Scores will be computed as though the checking stations were operated separately. Emergency Checks may not be combined with Known Controls.

D. Checking time shall be taken the instant the motorcycle's front wheel arrives opposite the marker. Except at Starting Controls, riders must not stop within sight of a timed check, or their time will be taken the instant they stop forward motion. Putting the foot down shall *not* indicate point of timing *as long as forward motion is maintained*, but time will be taken if the rider zigzags or paddles to stall for time. In the case of "hidden" checks, a rider's time may not be taken unless the check timer is certain that the rider has seen the check.

E. The initial starting point of an enduro must be a Starting Control. In addition, Starting Controls may be used at Gas Stops. A timed check may be placed no less than 3 miles after a Starting Control.

F. The finish point must be a Known Control, and if a scheduled Gas Stop is also a checkpoint, it must be a Known Control. Because of traffic or other conditions, the final scoring may be completed at a Secret Check prior to the finish Known Control as listed on the Route Sheet. If scoring is to be completed prior to the finish, it must be noted on the Route Sheet and the finish Known Control may be scored as an Observed Check, but the last Secret Check must be located no less than three (3) miles from the finish.

G. Checking stations shall not be more than forty (40) miles apart. Timed checks shall not be less than three (3) miles apart, except that Starting Controls may be operated after timed checks without regard to the three (3) mile separation. Timed Secret or Emergency Checks shall not be placed less than two (2) miles before a Gas Stop and must be at least three (3) miles beyond a Gas Stop. Mileage resets (added mileage to give time) will be considered official mileage and this mileage may be used in placing subsequent timed checks. Reverse resets (subtracted mileage to make a rider late) will not be allowed. The sponsoring club must provide proper reset information on the rider information sheet, the Route Sheet, and post a recognizable sign on the trail at the reset point, except that resets occurring due to course changes made after the enduro begins need be identified only by a sign on the course. Checking stations or controls must be placed so that contestants will not be needlessly delayed by traffic signals, speed limits or highway congestion.

H. At all checking stations except Observed Checks, there will be at least three (3) officials. One shall act as timer and call the time of arrival or departure. One shall insert the riders' time and number on the Backup Sheet, and one shall mark the riders' Score Cards. It is the rider's responsibility to ensure that his Score Card is properly marked and that he is listed on the Backup Sheet properly.

I. A register of riders and times (Backup Sheet) must be kept at all timed checking stations, including Starting Controls, and a register of riders must be kept at all Observed Checks.

J. Any rider changing entered time or entering his own time on either the Score Card or Backup Sheet will be immediately disqualified.

K. Keytime as posted prior to the start shall be official. A digital clock must be used for keytime. If any timing device used at a checking station is found to be inaccurate by five seconds or more, or if any timing device fails, such checking station shall be scored as an Observed Check only.

L. All checking stations shall be opened fifteen (15) minutes before the due time of the first rider, and shall remain open until one (1) hour and fifty-nine (59) seconds after the last rider shall have been due to arrive. Upon close of the checking station, the Backup Sheet shall be delivered to the place designated by the Referee. If the checkpoint was protested for time or flipcard sequence at the check, the timepiece must also be delivered to the Referee for inspection.

M. If the validity of a check is questioned because course markers are missing or altered that check may be declared official if fifty percent (50%) of the riders in contention at the check preceding the one in question reached the check in question within their hour.

N. If because of extremely challenging terrain or weather conditions no riders reach the finish, the rider or riders that reached the farthest checkpoint within their hour will be scored as finishers.

O. If because of unforeseen circumstances an enduro is ended prior to the finish, the last timed checkpoint prior to the point at which the enduro ended will be considered the end of the enduro and scoring will be completed at that check.

P. The mileage at any timed check must be computed from the previous known mileage in whole tenths, and the time thereto must be computed to a whole minute. Any rider arriving at a timed check within the fifty-nine (59) seconds after the whole minute shall be recorded as arriving on the whole minute.

Q. Emergency Checks must be used for the purpose of breaking tied scores. The sponsoring club at every enduro must operate at least two (2) Emergency Checks. The time taken at an Emergency Check shall be taken to the nearest second.

R. Observed Checks may be established on any part of the course.

S. If a rider enters a check from a direction other than the arrows, he will be disqualified.

## **VI. ENTRIES**

A. An ECEA classification card and valid AMA membership card are required for entry in all ECEA sanctioned enduros and both cards must be checked by the sponsoring club at the signup desk.

B. All ECEA club members who have submitted entry applications for an enduro on or before the drawing/closing date listed by the sponsoring club on its application form will be guaranteed a starting position for that enduro. Drawing for starting positions is to be no later than one (1) week before the enduro.

C. Starting position shall be determined by drawing only. Pre-entered AA riders will be drawn separately and assigned rider numbers one (1) minute apart beginning on row fifteen (15). AA entries received after the drawing date will not be included in this grouping. Those individuals classified as C riders will be drawn for starting positions after the drawing for A and B riders. No changes in rider numbers of pre-entered riders will be allowed. Riders must ride on numbers awarded at enduro drawings.

D. Beginning with one (1) minute after the printed keytime, four or fewer riders will be placed on each minute, unless there are less than 100 riders, in which case there shall be two or fewer riders on each minute. When more than 350 pre-entries are received five riders may be placed on a number that will begin with number one (1). When more than 500 entries occur due to post entries, to preclude course overlap five (5) riders may be placed on a number, beginning with the last number assigned and so forth in a reverse order.

E. Rider number and required information must be mailed to pre-entered riders in sufficient time to be received prior to the enduro. The rider information should include rider number, keytime, mileage and speed schedules to Known Controls and Gas Stops, and information as to whether mileage from Gas Stops will be continuous or restart from zero. Clubs may require a stamped self-addressed envelope for this mailing, but such requirement should be noted on the entry application form. Route Sheets (turn by turn mileage) should be given to the riders at the registration desk.

- F. At all enduros, including Nationals, a rider will be able to enter only once.
- G. All ECEA enduros must have a club team class and all team riders must be members of the same club. All team entries must be received by the sponsoring club prior to keytime for the event. Non-ECEA club teams are removed from team standings for the referee report but will receive any awards earned at the enduro for their team placement on that day.
- H. If an enduro cannot be run on the scheduled date, or it is rescheduled for another date, the entrants shall have the option of a refund of their entry fee upon written request to the sponsoring club.

## **VII. SCORING**

- A. Each rider shall be scored on a points lost system, the best score being zero (0).
- B. When a rider carries his own score card and loses it, 10% of the total points will be assessed with a minimum of one (1) point; and any fractional points will be rounded off to the next highest whole number. The affected rider must be scored upon his request to the referee. If a rider does not have a score on his card and requests that the backup sheet be consulted, he may be assessed a penalty on the same basis as a lost score card. A lost card is defined as not being turned in at the finish line or the scoring table.
- C. A rider cannot leave a Starting Control prior to his assigned time. However, a rider will be penalized one (1) point for every minute late in departing from a Starting Control.
- D. A rider shall be penalized one (1) point for every minute late in arriving at a Known Control. There shall be no penalty for arriving early at a Known Control unless the rider is over fifteen (15) minutes early.
- E. A rider shall be penalized two (2) points for the first minute early, five (5) points for each additional minute early, and one (1) point for each minute late upon arrival at a Secret or Emergency Check.
- F. If a tie must be broken, each tied riders emergency score must be figured from the thirty (30) second mark of the riders due minute. A rider shall be penalized one (1) emergency point for each second early or late at each Emergency Check. The combined total emergency points lost shall be used to determine the winner of the tied score. In case a tie still exists, the Emergency Check closest to the end of the enduro will take precedence and the rider closest to his due time at that check will win the tie. If a tie still exists, the rider closest to his due time at the Emergency Check preceding the last Emergency Check will win the tie, and so on in a reverse method until the tie is broken. If a tie still exists or the enduro has ended prematurely before any Emergency Check has been reached, then the affected scores will be compared at the last legal timed checking station and the rider closest to his due minute will win, and so on in a reverse method until one rider scores better at any timed check. If a tie still exists, duplicate points and trophies will be awarded. If duplicate points are awarded because of ties, points awarded to riders placing beneath the tied riders are based on the number of riders finishing in that class. For example, if two (2) riders receive second place points because of a tie, the next placing rider receives fourth (4<sup>th</sup>) place points.

## ILLUSTRATION OF EMERGENCY CHECK TIMING

<b>Riders Due Minute</b>	<b>Arrived</b>	<b>Regular Points Lost</b>	<b>Emergency Points Lost</b>
10:31	10:31:28	0	2
10:31	10:31:35	0	5
10:31	10:32:45	1	75
10:31	10:30:05	2	85
10:31	10:35:12	4	222

G. No penalty shall be recorded at an Observed Check. At any timed check, if a rider is more than fifteen (15) minutes ahead of his schedule at that point, or in excess of one (1) hour, fifty-nine (59) seconds late at such point, or has cut the course, he shall be disqualified at that point, but he shall be credited with the mileage to the previous timed check and shall be eligible for awards on that basis. For purpose of clarification, over one hour shall mean after sixty (60) minutes and fifty-nine (59) seconds.

H. Score Cards of the riders must be collected at the finish line.

I. Clubs must use continuous posting procedure in view of the riders for scoring of the event results. Results must be posted thirty (30) minutes before they become official. Posted results must show scores for each checkpoint on the course. Results are official as posted at the end of the protest period and may not be altered except by the appeal process. After results are declared official, the sponsoring club will complete the ECEA Referee Report consisting of the Top 20 Overall Finishers, the Top 20 Overall B Riders, the Top 10 finishers in each class except C classes, and the Top 10 Finishing Teams, in order of finish. This list will be presented to the ECEA Points Keeper at the enduro. Any rider who contests his score or placing in class after results are declared official may file a written appeal with the ECEA Referee. Such rider must show that the Referee Report is in error, or that his failure to file a proper protest within the protest period was a result of circumstances beyond his control. The ECEA Referee will change official results only in very unusual cases. Enduro sponsoring clubs must retain records such as Score Cards and Backup Sheets for one (1) year for the purpose of deciding appeals. Printed results must show the scores as posted at the end of the protest period and shall contain the following: Place in class, Rider #, Rider Name, ECEA #, Class, ECEA Club, Bike Make, Check Scores (w/Emergency Points if applicable), Total Score, Top 20 Overall Riders, Top 20 B Riders and the Top 10 Finishing Teams (with each rider listed). In case of a discrepancy between the printed results and the Referee Report, the Referee Report is official.

J. Score Cards of riders will be checked against the Backup Sheets if a protest arises. Discrepancies between the Score Card and the Backup Sheet should be ruled on by a three (3) member committee appointed by the club Referee.

K. Club teams must be entered on the standard ECEA team form and must include the name, number and class of each team rider. Each club will inform the sponsoring club of all finishing teams no later than fifteen (15) minutes after the team member riding on the latest minute is due to "hour out" at the finish. Team forms are to be used when posting results.

L. When split loops are used at an enduro, the criteria for team scoring must be posted at sign-up and is up to the discretion of the sponsoring club. All team riders

must finish their respective classes to be scored. If team scoring is not posted, team scores will be computed from the first point on the course where class separation occurs.

## **VIII. GENERAL ADMINISTRATION**

A. The ECEA E-Board, as elected annually by the general membership, shall have the authority to act on complaints presented in proper fashion by individual member clubs and shall have the power to grant or refuse sanctions for enduro events promoted by member clubs.

B. ECEA clubs sponsoring events designated as "National Championship Enduros" will be exempt from these rules to the extent only to comply with AMA requirements for National status events. However, all such events must provide the C rider classes outlined previously. As in other ECEA events, these riders are to be drawn for starting positions after A and B classes.

C. All ECEA sanctioned events must be insured for "spectator liability" in an amount not less than one million dollars (\$1,000,000) and including the East Coast Enduro Association as an "additional insured". Proof of coverage is to be provided to the ECEA at least thirty (30) days prior to the event. Policies must also provide coverage for "participants liability" in forms at least as broad as those provided by the insurance plans offered through the AMA for AMA sanctioned events in effect at the time of the event. Failure to comply with these requirements will result in automatic withdrawal of ECEA sanction and points-paying status for the enduro in question with entry fee refunded to all riders who request that their entry applications be withdrawn as a result of these actions.

D. Each ECEA member club will sponsor an ECEA sanctioned enduro annually and members of the sponsoring club cannot compete in that enduro. Clubs not able to sponsor the required enduro will be assigned to assist another member club which is sponsoring an ECEA sanctioned enduro and both clubs' members cannot compete in that enduro. Such assignment will be made by the E-Board and will be based on need of assistance, with consideration given for proximity of clubs and similarity of terrain. This assistance is to be determined no later than thirty (30) days prior to the first enduro of the season, or in case of cancellation of a scheduled enduro, not later than the next ECEA monthly meeting following the cancellation. Riders who do not actively participate in the sponsorship of an enduro will be ineligible for end-of-year awards. Failure of the assisting club to comply with this assistance requirement will result in automatic points-void status for that club's members for the following year. Failure the second year will result in that club's expulsion from the Association. A list of all assisting club members must be submitted to the ECEA by the sponsoring club.

E. Each ECEA member club must attend at least fifty percent (50%) of the regular monthly ECEA meetings each calendar year which will include the meetings immediately prior to and immediately following that clubs enduro. Failure to comply with this attendance requirement will result in automatic points-void status for that club's members for the following year. Failure to comply the second year will result in that club's expulsion from the Association. Clubs located at excessive distance from the monthly meeting location may appoint another ECEA club as their proxy for purposes of satisfying attendance requirements. Requests for proxy must be submitted in writing to the ECEA Secretary. Member clubs are limited to one proxy representation. Proxy procedure does not exempt member clubs from attendance requirements for the sanction meeting or the meetings immediately prior to and immediately following their enduro. Failure to comply the first year will result in an additional assessment of up to \$1.00 per

rider at the discretion of the E-Board. Second year non-compliance will result in non-sanction status for the current year at the discretion of the E-Board. New member clubs may not use proxy procedure for one year from the date of initial membership.

F. Each enduro is evaluated annually and the evaluation points are used to determine the designation of "Enduro of the Year". Method of evaluating and the format used are determined annually if necessary.

G. Rule Change Forms will only be given out in September. They will be handed back in October to be reviewed by the clubs for a vote in December. Any rules submitted after October will not be accepted. If a member feels there is an immediate need for a mid-year change, he or she will submit it to the E-Board. The E-Board will determine if there is a need for such change. If the proposal is discussed and placed in the form of a motion, a two-thirds (2/3) majority of the member clubs present is necessary to pass the motion. The rules, as amended, will then govern the following enduro season.

H. All ECEA points-paying enduros, including Nationals, must display the AMA and ECEA sanction logos and ECEA sponsor logo on the entry form.

I. Only members of ECEA clubs who score points in a minimum of four (4) ECEA enduros are eligible for ECEA championship points to be used in determining winners of year-end Association awards. Masters', Golden Masters' and Women's class competitors are required to finish four (4) or compete in six (6) enduros to be eligible for end-of-year awards.

1. An overall ECEA champion will be determined annually based on points, accumulated annually, earned by placing among the Top 20 Overall Riders at each enduro. Points are awarded as follows:

<b>Finishing Position</b>	<b>Points</b>
1	30
2	25
3	21
4	18
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

2. Year-end ECEA class and team standings are determined annually by points awarded in rider classes and the team class at each enduro, based on the following:

<b>Finishing Position</b>	<b>Points</b>
1	30
2	25
3	21
4	18
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

Overall points are not included in class points.

Points are not awarded to non-finishers except in the Women's, Masters' and Golden Masters' classes. Non-finishers in the Women's, Masters' and Golden Masters' classes are awarded half the point value of their respective finish position. If any member of a team, including Women's, Masters' and Golden Masters' classes, fails to finish the enduro, that team is not eligible for team points at that enduro. Team scores must be compiled at the earliest finishing point regardless of rider class.

3. Ties existing in end-of-year point standings will be broken by the following method: The rider with the most number of firsts in class will win the tie. If a tie still exists, the rider with the most number of seconds in class will win the tie, and so on third through tenth until the tie is broken.

4. All clubs must submit a new riders list each year with no exceptions. The ECEA will dispose of the previous year's lists. New lists must be submitted by the ECEA meeting immediately preceding the first scheduled event. Riders not so listed will not qualify for ECEA award points. Names of new club members must be published in the ECEA minutes before they will qualify for ECEA award points or club team points. The list will include the member's name, ECEA classification number and AMA membership number. Dual or multiple club membership by an ECEA member is unacceptable.

J. Non-ECEA riders are not removed from their respective classes or positions in determining the ECEA point standings of members of ECEA clubs, except that AMA AA riders are removed from overall standings in all ECEA enduros, unless they are members of ECEA clubs. At all ECEA National Enduros non-ECEA riders are removed when computing ECEA points in overall, AA, A and B classes, however, these riders must be listed in their respective finish positions on the AMA Referee Report and the printed results. District 4 riders will not be removed from the results by the ECEA Points Keeper.

K. All ECEA points-paying enduros must be AMA sanctioned. All AMA charter renewals and enduro sanction applications must be processed and approved by the ECEA. Clubs applying for National Championship Enduros prior to the ECEA annual sanction meeting must supply the ECEA with a copy of the charter renewal and sanction application that were sent to the AMA with the request for National sanction. If National sanction is rejected by the AMA, regular sanction applications must be processed and approved through the ECEA in the normal manner. Clubs promoting events other than ECEA sanctioned enduros will process their charter renewals through the ECEA. A copy of that charter renewal should be provided to the Recognized District or other AMA sanctioning body governing these non-ECEA events.

L. Member clubs present at the annual ECEA sanction meeting will be guaranteed a date for their enduro sanction as nearly corresponding as is practical to the same weekend that they sponsored an enduro event the previous year, provided they remain members in good standing. For a member club to sanction a hare scrambles, it must have sanctioned and successfully sponsored an ECEA enduro the previous year. The priority of preference for placement of an event on the annual ECEA calendar will be as follows:

- 📌 **First Priority - Enduros**
- 📌 **Second Priority - Hare Scrambles**
- 📌 **Third Priority - Dual Sport Events**

An ECEA club shall not sanction any event (hare scramble or dual sport) on the same day as an enduro. If a national dual sport event is scheduled on the same day as a traditional enduro and no solution can be worked out, the enduro will stand and the national must be dropped.

No ECEA club shall sponsor an ECEA points-paying event that is more than fifty (50) miles from their previous year's enduro location or that is not within the geographic boundaries of the ECEA. Any club desiring to sponsor an event which does not meet these requirements must first present their intent to the ECEA membership for a majority vote of all clubs. When a sanction calendar of events is finalized, no member club shall reschedule an event on another member club's sanction date, unless written permission is granted by an ECEA E-Board member. Failure to comply will result in points-void status for the rescheduled event. If agreed to, both events will be points-paying events.

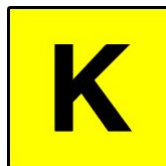
M. Number of team members and the percentage of enduros to be used in determining ECEA championship points, as well as other related matters, will be determined annually prior to the beginning of the enduro season if required. When determining the percentage of enduros or deciding the number of "throw-aways", that figure is based on the number of enduros actually held and does not include cancelled events.

N. Entry fees are established at the discretion of the promoting club, however, each member club must remit to the ECEA within thirty (30) days from the date of their enduro, a set fee per paid entrant. The amount of such fee is determined annually and will be used to cover the costs and expenses of operating the Association. ECEA member clubs having dual sanctions must pay the ECEA rider assessment for the entire number of paid entrants. Clubs not paying the assessment fee within ninety (90) days of their enduro will not be granted a sanction for the following year.

O. The Referee of the sponsoring club shall be the principal officer of the enduro and shall act as general supervisor of all affairs. His identity must be made known to the riders prior to keytime and he must be present during the 30 minute protest period. The duties of the Referee shall include the following:

1. To determine if any changes in the course are necessary for any reason;
2. To determine if all riders are qualified to negotiate the course, and to prohibit any riders not so qualified from competing;
3. To provide for technical inspection of motorcycles being used by riders and to bar any motorcycle that does not conform to equipment standards;
4. To receive all protests and render decisions thereon, subject to appeal;
5. To render all decisions on disqualification of riders, and disqualify any rider who violates any of the rules of the enduro;
6. To determine that liability insurance requirements have been met;
7. To submit to the ECEA Points Keeper prior to trophy presentation that portion of the Referee Report required at that time, and to submit to the ECEA Points Keeper, no later than ten (10) days after the enduro, additional information as required. The form for this report is made available at each enduro by the ECEA Points Keeper. This report must show the results exactly as posted at the end of the 30 minute protest period;
8. To submit to the ECEA Referee printed results no later than thirty (30) days after the enduro. Failure to do so will result in a late fee of \$1.00 per rider added to the assessment fee at the discretion of the ECEA; and
9. To submit to the AMA a Referee Report and Accident Report as required by the AMA. These report forms are made available by the AMA.

 **Revised: 01/2007**





## Supplement to ECEA Enduro Rule Book *ECEA Hare Scrambles Rules*

The following rules and regulations are issued by East Coast Enduro Association (ECEA) to supplement the AMA Amateur Competition Rules, and are solely applicable to ECEA events. All riders and promoters should familiarize themselves with these rules.

### I. GENERAL RULES

A. A riders meeting will be held prior to the start at the starting area. All riders must attend.

B. Warm-up riding is limited to the start area and only after the referee or other official has given permission and the rider has registered for the event. Anyone caught doing so, may result in disqualification.

C. **NO PIT RIDING!** Riding a machine around the facility without permission is prohibited and may result in disqualification.

D. Riders must not exceed 1st gear idle when traveling to and from their pit area and must always wear a helmet.

E. Riders are responsible for the actions of their entire pit crew.

F. Rider Conduct: Unsportsmanlike conduct happening anywhere on the course, pit area, or check/scoring areas may result in the disqualification of all of the riders involved.

G. Riders will be disqualified for riding on the course prior to the day of the event.

H. If you are an "AA" motorcycle participant, you must ride in the "AA" ATV class if desiring to participate in the ATV program.

I. All riders must gas in designated pit area only if one is provided.

J. No studded tires can be used including molded and self-screwed studs.

K. All events will not be started until first aid or ambulance crews are present.

L. Any person entered in an event may protest another competitor or anything pertaining to the day's event as outlined in section J, rule number 8.

M. Riders may get mechanical assistance on the course from their pit crew or spectators but must finish the race under their machine's own power or by the physical energy of the rider.

N. No towing allowed. If a machine has to be towed in from the course, that lap will not count.

O. The top three (3) overall riders as well as any other competitor told by a race official will leave their bikes at a designated impound area until the race official releases them.

P. All riders riding the full size bike class must have a 125cc or larger bike with a minimum wheel size of twenty-one (21) inches for the front and eighteen (18) inches for the rear. If it is deemed the rider is a hazard to himself or the other riders on the course, they will be black-flagged and asked to exit the course.

II. RIDER SAFETY

A. The rider must assume all responsibilities for his actions during the event. They are also participating at their own risk; if the rider does not feel safe for any reason, they should stop.

B. Safety is an important consideration in racing; common sense is a governing factor. There are a few guidelines a racer and his pit crew should be aware of.

C. It is the rider’s responsibility to make sure that their bike or ATV is in safe condition. There should be no sharp edges or parts protruding in any way that may cause harm to them or another rider.

D. When approaching a slower rider let them know you are there so they can move over and let you pass. Do not expect them to move over right away.

E. If you see an injured rider, see if you can help. Report it to the closest course marshal.

F. If you break down on the trail, try to get yourself and the motorcycle off of the trail thus avoiding any problems with other riders.

G. If you miss a turn or feel that you are lost, look behind you before stopping and turning around. Other riders may have missed the turn also and might be coming at you. Never ride backwards on the course.

H. All riders must wear a DOT-approved helmet, shatter proof eye protection, long sleeve shirt, full length protective pants and shin-high boots. This is for the rider’s safety--anything less, unless approved by the race referee, the rider will not be able to compete.

III. CLASSES AND NUMBER PLATE COLOR CODES

<b>Classes/Motorcycles</b>	<b>Color of Plate</b>	<b>Color of Number</b>
Adult		
AA	Red	White
A 201cc & up – Open (Heavy)	White	Black
A 125cc-200cc (Light)	White	Black
A 4 Stroke	White	Black
A Vet (Age 30 & up)	White	Black
A Senior (Age 40 & up)	White	Black
A Super Senior (Age 50 & up)	White	Black
B 201cc & up – Open (Heavy)	Yellow	Black
B 125cc-200cc (Light)	Yellow	Black
B 4 Stroke	Yellow	Black
B Vet (Age 30 & up)	Yellow	Black
B Senior (Age 40 & up)	Yellow	Black
B Super Senior (Age 50 & up)	Yellow	Black
C 201cc & up – Open (Heavy)	Black	White
C 125cc-200cc (Light)	Black	White
C 4 Stroke	Black	White
C Vet (Age 30 & up)	Black	White
C Senior (Age 40 & up)	Black	White
Masters (Age 60 & up)	Black	White
Golden Masters (Age 70+)	Black	White

<b>Classes/Motorcycles</b>	<b>Color of Plate</b>	<b>Color of Number</b>
Women's	Blue	White
Youth		
AA Youth	White	Red
Age 12-15 100cc	White	Black
Age 14-15 85cc	Red	Yellow
Age 12-13 85cc	Red	White
Age 10-11 85cc	Black	White
Age 13-15 150cc	Green	White
Age 10-11 65cc	Yellow	Black
Age 10-12 125cc	Blue	White
Entry Level Women's	Pink	White
Pee wee		
Age 7-9 65cc	Black	White
Age 4-8 50cc	White	Black
Age 10-12 Entry Level 110cc	Blue	White
Age 4-9 Entry Level 110cc	Green	White
Age 4-8 Oil Injected	Yellow	Black

#### IV. RIDER ELIGIBILITY AND CLASSIFICATION

A. Anyone wishing to enter an event must be an AMA member. All riders must be at least twelve (12) years old to compete in the Adult Main Event. Any rider under eighteen (18) years of age must have a parent or legal guardian present with them. If they do not, they must present a signed and notarized letter from their parents or legal guardians stating that they give permission for the rider to race. No letter—no race.

B. A valid AMA card or proof of one will be needed at sign-up. A valid proof is the receipt from the application. If you do not have either of the two, you will be required to apply for a new card. AMA sign-up will be available at sign-up.

C. Riders wishing to receive year-end championship points need to be an ECEA club member in good standings.

##### “AA” CLASSIFICATION

1. Any rider who finishes in the Top 15 Overall from the previous year's ECEA Hare Scrambles Series.
2. Any rider classified as “AA” in the ECEA Enduro Series or any other off-road series or district.
3. All international riders that currently hold a top ten ranking in their home country's National Championship.
4. All riders from the previous year who were chosen members of the World ISDE Trophy or Junior Trophy Team.
5. All riders from the previous year who earned Gold Medals at the ISDE.
6. Any rider holding an AMA Pro Sport license who qualified for an AMA Outdoor National Motocross or Supercross in the current or previous year.

##### “A” CLASSIFICATION

1. All riders who have ever qualified for the ISDE.

2. All riders who have an AMA "A" ranking in any other off-road, district or motocross series.

3. All riders who have been advanced from "B" class through ECEA advancement points.

#### *"B" CLASSIFICATION*

1. All riders wishing to enter an event who do not qualify for the "C" class and do not meet the qualifications for the "A" and "AA" class.

2. All riders that have an AMA "B" ranking in any other off-road district or motocross series.

3. If a "B" rider places in the Top Ten (10) Overall in any three (3) events over the course of the season, they will be moved to the "A" class at the following race.

#### *"C" CLASSIFICATION*

Any rider who did not meet the above criteria, or is classified as "C" in any off-road series, district or anyone who is entering their first race.

### V. MOVING WITHIN CLASSIFICATIONS

A. A rider may not move from an upper classification back to a lower classification if they have participated in more than two (2) events in the upper classification during the season. A rider may request to move back to a lower classification based on finishes and time differences.

B. If a rider is caught competing in the wrong class, the rider will lose all championship points accumulated to date and be moved into proper class.

C. A rider may advance himself up in classification at any point in the season, however the two (2) race stipulation in Rule 1 of this section will apply in all cases. The only restriction on this rule is advancement to AA.

D. There are only 3 ways to advance to the AA class in the ECEA:

1. Earn advancement through points earned in either the ECEA Enduro or ECEA Hare Scrambles series;

2. You are an AA rider from another district or series or meet the criteria listed above; or

3. You must petition the ECEA Executive Board in writing and appear in person at a regular ECEA monthly meeting. Your petition will be heard and voted on by the ECEA Executive Board.

### VI. ADVANCEMENT POINTS

A. Advancement points are awarded based on class finishes only. All points are carried over from the previous year. (*See points scale in Section XI.F. - Points*)

B. To advance from "C" to "B" a rider must earn 100 points. To advance from "B" to "A" a rider must earn 200 points. To advance from "A" to "AA" a rider must finish in the Top Ten (10) Overall, based on the year-end championship points.

C. If a rider wishes to stay in their respective class for year-end awards they may do so as long as they are still under the advancement points total by the mid season mark of the series. The mid season mark is half the total number of scheduled events, rounded up.

## VII. EQUIPMENT

AMA Equipment Standards listed in Chapter 3 of the Amateur Competition Rule Book takes precedence over local district rules at any national event.

A. Machines entered in all events must have silencers. Officials may test machines at any time prior to, during, or after the event. The sound level for events is 96 db's.

B. The machine a rider leaves the starting line on is considered the official machine for the rider during the event; he may not switch during the event. Any riders caught doing so will be disqualified from the event.

C. No rider is allowed to carry gasoline except inside his or her machine's gasoline tank.

D. A working kill switch (bikes) and tether switch (ATV) must be on all machines.

E. No horns, bells or other sound devices are permitted on machines.

## VIII. COURSE

A. A hare scrambles course must be a minimum of five (5) miles in length with a designated time limit of two (2) hours based on the physical overall leader on the race. (*See Section XIII.A. Finish Procedures.*)

B. A hare scrambles meet is conducted over a course that *may* include little-used roads, trails, footpaths, uphill, downhill, motocross tracks, or any other type of terrain which can be negotiated by a motorcycle or an ATV.

C. Participants are allowed to walk or bicycle the course prior to the event – with the club's permission.

D. Only riders officially entered or course marshals may ride on any portion of the course or facility the day of the event.

E. Any time a rider leaves the course for any reason he/she must re-enter the course at the same spot he/she originally exited.

F. All riders must remain on the marked course. The marked course is within twenty-five (25) feet of arrows. Anytime double arrows are posted on both sides of the trail; riders must stay between the arrows. Markers may also include any device placed along the trail to help guide riders, including: ribbons, signs, stakes, hay bales, barrels, tires, etc.

G. Any rider encountering a traffic jam or bottleneck along the course shall be allowed to go more than twenty-five (25) feet off the course to get around the bottleneck only. However, the rider must re-enter the course as soon as possible, and upon approaching this section the next lap, must ride the original arrowed section if the track is clear. If these marking devices are knocked down, riders should stay on the original marked course. Shortcutting in these areas could result in a penalty. A "bottleneck" is a section of the track that becomes impassible due to riders falling and or getting stuck.

## IX. STARTING PROCEDURES

A. All starts will be dead engine, "riders sitting on bike" style starts.

B. No riders, pit crew members, machines or equipment will be allowed on the starting line prior to or during the riders' meeting.

C. All classes will line up on their assigned starting rows on a first come first served basis.

D. The “AA” row leaves first, followed by “A” classes, “B” classes and “C” classes. All rows will be started thirty (30) to (1) minute apart, based on course length and speed. All “A”, “B” and “C” class rows may need to be split up into smaller rows depending on the area provided by the hosting club. It is the club’s responsibility to make sure that the scoring official has the proper order of rows at the start so that he can time adjust accordingly. If the race referee feels more time is needed due to conditions, he must inform all of the riders prior to start.

E. If the race needs to be restarted due to problems encountered on the first lap, the race referee must determine if the race is to be run at full length or at a shorter length. He must inform all of the riders before restarting the race.

F. A blue flag will signal riders to kill their engines. Prior to the start the riders will be given a one (1) minute warning. At this time all pit crews must leave the start line. They will be allowed back after that line has left to pick up any start boxes or stands used by the rider. After one (1) minute has passed, a ten (10) second warning will be given. Anytime after ten (10) seconds a green flag will be raised to signal the start of the race.

E. Any rider that jumps or takes off with the wrong row will be penalized one (1) lap.

F. Any rider that misses the start of their class must enter the race course at the starting line and complete the start chute staying within the markings.

G. All riders starting the race must have their handlebar punch tag punched marked by a race official prior to the start. It is the rider’s responsibility to make sure their card has been punched prior to the start.

## X. SCORING

A. All riders must come to a complete stop at all checkpoints and scoring areas. There will be a “No Passing” zone at each out check and scoring area. This becomes crucial after a rider takes the checkered flag on the last lap.

B. All racers must pass through their assigned class-scoring lane. Lanes must be marked.

C. All bar codes stickers must be placed on the left, lower side of the helmet. A color-coded square also will be placed on the rear of the helmet. These will be given out at sign-up. If the bar code is placed in the wrong area of the helmet, the rider may not be scored properly.

D. All numbers on the bike that do not match the rider’s bar code must be crossed off or removed. This is to prevent any chances of being scored incorrectly.

E. It is the rider’s responsibility to make sure he or she has all their scans or punches. The scoring official will notify the rider when they have been scored. Missing scans or punches may result in a penalty to the rider. A backup sheet must be used.

E. A rider may be penalized for running into, yelling at, or “roosting” a scoring official.

F. A rider may question the scores within the thirty (30) minute period following the posting of the final results. After thirty (30) minutes, awards will be given out and no further protests will be accepted.

G. Protests will follow the outlined procedures below:

1. The rider will discuss their protest with the event referee within the time frame specified above. The event referee will give a ruling at that time. The event referee should document the discussion with the rider in writing. If the rider is not satisfied with the ruling of the event referee he/she should then submit their protest/appeal directly to the AMA in Ohio {within five business days of the event and accompanied by a filing fee of \$100.00 (\$200.00 if a national event) for an initial appeal} or may then proceed to the next protest level of the ECEA protest/appeal procedure (Step 2).

2. The rider should next fill out and submit an official ECEA Appeal Form along with a twenty-five dollar (\$25.00) appeal fee. An appeal committee, which will consist of the event referee; an AMA representative or a knowledgeable person agreed upon by both the event referee and the rider; and an ECEA Executive Board member present, will then be assembled along with the rider to try to resolve the issue. The committee will rule by a majority vote. All discussion and rulings will be documented in writing on the appeal form by the event referee and then signed by the event referee and the rider. If the ruling is found in favor of the rider, his appeal fee will be refunded. If the issue is still not resolved the rider has the option to proceed to the next level (Step 3).

3. The final step in the ECEA appeal process will be for the rider to submit his appeal form along with another twenty-five dollar (\$25.00) appeal fee to the ECEA Secretary within five (5) days. The ECEA Secretary will notify all parties involved and arrange for an Executive Session to be held at the next available monthly ECEA regular meeting. At the end of the meeting, the Executive Board will hear the protest and rule by majority vote. The ruling decided at that meeting should be final. All discussions will be documented in writing by the ECEA Secretary and signed by the ECEA President, the event referee and the rider. If the ruling is in favor of the rider his appeal fees will be refunded.

H. If necessary, an observation check may be set up at the promoter's discretion to help deter course cutting. Course cutting will not be tolerated and will result in a one (1) lap penalty or disqualification.

## XI. POINTS

A. The ECEA Hare Scrambles Points Keeper will keep all points. Also a rider will keep track of his or her own points.

B. For "AA" class only: All races count toward year-end results. **NO THROW-AWAYS!**

C. In all other classes, the rider's best scores in all races on the schedule that are run, minus two (2), will be used for the year-end championship points. If eight (8) or fewer races are run, all races will count. Example: 12 races are on the schedule. If all 12 are run then the rider's best ten (10) scores will count.

D. In order for a rider to be eligible to earn points in an event, he or she must complete at least 50% of the laps completed by the winner of their class.

E. The rider must belong to an ECEA club to earn championship points.

F. Points will be awarded as follows for all classes:

Position	Points	Position	Points
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

## XII. TIES

If at the end of the series a tie exists, the winner will be determined by the number of first place finishes, then second place finishes and so on until the tie is broken.

## XIII. FINISH PROCEDURE

A. A race is to be a minimum of two (2) hours long, based on the physical overall leader's elapsed time. A **white flag** will be given on the last lap. A halfway board will be shown after one (1) hour is completed. It will be the scoring official's job to determine when to give the flags based on time. The **checkered flag** will be given to the physical overall leader first. The track will be closed following the checkered flag being given as per AMA rules.

B. In the event of severe conditions, if 50% of the race has been completed, the race could be stopped and considered complete. It will be at the discretion of the race referee and/or the race marshal to determine if the conditions are permitting the race to be finished early.

C. The finish line will be determined prior to the start of the race and **will not be moved after the race starts**.

D. The overall positions are based on the rider's total laps finished and their elapsed time at the finish. Therefore, the rider who finishes the most laps in the least amount of time is the overall winner. Times will be adjusted according to your starting row.

E. Youth races are to be an approximately one (1) hour long and peewee races are to be approximately one half (½) hour long.

## XIV. RACE FEE STRUCTURE

A. Maximum gate fee is five dollars (\$5.00) per person.

B. It is recommended that the maximum entry fee for non-national events not to exceed thirty dollars (\$30.00) for adult motorcycles and ATV, and twenty dollars (\$20.00) for youth and peewee motorcycles and ATV. However, it is at the promoting club's discretion.

C. An annual fee of ten dollars (\$10.00) will be charged for a permanent bar code number.

D. Day pass riders will be charged five dollars (\$5.00) and will be issued a new number at each race.

E. Replacement cost of lost or damaged bar codes will be five dollars (\$5.00).

F. If the ECEA needs to change a rider's bar code number, no cost will be assessed to the rider.

G. The above fees are over and above the AMA membership fees (currently \$39.00 per year).

#### XV. PROMOTER FEE STRUCTURE

The promoter of each event will pay an assessment fee of five dollars (\$5.00) per rider. This assessment will be paid to the ECEA Hare Scrambles Treasurer at the conclusion of each event either by check or cash. The Treasurer will, in turn, pay the ECEA rider assessment to the ECEA as well as to the ECEA Scorekeeper.

#### XVI. SIGN-UP TIMES

A. Sunday 7:00 am to 10:00 am—All Youth and Peewee classes

B. Sunday 10:00 am to 12:00 pm—All Adult Classes

C. All Saturday sign-ups will be handled case by case.

#### XVII. AWARDS

A. Awards will be given based on the number of riders and at promoter's discretion. It is recommended that one (1) award for every three (3) riders entered in a class be given.

B. A grand champion award will be given at each race.

C. AA and A riders will receive cash awards in lieu of trophies. It is recommended that 100% of the entry fees collected for a given A class be paid back to that class in the following order: 1<sup>st</sup> - 25%, 2<sup>nd</sup> - 20%, 3<sup>rd</sup> - 18%, 4<sup>th</sup> - 15%, 5<sup>th</sup> - 11%, 6<sup>th</sup> - 7%, and 7<sup>th</sup> - 4%. These are only guidelines as class size will determine more or less places are paid. As these are guidelines, it is at the promoting club's discretion.

## *ECEA Youth Hare Scrambles Series Rules*

### I. GENERAL INFORMATION

A. Through the establishment and enforcement of these various rules and procedures, the ECEA strives to regulate motorcycle competition in the fairest manner. By participating in an ECEA/AMA event/meet, each participant agrees to abide by the ECEA/AMA rules and procedures.

### II. RULES

A. ECEA/AMA youth rules apply. **Only recognized AMA motorcycles can compete.**

B. A helmet and shatterproof goggles are required along with a long-sleeved shirt or jacket and boots at a minimum of eight inches of leg height. Approved motocross pants must be also worn.

C. In order to compete a rider must be an AMA member and no younger than seven (7) years of age (except in the 0 to 51cc class--any stock production 50cc can enter the 50cc class) and no older than fifteen (15) years of age. **The Referee or Clerk of the Course may ask to see proof of age at sign in. Proof of age must be available at all AMA sanctioned events.** All youth racers must be AMA members.

D. Parents, legal guardians or authorized adults must remain present at all times during the participation of their rider in any ECEA/AMA sanctioned youth event.

E. When parents or legal guardians are not present, authorized adults must have a notarized letter from the rider(s)'s parents or legal guardians to allow the child to race.

F. The rider must be large enough and mature enough to control his or her machine at all times and to ride it safely. **The Referee has the right to disqualify a rider if that rider cannot control his or her motorcycle safely** – authorized adults should check youth classes periodically for bikes allowed to compete.

G. A rider's age on January 1st will determine his/her age for the year. However, a rider may move up to the next higher class if he/she will be eligible to do so at anytime during the year, but once a rider moves up to the higher age class then he/she cannot move back down to the lower age class. Riders are encouraged to do the full season/year. Points earned in the lower age class will not transfer to the higher class or in the same age bracket or different cc machine.

H. Youth Championships are decided by points accumulated in two (2) less than all events held in the ECEA Youth Series. If the number of events falls to eight (8), a rider's best eight (8) scores will be used for the year-end points. **\*Example: Nine (9) events in the series, your best eight (8) races count. Eight (8) races or less than ALL events count. A rider must ride four (4) races in order to qualify for the championship.** Club membership is not mandatory for championship points in the ECEA Youth Hare Scrambles Series.

I. A rider must finish an event to be eligible for points. To finish a rider must complete at least fifty percent (50%) as many laps as the winner of that class. It is not necessary to take the checkered flag to finish.

J. Ties are to be broken by comparing the number of first, second, third, etc. finishes until the ties are resolved.

K. Points will be kept by the ECEA Youth Coordinator/Referee. Each rider is responsible for keeping his/her points totals and competing in his/her class.

L. The start will be at either thirty (30) seconds or one (1) minute intervals for each youth class.

M. A rider cannot earn points in youth and adult classes in the same year. A rider can only qualify for one championship. If said rider competes in fifty percent (50%) of races in the adult class in the current year, than said rider will be removed from the youth division/series.

### III. GENERAL OFFENSES

A. Trying to gain an unfair advantage. When an event is on a motocross course, riders must stay on the track and must go over all jumps. Course cutting will result in loss of said lap or laps.

B. Riding in such a manner as to endanger the life or limb of others.

C. Riders or family and pit crew who direct foul and/or abusive language to an official of a sponsoring club, promoter or district official are subject to disqualification for the entire meet/event. Any unnecessary trouble caused by these individuals (riders, family or pit crew) puts their rider at risk for disqualification from the ECEA Youth Series. The length of any suspension time from the ECEA Youth Series will be determined by the ECEA Youth Coordinator/Referee. The ECEA Youth Coordinator/Referee has the final say in all suspensions. Suspensions can range from one (1) event to an indefinite suspension. The ECEA Youth Coordinator/Referee has the right to deny access to any rider, family members or pit crew to any ECEA Youth Event or properties where ECEA events are held. **The ECEA Youth Series will not tolerate unsportsmanlike conduct.**

D. All protests must be filed within thirty (30) minutes of the posting of the results in question.

E. Final determination of the timelines of the protest will rest with the event/meet referee and such decision will be final to all concerned. Rider motorcycle backgrounds and number's must match the rider's barcode number in order to properly protest. Any appeal of an event/meet referee must be heard by the ECEA E-Board. Please refer to the ECEA Appeal Process found in Section X.G. of the ECEA Hare Scrambles Rules. Any rules not covered in the ECEA Youth Series rules shall be covered by the adult hare scrambles rules.

**The ECEA Youth Coordinator/Referee may disqualify any rider, family or pit crew for actions deemed unsportsmanlike and the length of the suspension times rest solely on the decision of the ECEA Youth Coordinator! Unsportsmanlike conduct will not be tolerated.**

#### IV. YOUTH POINTS FORMAT

Position	Points	Position	Points
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

Revised: 04/2007

