



# East Coast Enduro Association



## 2022 Rule Book

- \* **Enduros**
- \* **Junior Enduros**
- \* **Hare Scrambles**
- \* **Youth Hare Scrambles**

**ECEA Rule Book  
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# **East Coast Enduro Association Rule Book**

## **2022 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 rulebook describes the rules and practices governing off-highway motorcycling event riding in the ECEA.*

### ***ECEA Enduro Rules***

#### **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. **ECEA RESTART ENDURO FORMAT**

- Start controls will be used.
- Emergency checks will be scored by total minutes and seconds and are calculated from the top of a rider's due minute.
- Non-timekeeping.
- No penalty for early arrival to start control.
- Penalty for late arrival to "Check Out".
- Transfer sections (no checks).
- Scores will be tabulated by the actual number of minutes and seconds that a rider is late to an emergency check. Example: if you are due on minute 20, and come in at 21:30, your score is 1 "Minute" and 30 "Seconds" not 1 "Point" and 60 "Emergency Points"
- The rider's score will be an accumulation of minutes and seconds totaled together. Total Seconds will be divided by 60 and the result added to the minutes. The remaining fraction of a minute will be multiplied by 60 for the exact second, e.g. 93 total seconds = 1 minute and 33 seconds.
- Final scores will be total minutes and seconds, the best score being zero.
- Ties will be broken by last test score. If the tie still exists, each preceding Test Section is compared until the tie is broken.
- Penalties for jumping the start of a test section will follow standard Enduro rules: Two (2) point (or minute) penalty for first early minute, five (5) points (or minutes) penalty for each subsequent minute early.
- Check workers are responsible for recording the rider's number on the Protest sheet.
- Any rider arriving early at a "Test Section Checkout" will receive a "0" score and proceed to the next Start
- Control Check.
- ECEA Restart Enduro Format shall have at least three (3) emergency check-outs.

C. **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.

D. **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.

E. **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".

F. **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.

G. **GAS STOP** - A point where refueling and other servicing will be allowed, and whose mileage and keytime are listed on the Route Sheet.

H. **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.

I. **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.

J. **NATIONAL (AMA) ENDURO FORMAT** - (based on current AMA National AMA National Enduro Championship Series rules apply.

See: [www.nationalenduro.com/rules/](http://www.nationalenduro.com/rules/)

K. **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.

L. **PIT CREW** -The person or persons assisting the rider with refueling and servicing of his motorcycle.

M. **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.

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

O. **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.

P. **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.

Q. **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.

R. **SPRINT ENDURO** - Sprint Enduro format utilizes test sections where riders' times are recorded at checkpoints for scoring purposes connected by transfer sections where no times are recorded. These events are governed by enduro rules and definitions in this rule book *with the exception* of the following:

1. Sprint Enduro format requires that all tests start and end at a location that is accessible to the pit/parking area so riders may return to their pit between tests.
2. A rider is given a specific amount of time and has this amount of time to complete their tests (not start their last test) if they do not complete their total required tests within the allotted time, but have started the last test within their allotted time, the last test will not count and the "check in" to their last test will not count. A rider's allotted time will begin accruing when they leave the start for their first test unless they are late for the start. A club should discourage a racer from entering a final test if that rider has no realistic chance of finishing that test within the allotted time. Any changes to the course structure or the allotted time shall be posted at each start of any test sections.
3. Classes will be structured according to ECEA Enduro and/or Hare Scrambles rules.
4. Hosting clubs shall have the option to start all riders at the same test section for their first test of the event or open all test simultaneously (based on test section lengths and rider turnout).
5. Riders will start single file and recommended to be released at the test section start control at fifteen (15) second intervals.
6. Once a rider leaves the starting line, that rider is free to start his/her additional tests any time they feel comfortable as long as they FINISH all their tests in the allotted time.
7. Late to the Start. Once the event begins, the "Check In" crew will declare when the last rider has left the line and it will be noted on the back up sheet. If another rider shows up to the start for his first test more than five (5) minutes after the last rider has been declared, that rider will be considered late for the start of the race and his first test will be accumulating time from five (5) minutes after the announcement regardless of the time he shows up. For example: Afternoon (Main) race starts at noon, last rider leaves the start at 12:05:00, and the check crew declares the last rider has left the line. Another rider shows up the starting line at 12:15:00, their actual start time will be 12:10:00, essentially adding five (5) minutes to their actual test time; furthermore their allotted time starts from 12:10:00. The rider who is late to the start must be noted in the appropriate backup book by the check crew staff.
8. All test sections shall be a minimum of two (2) miles and a maximum of five (5) miles in length. Suggested test times to be kept at or around fifteen (15) minutes.
9. Checks may be placed at any distance interval and do not have to conform to the traditional three (3) miles apart rule.
10. Timekeeping:
  - a. Similar to National Enduro format rules, a rider's actual time to complete a test will be his/her actual time and ultimately be their scoring position. The rider who completes the test(s) in the least amount of time and within the allotted timeframe for the event will be the winner. For example, if a rider leaves the starting line at 2:10:30 (2:10pm and 30 seconds after the minute) and that rider finishes that test at 2:25:45, then that rider just accumulated 15 minutes and 15 seconds.
  - b. The check at the beginning of each test section shall be a Start Control (no penalty for arriving early) and no secret checks will be used throughout the event.

c. A rider's cumulative time will be used to determine total score.

Example:

Test 1 Time = 3 minutes 45 seconds

Test 2 time = 3 minutes 30 seconds

Total time = 7 minutes 15 seconds

11. The test section mileage and average test section time plus the time the event will end shall be posted at each check-in.

12. The number (minute) assigned to the rider at signup is strictly for the backup crews to be able to clearly record the rider on backup sheets.

13. A rider must actually finish the enduro within his or her allotted time in order to qualify for points. The allotted time is based off the rider's actual start time and marked on their bike per rule 15. {Example: Club gives riders three (3) hours to complete all tests. If a rider is in line at the start and does not start the first section until 9:05 then they have until 12:05 to complete the lap on their last test. If they get to the check-out one (1) second past their three (3) hour mark (12:05:01) that lap/test will not be scored.} The check-in must remain open if the riders have a possible chance of completing that test in under the three (3) hours based on their start time. Non-finishers in the Specialty Classes (Women's, Masters', Golden Masters' and Legends) are awarded half the point value of their respective finish position, rounded up to the next whole value.

14. Tie Breaking – In accordance with AMA enduro rules.

15. The hosting club shall issue labels to be affixed by the riders on their front fender in order for the check crews to mark initial start time/check off tests as the rider enters.

16. At the club's discretion, participants are permitted to either walk or pedal their bicycles to preview the course.

17. Riders exceeding five (5) m.p.h. in the pit areas or transfer sections may be disqualified by the hosting club.

18. It is recommended that there be a maximum of three (3) sprint enduros on the annual ECEA calendar.

S. **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.

T. **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.

U. **TRADITIONAL ENDURO FORMAT**–

- "Check In" not shown on routesheet - usually "secret" or "emergency" type check
- Timekeeping [based on check out (if emergency) on mid-minute (30 seconds)]
- Penalty for early/late arrival at all checks
- Score total based on the addition of each check penalty points (minutes and seconds)

If clubs wish to use Start Controls for their check-ins and emergency (mid minute) check outs, they must advertise on their flyers as “Traditional Enduro Format with Start 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. Violations will result in points void status for five (5) ECEA events for the first offense, a one year suspension from all ECEA events for a second offense and a lifetime ban from ECEA events for a third offense. The five (5) points-void events for the first offense will be determined by the appropriate ECEA referee (Enduro or HS) and /or the Youth Coordinator.

D. The sponsoring club may ban the use of any video recording device on any rider’s person or motorcycle while participating in an event. The Sponsoring Club must clearly state this restriction on their event flyer and at the event sign-up or check in area. Any rider violating this rule will be disqualified from the event.

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

F. Any rider participating in an ECEA event outside of the age and class requirements listed in these rules or on the entry will be points-void for four (4) ECEA points paying events ridden. Points-void events will be specified by the ECEA referee.

G. 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.

H. 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.

I. 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.

J. 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.

K. 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.

L. 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.

M. 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.

N. 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.

O. 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)



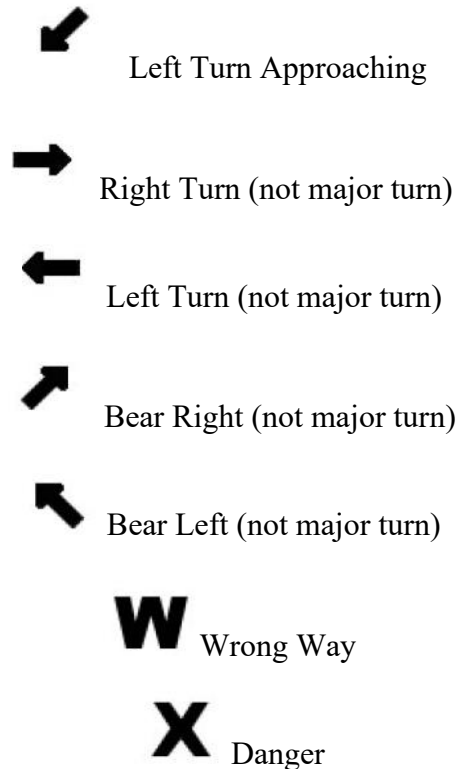
Major Bear Right (indicated on route sheet)



Major Bear Left (indicated on route sheet)



Right Turn Approaching



P. 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.

Q. 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.

R. 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.

S. 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.

T. 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.

U. 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.

V. Enduro Formats – Clubs have the following format options when hosting an ECEA enduro and must publicize the chosen format (including flyers, entries, confirmation, and routesheet) they will be using.

1. ECEA Traditional (Timekeeping) Enduro
2. AMA National Enduro (used only if an event is also an AMA National)
3. ECEA Sprint Enduro
4. ECEA Restart Enduro

W. A club may choose the option of allowing generators to be run after 10:00pm if the following criteria are met:

1. If the generator is a portable model, it must be an inverter type.
2. RV and trailers with built-in OEM generators are acceptable.
3. The club should designate an after hour's generator parking area.

Club officials have the authority to ask any person(s) to shut off their generators for any reason.

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

A. Riders are classified by experience level as "C riders", "B riders", "A riders" and "AA riders". Participants must enter the highest classification (AA, A, B, or C) attained in **any** off-road sanctioning organization, including motocross. Points are awarded based on the AMA's Off-Road National Advancement System. Advancement from "C" rider to "B" rider and "B" rider to "A" rider is made when the rider accumulates the amount of AMA "B" points and AMA "C" points as specified in the AMA's rule book. To advance to "AA" a rider must finish in the predetermined position, as defined by a vote of the member clubs held prior to the start of the season, based on a total of overall event points received for a rider's best twelve (12) events for the season. Advancement will be made as soon as the AMA advances (January 1).

#### **"AA" Classification**

1. Any rider whose ranking in the overall ECEA Enduro Series points standings at the end of the season is at or below a predetermined position. That predetermined position shall be defined at the ECEA meeting held prior to the start of the new season by the Association and apply to those applicable riders at the end of that same season. However prior to finalizing season points standings for AA advancements, the number of positions may be amended based on review by an ECEA Results Committee which shall be composed of the Enduro and Hare Scrambles Points-Keepers, the ECEA Referee and two ECEA members at-large (appointed by the ECEA President). Criteria for an amendment will include individual rider performance and series event attendance. Riders may petition for advancement or relegation according to Section III. Classification of Riders and Points, Paragraph B of this rule book. The advancement will be made to riders regardless of ECEA club status.

2. Any rider classified as "AA" in the ECEA Hare Scrambles 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. 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 from (ECEA or AMA). 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. Women's, Masters', Golden Masters', and Legends classes (a.k.a. Specialty Classes) are not classified as to experience level. Beginning riders in these classes are issued a C rider classification. Points earned in Women's, Masters' and Golden Masters' classes are not used for advancement. Riders in these **three (3)** classes may transfer to an appropriate B class for the purpose of earning advancement points.

D. 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 **higher** class, a rider feels that he or she is not capable of competing with any degree of success, that rider may appeal **their advancement through the AMA Appeal Process and the AMA will notify the rider.**

E. 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.

F. 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.

G. Recording of accumulated points and rider advancement is the responsibility of the AMA. Class promotions earned at the end of the season must be announced no later than the February ECEA meeting.

H. Championship points are awarded at each enduro of at least fifty (50) actual course miles in length

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

A, B, C Open	A, B (40+ & 45+) & C Senior (40+)	Women's
A, B, C 200cc	A, B Super Senior (50+ & 55+)	C Super Senior (50+)
A, B, C 250cc	A, B, C Veteran (30+)	AA
<b>A, B/C Masters (60+)</b>	Golden Masters (70+)	Legends (80+)

Finishing Position	Points	Finishing 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

The number of places for ALL awards for year-end points-standings shall be determined by the Association at the beginning of each season with a maximum of ten (10). All riders who belong to an ECEA club (or ECEA Committee) and are current paid Enduro Membership Card holders are eligible for ECEA end of year awards. A rider must also finish and receive points (no DNF's) in a minimum of six (6) runs in the SAME class.

I. 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, rounded up to the next whole value.

J. Championship points for the enduro series will be based off of the individual's best twelve (12) enduro results of the season. Individuals will still need to complete a minimum of six (6) events to be eligible for a year-end award. There will be no "throw-aways" and individuals must work their event. *This rule applies to both championship year end overall AND class points. Not Advancements (see Section III).*

#### **IV. EQUIPMENT**

A. All motorcycles must have a current motorcycle license plate firmly attached to the rear fender if required by the hosting club.

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. 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). Motorcycles with cylinder stamped 249cc must provide documentation upon request/protest at an ECEA event that proves the motorcycle has been modified to compete in the respective "Open" class. AMA rules will prevail at National points-paying events.

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

F. 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.

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

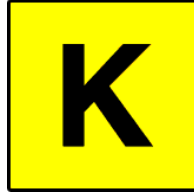
H. When a rider ceases to be a contestant in any enduro, the motorcycle on which he was competing is considered disqualified and may not be used in competition by any other person.

**V. CHECKING STATIONS**

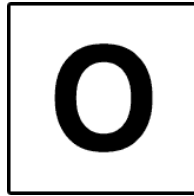
A. Timed checking stations must display the keytime and accumulated mileage to the checkpoint.

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. Position devices (flip cards, etc.) that record riders' arrival time into checks facing toward the riders.

E. 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.

F. 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.

G. 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.

H. 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 all proper reset information on the rider information sheet (a.k.a. "Rider Confirmation 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.

I. 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.

J. 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.

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

L. 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.

M. 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, with the exception of the Start Control at the beginning of the enduro. The initial start control will close fourteen (14) minutes and fifty-nine (59) seconds after the last rider is due to leave. 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.

N. 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.

O. 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.

P. 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.

Q. 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.

R. 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.

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

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

## VI. ENTRIES

A. The following classes *must* be run:

A	B	C	Other
98cc -200cc	98cc -200cc	98cc – 200cc	AA (all motor sizes)
201cc -250cc	201cc -250cc	201cc – 250cc	Masters A - Age 60 & up*
251cc &up	251cc&up	251cc & up	Masters B/C – Age 60 & up*
Veteran – Age 30 & up	Veteran - Age 30 & up	Veteran - Age 30 & up	Golden Masters’ Age 70 & up
Senior - Age 40 & up	Senior - Age 40 &up	Senior - Age 40 & up	Legends – Age 80 & up
Senior - Age 45 & up	Senior - Age 45 & up	Super Senior – Age 50 & up	Women’s
Super Senior - Age 50 & up	Super Senior - Age 50 & up		*If a rider was ever in the A class of any offroad series he/she would be required to enter Masters A class. All other over 60 riders would be in the Masters B/C class. Promotion from B/C to A would follow existing age class rules including petitions not to be promoted if not competitive.
Super Senior - Age 55 & up	Super Senior - Age 55 & up		

B. 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.

C. 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.

D. 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) or row twenty (20) depending on the number of total entries submitted for that event. AA entries received after the drawing date will be assigned the next available row after the last drawn rider. 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.

E. Beginning with one (1) minute after the printed keytime, five (5) or fewer riders shall be placed on each minute.

F. 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.

G. At all enduros, including Nationals, a rider will be able to enter only once.

H. 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. Once a new club member has been submitted to the ECEA Secretary to be recorded in the minutes, that member shall be eligible for ECEA team competition.

I. 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.

J. When a split course is used, the following classes shall follow the shortened course:

A-Super Senior50+, A-Super Senior 55+  
B-Super Senior 50+, B-Super Senior 55+  
All C Classes  
All Specialty Classes

## **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. Tiebreaking by Format

1. ECEA Traditional Enduro:

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. For Example:

Minutes:Seconds

XX:15

15 seconds early

15 emergency points lost

XX:30

perfect time

0 Emergency points lost

XX:45

15 seconds late

15 emergency points lost

#### ILLUSTRATION OF EMERGENCY CHECK TIMING

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

2. AMA National Enduro Format Enduro

See the AMA's National Supplemental Rules.

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.

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. Posted Score Cards at events must have all of the checkpoint scores (points) clearly shown on the cards without any obstructions on the face of the cards.

I. Any score deemed unrealistic may result in a penalty up to and including disqualification.

J. Clubs must use a continuous posting procedure of scores in view of the riders. Results must show scores for each checkpoint on the course. Once all riders are scored and results are posted completely, there will be a thirty (30) minute protest period to include check operation/layout (if applicable). After the protest period is over and any issues (if present) are resolved, event awards can be presented. Results will be subject to a twenty-four (24) hour review period. This review period shall begin after protest period has ended and results have been posted online. **The review period will be for clerical and/or technical errors only.** No protests relating to the operation of a check will be considered during the review period. The event referee must be available via phone, email, or in person to accept changes to results prior to being considered final. After the twenty-four (24) hour review period, results will be deemed official. Scores shall not be altered or corrected without the approval of the event referee.

When printed results are available, either by mail or the ECEA website, the results will be archived after the following regular monthly ECEA meeting. Any rider who contests his score or placing in class after results are declared official may file a written appeal within thirty (30) days after the ECEA meeting in which the results have been declared official to the ECEA E-Board. 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 (sorted by class): Place in class, Rider #, Rider Name, AMA #, ECEA #, Class, ECEA Club, Bike Make, Check Scores (w/Emergency Points if applicable), and Total Score. Also the Top 20 Overall Riders and the Top Finishing Teams (with each rider listed). In case of a discrepancy between the printed results and the Referee Report, the Referee Report is official.

K. 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.

L. 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.

**M. When split loops are used at an enduro, team scoring must use the shortened (all inclusive) course scores. All team riders must finish their respective classes to be scored.**

N. When electronic scoring is used at enduro checks, all enduro rules shall be followed *with the exception of the following*:

1. No score cards will be required. Riders may be required to have an electronic recording device affixed to them or their machine.

2. As directed by check crews, riders may be required to either slow down to 5 mph to ride through a check OR stop to be recorded at a check.

3. If a rider loses their electronic recording device during an event it is up to them to make sure that they appear in the backup books. A ten percent (10%) penalty may be added to the rider’s total score when inputting their data to the software scoring system from backup books.

4. Clubs will be limited to no more than eighteen (18) checks (including the start and finish) for their entire event.

5. 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 control the riders to ensure that they are scored.

6. Results showing all riders’ scores for each checkpoint on the course will be displayed via a monitor at the event or on a designated website for viewing. (No score cards will be hung.)

## **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. Completed Rule Change Proposal Forms will be accepted by the ECEA Secretary no later than the first ECEA meeting in October. After review by the ECEA Rules Committee, those appropriate rule changes shall be distributed to the ECEA clubs at the following ECEA meeting in November. Clubs will on the proposed rule changes (as distributed) at the next ECEA meeting 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 or ECEA Committees who score points in a minimum of six (6) 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 based on the schedule found in Section III of this rule book.

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 schedule found in Section III of this rule book.

Overall points are not included in class points. Throw-aways will be applied to year-end team competition. (The number of which will be determined in the beginning of the year.)

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. New club members shall begin qualifying for award points as of the date that the ECEA Secretary has been notified of the member's name to be read into the ECEA minutes. The member's name shall appear in the minutes with the notification date indicated. 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. If a club member quits their club and joins a new club, they cannot be used on any club team for one year from the date that they join the new club.

J. All Non-ECEA Club Riders will be removed from their respective classes or positions in determining the ECEA point standing of members of ECEA clubs only, 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, B, and C classes, however, these riders must be listed in their respective finish positions on the AMA Referee Report and the printed results.

K. All ECEA points-paying enduros must be AMA sanctioned. 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.

L. An informal "pre-sanction" meeting shall be held each August. 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. A member club in good standing which successfully sanctioned and sponsored an ECEA enduro the previous year may also sanction a hare scrambles. In addition, for every five (5) member clubs which sanction an enduro, there may be one club sanctioning a hare scrambles only. For example, if there are fifteen (15) clubs sanctioning enduros, there may be three (3) clubs which sanction a hare scrambles only. If there are twelve (12) clubs sanctioning enduros, there may be two (2) clubs sanctioning a hare scrambles only. Only ECEA clubs which sanctioned an enduro during the **current** season are eligible to sanction a hare scrambles only. Member clubs who sanction a hare scramble only are limited to one (1) event per year and must assist at an ECEA enduro for their club members to be eligible for ECEA hare scrambles and enduro championship points. 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**

Sponsorship of a Sprint Enduro fulfills a member club's event sponsorship obligation to remain in good standing per the ECEA Bylaws, Article II, Section 2.8.2.

An ECEA club shall not sanction any event (hare scramble or dual sport) on the same day as an enduro. Any event held the day preceding an enduro may only be sanctioned by the club promoting the enduro and must be held at the same location as the enduro. Events scheduled the day before a club's enduro may only be one of the following types: Youth Hare Scrambles, Junior Enduro, ISDE Qualifier, or Dual Sport. 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 event shall be held on the same date within the same locale, with locale being defined as a 60 mile radius, without the mutual agreement and consent of both event holding clubs. In addition the pecking order of selection with regard to events will continue to be Enduro, Hare Scramble and then Dual Sport and other forms of rides up and until the time of sanctioning. Moving forward from the point in time of the sanctioning meeting the protocol of pecking order that has already been satisfied at the time of sanctioning does not apply or override an event that has already followed protocol and been scheduled on a specified date. At that point the statement above would take effect and the clubs holding the two events in conflict and within a 60 mile radius of each other will have to mutually agree to sharing the date. If the club originally holding the date in question does not agree to share the date and the club's events are within 60 miles of each other the original club holding that date can refuse to share said date.

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. All club referees (enduro and hare scrambles) shall be AMA Off-Road Class C Certified (Class A& B are strongly encouraged however). Certifications, once received or posted on AMA's website, shall be forwarded to the ECEA Secretary before that club's ECEA sanctioned event. Any future appointed referees must have their Class C certification completed before their club's ECEA sanctioned event in which they will be officiating. 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.

## *ECEA Sprint Junior Enduro Rules*

**ECEA Sprint Junior Enduro** – An event for youth riders designed to introduce the youth rider to the sport of off-road riding. These events are governed loosely by ECEA Enduro rules and definitions in previous sections of this rulebook with the notation and exceptions of the following:

### **I. General**

- A. All youth racers must be AMA members.
- B. ECEA/AMA rules apply.
- 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. Violations will result in points void status for five (5) ECEA events for the first offense, a one year suspension from all ECEA events for a second offense and a lifetime ban from ECEA events for a third offense. The five (5) points void events for the first offense will be determined by the appropriate ECEA referee (Enduro or HS) and /or the Youth Coordinator.
- D. The sponsoring club may ban the use of any video recording device on any rider's person or motorcycle while participating in an event. The Sponsoring Club must clearly state this restriction on their event flyer and at the event sign-up or check in area. Any rider violating this rule will be disqualified from the event.
- E. Only recognized AMA motorcycles can compete.
- F. Participants must wear a helmet, knee guards/pads, shatterproof goggles, long-sleeved shirt (or jacket), boots (at a minimum of eight (8) inches of leg height), and approved motocross pants.
- G. In order to compete a rider must be an AMA member no younger than four (4) years of age and no older than sixteen (16) years of age as of January 1 of the current racing year. **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.**
- H. 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.
- I. 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.
- J. The rider must be large 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 who cannot control his or her motorcycle safely.**
- K. A rider's age on January 1st will determine his/her age for the year. A rider may move up to the next higher class if he/she will be eligible to do so at any time 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.
- L. ECEA Sprint JuniorEnduro format shall be declared on all pre-event promotional information and hosting clubs shall post a separate "Pre-Event Information

List” specifically for their ECEA Sprint Junior Enduro prior to the event.

M. A lapboard with will be clearly posted with start and end times for each race, time of riders meetings, start of trophy ceremony and amount of laps each class must complete.

N. The mileage length of each test section shall be posted at each check-in.

O. A backup sheet must be kept at all check locations.

P. There is no minimum number of people required to run a check.

Q. No club team competition.

R. 50cc riders may run at the same time as other classes as long as they will not be lapped by riders on larger motorcycles

S. Riders are not permitted to ride backwards on the course.

T. Riders not finishing the suggested number of laps or complete the course shall be eligible for points and will not be considered a “DNF” (Did Not Finish).

U. Outside assistance of pushing the rider’s motorcycle is only permitted in the interest of safety and in efforts to clear the course.

V. A riders’ meeting shall be held prior to the start and may be held at either the starting area. All riders must attend and listen to the information. No pit racing permitted.

W. All ECEA club flyers promoting an event will have either the address for the event or the nearest usable GPS address the club feels comfortable with and will be arrowed from that nearest usable address. If a nearby address is used, clear directions on the flyer should be written as well. GPS coordinates are also suggested but not a replacement for an address.

X. **Passing and moving over at Junior Enduros** - When a faster rider approaches a slower rider, it is the responsibility of the faster rider to safely pass the slower rider. IF the slower rider does not allow the faster rider to pass, the faster rider should properly alert the slower rider that he is trying to pass by either revving the engine or yelling move over. Once passing the slower rider, it is advised to yell thank you. If a slower rider hears or senses a faster rider is behind him and trying to get by, it is the responsibility of the slower rider to pull off to the side at the first safe opportunity. Any rider that fails to follow the above rules, uses foul language directed at another rider, physically places his hands on another rider in an unfriendly manner and or causes the other rider to lose control of his/her motorcycle, that rider will consider to have acted in an unsportsmanlike manner and may be subject to a docking of laps and or disqualification. If the Sprint Junior Enduro Series Committee unanimously agrees that a rider’s conduct requires a docking of laps or a disqualification, the said committee has the authority to do so but the decision can be overruled by the club referee.

Y. A rider must finish the event on the same motorcycle they started the event. First offense of switching motorcycles will result in a DQ. Second offense of switching motorcycles will result in a suspension from future events with length of suspension to be determined by the ECEA Executive Committee.

Z. The ECEA shall determine the amount of rider assessment fees, if applicable, in the beginning of each season.

AA. Family members and members of the hosting club are eligible to compete.

BB. Late to the Start. Once the event begins, the “Check In” crew will declare when the last rider has left the line and it will be noted on the back up sheet. If another rider shows up to the start for his first lap more than five (5) minutes after the last rider has been declared, that rider will be considered late for the start of the race and his first

lap will be accumulating time from five (5) minutes after the announcement regardless of the time he shows up. For example: Peewee race starts at noon, last rider leaves the start at 12:05:00, and the check crew declares the last rider has left the line. Another rider shows up the starting line at 12:15:00, their actual start time will be 12:10:00, essentially adding five (5) minutes to their actual lap time; furthermore their allotted time starts from 12:10:00.

CC. Once scores are posted, the protest period can be as short as fifteen (15) minutes.

## **II. Entries**

A. The number (minute) assigned to the rider at signup is strictly for the backup crews to be able to clearly score the rider on backup sheets.

B. Clubs and committee should strive to position faster riders earlier in the start queue so they will not co-mingle with slower classes/riders.

## **III. Timekeeping/Scoring**

A. Similar to National Enduro format rules, a rider's actual time to complete a lap will be his/her actual time and ultimately be their scoring position. The rider who completes the lap(s) in the least amount of time and within the allotted timeframe for the event will be the winner. For example, if a rider leaves the starting line at 2:10:30 (2:10pm and 30 seconds after the minute) and that rider finishes that lap at 2:25:45, then that rider just accumulated 15 minutes and 15 seconds.

B. The check at the beginning of each test section shall be a Start Control (no penalty for arriving early) and no secret checks will be used throughout the event.

C. A rider's cumulative time will be used to determine total score.

Example: Lap 1 Time = 3 minutes 45 seconds

Lap 2 time = 3 minutes 30 seconds

Total time = 7 minutes 15 seconds

D. Once a rider leaves the starting line, that rider is free to start his/her additional laps any time they feel comfortable as long as they FINISH all their laps in the allotted time.

E. Unlike traditional enduros, a rider will not "hour out" just because a lap has taken more than 60 minutes. As long as a racer completes one full lap he/she will not be considered "houring out" and will receive class points for a year-end.

F. A rider is given a specific amount of time and has this amount of time to complete their laps (not start their last lap) if they do not complete their total required laps within the allotted time, but have started the last lap within their allotted time, the last lap will not count and the "check in" to their last lap will not count for the rider's advantage. A Rider's allotted time will begin accruing when they leave the start for their first lap unless they are late for the start. A club should discourage a racer from entering a final lap if that rider has no realistic chance of finishing that lap within the allotted time.

G. Clubs may assign more laps to different classes. If the lap requirements are to be changed after the race has started, then the new lap requirements must be prominently marked on the racers scorecard.

H. Shortened or split courses and/or varying the number of laps is acceptable.

I. Any course split must be manned by at least one club member.

J. Checks may be placed at any distance interval and do not have to conform

to the traditional three (3) miles apart rule, although it is encouraged for the junior-youth events to meet or exceed a three (3) mile lap.

K. Tie score at event. When competitors have a tie score at the end of an event, then the rider with the fastest last lap becomes the winner, If the last lap is a tie, then the second to last lap is used as the tie breaker and so on.

**IV. Classes/Points (Year-End Awards)**

A. The following ECEA Sprint Junior Enduro Classes shall be run:

- Age 4-6 50cc Air Cooled
- Age 7-8 50cc Air Cooled
- Age 4-8 Girls PeeWee (0cc-51cc)
- Age 7-9 65cc
- Age 7-10 Trail
- Age 11-15 Air Cooled (4 Stroke 66cc-150cc or 2 Stroke 70cc-90cc)  
Maximum Wheel Sizes: Front 19”/Rear 16”
- Age 7-11 Junior Girls
- Age 7-11 85cc
- Age 12-13 Super Mini - (79cc-112cc 2 Stroke or 75cc to 150cc 4 Stroke)  
Maximum Wheelbase – 52”/Maximum Wheel Sizes: Front 19”/Rear – 16”
- Age 14-15 Super Mini - (79cc-112cc 2 Stroke or 75cc to 150cc 4 Stroke)  
Maximum Wheelbase – 52”/Maximum Wheel Sizes: Front 19”/Rear – 16”
- Age 4-6 50cc JR/LC
- Age 7-8 50cc SR/LC
- Age 10-11 65cc
- Age 12-15 Girls
- Age 12-15 85cc

Any classes added during the series season without an amendment to the rules shall be considered exhibitivite and not part of the competitive season.

B. Points for Year-End Awards. There will be 20 points-paying places and riders must earn championship points in the SAME class.

<b>Finishing Position</b>	<b>Points</b>	<b>Finishing Position</b>	<b>Points</b>
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

C. Throwaways. It will be determined by the association at the beginning of each season the number of throwaways. The Association will be allowed to adjust “in season” to suit as needs arise.

D. The number of places for ALL awards for year-end points-standings shall be determined by the Association at the beginning of each season with a maximum of ten (10).

E. Riders must compete in at **least 50% (rounded down)** off all events in order to be eligible for Year-End Awards. Riders competing in less than 50% off all events shall be removed from their respective classes or positions for the determination of final ECEA Sprint Junior Enduro Year-End points-standings. For Example, Rider A has 40 points and is first place in class but has only done two (2) out of five (5) events. Rider B has 39 points and has done three (3) out of five (5) events and is second place in class. Rider A would be removed from the class and rider B would move up into first place.

F. Club membership is not required in order to receive points.

G. Year End Ties. 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. If a tie still exists, then a tie will be considered and duplicate awards will be given. If duplicate awards are awarded because of ties, 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 awards because of a tie, the next placing rider receives fourth (4th) place award.

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. All riders must attend. Location will be announced or posted at the event.
- 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. If you are an “AA” motorcycle participant, you must ride in the “AA” ATV class if desiring to participate in the ATV program.
- H. All riders must gas rider in the designated pit area only if one is provided. Failure to use designated pit area will result in a penalty (loss of lap/time or disqualification) as determined by the event referee along with the ECEA Hare Scrambles Coordinator/Referee. Such decision shall be considered final.
- I. No studded tires can be used including molded and self-screwed studs.
- J. All events will not be started until first aid or ambulance crews are present.
- K. 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.
- L. 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.
- M. No towing allowed. If a machine has to be towed in from the course, that lap will not count.
- N. 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.
- O. 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.
- P. ECEA Club Competition – Team member criteria shall be determined at the beginning of each ECEA season. Points will be based on the team members’ overall

finishing place – with the lowest total score as the winning team, e.g. 1<sup>st</sup> place overall = 1 point, 13<sup>th</sup> place overall = 13 points, 56<sup>th</sup> overall = 56 points, etc.

Q. Each ECEA club who sponsors a hare scrambles event must send a representative to be on/part of the Hare Scrambles Committee.

R. 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. Violations will result in points void status for five (5) ECEA events for the first offense, a one year suspension from all ECEA events for a second offense and a lifetime ban from ECEA events for a third offense. The five (5) points void events for the first offense will be determined by the appropriate ECEA referee (Enduro or HS) and /or the Youth Coordinator.

S. All fees necessary to enter an event or attend as a spectator (gate, camping, event entry, ECEA membership, AMA, etc.) are to be listed on the event flyer.

T. The sponsoring club may ban the use of any video recording device on any rider's person or motorcycle while participating in an event. The Sponsoring Club must clearly state this restriction on their event flyer and at the event sign-up or check in area. Any rider violating this rule will be disqualified from the event.

## 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

Classes/Motorcycles	Color of Plate	Color of Number
Adult – Main Event		
AA	Red	White
A 98cc-200cc (Light)	White	Black
A 201cc – 250 cc (Medium)	White	Black
A 251cc & up – Open (Heavy)	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 98cc-200cc (Light)	Yellow	Black
B 201cc-250cc (Medium)	Yellow	Black
B 251cc & up – Open (Heavy)	Yellow	Black
B Vet (Age 30 & up)	Yellow	Black
B Senior (Age 40 & up)	Yellow	Black
Women’s A/B (98cc & Open)	Blue	White
Adult – C Event (Morning)		
B Super Senior (Age 50 & up)	Yellow	Black
C 98cc-200cc (Light)	Black	White
C 201cc-250cc (Medium)	Black	White
C 251cc & up – Open (Heavy)	Black	White
C Vet (Age 30 & up)	Black	White
C Senior (Age 40 & up)	Black	White
C Super Senior (Age 50 & up)	Black	White
Masters (Age 60 & up)	Black	White
Golden Masters (Age 70 & up)	Black	White
Legends (Age 80 & up)	Black	White
Women’s C (98cc-Open)	Blue	White
<b>Schoolboy 1 Class</b> (Age 12 – 16, 98cc to 125cc 2 Stroke or 75cc to 150cc 4 Stroke) Minimum Wheel Sizes: Front – 19”/Rear – 16”	Black	White
<b>Schoolboy 2 Class</b> (Age 14 – 16, 122cc to 250cc Any Stroke) Minimum Wheelbase – 53” No Minicycle or SuperMini	White	Black
<b>Adult Electric Bike</b> (Two wheeled vehicle electric powered and propelled solely by stored electricity {battery/accumulator} without the use of petroleum based fuels.) Must be full size bike with 16” Minimum Rear Wheel/Maximum 21” Front Wheel	White	Black
Sportsman (non-points paying)*	N/A	N/A
<i>*To be run in separate C Event if applicable.</i>		

<b>Youth**</b>	<b>Color of Plate</b>	<b>Color of Number</b>
SuperMini Age 14-16 (79cc-112cc 2 Stroke or 75cc to 150cc 4 Stroke) Maximum Wheelbase – 52” Maximum Wheel Sizes: Front 19”/Rear – 16”	White	Red
SuperMini Age 12-13 (79cc-112cc 2 Stroke or 75cc to 150cc 4 Stroke) Maximum Wheelbase – 52” Maximum Wheel Sizes: Front 19”/Rear – 16”	Red	White
85cc Age 12-15 (66cc-85cc 2 Stroke or 75cc-125cc 4 Stroke)	White	Black
Girls Senior Age 12-16 79cc-112cc 2 Stroke or 75cc-150cc 4 Stroke Maximum Wheelbase – 52” Maximum Wheel Sizes: Front - 19”/Rear – 16”	Blue	White
Age 11-15 Air Cooled. (4 Stroke 66cc-150cc or 2 Stroke 70cc-90cc) Maximum Wheel Sizes: Front - 19”/Rear – 16”	Green	White
85cc Age 7-11 (66cc-85cc 2 Stroke or 75cc-125cc 4 Stroke) Maximum Wheel Sizes: Front – 17”/Rear – 14”	Black	White
<b>Juniors</b>	<b>Color of Plate</b>	<b>Color of Number</b>
65cc Age 10-11 (59cc-65cc 2 Stroke)	Yellow	Black
Trail Age 7-10 (66cc-110cc Air Cooled 4 Stroke, 70cc-90cc Air Cooled 2 Stroke) Maximum Wheel Size Front: 16” Maximum Wheel Size Rear: 14” (No CRF 100's permitted.)	Green	White
Girls Junior Age 7-11 (59cc-85cc 2 Stroke or 75cc-125cc 4 Stroke) Maximum Wheelbase – 51” Maximum Wheel Sizes: Front - 17”/Rear – 16” Minimum Wheel Size: Rear – 12”	Pink	White
65cc Age 7-9 (59cc-65cc) 2 Stroke Maximum (Adjusted Length) Wheelbase – 45” Maximum wheelbase must maintain manufacturer specifications. Minimum Wheel Size 12”/Maximum Front Wheel Size – 14”	Black	White
**To compete in a youth meet a rider can be no older than 16.		

<b>PeeWee</b>	<b>Color of Plate</b>	<b>Color of Number</b>
PeeWee Sr. Age 7-8 (0-51cc 2 Stroke) KTM Sr. & Cobra Sr. Single Speed Automatic. Liquid Cooled. Maximum (Adjusted Length) Wheelbase – 41” Maximum Wheel Size – 12” Retrofitted 12” Wheels are permitted on all AMA Class 2 motorcycles. No larger than 19mm round intake.	White	Black
PeeWee Jr. Age 4-6 (0-51cc 2 Stroke) KTM Jr. & Cobra Jr. Single Speed Automatic. Liquid Cooled. Maximum (Adjusted Length) Wheelbase – 36” Maximum Wheel Size – 10” Maximum Seat Height – 24”. No larger than 14mm round intake	Black	White
PeeWee Age 7-8 (0-51cc 2 Stroke or 0-51cc 4 Stroke) JR, PW, XR, CRF, TTR, KTM Air, Single or Multi-Speed Automatic. Maximum (Adjusted Length) Wheelbase – 38” Maximum Wheel Size – 10” Maximum Seat Height – 22”. No larger than 13mm round intake	White	Black
PeeWee Age 4-6 (0-51cc 2 Stroke or 0-51cc 4 Stroke) JR, PW, XR, CRF, TTR, KTM Air, Single or Multi-Speed Automatic. Maximum (Adjusted Length) Wheelbase – 38” Maximum Wheel Size – 10” Maximum Seat Height – 22”. No larger than 13mm round intake	Black	White
PeeWee Girls - Ages 4-8(0-51cc 2 Stroke or 0-51cc 4 Stroke) Maximum Wheel Sizes - 12” Front, 10” Rear No larger than 19mm round intake	Pink	White
Electric PeeWee - Ages 4-8 Maximum Wheel Size - 12” Front, 10” Rear Maximum Voltage: 48 Maximum Watts: 5 kW (5000 watts) No OSET 12.5 or 12.5R	Yellow	Black

O. Tie score at event. When competitors have a tie score at the end of an event, then the rider with the fastest last lap becomes the winner, If the last lap is a tie, then the second to last lap is used as the tie breaker and so on.

#### 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 or ECEA Committee member in good standings or pay a set annual fee for ECEA membership in lieu of ECEA club membership. Any current ECEA club or ECEA Committee member wishing to leave a club and become an Associate Member will have a one (1) year waiting period. A rider must also earn points in the twenty (20) points-paying places of the SAME class in a minimum of 50% of ECEA Hare Scrambles season's events held, rounding down (i.e. twelve (12) events –six (6) count, eleven (11) events –five (5) count, etc.).

#### **“AA” CLASSIFICATION**

1. Any rider who's ranking in the overall ECEA Hare Scrambles Series points standings at the end of the season is at or below a predetermined position. That predetermined position shall be defined at the ECEA meeting held prior to the start of the new season by the Association and apply to those applicable riders at the end of that same season. However prior to finalizing season points standings for AA advancements, the number of positions may be amended based on review by an ECEA Results Committee which shall be composed of the Enduro and Hare Scrambles Points-Keepers, the ECEA Referee and two ECEA members at-large (appointed by the ECEA President). Criteria for an amendment will include individual rider performance and series event attendance. Riders may petition for advancement or relegation according to Section III. Classification of Riders and Points, Paragraph B of this rule book. The advancement will be made to riders regardless of ECEA club status.

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 AMA 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 who have an AMA “B” ranking in any other off-road districtor motocross series.

3. If a “B” rider places in the Top Ten (10) Overall in any three (3) eventsover the course of the season, they will be moved to the “A” class at the followingrace.

#### *“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. The only restriction on this rule is advancement to AA. A rider may request to move back to a lower classification via an ECEA appeal process.

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

C. A rider may advance themselves up in classification at any point in the season, however they must remain in that level.

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 the AMA Off-Road National Advancement System. All points are carried over from the previous year.

B. To advance from “C” to “B” and “B” to “A” a rider must earn the amount of AMA “B” points and AMA “C” points as specified in the AMA’s rule book. To advance to “AA”, the following shall apply: Any rider whose ranking in the overall ECEA Hare Scrambles Series points standings at the end of the season is at or below a predetermined position. That predetermined position shall be defined at the ECEA meeting held prior to the start of the new season by the Association and apply to those applicable riders at the end of that same season. However prior to finalizing season points standings for AA advancements, the number of positions may be amended based on review by an ECEA Results Committee which shall be composed of the Enduro and Hare Scrambles Points-Keepers, the ECEA Referee and two ECEA members at-large (appointed by the ECEA President). Criteria for an amendment will include individual rider performance and series event attendance. Riders may petition for advancement or relegation according to Section III. Classification of Riders and Points, Paragraph B of this rule book. The advancement will be made to riders regardless of ECEA club status.

C. All advancements will take place as soon as the AMA advances (January 1).

## 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 96db'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. A working kill switch (bikes) and tether switch (ATV) must be on all machines.

D. 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 no 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, unless the riders meeting has been determined to be on the starting line.

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 and then “B” classes. A separate “C Event” [which includes any specialty classes and any non-points paying classes (e.g. Sportsman Class)], shall be run at ALL events (one day or two day). All rows will be started thirty seconds (30) to one (1) minute apart, based on course length and speed. All 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, or an appropriate time as determined by club referee up to disqualification.

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 transponder scanned by a race official prior to the start to see that their scoring device is working properly. It is the rider’s responsibility to make sure their information is correct prior to the start.

## X. SCORING

A. Unless directed by the referee at the riders’ meeting, 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 rider number stickers must be placed on the left, lower side of the helmet. These will be given out at sign-up. If the rider number sticker is placed in the wrong area of the helmet, the rider may not be scored properly on the backup sheets.

D. All numbers on the bike that do not match the rider’s number are suggested to 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 is scanned. The scoring official will notify the rider when they have been scored. Missing scans may result in a penalty to the rider. A backup sheet must be used.

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

G. 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.

H. **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. **CHAMPIONSHIP YEAR-END POINTS**

A. The ECEA Hare Scrambles Points Keeper will be responsible for tabulating all year-end championship 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! This applies to year-end overalls.**

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. If the class winner turns an odd number of laps, the total will be rounded down to determine



finishers. Example: If the winner turns nine (9) laps, all riders completing four (4) or more laps will be scored.

E. A rider must belong to an ECEA club or an ECEA Committee to earn year-end championship points and awards or pay a set annual fee for ECEA membership in lieu of club membership **as an Associate Member**. A current ECEA Club Member wishing to leave a club and become an associate member will have a 1 year waiting period.

F. The number of places for ALL awards for year-end points-standings shall be determined by the Association at the beginning of each season.

G. 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 for the Main Event and a minimum of one and one half (1 ½) hours long for the Morning or C Event, 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 and a half (1-1/2) hours long - junior and peewee races are to be approximately one (1) hour long as advertised at the hosting club's discretion.

#### XIV. RACE FEE STRUCTURE

A. Gate fee for Hare Scrambles should be ten dollars (\$10.00) per person over the age of five (5). Those age five (5) and under should be charged no more than five dollars (\$5.00). There will be no additional camping fees allowed unless the landowner has RV spots with hookups or premier parking spots that they would like an additional fee for.

B. It is recommended that the minimum entry fee for non-national events be at least thirty dollars (\$30.00) for adult motorcycles and ATV, and twenty dollars (\$20.00) for youth, junior, and peewee motorcycles and ATV. However, it is at the promoting club's discretion.

C. Day pass riders will be charged a set fee determined at the beginning of the season and will be issued a new number at each race.

D. Replacement cost of lost or damaged transponders will be at the determined cost established at the beginning of the season.

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

F. The above fees are over and above the AMA membership fees.

#### XV. PROMOTER FEE STRUCTURE

A. The promoter of each event will pay an assessment fee per rider as established at the beginning of the season. 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 no later than thirty (30) days after such that event.

B. The sponsoring club shall pay the ECEA HS Committee a set fee of two hundred fifty dollars (\$250.00) for scoring and sign-up for a weekend event.

#### XVI. SIGN-UP TIMES

A. To be determined at season start by the Hare Scramble Committee.

#### 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.

D. Standard payout scale by class (see table below). It is based on an 80% payback by class per number of riders. 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.

**Suggested A-Class Cash Award Amounts for Hare Scrambles  
(Based on number of entrants in each class.)**

Places Awarded	1	2	3	4	5	6	7	8	9	10	11
Number in Class											
1	30										
2	60										
3	60	30									
4	80	40									
5	90	50									
6	100	60	30								
7	100	70	35								
8	110	80	35								
9	110	80	50	25							
10	120	90	60	30							
11	120	95	65	30							
12	120	95	70	50	20						
13	130	100	80	50	25						
14	130	110	80	55	25						
15	130	110	85	65	40	20					
16	135	110	90	70	45	20					
17	140	120	95	70	50	25					
18	140	120	95	75	60	35	20				
19	140	120	100	80	60	40	20				
20	140	120	100	80	65	50	30	15			
21	140	120	100	85	70	50	35	20			
22	140	125	100	90	70	55	35	20			
23	140	125	100	90	75	60	45	30	15		
24	140	125	110	95	80	60	50	30	15		
25	145	130	115	100	80	65	50	30	15		
26	145	130	115	100	85	70	55	40	25	15	
27	145	130	115	100	85	70	55	40	25	15	
28	145	135	120	100	90	75	60	45	30	15	
29	145	135	120	100	90	80	65	50	40	25	15
30	145	135	120	105	95	80	65	55	40	25	15

## *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.

B. 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. Violations will result in points void status for five (5) ECEA events for the first offense, a one year suspension from all ECEA events for a second offense and a lifetime ban from ECEA events for a third offense. The five (5) points void events for the first offense will be determined by the appropriate ECEA referee (Enduro or HS) and /or the Youth Coordinator.

C. The sponsoring club may ban the use of any video recording device on any rider's person or motorcycle while participating in an event. The Sponsoring Club must clearly state this restriction on their event flyer and at the event sign-up or check in area. Any rider violating this rule will be disqualified from the event.

### 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 no younger than four (4) years of age and no older than sixteen (16) 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 then ALL events count. This will include overalls. A rider must compete in a minimum of 50% of ECEA Hare Scrambles season's events held, rounding down (i.e. twelve (12) events –six (6) count, eleven (11) events –five (5) count, etc.). 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. PeeWee, Junior, and Youth events shall be held on the same day.

### 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 numbers must match the rider's 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.H. 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 Hare Scrambles Committee!**

**Unsportsmanlike conduct will not be tolerated.**

## 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

## **APPENDICES**

### **ECEA FORMS**

- 1. APPEAL FORM**
- 2. ADVANCEMENT PETITION FORM**
- 3. RULE CHANGE/PROPOSAL FORM**



East Coast Enduro Association, Inc.  
c/o 101 Rt. 541 Bypass  
Hainesport, NJ 08036

(609) 560-1713  
[ecea.secy@verizon.net](mailto:ecea.secy@verizon.net)

[www.ecea.org](http://www.ecea.org)



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