



## **RMEC RACE FORMATS - 2017**

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## **SECTION 2.2**

### **2017 RMEC RACE FORMATS**

*Events will fall into one of the following categories and other events as approved by the RMEC Board*

#### **A. RELIABILITY ENDURO**

1. Reliability events (qualifiers) will use the current edition of the [AMA Racing Rulebook](#) as a guide and for clarification.

#### **B. TIME KEEPING ENDURO**

1. Time keeping events will use the AMA Racing Off-Road only Rulebook as a guide and for clarification.
2. The promoter of the event will note on its flyer any changes from the AMA Timed Enduro Rules.
3. Timed Enduro course markings must follow AMA guidelines.
4. No other rider may be stapled to an AA rider's entry for the purpose of riding on the AA's rider number.

#### **C. NEPG NATIONAL RESTART ENDURO**

1. NEPG events will use the AMA Rekluse National Enduro Championship Series rules.

#### **D. RMEC RESTART FORMAT ENDURO**

The RMEC Restart Format uses the NEPG rules as a guide and for clarification with the following exceptions.

The RMEC Restart Enduro is an amateur event designed to measure the skill of a rider by evaluating the riding capabilities through special tests, without emphasizing timekeeping ability. It takes place on a variety of terrain including little-used roads, trails, paths, grass tracks, motocross tracks and other natural terrain. Additional man-made obstacles may be used. There are scheduled known Start Checks and special tests where the riders accumulate points.

1. Definitions of RMEC Restart Enduro Terms:
  - a. Check-in --- a Known Control designating the starting point of a test section. This check is where accumulated mileage and key time are listed on the route sheet.
  - b. Check-out --- an Emergency checkpoint at the end of a test section where the time, in minutes and seconds, each rider took to ride through that section is recorded.
  - c. Flip Card Time --- the displayed checkpoint time at all checks that has been modified from key time to a scheduled arrival time to that check; as a result,

- the checkpoint clock time will read the same at all checks if the rider is on schedule to the checkpoint.
- d. Gas Stop --- a place designated on the route sheet by accumulated mileage, key time, and the words “Gas Stop”.
  - e. Key Time --- the time of day the promoter uses. Key Time is the time that will be used for the start of the event and to calculate the scheduled arrival time at each checkpoint.
  - f. Known Control --- any point on the course where arrival time and accumulated mileage is known by all participants.
  - g. Route Sheet --- printed information providing pertinent details about course locations, including distances and targeted arrival times.
  - h. Start Control --- See Check-in.
  - i. Test Points --- the time in minutes and seconds used to negotiate a test section.
  - j. Test Section --- a special part of the course that is ridden as fast as one can safely and successfully negotiate the course. Test Sections are the most critical measurement in a Restart Enduro. Scoring is to the minute and seconds from the top of the riders minute.
  - k. Transfer Section --- a distance on the course between one Test Section to another Test Section or Known Control that has a scheduled amount of time to complete. This is essentially “Free Time” sections in which there cannot be a check.
2. General Event Format
- a. All RMEC and AMA safety rules apply.
  - b. The RMEC Restart Enduro will be under the jurisdiction of the RMEC Promoter Coordinator.
  - c. All riders of the event must have a RMEC Yearly Membership or purchase a one-day membership.
  - d. At the starting time (Key Time of the Enduro), the event starter allows up to five (5) riders to begin on every minute.
  - e. Prior to the start of a test section, whether verbal, by sign, or by other means, engines may be start no less than ten (10) seconds prior to the start, but can be more than ten seconds prior to the start.
  - f. In the case of short one loop events the promoter may start a rider every 15 seconds.
  - g. Loops can be ridden multiple times with two or more special test sections within each loop.
  - h. There shall be a minimum of four special tests for the event. In events where the entire loop is a special test, the loop must be run at least four times.
  - i. Gas stops will be at a distance not to exceed 33 miles. Promoters will make an effort to keep distances to less than 33 miles.
  - j. All gas stops are dead engine.
  - k. There shall be 15 minutes free time for each the gas stop.
  - l. It is the responsibility of the rider to know when they are due at any Check Point.
  - m. A rider can never be more than one hour and 59 seconds past their

- scheduled time due at any Check Point or they will be disqualified.
  - n. The master Key Time clock must be available at the sign-in area the day before the event.
  - o. All check clocks will be set to the second from the master Key Time clock used at the start of the day of the event.
  - p. If more than ten riders protest a check, the Promoter and the Referee must consider elimination of that check.
  - q. A rider cannot be credited for a section not ridden.
  - r. A rider's time cannot be adjusted.
- 3. Route Sheet
  - a. A route sheet will be given to all riders no less than an hour before the start.
  - b. The sheet must list the start time for the event, the key time for all known controls and the accumulated mileage to all known controls.
  - c. It will show the number of loops for the A/B and C divisions, splits, danger warnings and other rider information.
  - d. The route sheet will also list the accumulated mileage to any gas stop locations along with a scheduled arrival and departure time for the gas stop.
  - e. A route schedule may be posted in lieu of a route sheet given to all riders, but must provide all information a route sheet has.
- 4. Course Markings
  - a. If the trail has ribbon on both the right and left a rider must ride between the ribbons.
  - b. A rider must ride within 25 feet all trail markers.
  - c. Mileage markers will be posted on the course at every even mile.
- 5. Special Tests
  - a. Special Test Sections are the most critical measurement in an event. Prior to the start of a Special Test the rider may start the motor at least 10 seconds prior to the start of that test.
  - b. Special Tests may start or end anywhere on the course as long as it complies with the proper mileage and to the speed average of that section.
  - c. The Start Control of a Special Test is known as a Check-in Check.
  - d. The end of a Special Test is known as a Secret Check-out Check.
  - e. Riders may arrive at any time before a Known Start Control, in order to wait for their scheduled departure time.
  - f. Riders will not be penalized for arriving at a Known Control Check early, as long as they have not crossed the check line.
  - g. When the rider's front wheel crosses the check line, this establishes the arrival or departure time from that check for the rider.
  - h. All riders must stop at all Secret Checks after they have crossed the check line to get their score cards marked. Riders must wait until directed to continue by the check personnel.
  - i. The rider's scorecard will be marked with the rider's number at a Test Section check-in regardless of what time he arrives.
  - j. It is the responsibility of the Test Section check-out scorer to determine if the rider is over one hour late.
  - k. The rider scorecards shall be marked at all checks and a back-up scoring

- book shall be used to record the arrival or departure time at all checks.
- l. The rider's scorecard will be marked by the check workers with the rider's arrival time in minutes and seconds at the Secret Check out.
  - m. Protest sheets will be available at all checks.
6. Final Scoring
- a. Final scores will be total minutes and seconds, the best score being zero.
  - b. 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.
  - c. Ties will be broken by last test score. If the tie still exists, each preceding Test Section is compared until the tie is broken.
  - d. Penalties for jumping the start of a test section will follow standard Enduro rules:
  - e. Two point penalty for first early minute, five points penalty for each subsequent minute early.
  - f. Check workers are responsible for recording the rider's number on the Protest sheet.
  - g. In a RMEC Restart format, any rider arriving early at a "Test Section Checkout" will receive a "0" score and proceed to the next Start Control Check.

## **E. JUNIOR ENDURO**

Junior Enduros for riders ages 3-14 will be held on the Saturday prior to each RMEC Championship Series Event that has requested and been approved for a Junior Enduro. Points will be accumulated for determining year-end awards.

1. Riders Fees
  - a. A fee, in agreement with the Promoting Club and the RMEC Junior Series coordinator, will be determined for each event.
2. Motorcycle Legality
  - a. A Motorcycle is a vehicle with an engine and two wheels. Only motorcycles can be used to compete in RMEC Junior enduros. No three or four wheeled vehicles are allowed. No training wheels are allowed.
  - b. Junior Enduro Classes
  - c. Junior 50cc Class: 3-6 years of age, 0-50cc Riders turning 7 before July 1 must ride in the Junior 50cc Age 7 and over class.
  - d. Junior 50cc Class: 7 years of age and over, 0-50cc 2 stroke, 0-80cc 4 stroke.
  - e. Junior 65cc Class: 0-65cc 2 stroke, 0-110cc 4 stroke.
  - f. Junior 85cc Class: 0-100cc 2 stroke, 0-150cc 4 stroke.
  - g. Beginner Women's Class: Any size bike. Beginner women riders only.
  - h. Trail Marking/Length
  - i. The host organization, in conjunction with the Junior Series Coordinator, will ribbon a Junior Enduro course suggested to be between 2 and 3 miles in length.
  - j. It is also suggested that a shorter course (.5 – 1 mile) be marked for the 50cc/Jr. Beginner race. This can be done as a separate course or a split off of

- the main Junior Enduro trail.
- k. If a split is done, it should be manned the entire time the kids are racing to make sure they all understand which way to go.
  - l. A shortened mileage is recommended based on the probability of a 50cc being able to successfully negotiate the section without outside assistance.
  - m. Markings shall be placed where a rider on a smaller bike will see them.
3. Practice
    - a. Participants of the Junior Enduro will be allowed to practice the course prior to the event. If practice is not available a Parade Lap / Site Lap will be available.
    - b. Only participants shall be allowed on the track during practice, with the exception of parents or family members helping smaller riders.
  4. Riders Meeting
    - a. Rider's Meeting will be held immediately prior to each race, at the Start. Information may also be obtained at Sign up.
  5. Race Procedures
    - a. Rider numbers are to be assigned at the Sign-up of each race on a first come, first served basis.
    - b. It is suggested that each participant have numbers which can be taped to the front number plate.
    - c. The targeted starting time shall be 3:00 pm on Saturday before the Enduro unless stated on the flyer.
    - d. Rider's meeting will be provided 10 minutes before starting time.
    - e. Race times:
      - (1) 50cc's – 30 minutes
      - (2) 65cc, 85cc, and Beginner Women – 45 minutes
    - f. Starts will be live engine.
    - g. Clubs may group classes as they see fit depending upon the number of riders and keeping safety in mind.
    - h. It is recommended that the 85cc and Women classes not run with the smaller bikes/younger kids.
    - i. If multiple classes are run together, starts are staggered.
  6. Disqualification
    - a. Riders could be disqualified, at the discretion of the promoter or referee, if:
      - (1) The rider engages in any deceptive actions/practices.
      - (2) The rider gains advantage by cutting the course.
      - (3) The rider competes on a bike with a higher displacement than the class allows.
  7. Circuit Ranking
    - a. The RMEC will maintain a season long ranking of all racers in each RMEC scored class. This ranking identifies which riders will receive awards at the annual Awards Banquet.
    - b. Scoring will follow RMEC Circuit Scoring.
  8. Awards
    - a. Event Awards:
      - (1) Top three finishers in each class will receive an award (trophy, plaque, or medal).

- (2) All participants will receive a participation award (some type of pin, hat, t-shirt, sticker, or other novelty item).
  - b. Year End Awards:
    - (1) The top three finishers in each class will receive year-end awards.
- 9. Miscellaneous
  - a. No training wheels.
  - b. When in question, RMEC Rulebook main enduro rules take precedence.
  - c. It is under the discretion of the Junior Series Coordinator to remove a rider from competition if it is felt the rider is a danger to him/herself and/or other riders.