**Ross Creek Trail Riders Time Keeper Enduro Rule Book**

**(Based on 2008 TSCEC Rule Book)**

## 10.0 Trail Marking

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

1. All speed changes, mileage resets, leaps, free times and course splits must be clearly identified on the course with easily readable signs with a minimum of three (3) inch letters. These signs must be placed in a prominent position so approaching riders can readily see the signs.

2. Major turns in the direction of the course will be designated by:

   - one arrow prior to a turn
   - two arrows at the turn
   - one arrow after the turn

3. Course mileage markers shall be posted at least every multiple of five (5) miles. Each mileage sign must have lettering that is a minimum of six (6) inches tall. All events shall have a 2.9 mile marker.

4. After a course split, signs identifying "SHORT COURSE ONLY" and "LONG COURSE ONLY" shall be posted within one-tenth (1/10) of a mile down the course after the split.

5. Mileage signs must be specifically marked by loop when sections of trail are repeated. When sections of the trail overlap between the long and short courses, mileage signs must indicate "long course" or "short course" as appropriate. If the long course and short course share the same trail but have differing mileages, any mileage on said trail must have both long and short mileage posted at the same location.

6. The trail must be marked with surveyors' ribbon and arrows of a color that is most visible to the riders. The TSCEC President must approve the arrows.

7. Only trail markings that constitute part of the course being ridden shall be visible to contestants in the enduro. All markings not part of the current enduro trail must be removed. All old and weathered markings shall be removed from the course.

8. All course mileage must be measured and all check points located using the same motorcycle and same odometer. The accuracy of the odometer must be verified before the course mileage is measured.

9. It is recognized that obtaining permission to use land and laying out an enduro can be a difficult and demanding task. The following guide lines for course length should be followed if possible:

   · The Long Course should be more ground miles than the Short Course.

   · The "B" Course may be shorter than the "A" Course. However, if possible, the "B" Course should be longer than the Short Course.

   · The Long Course must be at least fifty (50) ground miles.

   · No minimum or maximum lengths apply to the Short Course. However, it is recommended that the Short Course be at least fifty (50) ground miles.

10. Danger Markers shall be placed well in advance of the actual danger point. Danger Markers shall be day-glow orange and signified by a large "X".

11. Distinctive Road Crossing or Danger markers shall be posted well before any road crossing.

12. The correct course mileage must be posted on the trail after the initial starting line and before the first timed checkpoint. (2.9 marker mandatory)

13. Arrows and ribbons should be on the right side of the trail if possible. Turn arrows should be placed on the outside of the turn if the turn is tight or requires slowing to negotiate.

## 11.0 Rider's Meeting

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

1. The host organization must hold an official rider's meeting prior to the start of the enduro. The time of the rider's meeting must be clearly posted.

2. No running motorcycles are allowed at or near the rider's meeting at the risk of disqualification.

3. A warning siren shall be sounded five (5) minutes prior to the start of the rider's meeting.

4. Any changes necessary in the course information must be announced at the start of the rider's meeting.
5. WWV broadcast radio time must be available at the rider's meeting.

## 12.0 Time-Keeping Devices

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

1. WWV broadcast radio and Atomic Time are the Master Clocks for all TSCEC enduros. All time-keeping devices used by the host organization for control of an enduro must be synchronized with one of the above.

2. At the conclusion of each enduro, all time-keeping devices used during the enduro (starting line and all timed checkpoints) and the Master Clock shall be placed on display while still running at the event headquarters location.

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

## 13.0 Checkpoints

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

## 13.1 Checkpoint Identification

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

- White – Visual Checkpoint

- Red and White – Secret timed checkpoint

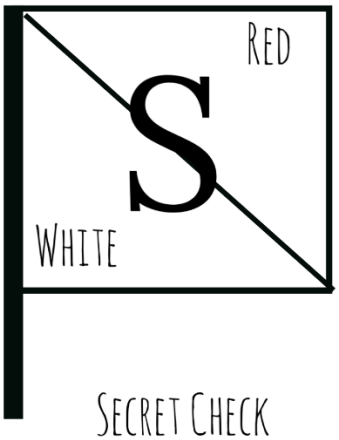
- Green and White – Tie-breaker timed checkpoint

- Yellow – Known control timed checkpoint. (See section 14.0)

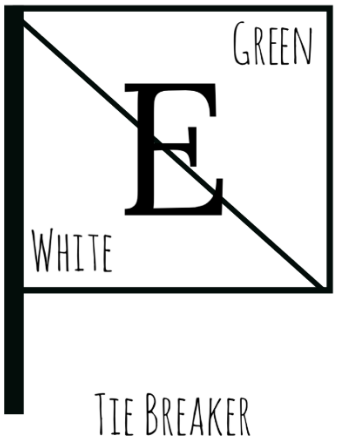
These checkpoint signs shall be the same design as approved by the American Motorcycle Association.



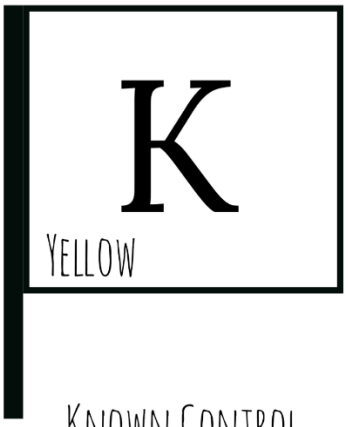

Visual Check




Secret Check




Tie Breaker




Known Control Check

## 13.2 Checkpoint Location

1. A timed checkpoint must be positioned such that it occurs on a whole minute and on a whole tenth of a mile.

2. If a checkpoint's mileage is found to be off by more than .02 miles (plus or minus) from the last posted mileage, the checkpoint shall be ruled invalid and changed to a visual checkpoint.

3. If a timed checkpoint is correct in seconds but wrong in minutes, the checkpoint time may be adjusted accordingly. If a timed checkpoint is found to have inaccurate time in seconds, the checkpoint shall be ruled invalid and changed to a visual checkpoint. (See rule 13.0).

4. The correct course mileage must be posted on the trail after the initial starting line and before the first timed checkpoint.

5. The key time at a checkpoint shall be the same for all classes. It is allowable to place two checkpoints next to each other with lanes labeled by class.

6. Adequate personnel should be assigned to each checkpoint to allow marking of at least two riders at the same time. For secret and known control checkpoints, at least four (4) workers are needed. For tie-breaker checkpoints, at least five (5) workers are usually needed.

## 13.3 Information at a Checkpoint

1. Checkpoint mileage and key time must be listed together on the same sign at all timed checkpoints. The sign shall be placed on the right side of the check lanes and should not be visible to the riders until they have entered the checkpoint lane. (See diagram below).

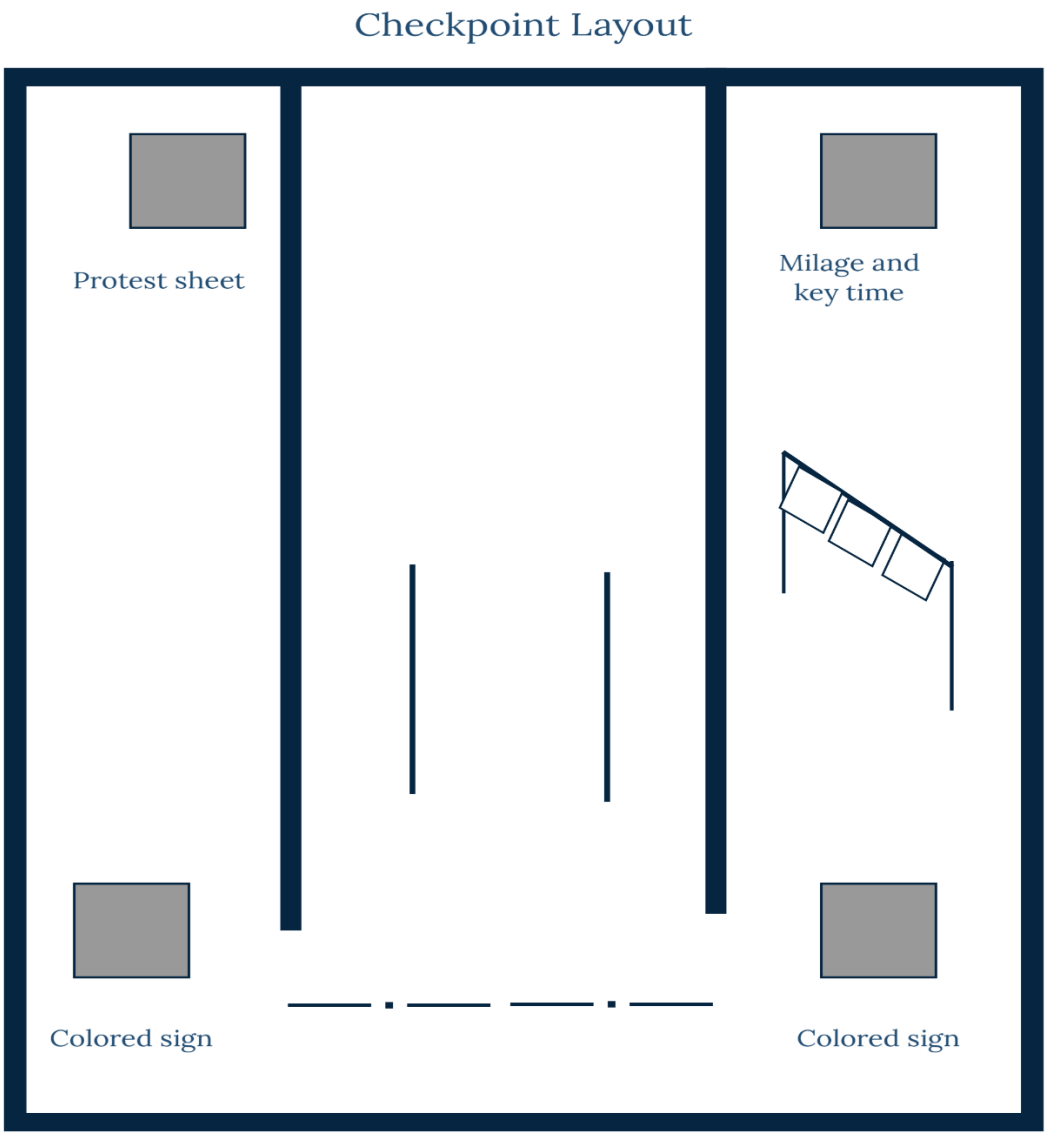
2. All timed checkpoints and the starting line must display the accurate course time using a three-digit flip card system.

3. Flip cards at timed checkpoints shall be placed on the right side of the check lanes and should not be visible to the riders until they have entered the checkpoint lane. (See diagram below).

4. A Protest Sheet must be provided at each checkpoint.

5. Back-up scoring sheets are mandatory at all timed and visual checkpoints. The rider's number and minute of arrival must be recorded on the back-up sheet. For tie-breaker checkpoints, the rider's number and arrival time in minutes and seconds

must be recorded.  In case of inclement weather, waterproof back-up scoring sheets must be used.




## 13.4 Reaching a Checkpoint

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

1. Generally, a rider's time shall be taken when the motorcycle's front wheel crosses an imaginary line between the colored identification signs at the entrance of a check lane.

2. Riders who are EARLY to a checkpoint will be scored when:

   · The rider touches the ground prior to the checkpoint entrance.

   · The rider zig-zags or purposely take any other action contrary to a straight path to the checkpoint. Slow riding in a straight line and "free balancing" (stopped but no feet on the ground and no external support used) shall not be deemed as reason for taking a rider's time.

   · The rider is stopped, with a foot on the ground or with external support, and the rider is identifiable within sight of a timed checkpoint. Checkpoint personnel however, may NOT leave a checkpoint to try to identify a rider.

3. Riders who are LATE to a checkpoint will be scored when the front wheel crosses the imaginary line at the entrance to the check lane. This includes riders who are forced to push their motorcycle into the checkpoint.

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

## 13.5 Checkpoint Separation

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

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

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

## 13.6 Tie-Breaker Checkpoints

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

- When possible, tie-breaker checkpoints should be wider than secret checkpoints to minimize congestion.

- A minimum of two (2) tie-breaker checkpoints must be used for the Short Course and the Long Course.

- The Long Course (when not exactly the same as the Short Course) must have a tie-breaker checkpoint which is not part of the Short Course. Note: This can all be done with three tie-breaker checkpoints: one common, one Long Course only and one for the Short Course, which is also used by the Long Course.
- If a known control such as the finish line is a tie-breaker checkpoint, see rule 14 item 4.

## 14.0 Known Controls

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

1. At the option of the host organization, any timed checkpoint may be designated a known control. The initial starting line and all finish lines are always known controls.
2. The host organization must hold participants at a known control until their scheduled departure time. Riders who disregard a hold will be penalized two points for each minute they leave the known control early. A participant may not leave the starting line known control prior to the time designated for their assigned starting number.

3. A participant may arrive at a known control up to fifteen (15) minutes early without penalty. Riders arriving more than 15 minutes and 0 seconds early are DNFed from the event but only if the club announced their intention to enforce this provision at the riders meeting.

4. A known control may also be a tie-breaker checkpoint. In this event, only late points will be assessed. Riders who are not late are considered to have a perfect score at the check. A known control with a tie-breaker checkpoint must be announced at the rider's meeting and be part of the course information.

## 15.0 Changes in Course Mileage

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

Changes to course mileage:

- Cannot adjust the course mileage in a backward direction. However, setting the course

mileage to zero miles with a leap to zero is allowed. (See rule 13.5)

- Must be to a whole tenth of a mile.
- Cannot adjust the course mileage into a timed checkpoint.

## 16.0 Gas Stops

## 16.1 Free Time

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

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

## 16.2 Mileage

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

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

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

## 17.1 Scoring Requirements

1. The Executive Committee for the purpose of assisting member organizations with event scoring will elect a Scoring Committee.
2. A rider shall ensure that his scorecard has the correct name, class and TSCEC number on it. Multiple scorecard violations will result in loss of circuit points at that event.
3. A rider's scorecard must be visible to the rider at all times. Three part waterproof plastic encapsulated score cards shall be used at all TSCEC events.

4. It is the responsibility of each contestant to present their score card to the scoring officials promptly after finishing an enduro. Flagrant violations of this rule will result in disqualification. A rider's finishing position can be changed after the protest period if their score card could not be turned in due to conditions beyond their control. The President will make the final decision.

5. The sponsoring club will designate individuals at their event to receive the rider's scorecard after an enduro. These individuals will clarify any doubtful numbers by writing the correct number next to the uncertain number and obtain the rider's signature of concurrence. In case of disagreement or questions, the backup sheets will be used to verify the score.

## 17.2 Event Scoring

1. The standard scoring for timed checkpoints shall be:

   · One point for each minute late

   · Two points for the first minute early
   · Five points for each minute early after the first minute early

2. In the case of tied scores, the tie-breaker checkpoints determine the winner. A rider who reaches a tie-breaker checkpoint at exactly thirty (30) seconds into his assigned minute has a perfect score for that checkpoint. To resolve ties, the score for each rider involved is calculated in terms of the number of seconds they arrived at the tie-breaker checkpoints before or after the perfect 30 second mark.

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

   If two riders are tied and both fail to finish, the rider going the farthest legal distance on the course will be considered the winner of the tie.

3. A rider's score shall be based on all timed checkpoints reached in legal time. A visual check, if it is the last recorded point on the course that the rider reaches, shall not be considered in the scoring.

4. If a rider loses his scorecard, he may request to be scored from the backup sheets. A penalty of 10% of the points lost will be assessed with a minimum of one point and any fractional points will be rounded up to the next highest whole number. If every

backup sheet cannot verify the rider's score, he will be scored as a DNF through the last verifiable checkpoint.

5. If a scorecard is damaged or altered, it may be scored from the backup sheets without penalty. If all backup sheets cannot verify the score, the rider will be scored as a DNF through the last verifiable checkpoint.

## 17.3 Time Constraints

1. A participant is declared DNF at the point where they arrive at a secret timed checkpoint more than fifteen (15) minutes and zero seconds early.

2. A participant is declared DNF (did not finish) at the point where they arrive at a timed checkpoint more than 60 minutes and 59 seconds late.

3. If a rider misses a checkpoint, he is considered DNF. The rider is scored through the last timed checkpoint (prior to the missed checkpoint) that was reached in legal time.

## 18.0 Posting Results

Event results should be posted using the following guidelines:

1. All calculated score cards will be placed on display in such a manner that spectators and contestants will be able to view the results immediately upon completion of scoring.

2. The completed score cards must be displayed by class.

3. No participant may remove a score card from the scoreboard.

4. Results will be posted at least fifteen (15) minutes prior to the start of the protest period.

## 19.0 Protests

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

1. The TSCEC President and/or the Divisional Chairman shall be empowered to gather Facts concerning all disputes, to render decisions, and, if necessary, convene the official Protest Committee. A final decision should be reached while still at the event. If the President or Divisional Chairman cannot resolve the protest, the Protest Committee shall be convened. (See section 20.0)

2. A protest period will be provided after all scores have been posted. The protest period will begin with the sound of a siren and will last fifteen (15) minutes after which time the posted results will be final.

3. If a participant has lodged a protest, the participant's score card will be computed as is until a decision is finalized.

4. A minimum of five (5) riders, on five different rows must protest the accuracy of a checkpoint before it will be examined. If a checkpoint's mileage is protested, the protesting parties, a member of the Protest Committee, and the motorcycle with the official layout odometer will check the mileage of the protested checkpoint prior to any ruling being rendered. The mileage shall be checked from the previous mile marker.

5. A Protest Sheet must be provided at each checkpoint and gas stop. A protesting participant must sign the protest sheet located where the protest is being logged. If the protest sheet is not signed at the checkpoint or gas stop, the protest will not be considered.
6. Only a participant may lodge a protest.

## 20.0 Protest Committee

Protests are resolved observing the following rules:

1. The Protest Committee shall be comprised of one representative from each TSCEC member organization present at an event and the President.

2. If directed by the President, the protest committee will meet and resolve by majority vote the issues presented. (See rule 19 item 1 and note below).

3. To disallow (throw out) an event, two-thirds (2/3) of the member organizations must be represented on the protest committee.

4. If an event is disallowed, no circuit points will be awarded to participants or workers of the event.

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