# 2026
# Official Rulebook
## *And Mini Supplemental*
**of the**
**Texas State Championship Enduro Circuit**

TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT

This is the official rulebook of the Texas State Championship Enduro Circuit (TSCEC). The rules contained herein have been agreed upon by the TSCEC Club Member Organizations and approved by the executive committee. Final determination of compliance with these rules is at the discretion of the TSCEC, its Executive Committee, Board of Directors and Officers in accordance with the bylaws. A copy of the Bylaws of TSCEC are attached hereto as Appendix A.

The TSCEC office can be reached at:

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## OVERVIEW

TSCEC rules utilize multiple "Start-Control" formats. All TSCEC formats (Restart, Sprint and Reliability) are a series of "test-rides" from point A to point B within an event wherein participants ride as fast as possible. Each test- ride section has a start and a finish. The start of a test-ride section allows a participant (all of whom must be a "TSCEC Participating Member") to ride into a check point, wait for his/her number to flip, be scored and then race through the test-ride section. At the finish of each test-ride section the participant is stopped and his/her times are recorded. TSCEC formats also use "transfer sections" to get participants from one test-ride section to another. These are essentially "free time" sections in which participants are not racing; however, participants must arrive at the restart within a calculated time. Scores are calculated by the amount of time it takes a participant to complete each test-ride section at speed; essentially the fastest participant wins the test. A participant will lose time for completing the test-ride section too slowly. The fastest time for the event is the winner. Any format other than the Start Control/Restart format must be approved by the TSCEC Board of Directors.

For the latest news, results, standings, flyers & race sign up, and more, visit the TSCEC web site at: www.tscec.org

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# T.S.C.E.C., INC. RULES

## 1.0 Texas State Championship Enduro Circuit.

The Texas State Championship Enduro Circuit (TSCEC) is a Texas non-profit corporation. The TSCEC was formed to represent the best interests of its member organizations and to promote a schedule of enduro events throughout the region. The purpose of the TSCEC is to set standards and guidelines that can be followed by the member organizations and to organize a series of enduro for the enjoyment of all Participating Members. The goal of the TSCEC is to perpetuate enduro riding and to develop new enduro Participating Members that can best be accomplished by following the guidelines set forth in these Rules.

### 1.1 Organizational Structure.

The organizational structure of the TSCEC consists of:

- A Board of Directors
- Officers of the Corporation
- Executive Committee
- Club Members
- Participating Members

#### 1.1.1 Board of Directors.

The Board of Directors (hereinafter the "Board") consists of seven members. Four of the Directors are held by the officers of the corporation and the remaining three Directors are nominated and elected by the Executive Committee. The Board delegates powers and duties to the Executive Committee and the Officers. The Board meets annually. The Directors serve a three-year term.

#### 1.1.2 Executive Committee.

The Executive Committee consists of two representatives appointed from and by each Club Member (defined in the Bylaws) for the terms specified in the Bylaws.

The Executive Committee is delegated its powers and duties from the Board and in the exercise thereof, conduct all managerial functions of the Company.. The Executive Committee meets annually, immediately before the annual Board meeting.

**1.1.3 Officers.**

Officers are appointed by the Board and serve a one-year term. The officers provide day-to-day operations and oversight and report to the Executive Committee or the Board depending on their activities as structured by the Board. The officer positions are:

- Chairman (also known as the Chief Executive Officer or CEO)
- President (also known as the Points Keeper)
- Secretary
- Treasurer
- Scoring Chairman

In the absence or disability of the Chairman, the authority and responsibilities of the Chairman, subject to the Executive Committee, shall be performed by the subordinate officers in the following order:

1. President
2. Secretary
3. Treasurer
4. Scoring Chairman

**1.1.4 Membership Structure.**

The TSCEC has two (2) types of memberships – organizational (referred to as "Club Members") and individuals (referred to as "Participating Members").

**A. Organizations:** Under the corporation Bylaws, qualified organizations such as motorcycle clubs and civic groups are eligible to become Club Members of TSCEC for the purpose of holding and sponsoring racing events.

**B. Individuals:** Under rules set forth below, Participating Members are individuals that join the TSCEC for the purpose of competing for circuit points that determine circuit ranking and placement for awards. There are three levels of Participating Members, Racing Series, Weekenders, and Co-Sanctioned Circuit Members.

## 2.0 Financial and Circuit Fees.

### 2.1 Origin of Funds.

TSCEC operational funds shall be derived from:

**A.** Annual membership fees paid by each TSCEC Club Member;

**B.** Sales of TSCEC endorsed supplies and items;

**C.** Revenue from advertising in the official TSCEC Rulebook and on TSCEC Website;

**D.** Entrant fees from Participating Members competing at events; and

**E.** General service fees

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

### 2.2 TSCEC Membership Fee.

#### 2.2.1 Organization Membership Fee.

Each organization who wishes to stage a TSCEC sanctioned event must be a Club Member and pay an annual membership fee of Fifty Dollars ($50.00), which must be paid before a date can be granted for a Club Member's event.

#### 2.2.2 Participating Membership Fee.

Participating Membership fees are based upon the level of membership as follows:

- **Series Membership Fee**. To qualify for this level, the Participating Member must pay a one-time annual $50.00 membership fee and race 50% of the circuit races to qualify for year-end awards. Membership shall be purchased on LiveLaps.
- **Weekend Membership Fee.** A fee of $10.00 shall be purchased on LiveLaps and make a person eligible to ride an event. This is for the weekend rider only. This revenue belongs to the Club Member hosting the event.
- **Co-Sanction Membership Fee.**
    - **BJEC Membership.** A fee of $0.00 to make a rider part of another organization eligible to ride at a TSCEC event. The zero fee is only applicable when co-sanctioning with BJEC.
    - **RMEC Membership.** A fee of $0.00 to make a rider part of another organization eligible to ride at a TSCEC event. The zero fee is only applicable when co-sanctioning with RMEC.
    - **SERA Membership.** A fee of 0.00 to make a rider part of another organization eligible to ride at a TSCEC event. The zero fee is only applicable when co-sanctioning with SERA.

**2.3 Event-Based Fees.**

**2.3.1 Participating Membership Fee and Participating Member Entry Fee.**

Every entrant must be a TSCEC Participating Member. Each Club Member may set their desired entry fee for each event; provided, however, that it collects and pay to TSCEC the Participating Member fee of Five Dollars ($5) per Participating Member, per event. It is the Club Member's responsibility to collect such fees. Participating Membership fees can be collected on pre-entry online or at sign-up at each event. TSCEC recommends that the Participating Membership fee be included within the entry fee and

not collected separately. The Club Member is required to pay all Participating Membership fees collected to the TSCEC treasurer. For events that are only sanctioned by TSCEC or co-sanctioned with NEPG, the entry fee is $5.00 for each participant.

**2.3.2 Scoring Fees paid by the Club Members.**

A One Dollar ($1.00) Scoring Fee for each Participating Member riding in an event shall be collected and paid by Club Members to TSCEC for maintenance and upgrades for scoring and standings equipment and services.

**2.3.3 Service Fees.**

A Four Dollar ($4.00) fee shall be collected for each to support and offset the costs incurred by TSCEC general operations and capital improvements.

**2.3.4 Co-Sanctioning Rule.**

For events co-sanctioned with TSCEC, every Participating Member shall receive TSCEC points. TSCEC Five Dollar ($5.00) Participating Membership Fees are waived for non-TSCEC Participating Members who have purchased a yearly membership in a co-sanctioned circuit (BJEC, RMEC, SERA, etc.), hereinafter a "Co-Sanctioned Circuit Member Entrants"). All TSCEC rules take priority when hosted by and top billed by a TSCEC Club Member.

**2.3.5 Fee Payments.**

Collections from each event shall be paid to TSCEC within thirty (30) days from the respective event. The following chart lists the fees for events in TSCEC.

| | |
|---|---|
| Participating Member Fee | 5.00 |
| Co-Sanctioned Circuit Member Entrant Fee | 0.00 |
| Scoring Fee | 1.00 |
| Service Fee | 4.00 |

**2.4 Scoring Chairman Fee.**

Due to the time and additional cost associated with scoring services at TSCEC events, each Club Member or other promoter shall pay up to a Four Dollar ($4.00) per participant (both Participating Members and Co-Sanctioned Circuit Member Entrants) per race to the TSCEC Scoring Chairman (or designated company) to offset the additional expense incurred by the Scoring Chairman. If the Scoring Chairman or his/her designee is not present for the race, then no fee will be charged. If data clean-up is required after the race the charge will be determined on a case-by-case basis not to exceed Four Dollars ($4.00) per issue. Collections from each event shall be paid to the Scoring Chairman within thirty
(30) days from the respective event.

**2.5 Participating Member Count.**

For the purpose of determining event fees, a Participating Member is an event entrant who began the race after receiving their score card or transponder at the event and includes all Participating Members and all Non-PM Entrants.

**3.0 TSCEC Member Organizations.**

**3.1 New Member Qualifications.**

**3.1.1 Existing Clubs.**

Any recognized enduro racing organization or club that applies for Club Membership in TSCEC may be granted probationary status and allowed to show aptness and ability by organizing and holding an introductory event. To receive probationary status the organization or Future Club must be approved by a majority vote of the Executive Committee. The Executive Committee may require the organization applying for probationary status to host a trial enduro to show aptness and ability, in addition to other conditions.

**3.1.2 Sponsored Future Organizations**.

An organized group of individuals that desire to host an event for TSCEC

Participating Members may apply to the Executive Committee for approval thereof. Such approval may only be granted if such group is sponsored by a Club Member in good standing, in addition to any other reasonable conditions required by TSCEC.

**3.2 Member Re-Entry Requirements.**

Any Club Member that has resigned its membership from the TSCEC for any reason can only be reinstated by approval of a majority vote of the Executive Committee. The Executive Committee may require the organization applying for probationary status to host a trial enduro to show aptness and ability, in addition to other conditions.

**3.3 Termination of a Club Membership.**

A Club Member can have its membership terminated by a two-thirds (2/3) vote of the Executive Committee for Cause. "Cause" means that Executive Committee has determined by a majority vote that the Club Member failed to perform its obligations to organize an enduro according to the Rules and their interpretation by the Executive Committee or that it has violated other Rules that warrant termination. To initiate the process of review for termination, the Chairman and President must jointly file a written complaint based on their information, whether observed firsthand or supported by written complaints submitted by other Club Members.

**3.4 Club Seniority.**

Clubs will have a choice of event dates based on their length-of-membership seniority in the circuit which shall be set forth in Exhibit A attached hereto.

**3.5 Liability Insurance.**

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

tscecpresident@gmail.com, by the week of the scheduled event. Failure to obtain or furnish proof of insurance in a timely manner will result in the

exclusion of the Club Member from promoting future TSCEC events. Those who opt to have the standard TSCEC insurance shall be provided with the correct insurance forms and waivers by the week of the event. These waivers are to be signed by all who enter properties for events, and for all racers for race purposes. The Club Members will be responsible to have adequate number of copies for signatures. All waivers must be signed by all Participating Members (NO EXCEPTIONS). All minors under the age of 17, must have a minor release for signed by parent or guardian.

**4.0 Hall of Fame.**

The Hall of Fame was established after the 1975-76 season to recognize those who achieve an outstanding level of performance. The governing rules provide for individuals and member organizations to be admitted into the Hall of Fame, all of whom will be recognized in Exhibit B attached hereto.

**4.1 Selection of Individuals.**

To Qualify for the TSCEC Hall of Fame, Participating Members must ride the championship division, which is the only division available to earn a place in the Hall of Fame.

To be elected to the TSCEC Hall of Fame, a Participating or Club Member must meet either the requirements of A, B, C, or D:

**A.** Must have won two or more men's season Overall "A" Championships, all such wins must be in the Championship Series of the TSCEC.

**B.** Must have won five (5) or more season first place wins from any of the men's "A" classes. (A men's season Overall "A" Championship can be counted as a first place "A" class win for the purpose of this rule).

**C.** Must have won five (5) or more season first place wins in the highest competitive level women's class; or any Long Course class win may be counted towards the five first place wins. (A or B Course) with confirmation

of the Board.

**D.** Must receive at least three-fourths (3/4) affirmative vote of the Board

Any non-Participating Member that is part of the TSCEC organization or of a Club Member may be voted into the Hall of Fame as an honorary member, with the criteria therefore determined by Chairman and BOD, including requiring that the Participating Members has significantly contributed to the success and folklore of the TSCEC.

**4.2 Selection of Club Member.**

Club Members are elected to the Hall of Fame by being chosen by a majority vote of Participating Members as the organization holding the "Best Enduro" two or more times.

**5.0 Motorcycle Legality.**

**5.1 Vehicle Type.**

A motorcycle is a vehicle with an engine/motor (combustible or battery) and two wheels. Only motorcycles can be used to compete in TSCEC enduros.

**5.2 Engine Size.**

A motorcycle may only be raced in the displacement class for which the engine size is legal.

**5.2.1 Battery Powered Motorcycle.**

Battery powered motorcycles may compete in any TSCEC Class.

**5.3 Muffler/Spark Arrestor.**

At the discretion of the host organization, motorcycles may be required to have a legal U.S. Forestry Service (USFS) approved spark arrestor and effective muffler. This requirement must be stated in the pre-race published information. To be in compliance, a one-quarter (1/4) inch round rod can extend inside the muffler no further than eighteen (18) inches from the outside end of the muffler. If a USFS approved spark arrestor is required, the host organization must check the spark arrestor and muffler for compliance at least once before, during, or after the enduro. If a sound test is specified in the pre- race published information, the sound level of a participant's motorcycle cannot exceed the maximum allowed by the current rules of the American Motorcycle Association.

**5.4 Participating Member Identification.**

All motorcycles must have their riding number clearly displayed on the front of the motorcycle. Numbers and letter must be at least two and a half (2 ½) inches high or larger. TSCEC and the Scoring Chairman shall furnish front plate stickers for all Participating Members. TSCEC requires a white background with black numbers and letter.

**5.5 Row Position Purchase.**

Participating Members can purchase a row position for a fee of One Hundred ($100.00) per season to be held for the entire season. Participating Members must sign-up ten (10) days prior to the event to have their position reserved. After the 10-day deadline, the event may place any Participating Member in that row position. Row position sales will open Jan. 3st for the next race season, records are kept on LiveLaps.com.

**5.6 Top 5 Participating Members Overall.**

The top five overall Participating Members from the Championship Division for AA-A class combined will have reserved row positions 21A-30A for the entire racing season. Row selection will be as follows for the top 5 Participating Members: HOF with seniority first, overall finishing order from previous year AA-A.

**5.7 Top 5 Row Reservations.**

AA through A class ("AA-A") Participating Members may also reserve the remaining row positions on their row for other Participating Members of their choosing until ten (10) days prior to the event. All entries must be submitted electronically and in proximity of time to each other to aid in the row assignment process. It is the AA-A Participating Member's responsibility to list their other requested Participating Members to fill their row on their pre-entry form. After the 10-day deadline has passed the remaining positions on that row may be filled as needed by the event registrar.

**5.8 AA TSCEC Row Assignments.**

The hosting Club Member will hold open 21A thru 30A for the TSCEC AA Participating Members until race start time. These row positions may not be used by other

Participating Members or assigned to any Participating Member and shall remain unoccupied and open for the entire event. For each event that the AA Participating Members who are not in the top five overall, must ride on rows 21 thru 40, and if those rows are full Participating Member must ride the next available row. For RMEC co-sanctioned events, rows position 11A through 20A will be reserved for RMEC AA Participating Members. BJEC AA/Pro Participating Members must ride rows 21 through 40, or beyond. The preceding rule does not apply during a NEPG event.

**5.9 All Class Row Assignments.**

All row assignments will be given in the order in which they are received and paid for in full.

**6.0 Classification of Prizes and Payouts.**

TSCEC is an amateur non-profit competition series. As such, at no TSCEC governed event will there be a cash payout to any Participating Member, which includes gift cards/visa cards, etc. Prizes can be given to competitors as certificates to be redeemed for clothing or gear and parts can also be given. TSCEC encourages Club Members to use local dealerships and vendors for those items. At a NEPG or other National hosted event where it is considered a senior organization, and has a PRO class payout, they are allowed to pay TSCEC Participating Members in cash or equivalents.

**7.0 Classification Levels.**

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

**7.1 Skill Level Classes.**

- **AA:** These participants are considered the best "A" Participating Members. Participating Members in this level are normally selected by overall placement from the previous year's "A" classes. The "AA" class rides the designated Long Course and competes in the "Overall Event Group".

- **A Group:** These are very good enduro riders that have demonstrated their ability by previously placing high in the "B" class. This level rides the Long Course and competes in the "Overall A Group". The "A" Group also competes in the Overall Event Group.
- **B Group:** These are good enduro riders that have demonstrated their ability by previously placing high in the "C" classes. This level rides the "B Course" and competes in the "Overall B Group".
- **C Group:** This level is for the entry level novice enduro rider classes who are new to enduros or have little off road riding experience. This class rides the "Short Course". The novice age classes will compete in the "Overall C Group".
- **Masters Classes:** Participants that previously rode in an "A" or "B" Class and are over the age of 40 wanting to ride the short course competition are allowed into these classes. This class rides the "Short Course" and will compete in the "Overall Masters Group".
- **Super Short:** This class is for future riders and beginners of any age under 16.

  that want to participate in the sport. This class is the "steppingstone" between the miniseries and the enduro series. This class will ride a minimum of two (2) test sections and finish at the first gas stop. This class will not compete in any "Overall Groups".

**7.2 <u>Age Classes</u>.**

Participating Members must qualify for the age group as of race day for the first event of the season. Participating Members eligible for the age group at the start of a season may compete in the age group the entire season. Participating Members reaching an age requirement during an enduro season may transfer into the respective age class after their birthday. However, no circuit points will transfer

**7.3 Overall Competition.**

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

- Participants in the "AA" and "A" classes compete for "Event Overall".
- Participants in the "A" classes compete for "Overall A".
- Participants in the "B" classes and compete for "Overall B".
- Participants in the "C" novice classes including the 40,50 and 60, 70+ age classes, and Women compete for "Overall C".
- Participants in the Master age classes compete for "Overall Masters" Class and Expert Short Course under 39 Class.

**7.4 Mandatory Advancement.**

Participating Members will be promoted from the previous years' end of season final standings in accordance with this Section 6.4. The purpose of mandatory advancement is to provide a more level playing field in those classes where skill is the primary determining factor. The Board establishes the rules for mandatory advancement and the presiden enforces them. Before the beginning of each enduro season, the elected officers designate which Participating Members will be moved to a new skill level. Participating Members may request exemption from the advancement per section 6.3. All promotions are permanent.

**7.4.1 A Level to AA Advancement.**

The top FIVE overall Participating Members from the previous season in the Championship Series comprise the "AA" class. Any Participating Member in the "A" class may elect to ride the "AA" class. Once a Participating Member moves from "A" to "AA" class, a downward move to the "A" class, or any other class, must be presented to the TSCEC BOD in writing.

**vel to A Level Advancement.**

The top FIVE overall "B" Participating Members are advanced to the "A" level.

**7.4.2 B L e**

**7.4.3 C Level to B Level Advancement.**

The top FIVE Overall "C" Participating Members are advanced to the "B" level, excluding the "16 and Under" Participating Members (see rule 6.2.5).

**7.4.4 Advancement from 16 and Under Class.**

Mandatory advancement from the "16 & Under" class is based on age (see rule 6.4). A Participating Member no longer eligible to ride "16 & Under" may be advanced to the "B" Level, based on the previous year's Overall "C" standings. At the year-end if a "16 & Under" SW/LW Class finishes in the top FIVE of the "C Overall", they are advanced to any applicable short course class.

**7.4.5 Advancement from the C classes - 40, 50 60 C and Age Classes.**

If a Participating Member from the "C" Age Classes - 40, 50 and 60 finishes within the top FIVE Overall "C", the options are (this is a skill promotion):

- Promotion to any applicable "B" level class
- Allowed to participate in Expert Short Course class if under the age of 39
- Master 40
- Master 50
- Master 60

**7.4.6 Women's Advancement.**

Winner of the Women's Class is promoted to Women's Expert class. If a woman finishes in the top FIVE Overall "C", standard "C" Class promotions will apply. A class win in Women's, Women's Expert, Masters 40, Masters 50, Masters 60, Expert Short Course or any "A" or "B" class will count toward HOF totals.

Women's class will ride Short Course and will compete for Overall "C" and Women's Expert class will ride B Course and will compete for Overall "B".

**7.5 Class Changes.**

A Participating Member may choose to designate himself/herself to a different class at any time during the enduro season. Circuit points earned in one class will not be transferred to another class. Class changes must follow classification guidelines. An email notification must be given to the Scoring Chairman before a class change in order to receive year-end points for the new class. The decision will be discussed with the TSCEC president.

**7.6 Downward Class Changes.**

Class changes to a lower competition skill level cannot be done during an enduro season. Any person wanting to be reclassified to a lower skill level before a new season starts must write to the TSCEC president via email stating the reasons for the class change request. The participant will be notified in writing via email of the decision following the next Board of Directors meeting. TSCEC AA who did not finish in the top 5 may request downward class change to A.

**7.7 Improper Classification.**

Any participant discovered competing at a lower competition level than authorized will not receive any points in the Class resulting in an automatic disqualification from the event and any other event ridden in the season.

**8.0 TSCEC Classes.**

At the start of each enduro season, the BOD designates which classes will be authorized for competition. Classes are divided into three major groups: Long Course, Short Course and Super Short. All "AA", "A", "B" classes are Long Course, "C" classes are Short Course and Super Short is to the first gas stop. Some classes are further divided into engine sizes while others have no engine size limitation. Additionally, a wheel size limitation is placed on the "16 and Under Class".

**8.1 <u>Official Classes</u>.**

The official TSCEC classes are:

- Long Course “A and AA” Classes “Overall Event”
  - AA
  - A
- Long Course “A” Classes “Overall A”
  - A Open
  - A 250
  - A 40+
  - A 50+
- Long Course “B” Classes “Overall B”
  - B Open
  - B 250
  - B 40+
  - B 50+
  - Women’s Expert
- Short Course “C” Classes “Overall C”
  - C 251+
  - C <251
  - C 40+
  - C 50+
  - C 60+
  - C 70+
  - 16 Under Large Wheel
  - 16 Under Small Wheel
  - Women’s
- Short Course “Master” Classes “Overall Master”
  - Master 40

- Master 50
- Master 60
- Expert Short Course Under Age 39

- Super Short Course Classes
  - Super Short -16
  - –Trail Rider class does not receive any points or trophies. This class is designed for a new skilled rider to test their ability before entering into the full C group of classes or for a guardian to ride with their children without taking points or awards from other children.

**9.0 <u>Flyers and Entry Forms</u>.**

The following are guidelines for preparing information about TSCEC enduros.

- All events and Club Members must use online sign up.
- All events must state whether a spark arrestor is required or not.
- All fees are to be disclosed on the flier, including non-race related fees (ex: Camping).
- State the format as Restart, Reliability or Sprint.
- Flyers should be available at least four (4) weeks prior to the event.
- Flyers and other advertising must designate registration times and deadlines.
- Flyers must specify the total number of fuel stops at the event.
- No pre-entry cost for any Participating Member 16 years of age or younger shall be more than $25, regardless of the class.
- At the hoisting club's discretion short course and long course and short course trophy presentation may be held once the course is scored and information must be stated on the flyer.

- The Stacyc and Strider vehicle race must be clearly displayed if the club decides to host the Stacyc and Strider event. These events do not pay circuit points and the entry fee will be decided by the club on a case-by-case basis and displayed on the flyer.
- Trail rider class will be 75% of the main enduro entry fee and rounded up if necessary.

**10.0 <u>Course Information</u>.**

The official course information shall be posted at the enduro headquarters at the time event registration commences and shall contain:

- Start and finish times of each test.
- Mileage of test start and finish.

- Free times
- Length of transfer sections
- Mileage resets and leaps
- Exact course mileage to all gas stops
- Group finish location and Mileage
- Clubs must post appropriate information online in a timely manner.

| A Rider Saturday Key Time | Miles |
|---|---|
| Section 1 | 6.6 |
| Transfer | 3 |
| Section 2 | 11.4 |
| Transfer to gas | 3 |
| Transfer to section 3 | 2 |
| Section 3 | 8.4 |
| Transfer | 2.2 |
| Section 4 | 8.4 |
| A Finish | |
| Transfer to gas | 0.4 |
| Transfer to Camp | 0.4 |
| Total | 45.8 |

| B Rider Saturday Key Time | Miles |
|---|---|
| Section 1 | 6.6 |
| Transfer | 3 |
| Section 2 | 11.4 |
| Transfer to gas | 3 |
| Transfer to section 3 | 2 |
| Section 3 | 8.4 |
| Transfer | 2.2 |
| Section 4 | 8.4 |
| B Finish | |
| Transfer to gas | 0.4 |
| Transfer to Camp | 0.4 |
| Total | 45.8 |

| C Rider Saturday Key Time | Miles |
|---|---|
| Section 1 | 6.6 |
| Transfer | 3 |
| Section 2 | 11.4 |
| C Finish | |
| Transfer to gas | 3 |
| Transfer to camp | 0.5 |
| **Total Miles:** | 24.5 |

| SS Rider Saturday Key Time | Miles |
|---|---|
| Section 1 | 6.6 |
| Transfer | 3 |
| Section 2 | 11.4 |
| SS Finish | |
| **Total Miles:** | **24.5** |

**11.0 <u>Trail Marking</u>.**

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

1. Major turns in the direction of the course will be designated by:
   < One arrow prior to a turn
   << Two arrows at the turn

2. Course mileage markers shall be posted at least every five (5) miles. Each mileage sign must have lettering that is a minimum of six (6) inches tall and include loop identification.
3. The trail must be marked with surveyors' ribbon and arrows of a color that is most visible to the Participating Members. The TSCEC President must approve the arrows. You should be able to see the next ribbon or arrow from the last.
4. Only trail markings that constitute part of the course being ridden shall be visible to enduro contestants. All markings not part of the current enduro trail must be removed. All old and weathered markings shall be removed from the course.
5. It is recognized that obtaining permission to use land and laying out an enduro can be a difficult and demanding task. The following guidelines for course length should be followed if possible:
    - The Long Course should be at least (50) ground miles, and more ground miles than the Short Course.
    - The "B" Course may be shorter than the "A" Course. If possible, the "B" Course should be longer than the Short Course.
    - The "C" Course may have no minimum or maximum lengths to the Short Course. However, it is recommended that the Short Course be at least fifty (50) ground miles.

The "Super Short" Course may have no minimum or maximum lengths to the Super Short Course. However, it is recommended that the Super Short Course be at least eighteen (18) ground miles. Super Short shall be offered by all Club Members at 50% of main event price.

6. Danger Markers shall be placed well in advance of the actual danger point. Danger Markers shall be large "X" and/or a blue ribbon.

7. Distinctive Road Crossing or Danger Markers shall be posted well before any road crossing.
8. Minimum number of test section requirements: “Super Short” course shall have four (4) checks, comprised of two (2) test sections; “C” course shall have eight (8) checks, comprised of four (4) test sections. “B” course shall have ten (10) checks; comprised of five (5) test sections. “A” course shall have twelve (10) checks; comprised of five (5) test sections. No course shall have more than sixteen (16) checks without approval of the Scoring Chairman.
9. 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 navigate.

**12.0 <u>Participating Members’ Meeting</u>.**

A Participating Members meeting provides contestants with last minute course and rule information and requires the following:

1. The host organization must hold an official Participating Members meeting prior to the start of the enduro. The time of the meeting must be clearly posted.
2. No running motorcycles are allowed at or near the meeting at the risk of disqualification.
3. A warning siren shall be sounded five (5) minutes prior to the start of the meeting.
4. Any changes necessary in the course information must be announced at the start of the meeting.
5. iPhone World Clock (“WWV”) time or atomic clock must be available at the meeting.

**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 observation. At an observation checkpoint the time of arrival is not important. Observation checkpoints are used only to ensure the course is being correctly followed. All checkpoints must mark the Participating Member's score on the scorecard and paper back up sheet, except when electronic scoring is being used, even when electronic scoring is used, paper back up sheets must be present.

**13.1 Sweep Crews**.

- Participating Members that sweep all courses shall wear a safety vest and have other distinguishable makers on their person.
- Each test section shall be swept from start to finish after the last rider has left the start location and report to sign in Scoring personnel when a section has been cleared.

**13.2 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 names:

- Observation- White
- Start - Green
- Finish-Red

**13.3 Race Personnel Requirements.**

General:

1. Adequate personnel should be assigned to each checkpoint to allow marking of at least two Participating Members at the same time. For

start checkpoints, at least four (4) workers are needed. For finish checkpoints, at least five (5) workers are usually needed.

2. If the course splits from A/B and C, or A and B, an observation checkpoint with backup must be present on the lower skill level of the split.

3. If a half course split occurs, it must be labeled either as an Observation Checkpoint or with Adequate signs and personnel.

4. If a loop is run more than once an observation must be used.

**13.4 <u>Checkpoint Information Requirements</u>.**

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 be visible to the Participating Members.

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 be visible to the Participating Members. (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. Two backups are mandatory, and they should be independent of the scoring lane. The Participating Member's number and minute of arrival must be recorded on the back-up sheet. For tiebreaker checkpoints, the Participating Member'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.

**13.5 Reaching a Checkpoint.**

When a participant arrives at a TIMED checkpoint, the 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. The participant and their motorcycle must enter the checkpoint together to receive a score.

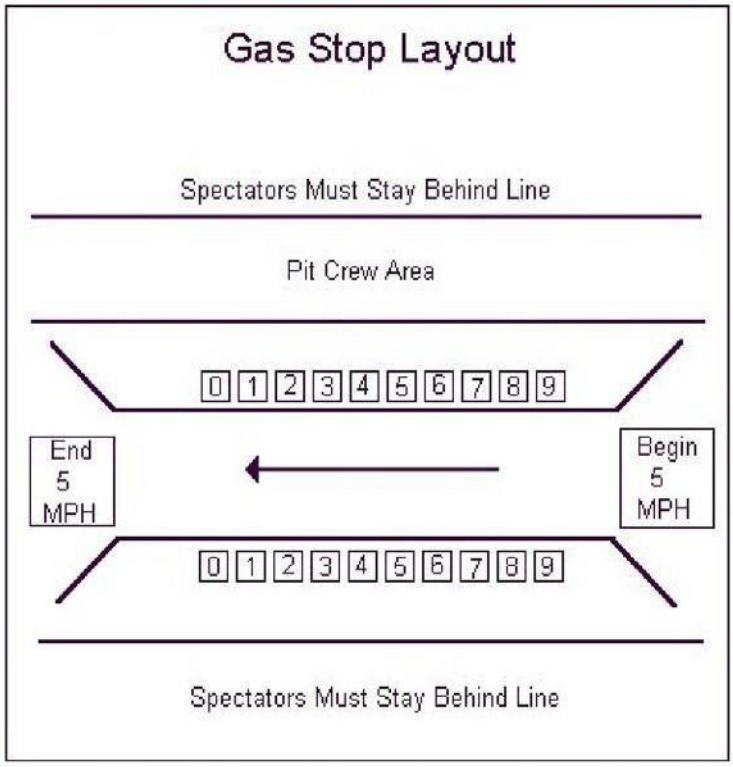
**13.6 Finish Checkpoints.**

Minutes, seconds and bike numbers are recorded at all known and emergency check out points.

**14.0 Fuel Transportation.**

Each participant's fuel jug must be identified with the Participating Member's number. Fuel jugs will be arranged according to the last digit of the Participating Member's number. In addition,

1. Gas stop safety rules shall apply at all regular and emergency gas stops.
2. A designated gas stop shall not be used as trail for subsequent mileage in the same event.
3. The hosting Club Member shall provide drinking water for participants at all regular and emergency gas stops. THERE SHOULD ALWAYS BE WATER AT THE GAS STOPS for every participant regardless of what row they are on.
4. A Protest Sheet must be provided at each regular gas stop.




**15.0 <u>Gas Stop Safety Rules</u>.**

Strict adherence is required to the following safety rules:

1. All engines must be shut off during re-fueling.
2. Absolutely no smoking by any person in the gas stops area at any time. No Exceptions! The hosting Club Member may optionally designate an area well away from the re-fueling area for smoking.
3. Absolutely no smoking by anyone within fifty (50) feet of the gas trucks or gas trailers. No smoking signs must be placed on these vehicles by the hosting Club Member.
4. The maximum speed allowed in the gas stop is five (5) miles per hour. The five (5) mile per hour zone must be marked with starting and ending signs.
5. No more than two persons may act as a pit crew for a participant at a gas stop. The minimum age for pit-crew members is ten (10) years old. Only pit-

crew members and participants will be allowed in the designated re-fueling area.

6. No non-contestant motorized vehicles will be allowed in or near the re-fueling area and all roads or trails that participants will be using must be kept clear of non-contestant traffic at all times.
7. Signs will be prepared and appropriately positioned at each gas stop by the hosting Club Member to identify the following:
    - Start of 5 MPH zone
    - End of 5 MPH zone
    - NO SMOKING area (Participating Members caught smoking in a o Smoking Area will be immediately disqualified)
    - Designated smoking area. (This is optional)
    - Spectator area/Gas crew area
    - No non-participant vehicles beyond this point
    - A mileage sign must be posted at the exit of all regular gas stops
8. The hosting Club Member must provide fire extinguishers and personnel to operate them at all gas stops. Availability of a first aid kit is also recommended.
9. An ambulance must be arranged to be present at every race.

## 16.0 Racing Formats and Rules.

### 16.1 TSCEC Modified Restart Format Enduro Rules.

The TSCEC Modified 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. Restart is a series of "test-rides" from a point A to point B within the event wherein participants ride as fast as possible. Each test-ride has a start and a finish. The start of a test-ride allows a Participating Member to ride into a check point, wait for his/her number to flip, be scored and then race through the test-ride section.

At the finish of each test-ride section the Participating Member is stopped, and his/her times are recorded. TSCEC formats also use “transfer sections” to get participants from one test-ride section to another. These are essentially “free time” sections in which participants are not racing; however, they must arrive at the restart within a calculated time. Scores are calculated by the amount of time it takes to complete each test-ride section at speed; essentially the fastest participant wins the test. A Participating Member will lose time for completing the test-ride section too slowly. The participant with the fastest times for the event is the winner. Each test section is recommended to be six (6) to ten (10) miles long. 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 time.

### 16.1.1 Definitions of TSCEC Modified Restart Enduro Terms:

1. 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.
    a. All check-in locations must include the following
        i. Flip card stand or digital clock displaying key time
        ii. Section name or number.
        iii. Test Section accumulative mileage.
        iv. Total Mileage.
        v. Reference to Restart Check-In Illustration.
        vi. One set of paper back up sheets listing hour, minutes and seconds.
        vii. Number of check point workers

b. Penalties

i. Early penalties may apply at the discretion of the hosting Club Member and must be announced at the riders meeting and posted at sign in.

ii. Late penalties may apply at the discretion of the hosting Club Member.

iii. If penalties in either form are utilized, an electronic scoring device will be implemented

iv. Electronic Scoring.

v. A handheld scoring device will be used if early or late penalties apply.

vi. If electronic scoring equipment is used, a second chicane considered a holding area must be used.

2. Check-out --- a checkpoint at the end of a test section where the time, in hours, minutes and seconds, each rider took to ride through that section is recorded.

a. All check-out locations must include the following

i. Flip card stand or digital clock displaying key time

ii. Section name or number.

iii. Test Section Accumulative Mileage.

iv. Typical Restart check out set up (refer to Restart Check-Out Illustration)

v. Two sets of paper back up sheets listing hour, minutes and seconds.

3. Observation Check

a. An Observation check may be used at the Club Member's discretion and may use paper back up or electronic scoring.

b. All Observation check locations must include the following:

i. Section name or number.

ii. Observation Check number.

iii. Test Section Accumulative Mileage.

iv. One set of paper back up sheets listing hour, minutes and seconds.

c. If electronic scoring is elected the locations must include the following:

i. Section name or number.

ii. Observation Check number.

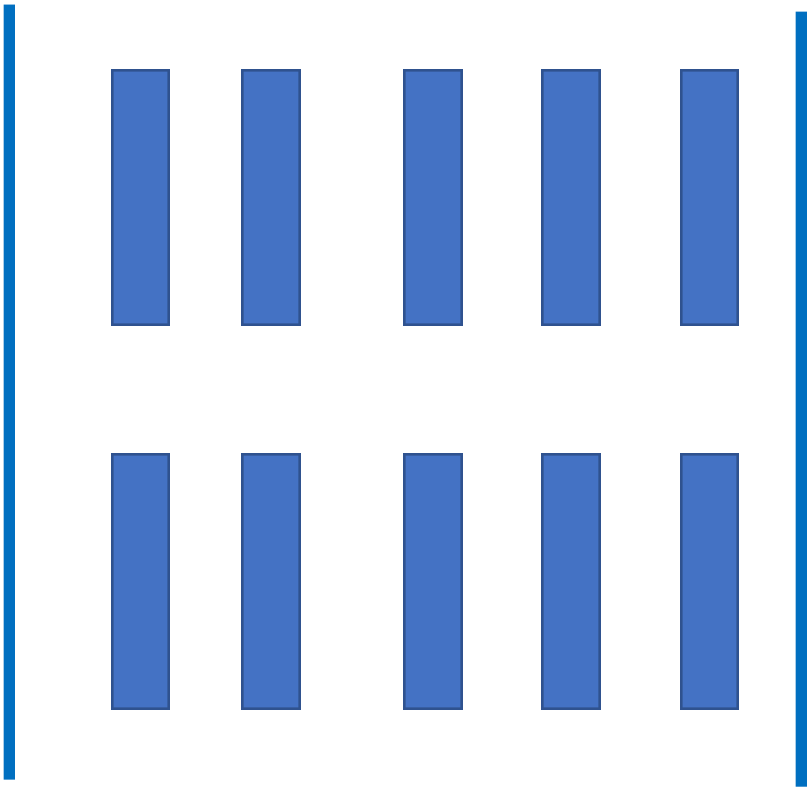
iii. Test Section Accumulative Mileage.

iv. Typical Restart check out set up (refer to Restart Check Out Illustration)

v. One set of paper back up sheets listing hour, minutes and seconds.

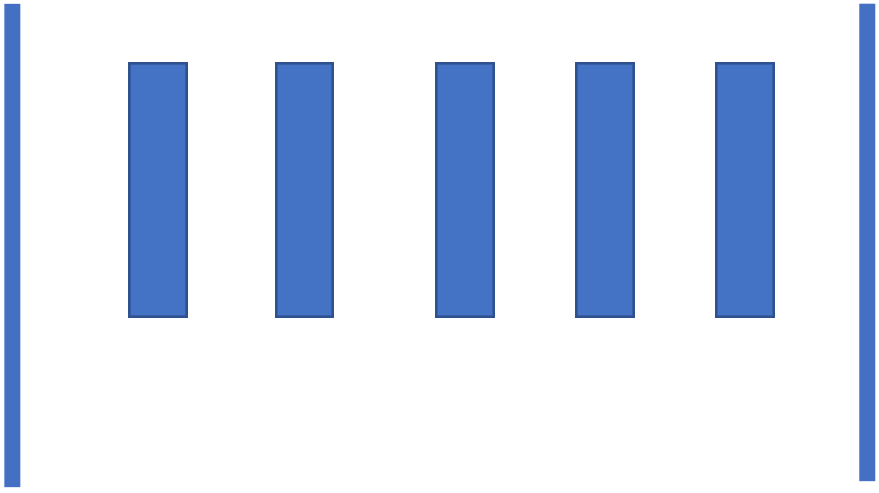
# Restart Holding Area

**Holding area should be no closer than 35 feet to the start line**

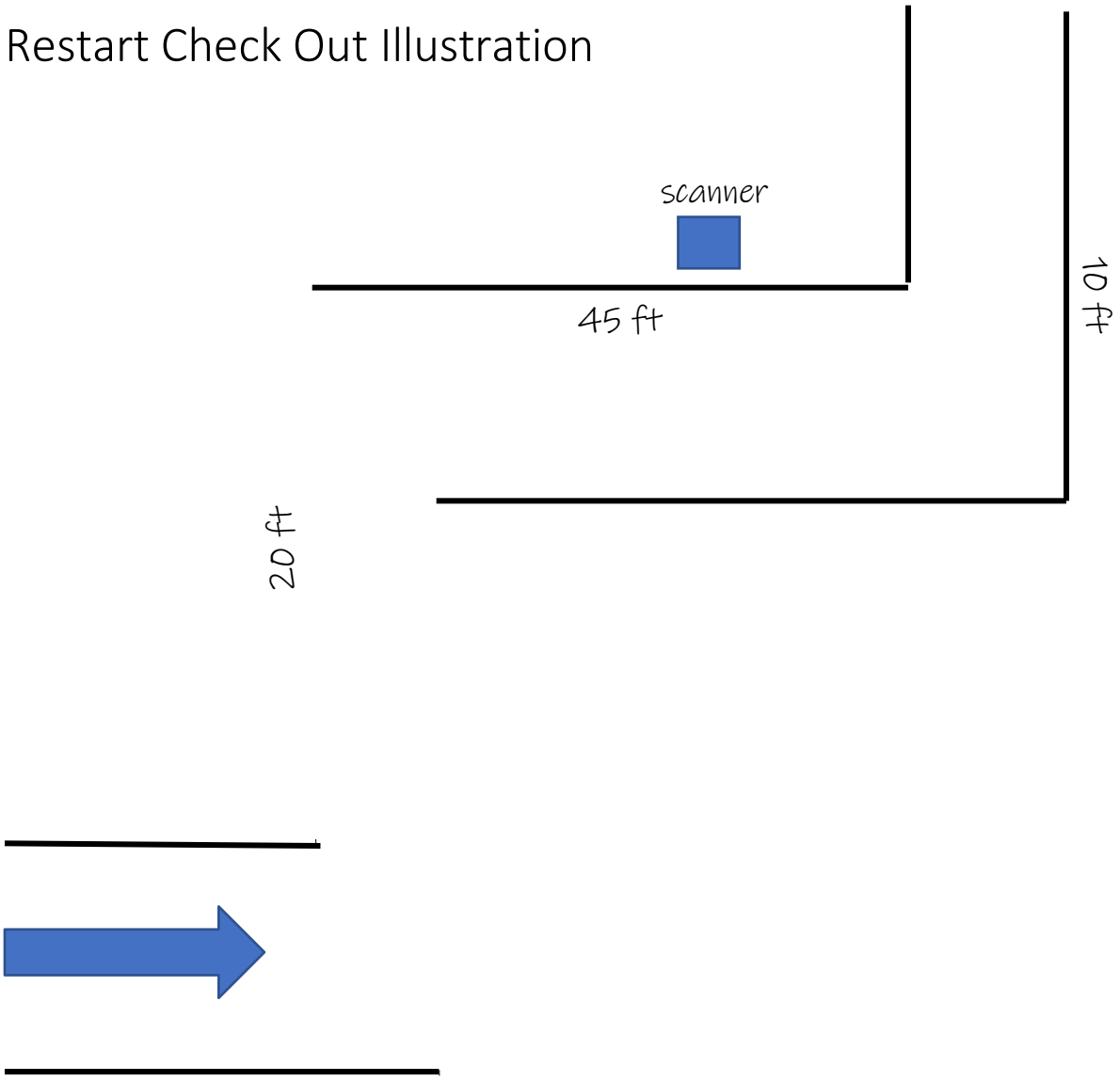


# Restart Check In

## Max 5 Riders



# Restart Check Out Illustration



### 16.2 TSCEC Reliability Format Enduro Rules.

The TSCEC Modified Reliability 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. Reliability is a series of "test-rides" from point A to point B within the event wherein participants ride as fast as possible. Each test-ride has a start and a finish. The start of a test-ride allows a Participating Member to ride into a check point, wait for his/her release time, be scored and then race through the test-ride section. At the finish of each test-ride section the Participating Member is stopped if using paper score cards, if electronic scoring is being utilized, the rider will continue through the checkout location and his/her times are recorded. TSCEC formats also use "transfer sections" to get Participating Members from one test-ride section to another. These are essentially "free time" sections in which Participating Members are not racing; however, Participating Members must arrive at the restart within a calculated time. A time check is mandatory at some point after gas 1, the hosing Club Member has the option to turn on or off early penalties, giving the hosting Club Member the ability to hold riders to be released on the specified minute or release riders early, this option provides the hosting Club Member the ability to remove the riders that have "houred" out. Participating Members' scores are calculated by the amount of time it takes a Participating Member to complete each test-ride section at speed; essentially the fastest Participating Member wins the test. A Participating Member will lose time for completing the test-ride section too slowly. The Participating Member with the fastest times for the event is the winner. Each test section is recommended to be 6 to 10 miles long. 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 time.

**16.2.1 Definitions of TSCEC Modified Reliability Enduro Terms:**

A. Start check is required, a start check starts all riders on their minute per registration. A handheld scoring device will be used, this has nothing to do with time, this lets scoring know who left the line.

B. Check-in holding area locations must include the following:

i If electronic scoring is not being used, riders will be released every fifteen (15) seconds from this location.

ii Flip card stand or digital clock displaying time.

iii Section name or number.

iv Test Section Accumulative Mileage.

v Total Mileage.

vi Reference to Reliability (refer to Reliability Check-In illustration).

vii One set of paper back up sheets listing hour, minutes and seconds.

C. Check-in -- a Known Control designating the starting point of a test section.

D. Typical Reliability Check-In set up (refer to Restart Check-out Illustration)

E. Electronic Scoring- If electronic scoring equipment is used, riders will be staged at the holding area and release every fifteen (15) second, the rider will transfer to the check in location, at this point the riders time start

F. Check-out --- a checkpoint at the end of a test section where the time, in hours, minutes and seconds, each rider took to ride through that section is recorded.

G. All check-out locations must include the following:

i. Flip card stand or digital clock displaying key time

ii. Section name or number.

iii. Test Section Accumulative Mileage.

iv. Typical reliability check-out set up (refer to Reliability Check-Out Illustration).

v. Two sets of paper back up sheets listing hour, minutes and seconds.

H. Time Check.

i. A time check must be used at some point after gas 1, this time check is to remove the hour outs from the course before the second half of the race starts.

ii. The Club Member can use as many time checks as they choose.

iii. If electronic scoring is used a handheld scoring device will be used, this has nothing to do with time, this lets scoring know who left the line.

iv. The hosting Club Member can decide if they want to re-group all riders and release them on the minutes per registration. Riders may be released per his/her minute or released early.

I. Observation Check- An Observation check may be used at the Club Member's discretion; A Club Member may use paper back up or electronic scoring. All Observation check locations must include the following:

i. Section name or number.

ii. Observation Check number.

iii. Test Section Accumulative Mileage.

iv. One set of paper back up sheets listing hour, minutes and seconds

J. If electronic scoring is elected the locations must include the following

i. Section name or number.

ii. Observation Check number.

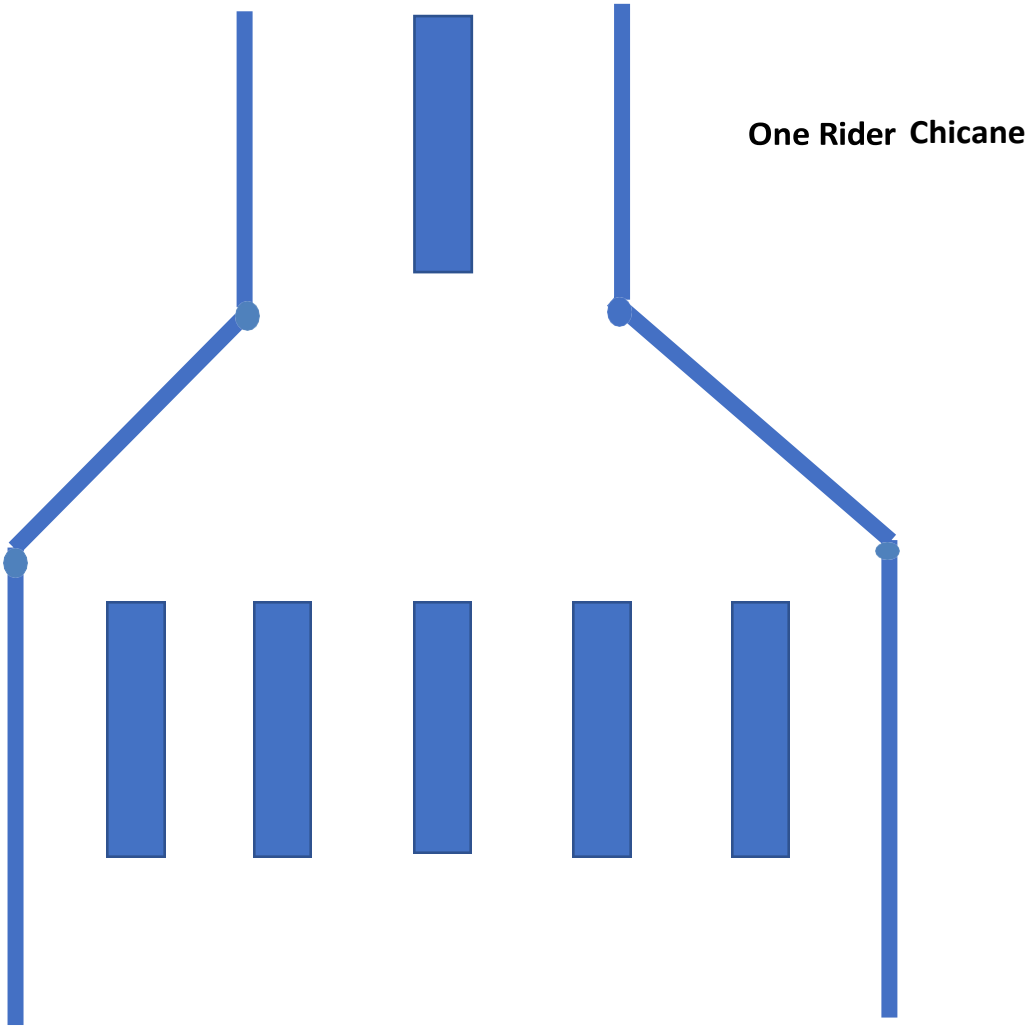
iii. Test Section Accumulative Mileage.

iv. Typical Reliability Check-Out set up (refer to Restart Check-Out illustration)

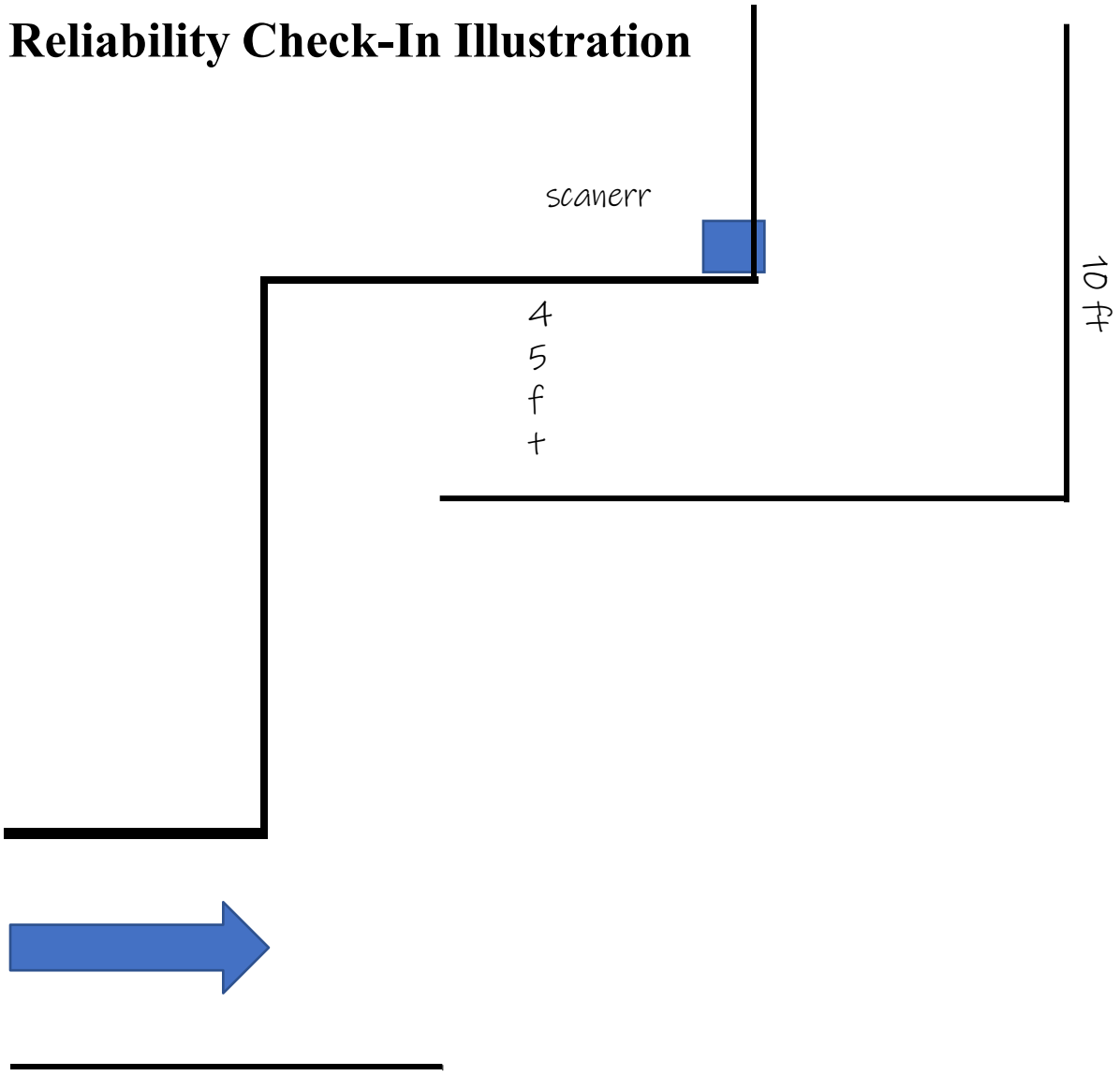
v. One set of paper back up sheets listing hour, minutes

# Reliability Hold Area

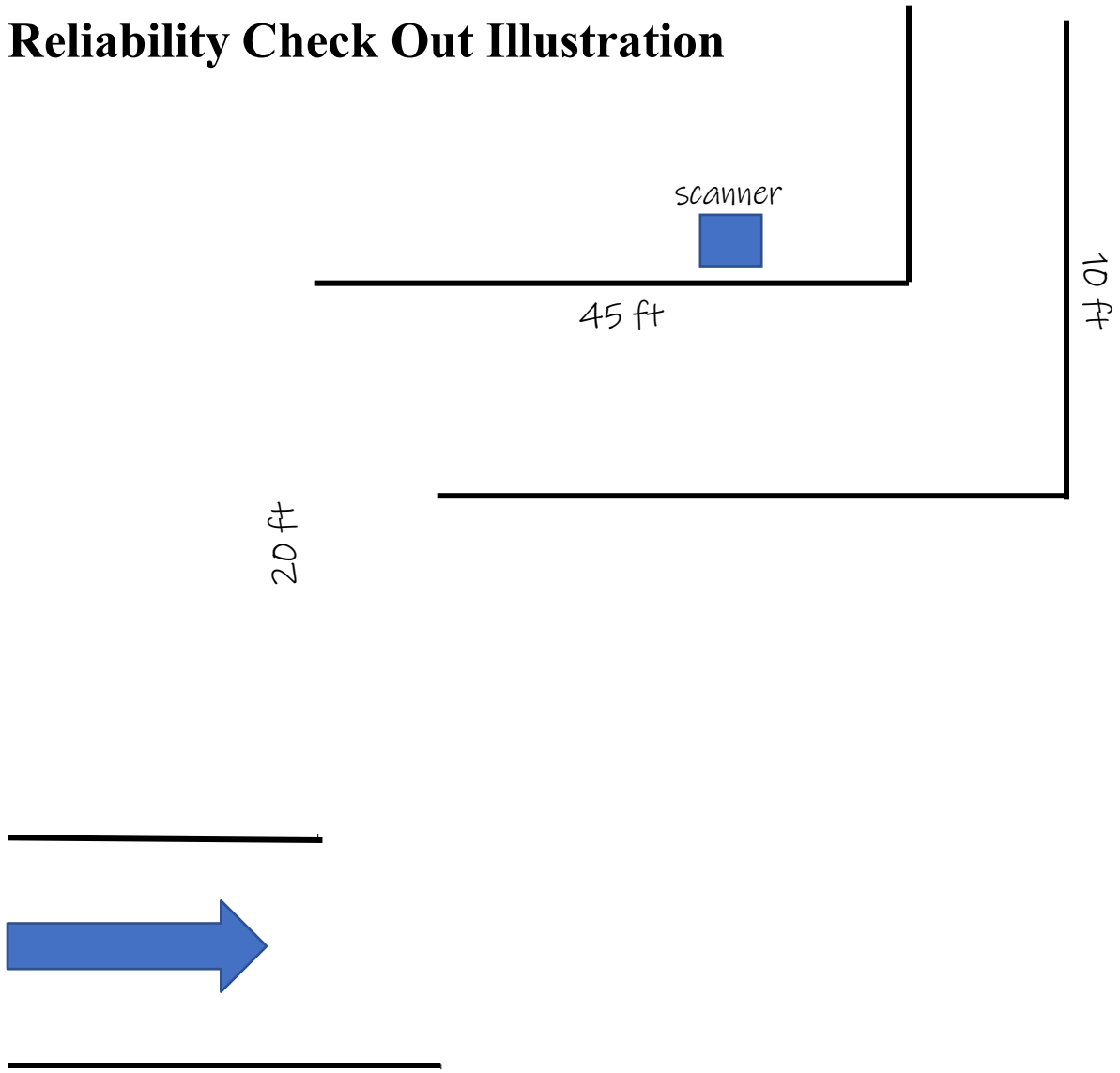
## Start area



# Reliability Check-In Illustration



# Reliability Check Out Illustration



### 16.3 TSCEC Sprint Format Enduro Rules.

The TSCEC Modified Sprint 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. Sprint is a series of "test-rides" from a point A to point B within the event wherein participants ride as fast as possible. Each test-ride has a start and a finish. A Sprint format is comprised of loops, riders will have a specified number of loops to ride within a certain time frame, multiple key times will be provided by the Club Member hosting the event. At the finish of each test-ride section (loop) the Participating Member is stopped and his/her times are recorded. Once the loop is completed, pending the number of designated loops, the rider will get in line to ride the loop again. TSCEC formats also use "transfer sections" to get Participating Members from one test-ride section to another. These are essentially "free time" sections in which Participating Members are not racing; however, Participating Members must arrive at the restart within a calculated time. Participating Members' scores are calculated by the amount of time it takes a Participating Member to complete each test-ride section at speed; essentially the fastest Participating Member wins the test. A Participating Member will lose time for completing the test-ride section too slowly. The Participating Member with the fastest times for the event is the winner. Each test section is recommended to be six (6) to ten (10) miles long. 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 time.

#### 16.3.1 Definitions of TSCEC Modified Sprint Enduro Terms:

A. All start or Check-in holding area locations must include the following:

i. Flip card stand or digital clock displaying time

ii. Section name or number.

iii. Total Mileage.

iv. Reference to Sprint hold area illustration.

v. One set of paper back up sheets listing hour, minutes and seconds.

vi. Number of check point workers.

B. Check-in -- a Known Control designating the starting point of a test section.

C. Typical Sprint check in set up (refer to Sprint Check-In illustration)

D. Electronic Scoring -- If electronic scoring equipment is used, riders will be staged at the holding area and released every fifteen (15) seconds and the rider will transfer to the check in location, at this point the riders time starts.

E. Check-out -- a checkpoint at the end of a test section where the time, in hours, minutes and seconds, each rider took to ride through that section is recorded. All check-out locations must include the following:

i. Section name or number (See section 12.1 Check Point Identification)

ii. Typical Sprint check out set up (refer to sprint check out Illustration)

iii. Two sets of paper back up sheets listing hour, minutes and seconds

F. Observation Check - An Observation check may be used at the Club Member's discretion; A Member Club may use paper back up or electronic scoring. All Observation Check locations must include the following:

i. Section name or number.

ii. Observation Check number.

iii. Test Section Accumulative Mileage.

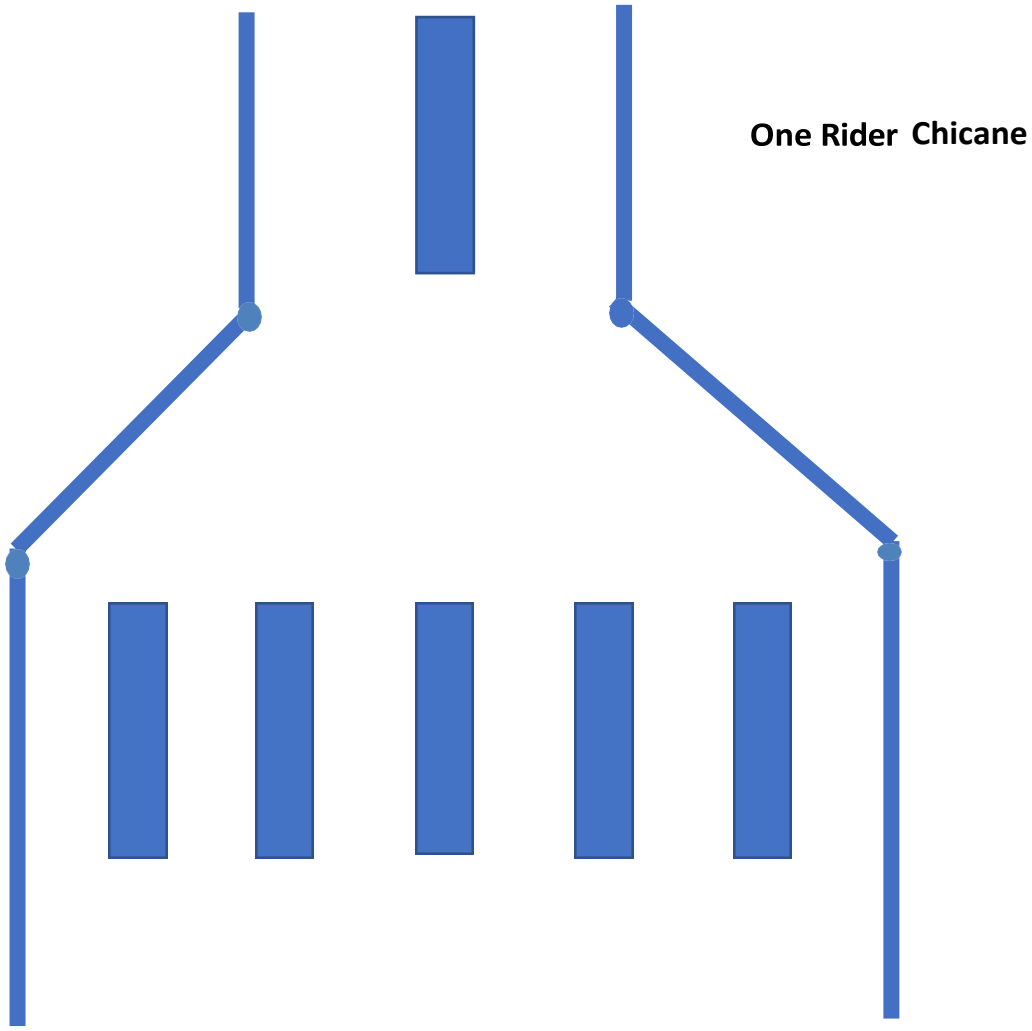
iv. One set of paper back up sheets listing hour, minutes and seconds.

v. If electronic scoring is elected the locations must include the following:

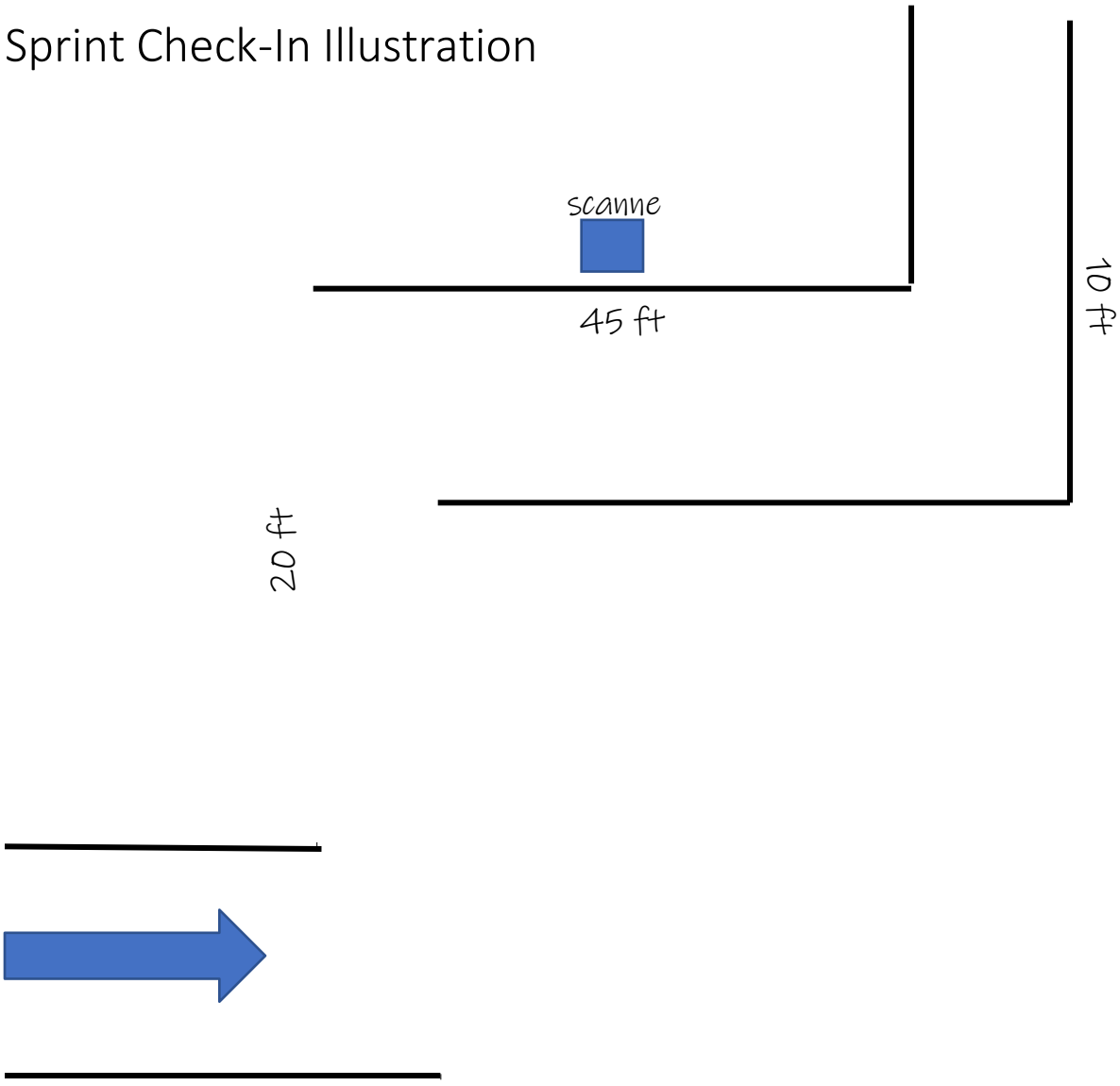
- Section name or number.
- Observation Check number.
- Test Section Accumulative Mileage.
- Typical Sprint check out set up (refer to Sprint Check-Out illustration).
- One set of paper back up sheets listing hour, minutes and seconds.

# Sprint Hold Area

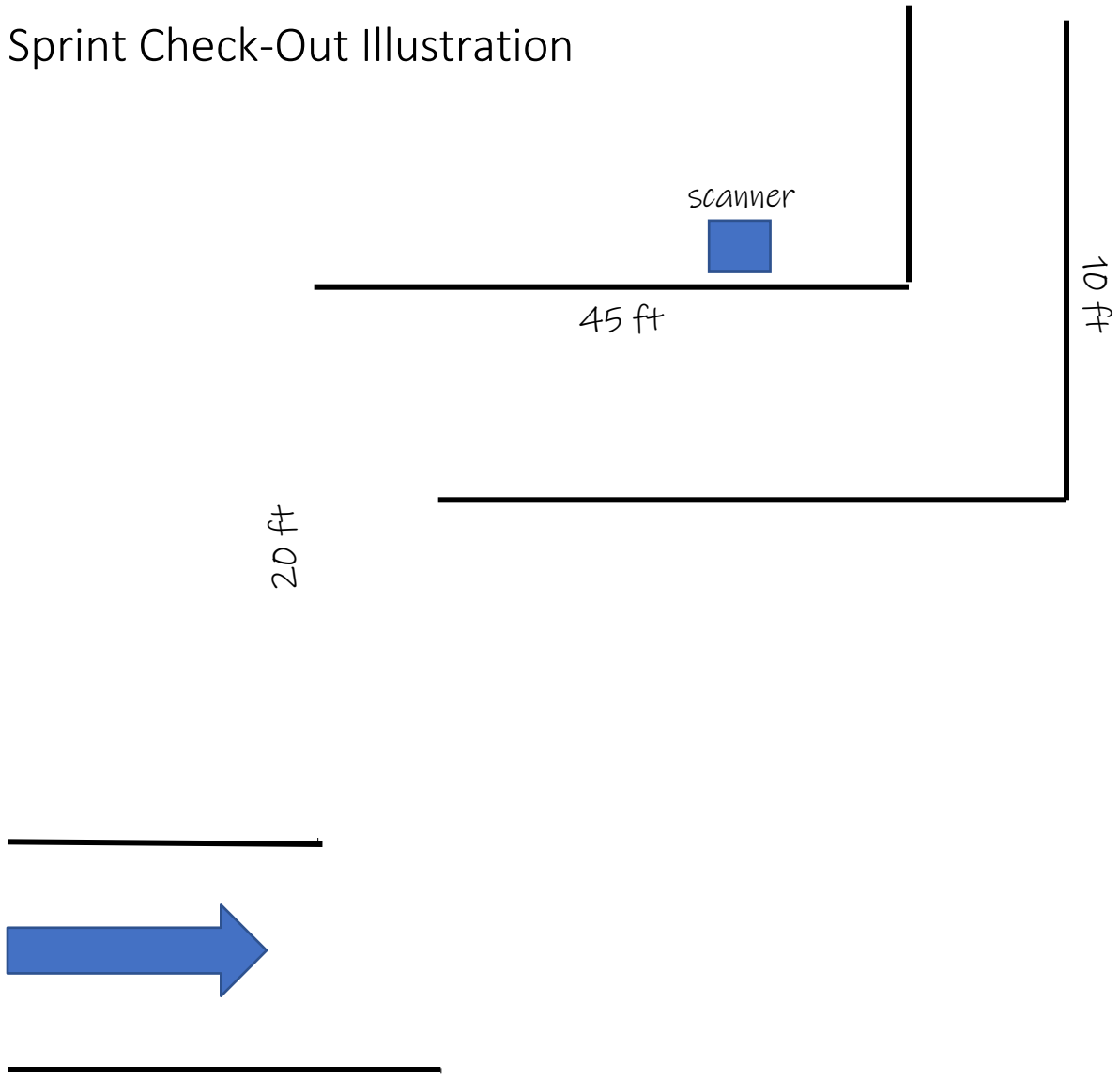
## Start Area



# Sprint Check-In Illustration



# Sprint Check-Out Illustration



## 17.0 Scoring for Individual Enduros.

### 17.1 Scoring Requirements.

1. The Board will be available for assisting Club Members with event scoring.
2. A Participating Member shall insure that their scorecard and/or electronic ID has the correct name and class.
3. A three-part waterproof plastic encapsulated score card will be used at all TSCEC events unless it is electronically scored.
4. It is the responsibility of each Participating Member to present their score card to the scoring officials promptly after finishing an enduro. In the event of electronic scoring, the Participating Member must verify that his/her scoring is posted correctly? Flagrant violations of this rule will result in disqualification. A Participating Member'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 Club Member will designate individuals at their event to receive the Participating Member'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 Participating Member's signature of concurrence. In case of disagreement or questions, the backup sheets will be used to verify the score.

**17.1.1 <u>Scoring</u>.**

The standard scoring for timed checkpoints shall be:

1. Clarification on scoring for TSCEC Restart, Reliability and Sprint Format Events.
    a. Clarification on scoring for TSCEC Restart reliability and sprint Checkpoints. Only three types of Checkpoints are permitted; Start, Finish and Observation.
    b. If a Participating Member arrives early at a Finish checkpoint at the end of a test and a tie in scoring exists at the completion of an event, the Participating Member who arrives at the check point the earliest will be placed in the results ahead of the other Participating Member who had the same score.
2. If a tie still exists, the Participating Member with the best score at the finish checkpoint nearest the end of the event will be the winner. If there is still a tie, the next earlier finish checkpoint will be used and so on until the tie is broken. If two Participating Members are tied and both fail to finish, the Participating Member going the farthest legal distance on the course will be considered the winner of the tie.
3. If a Participating Member loses his scorecard or RFID tag, 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 Participating Member's score, he will be scored as a

Participating that did not finish or "DNF" through the last verifiable checkpoint.

4. If a scorecard/or electronic reader is damaged or altered, it may be scored from the backup sheets without penalty. If all backup sheets cannot verify the score, the Participating Member will be scored as a DNF through the last verifiable checkpoint.

5. On Start Control format events, the scorecard total points will be calculated by total minutes and seconds and are calculated from the top of a Participating Member's due minute. Scores will be tabulated by the actual number of minutes and seconds that a Participating Member is late to a finish check. So 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 "Tie Breaker Points". If the event is scored by electronic scoring (please refer to sections 14.3)

**17.1.2 <u>Scoring TSCEC Events</u>**.

All TSCEC races will be scored by TSCEC scoring chair(s) using TSCEC scoring equipment and scoring systems.

**17.2 <u>Electronic Scoring</u>.**

All the same rules apply to Electronic Score as Scoring Rules above. Print out sheets and or an electronic display will be used at all races for protest purposes. All Participating Members must bring their scoring devices to be associated for the race.

**17.3 <u>Time Constraints.</u>**

A Participating Member is declared DNF (did not finish) at the point where they arrive at a timed checkpoint more than 60 minutes and 59 seconds late. If a Participating Member misses a checkpoint, he is considered DNF at last check completed.

### 17.4 DNF Participating Members.

All Participating Members whom DNF themselves due to either breakage or injury must notify the Scoring Chair and or Race Central immediately after arriving at race central.

## 18.0 Posting Results.

Event results should be posted using the following guidelines:

- All calculated score cards or electronic scoring 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.
- The completed scores must be displayed by class.
- No participant may remove a scoring calculation or alter said calculation from posted site, score card or scoreboard.
- Results will be posted at least ten (10) minutes prior to the start of the protest period.

## 19.0 Protests.

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

### 19.1 Procedures.

The TSCEC President and/or Circuit Chairman along with the Competition Chairman or Club Representative from host Club Member shall gather facts concerning all disputes, to render decisions, and if necessary, convene the official Protest Committee. All actions including disqualifiable actions shall be handled at the race, after the protest period and before trophies. A final decision will be reached while at the event. If the protest cannot be resolved a Protest Committee shall be convened and a judgment rendered before trophies are handed out.. (See section 17.0).

- 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.

- If a participant has lodged a protest, the participant's scores will be computed as is until a decision is finalized.
- A Protest Sheet must be provided at each checkpoint. 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, the protest will not be considered.
- If scoring irregularities are identified once results are posted, a protesting participant must sign the protest sheet located where the protest is being lodged. The protest will be considered.
- Only a Participating Member may lodge a protest.
- In the case of a minor being involved, a legal guardian of a Participating Member can lodge a protest on behave of a minor.
- **If a test timing anomaly is recognized by the scoring chairman that is not otherwise protested by participating members, a special protest committee may be formed. This committee will include 5 members – 2 TSCEC board members, 2 host club members, and 1 participating racer from a different class. A majority vote of the committee carries the decision. The committee can decide to DNF the racer should they decide the anomaly warrants such.**
- At the hosting club's discretion, a long course and short course protest period may be provided once the course is scored and must be listed on the flyer.
- 24-hour protest period may go into effect if the following points arise
    - Equipment/electronics failure extending scoring to an unreasonable timeframe.
    - Medical emergencies.
    - Race extending past unreasonable timeframe.

- Approaching sever weather.

**19.2 Finality.**

All race results are final and binding at the conclusion of the protest period.

**20.0 Protest Committee.**

Protests are resolved observing the following rules:

1. The Protest Committee shall be comprised of one representative from each TSCEC Club Member present at an event and the highest-ranking BOD member and President.
2. If directed by the President, the Protest Committee will meet and resolve by majority vote the issues presented. (See rule 16 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 or the highest-ranking Board Member in concession by recusal shall break the tie.

The Protest Committee will reach all final decisions at the before race results are final.

**21.0 <u>Disqualification</u>.**

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

- Only exception is when, defaulting on payment of an entry fee. Participant is disqualified from all further TSCEC events (including end of season standing) until payment is made good. Payment must be received no more than thirty (30) days after the date of the event.
- If 2 or more persons observe a participant riding the racecourse backwards or counter-course (i.e. riding the course in the opposite direction as the racecourse was marked by the host organization), the Participating Member will be disqualified and receive a DQ for the event. Exceptions are for medical emergencies.
- Foul or abusive language or unsportsmanlike conduct at a TSCEC event. Two witnesses must be present. The participant is disqualified from that event. In addition, the participant will have five (5) circuit points subtracted from their end of season total.
- Violation of any of the gas stop safety regulations by contestants, or individuals associated with a contestant will result in disqualification from the event (see section 16.3).
- Participants running motorcycles at or near the Participating Members' meeting may be disqualified from the event.

- Violation of pit riding or unnecessary motorcycle operation:
    - First offense - warning
    - Second offense - loss of 10 points for the event
    - Third offense - Disqualification from the event
- Any participant seen by two or more people removing course markings or cutting fences shall be permanently disqualified from all TSCEC events.
- One Participating Member and one motorcycle must compete throughout an entire event. Any change of Participating Member or motorcycle will result in disqualification from the event.
- The participant fails to proceed directly to the scoring committee and turn their score card in after completing an enduro. (See rule 14.1).
- Participants are disqualified from the event if they delete any part of the marked course for the purpose of gaining time. Exceptions are obstacles or situations that render the marked trail impassible.
- A participant can be DQ for missing a check. Quitting the course early is not considered missing a check.
- A participant is disqualified from the event if they compete in the incorrect class or their motorcycle fails to meet legal requirements. (See sections 5.0, 6.0, and 7.0).
- A participant is disqualified from the event if they use any radio communication device on themselves or their motorcycle. Communication devices are allowed when communication is between any Guardian and minor for teaching and safety, or a safety issue regarding an adult. If a participant is disqualified for any reason, no circuit points will be awarded to the participant for the event.

**22.0 Circuit Ranking.**

TSCEC will maintain a season long ranking of all Participating Members in each TSCEC scored class. This ranking identifies which TSCEC Participating Members will receive awards at the annual Awards Banquet and for qualification for induction into the TSCEC Hall of Fame.

**22.1 Actual Class Placement.**

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

**22.2 Circuit Points.**

Circuit points are awarded as follows:

Overall Event, A, B, C, Master = 22

| | |
|---|---|
| 1st = 20 | 11th = 10 |
| 2nd = 19 | 12th = 9 |
| 3rd = 18 | 13th = 8 |
| 4th = 17 | 14th = 7 |
| 5th = 16 | 15th = 6 |
| 6th = 15 | 16th = 5 |
| 7th = 14 | 17th = 4 |
| 8th = 13 | 18th = 3 |
| 9th = 12 | 19th = 2 |
| 10th = 11 | 20th = 1 |

**22.2.1 Non-Transfer.**

Circuit points earned in one class cannot be transferred to any other class.

**22.2.2 DNF Points Rule:**

To receive full credit for circuit points at an event, a participant must complete the entire course and receive a valid score for all checkpoints on the course. If a participant fails to complete the entire course and receive a valid score for all checkpoints, the Participating Member is classified as DNF and five (5) points will be deducted from

his circuit point total for the event provided he receives a valid score for the first timed checkpoint and is not disqualified.

**22.2.3 Overall Event Points.**

The Overall Event, Overall A, Overall B, Overall C and Master Overall Participating Member will receive 22 class points.

**22.2.4 Bonus Points.**

Bonus points may be awarded as determined by the EC prior to the start of the racing year annually. The number of bonus points added to every scored rider at the determined race for the year shall be ten (10). Attached hereto as Exhibit "C", shall be the schedule of bonus point awards.

**22.3 Dropped Scores.**

To make circuit rankings more competitive, scores for some enduros can be dropped from the calculations. The number of events held during the season determines the number of drops. The following table shows the number of events and the number of drops. The lowest circuit scores are the ones dropped. Dropped scores cannot be used in any final standing calculation.

Number of events 1-4; 0 drops

Number of events 5-7; 1 drop

Number of events 8-11; 2 drops

Number of events 12-15; 3 drops

Number of events 16-19; 4 drops.

**22.4 Worker Averages.**

In order to compensate an individual for working at a TSCEC sanctioned event, a system of points averaging has been adopted. Any person actively involved with the staging of an enduro may be given their average circuit score for the event they worked. These average scores will be used in all calculations regarding season ending CLASS and

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

- The Participating Member must enter and receive a score in at least 50% of the season's scheduled events in the same class where the average is to apply. The Participating Member's worker average does not count as being "entered" in an event to meet the 50% criteria.
- The Participating Member did not enter as a contestant in the event he is averaging.
- No averaged score will be used in the calculation of worker averages.
- If a Participating Member joins the circuit after working a race; that Participating Member is eligible for worker average and possible circuit points.
- The Participating Member must fill out the TSCEC workers point form and signed by the competition chairman or Club Member board member for the hosting Club Member and turned in to the scoring chair not later than the following Friday of the event

## TSCEC Worker Points & Eligibility Form

It is the Participant's responsibility, not the Promoter's, Club's or TSCEC's, to ensure that they are eligible for a Year End Award and Worker Points. Participants will be responsible to complete this form and submit it to the TSCEC Scoring Chairman within the following Friday of earning Eligibility and/or Worker Points with your signature and the competition chairman or club board member's signature. If this form is not received by the following Friday, you will not receive workers point for the current season

TSCEC Rulebook 2021:

**WORKER POINTS**

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1. First level worker points will be average of best three events. Worker points will apply to both class and overall standings.

2. Second level worker points will be average of best six events have been applied. Worker points will apply to both class and overall standings.

3. Worker points will replace a lesser event if the number of counted events has been reached. If the rider has not reached the maximum number of counted events, then the average of the riders 3 best finishes may be added.

4. A participant can earn only two sets of worker points per season.

5. A participant cannot receive both event points and worker points for the same event.

6. participants must ride 50% of the season's events before worker points apply.

7. A participant receiving worker points and/or eligibility needs to be available to the Promoter to work on the day of the event.

8. Worker points are awarded for working adult and children series events.

Participant Name: _____

Event Name Day 1: _____

Event Name Day 2: _____

Participant Class: _____

Participant Signature: _____

Date: _____

Club Name: _____

Competition Chair Name: _____

Competition Chair Signature: _____

Date: _____

Please return this signed form to the TSCEC Scoring Chair within the following Friday of events conclusion. Failure to do so could result in non-acceptance of form.

Cade Emerson
tscecenduroscoring@gmail.com

Rider Section:

**22.4.1 <u>Calculations</u>.**

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

- The first average will be the average of the member's three (3) best scores for the entire season in the class for which the average applies.
- The second average will be the average of the member's 1st, 2nd, 3rd, 4th, fifth and sixth score added together then divided by six; becomes the average for the class for which the average applies.
- An average score resulting in a fractional number shall be rounded to the closest whole number.
- In order to receive the 2nd averaged score, a minimum of six races must be entered. Rendering aid to an injured Participating Member resulting in "houring out" of the event is just cause to be granted a Workers average by the Event chairman with approval of the TSCEC President. If this situation occurs that would be a third average, the third average could be calculated from an average of the top six best finishes. The Third average may be obtained from working home Club Member events only, and only if that Club Member is hosting three days of points competition.
- A fourth possible workers average can be attained if and only if rendering aid to a downed Participating Member is the cause, must have approval of competition chairman and TSCEC president.
- Bonus Points will not be used to calculate in a worker point average, and the bonus points cannot be used as a drop.

**22.5 <u>Circuit Ranking Ties</u>.**

At the end of a season if a tie exists for class ranking, the winner of the tie will be

determined in the following order:

1. Participant with the most overall wins.
2. Participant with the most first place wins, not counting averages.

3. Participant with the most second place wins, not counting averages.

4. Participant with the most third place wins, not counting averages.

5. Participant with the most fourth place wins, not counting averages

6. Participant with the most fifth place wins, not counting averages

7. Participant ranked highest in the Overall Standings.

*Note:* Work averages will be used for tie-breaking. For class-ranking ties, a work average of 21 points will be considered a first-place win. If a tie still exists two awards will be presented for one place and the next place will be skipped.

**23.0 Awards/Banquet.**

The following rules govern the presentation of awards at a TSCEC event and the annual awards banquet.

1. Awards at TSCEC individual points paying event and Banquet.
   * Overall Event - Open to A and AA Participating Members
   * Overall A - Open to A (not AA)
   * Overall B
   * Overall C
   * Overall Master
   * Trophies, plaques or other awards will be given to all A, B, C, and Super Short.

2. The number of awards at a TSCEC events will be determined by the following:
   - A Minimum of three trophies to be awarded for each of the A, B, C division and Super Short Class;
   - A minimum of one trophy to be awarded for each of the Overall Event, Overall A, Overall B, Overall C and Overall Masters Classes.

3. After the protest period, a siren will sound indicating award presentations will begin in ten (10) minutes.

4. At the option of each host organization, event awards may be mailed to participants. Participating Members must send a written request along with necessary mailing and handling fees.

5. The number of year-end awards presented each class is determined as follows:
   * AA and A Class – Three Awards; 1st through 3rd.
   * B Class – Three Awards; 1st through 3rd.
   * C Class – Three Awards; 1st through 3rd
   * Super Short Class – Three Awards; 1st through 3rd
   * One award for each: Overall Event, Overall A, Overall B, Overall C and Overall Master.

6. Year End Awards are awarded the same as event awards. Overalls will move out of their class and the class participants will move up.

7. Participating Members must score in a minimum of 50% of the events in a division to receive a year- end trophy.

8. All season class winners in the Championship Series will receive a trophy, plaque or award. The Overall Champion of the Championship Series will receive a new helmet. The recipient will have the option of having a new helmet lettered with their name and title or having their own helmet painted and lettered. In either case, the cost to TSCEC is not to exceed $450.00. The Participating Member and/or TSCEC President may substitute an appropriate item of equal value.

9. Enduro of the Year will be voted on by TSCEC members at the end of the season. Participating Members may not vote for their own Club Member's event or one at which they received a work average. All TSCEC events are eligible for the awards.

10. The Stephen Griner Memorial Sportsmanship Award will be presented to an individual chosen by the Board of Directors and officers. Nominations for the award should be directed to the sponsoring panel members.

11. A Rookie-of-the-Year Award is sponsored by Brasher Trophies and is given to the highest placing Overall A Participating Member who is new to the "A" class.

**24.0 <u>Miscellaneous Rules</u>.**

1. TSCEC rules will be provided to all affiliated member organizations and/or available on the website.
2. All dates for TSCEC sanctioned enduros shall be set at an organizational meeting called by the TSCEC President.
3. There will be a maximum of five participants per minute at any TSCEC event unless race comp chair overrides and consults with TSCEC President or board and scoring chairman.
4. An Emergency Ambulance with qualified medical personnel must be provided by the host organization at each TSCEC event. The use of EMT's is preferred as medical personnel. Failure to provide EMT and Ambulance with proper medical emergency treatment equipment will result in cancellation of score averaging for persons working the event and possible omission from hosting future events.
5. TSCEC circuit members are not allowed to ride (not allowed to complete, no points) an event if they are also a member of the hosting Club Member without prior written (e-mail) approval from the TSCEC President.
6. Events in the Championship Series will be conducted under the TSCEC Rulebook or the applicable sections of the AMA National Enduro Restart Rules unless another format receives prior Board approval. Exceptions to the AMA National Enduro Restart Rulebook may include but are not limited to the class and displacement designations.
7. At all events sanctioned by more than one enduro circuit, the home rules will apply.

**EXHIBIT A**

Seniority List

| CLUB | DATE OF INITIAL MEMBERSHIP |
|---|---|
| #1 Permian Basin Motorcycle Assn | 1973 |
| #1 Lubbock Trail Riders | 1973 |
| Ross Creek Trial Riders | 1975 |
| Post Enduro Association | 1979 |
| West Texas Boondockers | 1986 |
| Austin Motor Sports Association | 2015 |
| Red River Dirt Riders | 2022 |
| Barnwnell Mountain Trail Riders | 2024 |

**EXHIBIT B**

Voted Best
Enduro
Inductees

| PARTICIPATING MEMBER NAME | DATE OF INDUCTION |
|---|---|
| Post Enduro (Lubbock Trail Riders) | 1973/1974 |
| Post Enduro (Lubbock Trail Riders) | 1974/1975 |
| Concho (Conch Cycle Club) | 1975/1976 |
| Terlingua (Barrick Watts and Glen Pepper) | 1976/1977 |
| Three -way tie, Ft. Hood, Terlingua, Ghost Town – Thurber (Fort Worth Trailblazers) | 1977/1978 |
| Caney Creek Enduro (Trail Riders of Houston) | 1978/1979 |
| Ghost Town – Thurber (Fort Worth Trailblazers) | 1979/1980 |
| Concho (Concho Cycle Club) | 1980/1981 |
| Sidewinders (Sidewinders Motorcycle Club) | 1981/1982 |
| Sidewinders (Sidewinders Motorcycle Club) | 1982/1983 |
| Ghost Town – Thurber (Fort Worth Trailblazers) | 1983/1984 |
| LTR (Lubbock Trail Riders) | 1984/1985 |
| Red River (Red River Dirt Riders) | 1985/1986 |
| Boondockers (West Texas Boondockers) | 1986/1987 |
| Red River (Red River Dirt Riders) | 1987/1988 |
| Cycleland (Nacogdoches) | 1988/1989 |
| Sidewinders (Sidewinders Motorcycle Club) | 1989/1990 |
| Concho Enduro (Ross Creek Trail Riders_ | 2021 |
| Oil Gusher Enduro | 2022 |
| Boondockers | 2023 |
| Caprock Canyon (Post Enduro Association) | 2024 |
| Boondockers Day 2 (West Texas Boondockers) | 2025 |

**EXHIBIT C**

Hall of Fame Inductees

| PARTICIPATING MEMBER NAME | DATE OF INDUCTION |
|---|---|
| Will Hendrix | TBD |
| George McMahan | 2006 |
| Vernon Markwoth | TBD |
| Archie Taliaferro | 2008 |
| Jennifer Franklin | 2023 |

**EXHIBIT D**

Hall of Fame
Members
Inductees

| PARTICIPATING MEMBER NAME | DATE OF INDUCTION |
|---|---|
| Lynett Pool | 1976 |
| Henry Bostick | 1977 |
| Perry Davis | 1979 |
| Roy Pool | 1981 |
| Zach Elkins | 1981 |
| Brenda Pratt | 1984 |
| Milton Wendrock | 1987 |
| Jack Henry | 1987 |
| Chrissa Douglas | 1987 |
| Michael Richmond | 1988 |
| Carol Jones | 1988 |
| Todd Harris | 1990 |
| Marvin Youngblood | 1991 |
| Andrew Cooksey | 1995 |
| Barry Franklin | 1995 |
| Haydn Franklin | 1996 |
| Ruth Ann Parsely | 1998 |
| Terry Maxwell | 1998 |
| Stan Simpson | 2000 |
| Shirley Miles | 2001 |
| Larry Crane | 2002 |
| Mike Collins | 2002 |
| Michael Wilson | 2003 |
| Bruce Lair | 2003 |
| Fredna Lair | 2003 |
| Cole Kirkpatrick | 2006 |
| Greg Storie | 2019 |
| Bill Bray | 2019 |
| Elton Zuyus | 2022 |

**EXHIBIT E**

Member Organizations
Hall of Fame Inductees

| PARTICIPATING MEMBER NAME | DATE OF INDUCTION |
|---|---|
| Lubbock Trail Riders | 1978 |
| Concho Cycle Club (San Angelo) | 1981 |
| San Antonio Sandwinders | 1983 |
| Fort Worth Trailblazers | 1984 |
| Red River Dirt Riders | 1988 |
| Track and Trail Sportriders | 1997 |
| West Texas Boondockers | 1998 |
| Cycleland (Nacogdoches) | 2002 |
| Ross Creek Trail Riders | 2022 |

**EXHIBIT F**

Bonus Points Awarded

| NAME | VOTED DATE |
|---|---|
| West Texas Boondockers 11-6-22 | 12-18-21 |
| West Texas Boondockers 11-5-23 | 12-8-22 |
| West Texas Boondockers 10-27-24 | 11-29-23 |
| Iron Mountain Enduro 12-7-25 | 11-19-24 |
| Concho Sprint Enduro 9-27-26 | 12-18-25 |
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