

## TRH Family Off-Road Race Series Rules

### **CLASS CATEGORIES, TROPHIES, SCORING, and PROTEST RULES**

I. Family Off-Road Race Series (Enduro & Hare Scrambles) is open to TRH members:

A. Competition Classes

1. Open A
2. Open B
3. Open C
4. Beginners
5. Juniors 13-16
6. Youth 10-12
7. Youth 0-9
8. Women's
9. Doubles (@ Skull Creek only)
10. Quad / 4-Wheeler (@ Skull Creek only), open to Women and Youth

B. For the Juniors and Youth classes, we will consider July 15<sup>th</sup> as the official cut-off date. Example, if the rider is 13 before July 15<sup>th</sup>, they will be required to ride in the Junior 13-16 class. If they turn 13 on or after July 15<sup>th</sup>, they will be allowed to compete in the Youth 10-12 class the entire season.

C. The Beginners class is designed for riders who have not won a trophy in an "enduro" and or "hare scramble" format race previously. Persons in this class should NOT use computers in an enduro format.

D. TRH will use the following as the Class Advancement formula:

1. From "C" to "B" and from "B" to "A" classes
  - i. 1<sup>st</sup> place.....5 points
  - ii. 2<sup>nd</sup> place..... 4 points
  - iii. 3<sup>rd</sup> place..... 3 points
2. Once a rider has accumulated 15 points in the Series and a 1<sup>st</sup> or 2<sup>nd</sup> Place in any event (outside events count to determine 1<sup>st</sup> place finishes), he or she will be advanced for the next Family Off-Road Race Series Season.

E. If you are advanced within another series (example TSCEC), you will be advanced in the Off-Road Race Series.

F. A rider in the "Beginners" class will advance to the "C" class for the next season if he or she has won two (2) trophies as a Beginner or they finish in the Top 5 for the series.

- G. No advancements will take place until the entire Off-Road Race Series is completed for a year unless a rider volunteers to do so or the Race Series Chairman determines that a rider is misclassified and makes the decision to advance him or her during the season. In these cases, the rider will transfer one-half (1/2) of his or her points to the new class.

## II. Trophies:

All trophies will be ordered by the Race Series Chairman or their Designate, who will adhere to the rules set as follows:

- A. For each Race of the Off-Road Race Series, trophies for:
  - A. Overall;
  - B. Top 3 in the Adult Classes (A, B, and C);
  - C. Top 5 in the Beginners, Juniors, 10-12, 0-9, and Women classes;
  - D. Top 2 in the Doubles classes ran at Skull Creek
  - E. Top 5 in the 4-Wheeler class ran at Skull Creek
- B. For end of Series Awards: same number of places as above.

## III. Scoring, Averaging, and Bonus Point

Each event (whether an Enduro or Hare Scramble) will scored in the following manner:

- A. 12 Points for the Overall win
- B. Within each Class:
  - a. 1<sup>st</sup> place – 10 points
  - b. 2<sup>nd</sup> place – 9 points
  - c. 3<sup>rd</sup> place – 8 points
  - d. 4<sup>th</sup> place – 7 points
  - e. 5<sup>th</sup> place – 6 points
  - f. 6<sup>th</sup> place – 5 points
  - g. 7<sup>th</sup> place – 4 points
  - h. 8<sup>th</sup> place – 3 points
  - i. 9<sup>th</sup> place – 2 points
  - j. 10<sup>th</sup> place – 1 point
- C. If there is a points tie at the end of the Series, the tie will broken by determining the most overall wins, the most 1<sup>st</sup> place finishes, the most 2<sup>nd</sup> place finishes, etc.

D. Averaging (allowed once per race season)

- a. You may choose to work an event and receive an “average” for the event worked. Your score will consist of an average of the scores for those rounds ridden, rounded off to the nearest tenth.
- b. You can not begin an event, break down and decide to work the rest of the day to obtain an average.
- c. Request to average must be sent to the Race Series Chairman no later than one week before the event.

E. Bonus Point (allowed once per race season)

- a. If you or someone on your behalf volunteers to work the DAY OF THE EVENT and you sign the worker voucher at sign-up, you will receive an additional Bonus Point (1 Point) toward your total series score.

IV. Vehicle and Rider Rules:

- A. All bikes must be equipped with an operational silencer and, it must stay on the bike from start to finish. Should a silencer be lost during an event, bike and rider are not to receive a score until repairs are made. If bike finishes, it must have an operating silencer.
- B. All bikes must conform to the requirements of the land being used and all its rules and regulations are hereby made a part of these rules. They are to supersede any rules and regulations in this document if there is a conflict between this document and the rules of the land authority. Specifically, this is to cover spark arrestor requirements by The National Forest Service, but may be affected by local land owner requirements as well. Every effort will be made on the part of TRH to make any special rules known in advance of the event.

C. Engine size and/or displacement:

Any stock replacement piston(s) may be used without class penalty even though the engine may be slightly oversize.

D. Race Machines (motorcycle and quad)

A motorcycle is a vehicle with an engine and two wheels. Only motorcycles are allowed within Specific classes 1-9 above.

A special Quad or 4-Wheeler class can be ran at the Event Chairman’s discretion at Skull Creek only. Quad’s should be “utility” or approved by the Event Chairman. This class is open to Women and Youth.

#### E. Rider / Race Machine

A rider starting on one bike or quad must ride only that race machine and must finish the event on that race machine. The only exception would be in a two-rider tag team event.

#### F. Pit Area

Anything > 5 mph in the camp area at any TRH function will be grounds for disqualification from the event. In the case of a minor child, it will be grounds for disqualification of the responsible adult.

#### V. Protest Procedure:

Protester shall present in writing, on the day of the event, a specific charge as to the infraction involved. The written protest should be concise and to the point with names of all witnesses and where they can be found. For a rules protest to be allowed, it must be filed within the allotted protest time after posting of scores. A rules protest, if not upheld by the Event Chairman, may be appealed in writing to the Series Chairman. A scorecard protest is to be left to the Event Chairman.

All decisions of the Event Chairman are to be considered final, and he alone has control of the event. Rules protest can be made to the Series Chairman. No decision made by the Event Chairman may be changed on the event day, even as to procedure, by other than the Series Chairman or Events Coordinator of TRH.

### **Event Guidelines / Volunteer Roles**

#### I. These Positions can apply to all events.

- A. Event Chairman: The one person who is totally responsible for course layout and marking, event running, rules enforcement, scoring, and course clean-up. He or she may delegate any or all of these responsibilities but still has final authority for all phases of the event.
- B. Overall Course Marshall: This is the only person "on the course" who may disqualify a competitor on the spot. The overall course marshal shall continually ride the entire course and collect checkpoint information and protests and turn them in at the main check for the event chairman to review. Except to stop in case of an injury, this marshal should remain mobile. He may stop a competitor at any time should he see fit to disqualify that competitor for course cutting or specific rule violations. There can be more than one overall course marshal if a course is over 5 miles in length. These

marshals shall be introduced at the riders meeting and should wear distinctive apparel. These individuals should be very proficient riders.

- C. Area Course Marshals: There should be at least one area course marshal at each interval between checks, and he should be familiar enough with the course that he may backtrack the course without riding the course in reverse. These marshals should concentrate in the areas that might bottleneck the event. They should be willing to give minor assistance to downed or broken down competitors. They should be especially watchful for assisting an injured entrant. Their primary functions are to assist and direct riders and maintain course markings.
- D. Checkpoint Captain: The person responsible for the set-up and running of each checkpoint in an orderly fashion. He has the added responsibility of checking silencer conditions of each competitor as they come through his checkpoint. Checkpoint captains are not to pull scorecards, but shall not allow a competitor to be scored if he has no silencer. He shall see that his checkpoint is set-up and has at least two lanes open at all times. He shall instruct his checkers on how to mark scorecards. He has the authority to refuse to score a competitor who slides into a checkpoint or otherwise abuses or endangers any checkpoint worker. He does not have the authority to disqualify a competitor. Should he refuse to score a competitor, he will immediately write the reason on a protest sheet and send it in to the main or #1 checkpoint by the overall course marshal.
- E. Scoring Captain: Supervises the tabulation and recording of scores from scorecards. The scoring captain should set up in a secluded location if possible. He should see that he has adequate help prior to the end of the event.
- G. Sweep Riders: After the last entrant starts, the sweep crew will leave and begin to ride the entire course. Their prime objectives will be to get every person out of the woods and back to the parking area. If possible, disabled machines will be rescued by this crew.

## II. Event Announcements:

- A. The Race Series Chairman will post the Annual Race Series schedule on the TRH web-site. The web-site will be used to announce schedule changes due to weather, etc.
- B. The Race Series Chairman will post each event flyer on the TRH web-site at least three weeks before the event / race. It will include:
  - 1. Club name "Trail Riders of Houston" and "Family Off-Road Race Series".
  - 2. The name, date, and location of the event. (Location to be given as a description or a printed map).
  - 3. Approximate course mileage.

4. Registration details including time, deadlines (if any).
5. Entry fees for TRH members and those wanting to join TRH. No refunds.
6. Rider divisions (juniors require a minor's release).
7. Silencers mandatory start to finish.
8. Spark arrester and silencer (99db at 20 in.) start to finish.
9. Helmet required.
10. Phone number for information.
11. Special rules or classes, i.e. Doubles or Quad
12. Riders meeting time (mandatory).
13. Key time and or Start
14. Event time schedule

III. Weather:

Calling an event because of weather is at the option of the Event Chairman and Race Series Chairman. Basically, an event should not be called unless the course is not rideable or high wind or lightning create a physical danger. However, this is totally at the discretion of the Event Chairman and/or Land Authority.

IV. Course Marking:

A. The club will furnish all materials needed to mark and score an event. These include ribbon, printed arrows, etc. Additional materials and tools may be obtained through the Property Master.

V. Entry Fees:

You must be TRH Member to ride. You can join TRH or Renew your membership at an Event.

For “new” members, your \$40.00 TRH Family membership fee or \$215 for Skull Creek Family membership covers all costs & entry fees for that particular event.

For current TRH or Skull Creek members: \$25 Entry Fee for the 1<sup>st</sup> rider in the family; \$5 fee for each additional family member.

## **ENDURO RULES SUPPLEMENT TO AMA ENDURO RULES**

Enduro is a contest for motorcyclists where speed is not necessarily the determining factor and where a timed, mile-per-hour average and schedule has to be maintained through secret checkpoints. It is conducted over little used roads, trails, paths, and all other types of terrain (off-road) which can be negotiated by the motorcycle or the muscular energy and strength of the rider. The object is to lose the least number of points based on average mile-per-hour speed and calculated time elapsed between checkpoints.

A. Course Marking:

1. Along roads and clearly defined trails, ribbon is recommended with an occasional arrow to verify course direction. We may also use stakes with arrows. Ribbon and arrows will be placed to the rider's right where possible and should be out of the reach of passing riders.
2. In thick woods or on an ill-defined course, arrows will be so pointed as to clearly indicate direction of the course.
3. All major turns will be marked by a single arrow at least 100 feet and not more than 200 feet prior to the turn. There will be 2 or more arrows at the turn. Obvious mild turns and winding trail will not necessarily be arrow marked, but will be more heavily ribboned. A confidence arrow will be placed within 100 feet after the turn to verify the correct turn direction was made.
4. "X's" will denote danger and will be placed well in advance of the danger points. Danger spots, even if questionable, should be so marked and consideration should be given to the average speed in this instance.
5. A wrong way marker "W" will be used on all abrupt turns off a well defined trail, and should be placed a reasonable distance down the wrong trail.
6. A round sign with a large black R in the center will accompany an "X" to warn of a road crossing.
7. Mileage markers indicating mileage from the start will be posted at least every 5 miles, i.e. 3mi, 5mi, 10mi, etc. A point 2.9mi and 3.0mi marker from the start must be clearly indicated

B. Average Speeds:

1. The concept of a TRH "enduro" is that it is not a race but rather an event that requires riding skill and careful calculation. Average speeds shall not require difficult arithmetic, therefore, they should be 10, 12, 15, 18, 20, or 24 M.P.H. Fractional averages will not be used. One speedometer will be used to measure mileage for the entire course.

C. Length

1. All TRH family enduros will have a morning course and an after adult course. The morning course will be 10-12 miles in length and may contain one or more loops. The afternoon course may use the morning course and will have between 20-30 ground miles. This mileage does not include resets.

2. Women, Youth, Doubles and Quad classes ride only the morning course. .

D. Key-time: Time that a rider on row zero would leave the start line.

1. Example: An enduro with a 10am key-time would have the riders on row 1 starting at 10:01am. Official key-time shall be established as National Bureau of Standards time (i.e. via satellite)
2. If any timing device is found to be inaccurate by 3 seconds or more, or if any timing device fails, such checking station shall be considered a visual check only.

E. Checkpoints:

1. Definitions:

- i. Secret Check: A point on the course, unknown to the ride, where his time is recorded in minutes.
- ii. Tie Breaker Check: A secret check with time recorded in minutes and seconds.
- iii. Observation Check: An unknown point on the course where the rider's presence is verified.
- iv. Start Control Check: The beginning of a test section known to the rider. The rider can be early with no penalty points. There is a controlled restart on the rider's original row or minute. If the rider is late, they continue through the check after their time as been noted; a rider can be scored late points.
- v. Known Control Check: A checkpoint whose location is known by the riders prior to the start of the event. A rider can be up to 15 minutes early with no penalty; more than 15 minutes and 59 seconds early results in a disqualification.
- vi. A Known Control check point that is also a Tie-Breaker check point will be announced at the Riders Meeting. Riders arriving early at these checks are considered to have arrived with a perfect 0 (i.e. their minute and 30 seconds).

F. Location and Separation Factor:

1. Timed checkpoints will be positioned such that they occur on whole minutes and whole tenths of a mile.
2. A visual check may be at any location on the course.

3. A Start Control can be located immediately following a timed check point, i.e. minimal separation. A start control will be noted on the roll chart, route information.
  4. A timed check will not be located closer than two miles before nor three miles after an official gas stop.
  5. Timed check points will not be located closer than three miles to one another nor the start.
  6. A timed check will not be located before there has been a mileage marker.
  7. Mileage shall be accurate to within 0.05 miles from the last posted mileage.
- G. Protest Procedure: In order for a check to be protested a rider must sign the official protest sheet which is to be located at each check. The chairman is not required to verify mileage of a check unless five (5) riders from five different rows protest the check for the same reason. In the event a legal checkpoint protest is made, the chairman will send out a team to mileage the check from the last posted mileage marker. The team will consist of the official layout bike and the protester's bike. The layout bike will lead the team through the section and its odometer will be used to determine legality of the checkpoint.
- H. Scoring:
1. Checking time shall be taken at the instant the rider's front wheel has arrived or crossed an imaginary line between the two colored signs at the entrance to the checkpoint lanes, or when the rider zigzags or takes evasive action other than a straight line. If a rider stops in view of a checkpoint, but has not crossed this imaginary line, time will be taken the moment his foot touches the ground.
  2. When a rider is late approaching a checkpoint, the rider's time shall not be taken until the rider's front wheel has arrived opposite the checkpoint flags.
  3. A rider shall be penalized 1 point for each minute late in arriving at a timed checkpoint, (Secret, Tie Breaker, Start Control, or Known Control).
  4. A rider shall be penalized 2 points for the first minute early and 5 points for each additional minute early in arriving at a Secret or Tie Breaker checkpoint.
  5. There will be no penalty for arriving early at a Known Control unless the rider is over 15 minutes and 59 seconds early at which time he will

be disqualified from further competition. The checkpoint at which he was disqualified will not be scored.

6. A rider will be disqualified from further competition for arriving more than 60 minutes and 59 seconds late to any timed checkpoint. The checkpoint at which he houred out will not be scored.
  7. At the Enduro Chairman's option, late points on the first loop will not be counted for riders competing in a class which rides both loops. Early points (HOT) will still be counted against the rider. A rider may still be disqualified for being houred out or arriving at a check more than 15 minutes early. (See above) This is a special rule for TRH Off-Road Race Series only, and it must be noted at the riders meeting if this option is used.
- I. Results will be posted the day of the event.
  - J. Trophies will be awarded the day of the event. Fifteen (15) minutes prior to the trophy presentation, after the scores are posted, will be the protest period. The results will be final after fifteen (15) minutes have elapsed and all legal protests have been addressed and resolved. Mileage protests may be checked before the official protest period but may not be ruled on until the official protest period starts. Trophies will be presented immediately after protest period ends.

## **HARE SCRAMBLES RULES**

Hare Scrambles is a competitive motorcycle event in which the object of the competition is to travel the greatest distance over a prescribed course in a given time with all contestants governed by exact rules, and competing against one another by class. Motorcycles may also compete by position of overall finish regardless of class.

- A. The course may be an open or closed loop.
- B. Course Marking:
  1. Along roads and clearly defined trails, ribbon is recommended with an occasional arrow to verify course direction. We may also use stakes with arrows. Ribbon and arrows will be placed to the rider's right where possible and should be out of the reach of passing riders.
  2. In thick woods or on an ill-defined course, arrows will be so pointed as to clearly indicate direction of the course.
  3. All major turns will be marked by a single arrow at least 100 feet and not more than 200 feet prior to the turn. There will be 2 or more

arrows at the turn. Obvious mild turns and winding trail will not necessarily be arrow marked, but will be more heavily ribboned. A confidence arrow will be placed within 100 feet after the turn to verify the correct turn direction was made.

4. "X's" will denote danger and will be placed well in advance of the danger points. Danger spots, even if questionable, should be marked and consideration should be given to speed.
5. A wrong way marker "W" should be used on all abrupt turns off a well defined trail. This sign should be placed a reasonable distance down the wrong trail.
6. No course changes will be made after practice session unless a course worker is on hand to direct traffic for at least 3 laps. Example 1: A section becomes too difficult to ride during the event due to rain or whatever, a worker will re-route and re-mark the course and stand by at least 3 laps to make sure everybody is aware of the change. Example 2: If a corner marker is knocked down by a rider, following riders must follow the original course or be subject to penalty.

#### C. Pit Area

1. The pit area will be marked and outlined with red ribbon.
  2. The pit area shall be equipped with a fire extinguisher and for this reason; **THIS IS THE ONLY PLACE THAT A BIKE MAY FUEL FROM THE START OF EVENT TO THE FINISH OF THE EVENT, -WITH THE ENGINE OFF-. VIOLATION OF THIS RULE IS AN AUTOMATIC DISQUALIFICATION.**
  3. **E. NO SMOKING IN PIT AREA.** This applies to participant and pit crew and failure to comply will result in disqualification of the participant.
- D. A bike in competition may not leave the course during the event except to enter and leave the pit area. (Example: A rider needs a bolt and pulls off the course and enters the camp area to go to his car to get it. This automatically disqualifies this rider).
- E. A rider may not have outside help except in the pit area. This rule is to prevent pit crews from running all over a course area but does not preclude a rider receiving help to get out of a mud hole or getting a push from a bystander to help start a bike. However, a rider may work on his bike if he gets out of the way of traffic and gets not more than 50 feet from the course. **ONLY RIDERS MAY WORK ON BIKES ON THE COURSE**, except for Women and Youth riders.

F. No competitor may ride more than 50 feet from the course. Any more than this will result in automatic disqualification. This rule does not permit cutting 50 feet from a switchback or obviously cutting to gain an advantage. If anywhere on the course ribbons, fences or other definite boundaries are laid out to route the rider, then the 50 foot rule does not apply. You must go where routed. Examples: Check points, pit lanes, hills, whoops, etc.

G. If a rider leaves the course by accident or whatever, he must re-enter the course where he left it, if impossible to re-enter there, he must enter at a point before that, not after, or be subject to loss of a lap or disqualification to be ruled on by the event chairman only.

H. The Start:

1. A mandatory riders meeting will be held at least 30 minutes before each race.
2. Bikes will start by the Event Chairman's discretion.
3. There shall be at least one full bike length between starting rows.
4. All competitors will receive a punch from a special marker when they have lined up at the start. If this punch is not on the card at the finish, the entrant will be penalized one lap.

I. Checkpoints

1. PUNCH type check points will have 2 or more lanes. As a rider enters a given checkpoint, the person on his right will normally be the one to punch his card. PUNCH type checkpoints are normally used as outside checks. Scorecards are the sole responsibility of the rider. The recommended placement is at the right side, attached to the handlebar. It is also recommended that the back of the scorecard be covered with duct tape to prevent tearing the scorecard. Competitors Note: It is not the job of a checkpoint worker to dig a card from under your shirt or out of a pouch.
2. LAP TIMING checkpoints will have one very narrow switchback lane where the rider must slow down so his number and time can be recorded for each lap. Speeding or passing thru this checkpoint will cause a riders number to be missed, costing the rider one lap. This checkpoint will be used as the main scoring checkpoint. Riders lap time for each lap will be recorded on the Master Sheet.
3. Abusive language to a checkpoint person is sufficient cause for that checkpoint refusing to punch that rider's card.

4. Any act by a rider endangering the checkpoint personnel is cause for no punch at the very least and is cause for disqualification.
  5. When time has expired and a rider gets to the final checkpoint, he will receive a final punch and his finishing time will be recorded in indelible ink. (Not used on lap timing check).
  6. Final checkpoint -Finish time will be recorded in minutes and seconds with the time 00:00 starting as the exact finish time. (Not used on lap timing check).
  7. Each rider will carry his own scorecard to the scoring table and shall verify the punch count and initial the scorecard as correct. He may watch the scorekeeper enter his number of lap and finishing time on the master sheet. (Not used on lap timing check).
- J. Posting and Protest Time: As quickly as possible, the Master Sheet is to be posted, and fifteen (15) minutes will be allowed for protests!! It is the rider's responsibility to check the Master Sheet for errors, and bring it to the Scorer's attention so back up sheets can be checked.
- K. Trophies will be issued immediately after the protest period.
1. Scorecards and Master Sheets are to be disposed of immediately after the protest period, and therefore, no subsequent protest will be accepted by the Board or General Membership on scoring.
- L. Event Standards:
1. Morning event:
    - i. The morning event is for the Youth 10-12, Youth 0-9, and Women's Classes.
    - ii. Afternoon event participants can ride the morning course ONLY if they are riding with a child or a person that requires assistance.
    - iii. The morning event will start at 10am and will go for 2 or 3 lap's maximum depending on the course layout and mileage. Greatest number of laps in shortest amount of time for all laps ridden will be the winner in each class.
    - iv. A rider does not have to finish the event in order to be scored.
  2. Free Time: There will be 60 minutes free time between the Morning and Afternoon events

3. Afternoon Loop:
  - i. The afternoon loop may or may not cover the same course as the morning.
  - ii. It is recommended that these one-rider events have duration of 1.5 hours, the decision being the Event Chairman's.
  - iii. At end of 1.5 hours riders the event will be shut down and riders stopped as they cross the finish line. Those lead riders that started the "final" lap before 1.5 hours will be scored in the order in which they finish, i.e. they will race that final lap.
  - iv. A rider does not have to finish the event in order to be scored.
  - v. A rider must complete at least one half of the laps of the class winner or one half the elapsed time of the event in order to receive series points.
  
- M. Fifteen (15) minutes prior to the trophy presentation, after the scores are posted, will be the protest period. The results will be final after fifteen (15) minutes have elapsed and all legal protests have been addressed and resolved. Mileage protests may be checked before the official protest period but may not be ruled on until the official protest period starts. Trophies will be presented immediately after protest period ends.

### **Quad and Doubles Classes**

Special Quad and Doubles Classes may be ran at Skull Creek only. The format of both will be the Event Chairman's discretion.