

2025 Michigan Sprint Enduro Series Rules

Rules are subject to change at any time.

Changes are in red.

ENTRY FEES

50cc Auto/ Trail Beginner- \$20

Youth/ (Womens/Girls AM)- \$30

Big Bikes- \$45

Pro Class- \$60

Gate Fee: All Racers & Anyone over 10 Yrs Old- \$10 Per Event Day

RACE FORMAT (SPRINT ENDURO)

All Sprint Enduro events will feature at least two special tests with racers making multiple attempts on each test and the total, cumulative time being used for race results. I.e., the fastest rider wins. There will be no “drops” of special test times, all test scores count. Riders may only switch bikes if they have a mechanical issue that prevents that bike from being used the rest of the day. If a riders machine breaks to the point it is unrideable, they must get with the rules referee to determine a bike switch may be made. Riders are only allowed this once per race. Without a referee determination for the switch the rider is disqualified.

Number of Tests: Racers will get to ride 6-10 special tests unless weather or another unforeseen circumstance delays the program. If necessary due to inclement weather, the Pro and A riders may run more tests than B/C riders if conditions do not allow less skilled riders to complete the course. Riders must follow the program as scheduled. You must go back and forth and not ride a section consecutively. (Unless race officials instruct otherwise)

STAGING AND STARTING PROCEDURES

Sprint Enduro Day Schedule:

8:15am- 50cc Auto Riders Meeting and Parade Lap

8:30am- 50cc Auto Race (one 30 Min Race)

9:15am- Youth Riders Meeting

9:30am- Youth Race (No Parade Lap, one 1-hour race)

11:00am- Afternoon riders Meeting

11:30am- Start of Afternoon Sprint Enduro Racing.

Youth: will run a mass start with dead engine for each individual class and race for 1 hour doing laps. The rider to finish the most laps in the fastest time will be the winner.

Start order: Super Mini, 85cc, 65cc, Trail, Womens/Girls

Starting Order Sprint Enduro: Classes will be ordered for each special test going from what we anticipate to be fastest to slowest. The Pro classes will start first and C classes will start last. There will be 3 shoots lining up to the starting grid labeled A, B, and C, you need to line up in your assigned shoot.

For the first test, pro class will start first, followed by A classes and so on. You will be assigned a number based on what class you are in. For the first test of the day the top 10 riders in points will be lined up in order. For every test after, the top 10 riders for the day will be lined up in the order they lie in the day.

For all classes after Pro Class you will be lining yourselves up. The A class shoot will go first, then the B class shoot, finally the C class shoot. Riders will line themselves up by speed. If one rider is faster than another, that rider should go first. This will be an Honors system.

Start Procedure: Riders will take off for each special test one-at-a-time (Two at a time when large turnouts require). Racers will be split by 15 second intervals. Engines will be live and bike in gear. A race official will motion for you to pull up to the starting line and you will watch the digital countdown display at the start. You must wait until the clock reaches 0 to take off.

All riders must start with both wheels on the starting grate. No rolling starts allowed. Failure to abide by this rule will be a 3 strike system. A rider will be given one warning for failing to start on the starting grate. A second violation will result in a 10-second penalty. Third strike and you are out. No exceptions!

The pre-staging area before the start shoot is a dead engine zone. It is imperative that riders keep their bikes off in this area as to allow staging officials to easily call riders into staging when riders are re-seeded after the first two tests based off of overall results. A bike is only to be running once it is inside of the banner shoot before the starting grate.

Be courteous in the staging area! Riders who are caught jumping line or starting out of order will be given a warning, if there is a second offense the rider will be given a 10 second penalty, a 3rd offense will result in a disqualification from that day's event.

TIMING AND SCORING

Michigan Sprint Enduros will utilize Live Laps timing and scoring transponders exclusively. Every racer is required to have a working Live Laps transponder. (except 50cc Auto Racers)

Transponders can be purchased at sign up for \$20. All Transponders must be stuck on the underside of the helmet visor.

Sprint Enduro: Riders will take off in 15 second intervals (unless otherwise notified by a race official) sorted by class. Their transponder will record their time at the start. A race official will take a backup note of when you cross the start antenna. At the finish of the special test you must follow the shoot in a controlled manner and single file, no exceptions. An antenna will record your time when you cross the line and a race official will take a backup note of when you cross the finish antenna. Overall and class results will be a cumulative time for ALL special tests for each day and for the weekend, there will be no drops. If a rider takes out any of the banners around either the in or the out scoring areas, the rider will receive a ten second penalty for the first offense. If that said rider does this a second time, a 1 minute penalty will be assessed. A third offense will result in a Disqualification. The same goes rule applies if you pass in the scoring shoot.

If a rider is late to the staging area, meaning after their entire class as taken off, that rider will have to wait until the end to take his/her pass through that test. We will have a 10 minute period after the last rider take off into the test. After that ten minute period has expired, that test will be closed.

THE COURSES

The Cross Test/Track will be primarily grass track marked with wooden stakes and ribbon or arrows on both sides of the course. If there is ribbon or arrows on either side of the trail, you **MUST** remain between them. In some cases, there will be small sections of woods, or motocross track as part of the cross test. In any wooded section of the cross test you **MUST** stay on the established trail. Any motocross track sections that the organizer feels could create confusion will be ribboned on both sides but the entirety of a motocross track will not be ribboned. On any section of motocross track riders are required to stay on the motocross track, i.e. no cutting corners or going around obstacles.

The cross test race course is the space *between* the wooden stakes and ribbon or arrows, riders should respect those boundaries and race in between them. Riders caught purposefully riding through ribbon, or over stakes to gain a time advantage will be given one warning, a second offense will result in a 30-second penalty, and a 3rd offense will result in a disqualification.

The cross test will sometimes use a natural barrier such as the edge of a forest as one edge of the track, these sections may not have ribbon. Riders can treat this area as part of the race course but must not bypass any part of the track or break through any ribbon or stakes in the process.

The Enduro Test/Track will be a primarily wooded race course with a combination of well-defined trail, fire roads, single track trail, and some grass track that will be marked with arrows and ribbon. Portions of the trail that are well-defined may not be ribboned on both sides. On sections of the trail that are ribboned or arrowed on both sides riders must remain inside those markers.

Sprint Enduro racing is not a hare scramble or traditional enduro, there is no 25-foot rule, etc. You **MUST** remain on the established trail for the entirety of the event unless in the case of a bottle neck or downed rider where you may go around and re-enter the race course as quickly as possible.

Riders caught by a course official blatantly cutting the course will be given an immediate penalty of at least 1-minute. Hot lines and shortcuts will not be tolerated.

We understand that mistakes happen and riders will end up off course due to a crash, miscalculation of trail or course, etc. If you get off course, go through ribbon, blow a turn, etc. you must return to the track as close to the point you left as is safely possible. Riders who go off course cannot make up any time advantage or tear down ribbon or stakes to return to the course.

Pre Riding of the course is not allowed. You are allowed to walk, bicycle or eMTB the course before the event. Club members that laid out the course may ride the course before the event and still race the event. They must have put in the time of laying out the course to pre ride the course. You may not just show up to ‘burn’ in the trail unless the work beforehand was done and still race the event. Pre Riders of the course that will be racing must be approved by the club president and Series Chairman.

Results

Results will be posted at each event after the event is completed. Results will either be

printed out and posted or displayed on a monitor. A protest period will be announced at each event. That protest period is for Awards. Once the protest period is over those results will be considered final for awards.

Results will not be considered final for Series Points until 24 hours after the event is completed. A protest period of Series Points will be open for 24 hours which riders can message their Protest in person, via text, phone call, email, etc. After the 24 hour Protest period is over Results will be considered final for points.

Points Standings

Points will be awarded for each discipline of racing. A combination of GP and Sprint Enduro finishes will determine placing for the Michigan Off-Road Championship series. There will also be 1 State Champion awarded for each discipline for each class at the season end. The individual discipline State Championship will have 0 drops for each class. The Michigan Off-Road Championship Series will have 1 Drop for the season making 6 of the 7 best scores count towards year end awards.

Overall Points Breakdown

1st- 30pts

2nd- 25pts

3rd- 21pts

4th-18pts

5th- 16pts

6th- 15pts

7th- 14pts

8th- 13pts

9th- 12pts

10th- 11pts

11th- 10pts

12th- 9pts

13th- 8pts

14th- 7pts

15th- 6pts

16th- 5pts

17th- 4pts

18th- 3pts

19th- 2pts

20th- 1pt

Class Points Breakdown

1st- 30pts

2nd- 25pts

3rd- 21pts

4th-18pts

5th- 16pts

6th- 15pts

7th- 14pts

8th- 13pts

9th- 12pts

10th- 11pts

11th- 10pts

12th- 9pts

13th- 8pts

14th- 7pts

15th- 6pts

16th- 5pts

17th- 4pts

18th- 3pts

19th- 2pts

20th- 1pt

Drops

Each rider will have 1 Drop race. At the end of the season the best 5 out of 6 rounds will count towards your total.

Worker Points

Each rider is allowed to have 1 race count as worker points. Anyone that wants to receive worker points must contact Logan Densmore before the event to earn his/her worker points.

Worker Points will be calculated as an average of all of the riders race finishes.

To obtain worker points the rider must lay out trail, or work the event weekend and must be approved by club president and Series Chairman.

Year End Awards

To be eligible for awards you must race a minimum 50% of the race, this may include worker points.