**2019 Sprint Enduro Rules**

Rules are subject to change at any time.

RACE FORMAT

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.

Number of Tests: Racers will get to ride 6-8 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.

Race Order: Youth Classes will race first, and race 4 special tests followed by the big bike portion of the event. We will never have youth and adult racers on the track at the same time.

 **STAGING AND STARTING PROCEDURES**

Starting Order: Classes will be ordered for each special test going from what we anticipate to be fastest to slowest. For the Youth race, we’ll start with Super Mini class and work back to the Juniors. For the Adult race, the Pro classes will start first and C classes will start last.

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. Racers will start the first test in numerical order. All remaining tests for the Pro class will start based off of that day’s overall results. (Meaning the rider standing 1st in time will go first followed by second and so on).

For the first two tests all amateur classes will start based off of the order of their assigned class number. After the first two tests all amateur classes will start based off of overall event results. (This will be an honor system. If you are sitting in first place you may go first. All racers must try to position themselves in order with their class based on overall time position).

Start Procedure: Riders will take off for each special test one-at-a-time. 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 first rider in each class will be held for 2 countdowns. This is to allow for less chance of a faster rider catching a slower rider from the previous class.

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.

Transponders can be purchased at sign up for $15. All Transponders must be stuck on the underside of the helmet visor.

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 not 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.

Riders must be in staging no later than 5-minutes before their class is to take off. An estimated time schedule will be discussed each morning at the mandatory rider’s meeting and their will be a white board near the live timing area with the estimated start time of each class.

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 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 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, but riders must remain within 5-feet of the established trail. 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.

**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 which riders can message there Protest in person, via text, phone call, email, etc. After the 24 Protest period is over Results will be considered final for points.

**Points Standings**

Overall Points Breakdown

1st- 30pts

2nd- 25pts

3rd- 22pts

4th-20pts

5th- 18pts

6th- 16pts

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- 22pts

4th-20pts

5th- 18pts

6th- 16pts

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

**Throw aways**

Each rider will have 2 throw away races. At the end of the season the best 6 out of 8 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 an average of all your races combined, rounded to the nearest points paying number. This will count for overall and class standings.

**Year End Awards**

To be eligible for awards you must race a minimum of 4 races or 50%, this may include worker points.