2017 AHRMA Vintage Enduro Rules

1. Overview:

A vintage Enduro is a cross country meet where a defined time schedule must be maintained. It takes place on a variety of terrain including little-used paved and dirt roads, jeep trails, singletrack trails, etc. The objective is for the rider to maintain the time schedule (stated as "X miles per hour") as closely as possible. The rider's time is taken at Secret and Known Checkpoints placed throughout the course. Points are given for arrival early or late at Checkpoints…the best scores are those with the fewest points.

2. Course:

The organizer is responsible for clearly and properly marking the course, typically using markers (arrows) attached to trees or posts, as well as ribbon, etc., as needed. At least one marker must be placed every half mile on straight stretches. A member of the course layout crew should pre-ride the course on the day of the event prior to the first rider to ensure all markers are in place. The layout crew should promptly remove all course markers at the conclusion of the event.

Danger markers (**X**s) and road crossing signs must be posted far enough ahead of hazardous conditions to provide the fastest riders enough warning to slow down or stop.

A Route Sheet is given to all riders no less than one hour before the start. The Route Sheet must list:

* Key Time for the event start and Key Times and exact mileages for all Known Controls.

* The exact mileage at Major Turns and the direction of turns. On the course, two markers shall be placed at each Major Turn, and shall be identified by number or mileage to match the Route Sheet.

* The exact mileage for any official Gas Stop or Rest Break locations. There must be at least one official Gas Stop for every 40 actual ground miles.

* The exact mileage and Key Time for the point of any speed average changes. Note: Speed average changes must fall at a mileage point measured in whole tenths of a mile where the previous speed average results in a Key Time computed to a whole minute. Speed averages should take into consideration both the difficulty of the terrain and the capability of vintage and post vintage motorcycles.

* The exact mileage for any mileage resets. Resets add un-ridden mileage, and thus added time to the riders' schedules, used typically to allow most "late" riders to get back on time or take a break.

* At the organizer's option, the Route Sheet may also list the Key Times for the mileages of any *possible* Checkpoint locations based on the stated speed average.

3. Rider Equipment/Procedures

On the Entry Form, the organizer must clearly list all rider or motorcycle legal requirements, such as bike registration, insurance, driver's license, working lights, etc. Considering that most AHRMA cross country motorcycles do not meet "street legal" requirements, it is STRONGLY recommended that the organizer provide a course that DOES NOT require street legal motorcycles.

When public roads are used, riders must obey all applicable local and state laws and regulations, including speed limits and stop signs/traffic lights.

The entered motorcycle must cover the course under its own power or by the physical effort of the rider. The rider may switch his/her pre-entered motorcycle to another motorcycle or class prior to the event start. The switch must be reported to and recorded by the event registration crew, who will update the entry/class records. Once the rider starts the enduro, the entered motorcycle may not be switched during the event. Violation will result in disqualification.

Modern programmable enduro computers or "Countdown"-type devices are not allowed. However, electronic odometers – including bicycle odometers and digital watches or clocks – are permitted. If a rider's electronic odometer or clock has a programmable "timekeeping" feature, that feature may not be used. Violation will result in disqualification.

Starting positions (row numbers) should be determined by a random drawing of all pre-entries received by a cut-off date stated on the entry form. In assigning starting positions, the organizer should place Pre-Modern-class entries in the first rows, followed by post vintage-class entries, followed by vintage-class entries. At the pre-entry drawing, the organizer may decide to leave a few unassigned row numbers between the various divisions (PM, PV, V) to accommodate post-entries at the event. If these unassigned rows fill-up during the post-entry period, all subsequent entries – regardless of class – will be assigned the next available row.

The organizer should determine the number of riders assigned to each row based on the total number of riders pre-entered. For example: If fewer than 100 riders are pre-entered, two riders per row. Over 100 riders, three or more riders per row. Rider numbers are assigned to match the rider start time. For example: Row 1 riders will carry the number 1, Row 2 riders number 2, etc. Further rider identification will be by a letter used with the start number: 1A, 1B, 1C; 2A, 2B, 2C, etc.

Following the pre-entry drawing, it is suggested that the organizer post the rider numbers on a website (referenced on the entry blank) if available.

At the registration table, the organizer will provide the following items to each entered rider: Route Sheet, Scorecard (to be mounted on the front fender of the motorcycle, facing forward), Rider Number sticker (to be placed on the front number plate of the motorcycle) as well as a list of any important rider information. The Key Time master clock must be posted at least one hour prior to the event start at either the registration table or at the starting line.

At the starting line, exactly one minute after Start Key Time, the starter starts the riders on Row 1, followed by Row 2 exactly two minutes after Start Key Time, etc.

Riders must remain on the marked course. A rider who leaves the course may continue the enduro only by re-entering the course at the same point. A marked course shall mean the following: In sight of the marking arrow, except that when traversing double-marked sections the rider must remain between the markers.

4. Checkpoints

All Checkpoints are marked on the route by check signs or flags measuring at least 18 x 18 inches, with a 10-inch-high black letter in the middle. All check signs/flags must be placed at the exact mileage determined by the layout crew chief and must be placed in plain sight of approaching riders. Check signs/flags designate the exact checking point. Missing any Timed or Observation Check will result in disqualification.

Timed Checks: A timed check is a Checkpoint where the rider's arrival time is recorded.

All Timed Checks must use the flip-card system displaying the rider number due at each minute and also display a poster with the Key Time and the accumulated mileage to the check.

Checking time is taken the instant a motorcycle's front wheel arrives opposite the check sign/flag, or when a rider stops moving forward and is identifiable within sight of a Timed Check. Checkers may not leave a checkpoint to try to identify an approaching rider. Putting one's foot on the ground does not signify the point of timing, but time is taken if a rider stops moving forward.

Checkpoints must open 15 minutes before the first rider is due, and remain in operation until one hour, 59 seconds after the last rider is due to arrive, or until the sweep crew arrives and reports that the course is 100% clear of all riders.

At all Timed Checkpoints there will be at least three officials. One shall act as timer and call the time of arrival or departure of each rider, turn the flip card, and assist in marking rider scorecards. One shall record the rider's time and number on the backup sheet and one shall mark the rider's scorecards. The backup sheet will record the rider numbers that arrive on each minute. When the Checkpoint closes, the backup sheet and the check clock must be promptly delivered to a point designated by the scoring crew.

If a check clock is discovered to be inaccurate by five or more seconds, or if the check clock fails, that Checkpoint will be considered an Observation Check only.

The location of any Timed Check must fall on whole tenths of a mile, and the time to that point must be computed to a whole minute. A rider arriving at a Timed Checkpoint within the 59 seconds after the whole minute is recorded as arriving on the whole minute. Checkpoint placement and mileage verification shall be measured from the last Major Turn mileage.

Timed Checkpoints may not be more than 20 ground miles apart. Timed Checkpoints must be at least three miles apart. Timed Checkpoints must not be less than two miles before or less than three miles beyond an official Gas Stop.

At any Timed Checkpoint, if a rider is more than 15 minutes ahead of his schedule or more than one hour, 59 seconds late, he will be disqualified at that point. In such a case, he will be credited with the mileage to the last Timed Checkpoint before being disqualified and will be eligible for awards on that basis. For purpose of clarification, more than one hour shall mean 60 minutes, 59 seconds.

However, to be considered for an award and/or points, a rider must reach and be scored at the first Timed Checkpoint after the start without being disqualified.

If a Checkpoint is questioned because course markers are missing or altered, that Checkpoint may be declared official if more than half the riders in contention at the preceding Check reached the Check in question. If because of difficult conditions an enduro has no finishers, the riders who reach the farthest Timed Check within their one-hour time limit will be scored. If circumstances force a run to end before the planned finish, the last Timed Check used prior to the planned finish will be considered the end, and scoring will be completed at that Check.

If a Timed Checkpoint has to be thrown out due to an error in mileage, time, placement, clock failure, etc. the Check must not be adjusted and will be used only as an Observation Check.

Definitions of Timed Checks:

Start Control: A Timed Checkpoint designating a starting or a release point. A Start Control's mileage and Key Time are listed on the Route Sheet. The check sign/flag is a yellow and white diagonal format with black lettering "ST". A rider will be penalized one point for every minute he is late leaving the Start Control.
A rider leaving a Start Control before his scheduled departure time will be penalized two points for each minute he is early.

Known Control: A Timed Checkpoint with a location known to all participants. A Known Control's mileage and Key Time are listed on the Route Sheet. The check sign/flag is solid yellow with a black letter "K". At a Known Control, a rider will be penalized one point for every minute he is late in arriving. There is no penalty for arriving early at a Known Control, unless a rider is more than 15 minutes early…in which case the rider will face disqualification.

Secret Check: An unknown Timed Checkpoint. The check sign/flag is a red and white diagonal format with a black letter "S". A rider will be penalized one point for each minute arriving late, and two points for the first minute, five points for each additional minute arriving early at a Secret Check.

Emergency Check: The same as a Secret Check, except that minutes and seconds are recorded. Emergency Checks are used for breaking ties (see Scoring). The check sign/flag is a green and white diagonal format with a black letter "E". A rider will be penalized one point for each minute arriving late, and two points for the first minute, five points for each additional minute arriving early at an Emergency Check.

Other Definitions

Observation Check: An unknown Checkpoint where no time penalty is recorded. An Observation Check may be located on any part of the course. The check sign/flag is solid white with a black letter "O". Observation Checks may be used to ensure riders have not cut the course, or used as the finish of the event (instead of a Known Control) when preceded by a Secret or Emergency check. When used as the finish, that should be clearly indicated on the Route Sheet. A register (back-up sheet) must be maintained at all Observation Checks.

Gas Stop: A location designated on the Route Sheet by mileage and the words "Gas Stop." Timed Checkpoints must not be less than two miles before or less than three miles beyond an official Gas Stop.

Rest Break: A location designated on the Route Sheet by mileage and the words "Rest Break" where time is added to the rider's schedule to allow for a rest break. A Rest Break can be combined with a Gas Stop.

Mileage resets: Added mileage to give riders time. Considered official route sheet mileage and this mileage may be used to place subsequent Timed Checks. Resets aren't used to increase the official length of the enduro. Reverse resets (mileage subtracted to make a rider late) are prohibited.

5. Scoring

Riders are scored on a points-lost system, with zero as the best score.

The rider is responsible to make sure his correct score is entered on his scorecard at every Timed Check or marked appropriately at every Observation Check and that the Checkpoint's backup sheet recorder has his correct rider number.

If a rider loses his scorecard, he may request a best effort be made to score the rider using a replacement scorecard or the backup sheets. A 10% point penalty will be added to the rider's actual recorded score.

Emergency Checks are used to break tie scores, and an enduro must have at least two such Checkpoints. Time is recorded at an Emergency Check in minutes and seconds and when a tie must be broken, a rider will be penalized one emergency point for each second early or late at an emergency check.

Combined total emergency points lost at all Emergency Checks are used to break tie scores.

If a tie score continues, the Emergency Check closest to the end of the meet is used to break the tie.

If the tie score still continues, then the oldest rider will prevail.

Emergency points are calculated from the 30-second mark of a rider's due minute, with arrival at exactly 30 seconds of the rider's due minute being a perfect score (zero points, zero emergency points).

Examples of Emergency Check Scoring:

For rider #10A, consider these different scenarios:

 *Arrives at 10:30; Perfect score, zero points lost, zero emergency points lost

 *Arrives at 10:55; Zero points lost, 25 emergency points lost

 *Arrives at 10:05; Zero points lost, 25 emergency points lost

 *Arrives at 9:45; two points lost for one-minute early arrival, 45 emergency points lost

 *Arrives at 11:15; one point lost for one-minute late arrival, 45 emergency points lost

6. Protests

If a rider wishes to protest a Checkpoint (for incorrect mileage, faulty clock, etc.) he must inform the Checkpoint Captain, who will mark the rider's scorecard and the backup sheet with a P. The rider will then present his case to the event Referee at the end of the event. At no time may a rider argue with or abuse any Checkpoint personnel. Violation will result in disqualification.

Results will be posted as soon as possible after the finish of the event. Once posted, there will be a 30-minute review period. If a rider believes there is an error in scoring, he or she must draft a written protest and deliver it to the designated AHRMA event Referee during this period. Results will be declared official 30 minutes after they are posted.

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