

## AHRMA ISDT Qualifier Rules and Scoring

(Revised 2015)
Bike Equipment Requirements. License plates, lights, and spark arrestors may be required. Efficient silencers are required per AHRMA rules. Any AHRMA Cross Country legal bike is eligible.

Parc Ferme and Starting. Bikes must be pushed into and out of Parc Ferme. When Parc Ferme closes, your bike must be in and you must be out of the Parc Ferme. Bikes must be impounded Saturday night (120 point penalty). You cannot work on your bike after Parc Ferme closes. You will receive a 120 point penalty for violating this rule. This penalty can easily make the difference between winning a trophy or not!!!!! Riders will be allowed into the Parc Ferme 15 minutes before their start time to push their bikes out to the start line. You may not start your bike until your start time. Starting your bike during this time will penalize you 50 points. If your bike will not start and go sixty-five feet under its' own power within one minute of your start time, you will receive a 30 point penalty.

Terrain Tests. The score of a terrain test is the total time in seconds it takes you to complete the test section. The scorer at the start of the test section records your start time, the scorer at the finish records your finish time. The difference in the two times is calculated and this is your score. The terrain tests can range from 1.5 to 8 miles in length.

Checkpoints. There will be a number of known checkpoints along the trail; you will start on your minute each time. The trail / transfer sections will have an average speed in the 8 mph -to- 20 mph range, depending on the difficulty of the trail between the checkpoints. The ride has been designed so that you will arrive early to stop and enjoy the scenery and visit with other riders. However, even if you arrive early, don't check-in early, because penalty points are assessed for checking in early or late at each checkpoint. There is no early grace period but there is a two-minute late grace period from the time you are due at each checkpoint, in which no penalty is recorded. If you are more than one minute off your scheduled time (plus the grace period), a penalty of 60 points is assessed for each minute or fraction of a minute. If you are 60 minutes late to any checkpoint, you are disqualified, and may not continue riding that day - this is known as "houring-out". If this happens on Saturday, you may start again on Sunday, but you are a DNF for the weekend. If you are less than 60 minutes late or check-in early to any checkpoint, you are not to reset to a new minute, stay on your original minute. Example: You are five minutes late to a check. You will receive a 180-point penalty (five minutes minus two minutes grace $=$ three minutes x $60=180$ points). If you arrive three minutes late from your original minute at the next checkpoint, because you made up a couple minutes, you will not be penalized again for the minute over the grace period. However, at the following checkpoint, if you are four minutes late from your original minute, you will be penalized another 60 points for being one minute later than the last checkpoint, and you are still outside the two-minute grace period of your original minute. The bottom line is this: If you are late to a checkpoint, you should do everything you can to work your way back to your original minute. There will be no penalties at any time for receiving help or replacing broken components to keep you and your bike running. But, you cannot change riders! If your bike breaks down and is not repairable, you may use any tech-inspected spare bike, as long as that bike is eligible for the class in which you're entered. Do not forget to transfer your ISDTRR numbers and scorecard to it. You may not use a spare bike just for the grass track special test on each day. Changing bikes at any time disqualifies you from receiving ISDT Qualifier medals and two-day team trophies, but does not disqualify you from receiving AHRMA Cross Country Series points. Your original bike (but not the spare bike) will be specially-marked for the ISDT Series competition. You will not receive late penalty points for helping an injured rider. If you stop to help an injured rider and are consequently late to the
next checkpoint, please have the scoring folks at that checkpoint take-down the name of the person you stopped to help. This does not include helping riders with bike problems. If you stop to help an injured rider during a special test, your score for the test will be adjusted to a similar percentage differential to the other riders in your class during the other special tests. You can pass through the last check of the day up to 15 minutes early with no penalty. But, there is a penalty for being late.

Single and Multi-lap Grass Track Motocross. On the first day, riders will complete a single, timed lap, one rider at a time. Your score is your elapsed time in seconds. On the second day the multi-lap grass track motocross will be run in groups by rider classes. The length of time it takes you to complete the five laps is recorded in seconds. This is your score. If you complete the race and are lapped, you will be flagged off after the leader crosses the finish line. Your total time will be calculated as if you had completed five laps using the time it took you to do however many laps you completed. Example: If it takes the leader 11:45 minutes to do 5 laps and it takes you 12:00 minutes to do 4 laps because you were just passed by the leader, the time you will be scored for the race is $5 / 4 \times 12 \times 60=900$ points. If he lapped you twice and you finished your 3rd lap at 12:00 minutes, your time would be $5 / 3 \times 12 \times 60=1200$ points. You must go at least one lap to qualify to have completed the motocross. If you go one lap and then are not still running in the race when the leader crosses the finish line, you will be awarded a score of 1500 points and you will not receive a DNF.

Scoring and Awarding of Trophies. Your score is the total of all your special test scores, route points (check point penalties), and other penalties for both days. For AHRMA cross country placement points, the rider with the lowest score in his/her class wins, and the rider with the next higher score in his/her class gets second etc. Riders who houred out will be placed lower than those who completed the day. Houred out riders will be placed according to how far they went with the rider going further placing better. If two riders in the same class hour out at the same checkpoint, the rider with the lowest score at that point will be placed above the other rider. Gold, silver, and bronze medals will be awarded according to the following formulas:
Gold Medal. You must have completed the course without houring out or otherwise being disqualified, have completed and received a score in all tests, and your total score must be no greater than $10 \%$ higher than the rider with the lowest score in the class.
Silver Medal. You must have completed the course without houring out or otherwise being disqualified, have completed and received a score in all tests, and your total score must be no greater than $40 \%$ higher than the rider with the lowest score in the class.
Bronze Medal. You must have completed the course without houring out or otherwise being disqualified, and have completed and received a score in all tests.

Team Trophies. Riders that rode the same bike for both days and also registered on a team will be eligible for a team trophy. Rider team scores are calculated by adding the differential of each team rider's score above the rider's class leaders' score. Any day that a team rider does not finish or hours out, his/her score for the team will be 10000 . The team with the lowest total score of it's best three rider's team scores at the end of both days wins first place. The team with the next higher total score wins second, etc. Should there be a tie for any place, the first tie breaker will be the team with the most riders who have any competition in their class. Example: Team A has two riders that are alone in their class and Team B only has one rider who is alone in his class - Team B wins. If still tied, the second tie breaker is the team with the most class competition wins. Example: Team A's three riders are competing against 8 other riders and Team B's riders are only competing against 7 other riders - Team A wins. If still tied, the team with the oldest total age of the three riders wins.

Team Scoring for the "Six Days Series:" A team will be composed of four riders, registered as a team at the first event of the "Six Days Series." At each event, the three riders on each team scoring the lowest points will be counted toward the overall series. All team members must ride the same bike for each event in the series, with lead seals placed to assure compliance. Rider team scores are calculated by adding the differential of each team rider's score above his/her class leader's score. Any rider in a class with less than three riders will be compared with an equivalent class or classes to have at least a comparison with two other riders. If a team has a rider with no one else in their class, but the other three do, that rider's score will be the one that is dropped first. Therefore the "comparable class" scoring would only be done if the team had two riders without the minimum riders in their class. At each event in the series, the established Cross Country Grading Committee (with alternates, if needed) will determine the equivalent class or classes for the scoring differential. Any day that a team rider does not finish, or hours-out, his/her score for the team will be 3600 points ( 1 hour). The team with the lowest total of its best three riders' scores at the end of both days wins. The team with the next-higher total score finishes second, etc. Not all four team members must participate at all events, since only three riders' scores count. If a tie exists, the team with the oldest total age of the three riders wins. The scores will be accumulated throughout the series and "Six Days Series Team Trophies" will be awarded at the final event.

