

**RMEC RACE FORMATS - 2022**

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**SECTION 2.2**

**2019 RMEC RACE FORMATS**

*Events will fall into one of the following categories and   
other events as approved by the RMEC Board*

* **GENERAL REQUIREMENTS**
* Each event will have a minimum of 4 tests.
* Events will have a minimum of 40-miles of unique trail minimum for the long course. If an event fails to meet this requirement, the Promoter may apply for a variance. Variance applications will be dealt with on a case-by-case basis.
* **RELIABILITY ENDURO**
* Reliability events (qualifiers) will use the current edition of the AMA Racing Rulebook as a guide and for clarification.
* **TIME KEEPING ENDURO**
* Time keeping events will use the Section 2.1 of the AMA Racing Rulebook as a guide and for clarification.
* The promoter of the event will note on its flyer any changes from the AMA Timed Enduro Rules.
* Timed Enduro course markings must follow AMA guidelines.
* No other rider may be stapled to an AA rider’s entry for the purpose of riding on the AA’s rider number.
* **NEPG NATIONAL RESTART ENDURO**
* NEPG events will use the AMA National Enduro Championship Series rules.
* Special test lengths are to be between 4 and 12 miles long. If a test fails to meet the length requirement, the Promoter may apply for a variance. Variance applications will be dealt with on a case-by-case basis.
* **RMEC RESTART FORMAT ENDURO**

The RMEC Restart Format uses the NEPG rules as a guide and for clarification with the following exceptions.

The RMEC Restart Enduro is an amateur event designed to measure the skill of a rider by evaluating the riding capabilities through special tests, without emphasizing timekeeping ability. It takes place on a variety of terrain including little-used roads, trails, paths, grass tracks, motocross tracks and other natural terrain. Additional man-made obstacles may be used. There are scheduled known Start Checks and special tests where the riders accumulate points.

* Definitions of RMEC Restart Enduro Terms:
* Check-in --- a Known Control designating the starting point of a test section. This check is where accumulated mileage and key time are listed on the route sheet.
* Check-out --- an Emergency checkpoint at the end of a test section where the time, in minutes and seconds, each rider took to ride through that section is recorded.
* Flip Card Time --- the displayed checkpoint time at all checks that has been modified from key time to a scheduled arrival time to that check; as a result, the checkpoint clock time will read the same at all checks if the rider is on schedule to the checkpoint.
* Gas Stop --- a place designated on the route sheet by accumulated mileage, key time, and the words “Gas Stop”.
* Key Time --- the time of day the promoter uses. Key Time is the time that will be used for the start of the event and to calculate the scheduled arrival time at each checkpoint.
* Known Control --- any point on the course where arrival time and accumulated mileage is known by all participants.
* Route Sheet --- printed information providing pertinent details about course locations, including distances and targeted arrival times.
* Start Control --- See Check-in.
* Test Points --- the time in minutes and seconds used to negotiate a test section.
* Test Section --- a special part of the course that is ridden as fast as one can safely and successfully negotiate the course. Test Sections are the most critical measurement in a Restart Enduro. Scoring is to the minute and seconds from the top of the riders minute.
* Transfer Section --- a distance on the course between one Test Section to another Test Section or Known Control that has a scheduled amount of time to complete. This is essentially “Free Time” sections in which there cannot be a check.
* General Event Format
* All RMEC and AMA safety rules apply.
* The RMEC Restart Enduro will be under the jurisdiction of the RMEC Promoter Coordinator.
* All riders of the event must have a RMEC Yearly Membership or purchase a one-day membership.
* At the starting time (Key Time of the Enduro), the event starter allows up to five (5) riders to begin on every minute.
* Prior to the start of a test section, whether verbal, by sign, or by other means, engines may be start no less than ten (10) seconds prior to the start, but can be more than ten seconds prior to the start.
* In the case of short one loop events the promoter may start a rider every 15 seconds.
* Loops can be ridden multiple times with two or more special test sections within each loop.
* There shall be a minimum of four special tests for the event. In events where the entire loop is a special test, the loop must be run at least four times.
* Gas stops will be at a distance not to exceed 33 miles. Promoters will make an effort to keep distances to less than 33 miles.
* All gas stops are dead engine.
* There shall be 15 minutes free time for each the gas stop.
* It is the responsibility of the rider to know when they are due at any Check Point.
* A rider can never be more than one hour and 59 seconds past their scheduled time due at any Check Point or they will be disqualified.
* The master Key Time clock must be available at the sign-in area the day before the event.
* All check clocks will be set to the second from the master Key Time clock used at the start of the day of the event.
* If more than ten riders protest a check, the Promoter and the Referee must consider elimination of that check.
* A rider cannot be credited for a section not ridden.
* A rider’s time cannot be adjusted.
* Route Sheet
* A route sheet will be given to all riders no less than an hour before the start.
* The sheet must list the start time for the event, the key time for all known controls and the accumulated mileage to all known controls.
* It will show the number of loops for the A/B and C divisions, splits, danger warnings and other rider information.
* The route sheet will also list the accumulated mileage to any gas stop locations along with a scheduled arrival and departure time for the gas stop.
* A route schedule may be posted in lieu of a route sheet given to all riders, but must provide all information a route sheet has.
* Course Markings
* If the trail has ribbon on both the right and left a rider must ride between the ribbons.
* A rider must ride within 25 feet all trail markers.
* Mileage markers will be posted on the course at every even mile.
* Special Tests
* Special Test Sections are the most critical measurement in an event. Prior to the start of a Special Test the rider may start the motor at least 10 seconds prior to the start of that test.
* Special Tests may start or end anywhere on the course as long as it complies with the proper mileage and to the speed average of that section.
* The Start Control of a Special Test is known as a Check-in Check.
* The end of a Special Test is known as a Secret Check-out Check.
* Riders may arrive at any time before a Known Start Control, in order to wait for their scheduled departure time.
* Riders will not be penalized for arriving at a Known Control Check early, as long as they have not crossed the check line.
* When the rider’s front wheel crosses the check line, this establishes the arrival or departure time from that check for the rider.
* All riders must stop at all Secret Checks after they have crossed the check line to get their score cards marked. Riders must wait until directed to continue by the check personnel.
* The rider’s scorecard will be marked with the rider’s number at a Test Section check-in regardless of what time he arrives.
* It is the responsibility of the Test Section check-out scorer to determine if the rider is over one hour late.
* The rider scorecards shall be marked at all checks and a back-up scoring book shall be used to record the arrival or departure time at all checks.
* The rider’s scorecard will be marked by the check workers with the rider’s arrival time in minutes and seconds at the Secret Check out.
* Protest sheets will be available at all checks.
* Final Scoring
* Final scores will be total minutes and seconds, the best score being zero.
* Seconds will be divided by 60 and the result added to the minutes. The remaining fraction of a minute will be multiplied by 60 for the exact second.
* Ties will be broken by last test score. If the tie still exists, each preceding Test Section is compared until the tie is broken.
* Penalties for jumping the start of a test section will follow standard Enduro rules:
* Two point penalty for first early minute, five points penalty for each subsequent minute early.
* Check workers are responsible for recording the rider’s number on the Protest sheet.
* In a RMEC Restart format, any rider arriving early at a “Test Section Checkout” will receive a “0” score and proceed to the next Start Control Check.
* **Sprint Enduro**

**RACE FORMAT**

* All RMEC 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. **The direction of the special tests *may* be reversed for the second day of racing.**
* **Number of Tests:** Racers will get to ride at least 6 special tests per-day unless weather or another unforeseen circumstance delays the program. If necessary due to inclement weather, the A riders may run more tests than B/C riders if conditions do not allow less skilled riders to complete the course.
* Every effort will be made to locate the START and FINISH of each of the tests as close to the Camp and/or Registration area as possible.
* Transfer sections (not timed) are encouraged between tests, but not to exceed 15 miles each.

**STAGING AND STARTING PROCEDURES**

* **Starting Order:**Classes will be ordered for each special test going from what we anticipate to be fastest to slowest. A classes will start first, B classes will start next, and C classes will start last.

All tests will start based off of that day’s overall results. The start order for the 2nd day of racing will be determined by the previous day’s overall results.

* **Start Procedure:**Riders will take off for each special test one-at-a-time, in 15, 20, or 30-second intervals (as determined by race organizers due to racing conditions); 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 listen to the Starter for instructions on when to start the test.
* All riders must start with both wheels on the starting grate. No rolling starts allowed. A rider will be given one warning for failing to start on the starting grate and any subsequent violations will result in a 10-second penalty.
* Riders must wait a *minimum* of five-seconds after the rider in front of them before starting. *Riders starting before five-seconds or failing to start within the allotted start time interval will be penalized 10 seconds.*
* The first rider in each class will be allowed to wait two times the countdown cycle before starting. 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.
* **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 1-minute penalty, a 3rd offense will result in a disqualification from that day’s event.

**TIMING AND SCORING**

* RMEC Sprint Enduro’s utilize LiveLaps RFID timing and scoring transponders exclusively. Every racer is required to have a working LiveLaps RFID transponder.
* Transponders can be purchased on-site, and can be rented for $10 per event weekend.
* Riders will take off in 15-20 second intervals (unless otherwise notified by a race official) sorted by class, their transponder will record their time at the start and at the finish of the special test. Overall and class results will be a cumulative time for *all* special tests for each day and for the weekend.
* 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 class staging row signs will have start times written for each row.
* A rider will be considered “late” to a special test if they arrive to staging more than 1-minute after the last rider in their class has started the special test. A 1-minute penalty can be assessed for being late, with an additional penalty for the total amount of time that passes before the late racer starts the test.

**THE COURSES**

* **The Cross Test** will be primarily ‘grass track’ marked with wooden stakes and ribbon on both sides of the course. 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 there will be ribbon on both sides of the 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, 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, 3rd offense will be a 1-minute penalty, and 4th offense will result in a disqualification from that day’s event.
* 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 or Enduro-terrain 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 on both sides riders must remain inside the ribbon
* 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.
* If a 3rd test is utilized, it may be considered either a Cross Test or an Enduro Test. If 3 tests are used, they will only be used twice per day, for a total of 6 tests.

***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.***

**GENERAL**

* **Course Walking:**Racers will be allowed to walk and/or bicycle the special tests starting at 2:00pm the day before the race. Special tests will also be open on race morning and after each day’s racing is concluded. ***Pedal assist bicycles (e-bikes) are allowed for all racers to preview the course provided the bike does not have a throttle.***
* **Inclement Weather:** Racing will typically be done rain or shine unless conditions are putting riders, spectators, and crew in danger. In that case a race may be delayed for a period until safe to continue. The event referee may have to alter the event schedule due to time conflicts.
* **Bike Selection:**To be considered in each day’s overall results, a rider must finish the day’s meet on the machine that they started the day.
* **Pit Riding:** Pit riding is prohibited at all RMEC Sprint Enduro Events. Please only ride in first gear from your pits to the event start and from the event finish line to your pits.
* **Pit Crews:** Riders are responsible for the actions of their entire pit crew.
* **Medical Insurance:** RMEC Sprint Enduro’s do not provide medical insurance for competitors, and we urge you not to compete without it. Medical insurance is the sole responsibility of the competitor.
* **Variance:** Promoters may request a variance from individual rules in the Sprint Enduro section, if situation deems necessary. The Variance request must be written and delivered electronically to the RMEC Chairman and the RMEC Referee at least 2 months prior to the event. Approved variance requests will be disclosed to the riders prior to Pre-Entry opening, on any flyers or advertisements regarding the event.
* **JUNIOR SERIES ENDURO**

Junior Series Enduros for riders ages 3 to 16 will be held on the Saturday prior to each RMEC Championship Series Event that has requested and been approved for a Junior Enduro. Points will be accumulated for determining year-end awards.

* Riders Fees
* A fee, in agreement with the Promoting Club and the RMEC Junior Series coordinator, will be determined for each event.
* Motorcycle Legality
* A Motorcycle is a vehicle with an engine and two wheels. Only motorcycles can be used to compete in RMEC Junior Series Enduros. No three or four wheeled vehicles are allowed. No training wheels are allowed.
* Junior Series Classes are defined in RMEC Rider Rulebook, §2.1.C.2.
* Trail Marking/Length
* The Promoter, in conjunction with the Junior Series Coordinator, will ribbon a Junior Series Enduro course suggested to be between 2 and 3 miles in length.
* It is also suggested that a shorter course (.5 – 1 mile) be marked for the 50cc/Jr. Beginner race. This can be done as a separate course or a split off of the main Junior Series Enduro trail.
* If a split is done, it should be manned the entire time the kids are racing to make sure they all understand which way to go.
* A shortened mileage is recommended based on the probability of a 50cc being able to successfully negotiate the section without outside assistance.
* Course markings shall be placed where a rider on a smaller bike will see them.
* Practice
* Participants of the Junior Series Enduro will be allowed to practice the course prior to the event. If practice is not available a Parade Lap / Site Lap will be available.
* Only participants shall be allowed on the track during practice, with the exception of parents or family members helping smaller riders.
* Riders Meeting
* Rider’s Meeting will be held immediately prior to each race, at the Start. Information may also be obtained at Sign up.
* Race Procedures
* Rider numbers are to be assigned at the Sign-up of each race on a first come, first served basis.
* It is suggested that each participant have numbers that can be adhered to the front number plate.
* The targeted starting time shall be 3:00 pm on Saturday before the Enduro unless stated on the flyer.
* Rider’s meeting will be provided 10 minutes before starting time.
* Race times:
* 50cc’s – 30 minutes
* 65cc, 85cc, and Beginner Women – 45 minutes
* Starts will be live engine.
* Clubs may group classes as they see fit depending upon the number of riders and keeping safety in mind.
* It is recommended that the 85cc and Women classes not run with the smaller bikes/younger kids.
* If multiple classes are run together, starts are staggered.
* Disqualification
* Riders could be disqualified, at the discretion of the promoter or referee, if:
* The rider engages in any deceptive actions/practices.
* The rider gains advantage by cutting the course.
* The rider competes on a bike with a higher displacement than the class allows.
* Circuit Ranking
* The RMEC will maintain a season long ranking of all racers in each RMEC scored class. This ranking identifies which riders will receive awards at the annual Awards Banquet.
* Scoring will follow RMEC Circuit Scoring.
* Awards
* Event Awards:
* Top three finishers in each class will receive an award (trophy, plaque, or medal).
* All participants will receive a participation award (some type of pin, hat, t-shirt, sticker, or other novelty item.
* Year End Awards:
* The top three finishers in each class will receive year-end awards.
* Miscellaneous
* No training wheels.
* When in question, RMEC Rider Rulebook takes precedence.
* It is under the discretion of the Junior Series Coordinator to remove a rider from competition if it is felt the rider is a danger to him/herself and/or other riders.