



ECEA Rulebook – February, 2003 ed.

The East Coast Enduro Association is a group of AMA chartered clubs engaged in the sponsorship and promotion of enduros, and is widely recognized as one of the foremost enduro sanctioning bodies in the United States. The ECEA is dedicated to the betterment of the sport of enduro riding and to providing the individual competitor with a quality, challenging event. This rulebook describes the rules and practices governing enduro riding in the ECEA.

1. DEFINITIONS

A. Backup Sheet - A register of riders that arrived at a particular checkpoint. The Backup Sheet will list the riders number and arrival time. At Emergency Checks the minute and second of arrival will be listed. Only the rider number need be listed at an Observed Check.

B. Emergency Check - An unknown timed checkpoint where the riders arrival time is recorded to the nearest second. An Emergency Check is designated by a green and white marker only.

C. Enduro - An event where speed is not the determining factor and where a time schedule must be maintained. It is conducted over little-used roads, trails and all other types of terrain, which can be negotiated by a motorcycle.

D. Free Time - No timed check shall be placed in any part of the course which is described either in the Route Sheet or other rider instructions as being "free time".

E. Gas and Servicing

(1) **Gas Stop** - A point where refueling and other servicing will be allowed, and whose mileage and keytime are listed on the Route Sheet.

(2) **Gas Available** - A point where refueling and servicing will be allowed, and whose mileage and keytime are listed on the Route Sheet. The rule allowing riders 2 miles of free time before Gas Stops and 3 miles of free time after Gas Stops does not apply to Gas Availables.

F. Keytime - The time that is used to calculate when an individual rider is due to arrive or depart any point on the course. A rider can determine his due time at any known point by adding his rider number to keytime at that point.

G. Known Control - A timed checkpoint whose location is known to all participants and whose mileage and keytime are listed on the Route Sheet. A Known Control is designated by a yellow marker.

H. Observed Check - An unknown checkpoint where time is not recorded but the riders arrival is indicated on his Score Card. An Observed Check is designated by a white marker.

I. Pit Crew - The person or persons assisting the rider with refueling and servicing of his motorcycle.

- J.** Pit Racing - Riding a motorcycle or other off-road vehicle through the camping and parking areas of an enduro at an excessive speed, or in a manner so as to endanger bystanders.
- K.** Rider - Any person who has signed an entry form and competes in an enduro.
- L.** Route Sheet - Route instructions given the rider showing the course with direction of turn and cumulative mileage at each major turn, as well as other pertinent information.
- M.** Score Card - A card furnished each rider which is carried throughout the enduro and presented for marking at each checkpoint. It is the riders responsibility to ensure that his card remains legible.
- N.** Secret Check - An unknown timed checkpoint where the riders arrival time is recorded in whole minutes. A Secret Check is designated by a red and white marker.
- O.** Starting Control - A timed checkpoint designated as a starting point whose mileage and keytime are listed on the Route Sheet. The timed check immediately preceding a Starting Control may be located without regard to the 3 mile separation rule, but the timed check immediately following a Starting Control must meet the 3 mile separation requirement. A Starting Control is designated by a yellow and white marker.
- P.** Timed Check - Any point at which the riders arrival or departure time is noted, including Secret Checks, Emergency Checks, Known Controls and Starting Controls.

2. GENERAL

A. The ECEA Executive Board shall have the power to suspend for an indefinite period of time any rider for flagrant violation of these rules. Furthermore, the ECEA Executive Board may refuse sanctions to ECEA member clubs allowing suspended riders to compete in ECEA sanctioned enduros.

B. Unsportsmanlike conduct will not be condoned at ECEA enduros. Unsportsmanlike conduct includes, but is not limited to, any of the following: cheating, the use of physical force against an official of the sponsoring club, and foul and abusive language used in the presence of officials of the sponsoring club.

C. The entry blank and insurance waiver are binding agreements between the rider and the sponsoring club, and must be filled out completely and correctly. Intentionally falsifying an entry or insurance waiver, especially in regard to age of the rider or his signature, is a serious offense, because it could result in legal action against the sponsoring club and the ECEA.

D. No rider under 18 years of age may compete without the duly notarized consent of his/her parent or legal guardian.

E. No rider shall at any time ride in such a manner as to endanger the safety of other riders, check crews, or the public, and when in violation of this rule shall be subject to immediate disqualification.

F. Pit racing and other exhibitionist type riding have no place at ECEA enduros. Riders guilty of pit racing or other dangerous riding are subject to immediate disqualification. Any rider or member of the sponsoring club may request the offending rider to stop his offensive riding. If

the offending rider ignores the request, the Referee shall disqualify that rider, and if that person is not subject to disqualification, the Referee may notify the local law enforcement authorities and lodge a complaint of disorderly conduct.

G. No rider may compete in an enduro while under the influence of any intoxicant or drug, which would affect his normal physical or mental ability.

H. Riders must comply with all local and state laws, ordinances, regulations and speed limits. Any rider who is observed violating a safety regulation, specifically - entering a traveled public road without stopping - may be disqualified on the spot by a qualified, identified official of the sponsoring club. Notification of the enforcement of the rule requiring a complete stop before entering a public road must be posted in writing at the start of the enduro. Further, a traffic ticket received from a law enforcement officer during the course of the enduro will result in disqualification.

I. The ECEA does not undertake to supervise any enduro. All riders must rely on their judgment as to the safety of the course and must assume all risk of participation.

J. Riders must wear appropriate protective apparel when competing in ECEA enduros. A helmet and eye protection must be worn at all times, as well as boots especially designed and constructed to provide leg and foot protection.

K. Permission must be obtained from the owners of private property, or land managers in the case of public land, where the course crosses such property.

L. The course must be clearly and properly marked by the promoter. Two markers shall be placed at each turn indicated on the Route Sheet and shall be identified by mileage to conform to the Route Sheet. Mileage figures shall be prominently displayed directly beneath official major turn arrows so as to be clearly visible to the riders making the turn. Not less than one marker shall be placed for every one-half mile on straight stretches of trail. Where a dangerous condition exists, danger markers shall be posted far enough in advance of the hazard to allow the fastest riders sufficient warning to stop. A member of the promoting club must proceed over the course ahead of the first rider to see that all markers are posted. Any ECEA member who defaces, changes or destroys markers, or causes the same to be done, shall be permanently suspended from the ECEA. Promoters must retrieve all course markers within two weeks of the conclusion of the enduro.

M. All ECEA enduros must be marked in accordance with the standardized ECEA trail marking:




Straight





Straight Down




Major Right Turn (indicated on route sheet)


 Major Left Turn (indicated on route sheet)


 Major Bear Right (indicated on route sheet)


 Major Bear Left (indicated on route sheet)


 Right Turn Approaching

 Left Turn Approaching

 Right Turn (not major turn)

 Left Turn (not major turn)

 Bear Right (not major turn)

 Bear Left (not major turn)

 Wrong Way

 Danger

N. Riders must remain on the marked course. A rider leaving the course can only continue in the enduro by returning to the point where he left the course. Remaining on the marked course shall mean the following: in sight of the marking arrows, except that when traversing double-ribboned sections the riders must remain between the ribbons.

O. Any point on the course where refueling will be allowed must be listed on the Route Sheet as a "Gas Stop" or "Gas Available". There must be at least one "Gas Stop" or "Gas Available" per each 50 ground miles of course. If the Gas Stop is also a checkpoint, that checkpoint must be a Known Control and must be listed as such on the Route Sheet. A Known Control at a Gas Stop should be used only as an arrival check. A departure check from a Gas Stop should be a Starting Control and must be listed as such on the Route Sheet and identified properly.

P. The persons who actually lay out the course, mark it, or who in any way gain an unfair advantage in knowing the terrain challenge or check placement by their involvement in the organization of the enduro are prohibited from participation. No rider may ride on the marked course prior to the day of the enduro under penalty of disqualification. A marked course is defined as after mileage markers are posted.

Q. The motorcycle shall cover the course by the power of the motor or by the muscular energy of the rider. Any other means used to move the motorcycle such as towing or transporting in a truck will result in disqualification.

R. A Route Sheet shall be furnished to all riders not less than one hour before the start. It shall give the keytime for the start and the keytime for all Known Controls, as well as the exact mileage and schedule in miles per hour between such controls. It shall give the exact cumulative mileage at major turns and the direction of the turn. It shall also indicate all Gas Stops and Gas Available by mileage and keytime. It shall give the mileage and keytime for additional Starting Controls. It shall give the exact mileage and keytime for the point where the miles per hour average is changed, if so used during the course of the enduro.

S. Any competing rider may protest any matter relating to the enduro by submitting the protest in writing accompanied by a \$10.00 fee to the promoting clubs Referee. Any protest concerning the operation of a checkpoint should be registered by the protesting rider at the time he is in the checkpoint. The nature of his protest should be so noted beside his number on the Backup Sheet and a **P** marked on his card at the check number for the protested check. At the close of competition the Referee will render a decision concerning the protested checkpoint. Any errors on commercially available scroll charts (Jart charts) are not reason for protest. The Referee shall render all decisions on protests as soon as possible. The Referee shall have the power to disqualify riders as the result of any protest. If the Referee decides a protest in favor of the protesting party, the Referee will refund the protest fee. If he decides against the protesting party, the Referee will forward the written protest and protest fee to the ECEA. If the protesting party is not satisfied with the Referees decision, he may appeal to the Executive Board of the ECEA. Such appeal must be in writing, accompanied by another \$10.00 fee, and filed with the ECEA Secretary within 10 days of the Referees decision. Only the person filing a written protest with the Referee may appeal. Such appeal will be heard at the monthly ECEA meeting by an Appeal Board consisting of the E-Board and 4 persons chosen at random. The person appealing and the Referee whose decision is being appealed may be present. Voting will be by secret ballot and the decision is final. If the appeal is ruled in favor of the appealing party, the appeal fee will be refunded.

3. CLASSIFICATION OF RIDERS AND POINTS

A. Riders are classified by experience level as C riders, B riders, A riders and AA riders. Advancement from C rider (beginning rider) to B rider will be made as soon as the rider accumulates 50 C points based on the schedule outlined in **Section 3 I (2)**. Any rider that high-points the C class is automatically advanced to the B class. C riders may not ride the B classes until notification of advancement has been received from the ECEA Points Keeper. Advancement from B rider to A rider will be made as soon as the rider accumulates 100 B points prior to July 1 based on the schedule outlined in Section 3 I (1). Riders accumulating 100 points on or after July 1 may choose to remain in the B class for the remainder of the season or advance to the A class. Riders placing in the top 14 overall standing for the preceding year are designated AA for the following 2 years. Any rider classified as AA/Pro for any series shall ride AA for all ECEA series at the discretion of the ECEA. Advancement points are accumulated from year to year.

B. It is the riders responsibility to enter the A class in all enduros as soon as he has received his or her A notification (ECEA or AMA). If a rider receives an ECEA A card only and feels he is not qualified to be an A rider, he may appeal in writing to the ECEA Referee. If a rider receives an AMA "A" card and feels he is not qualified to be an A rider, he or she may appeal to the AMA through the procedure outlined in the AMA Rule Book.

C. Senior and Super Senior are specialized classes. Advancement from B Senior and B Super Senior to A Senior and A Super Senior is made as soon as a rider accumulates 200 points based on the schedule outlined in Section 3 I (2). Riders accumulating 200 points on or after July 1 may choose to remain in the B class for the remainder of the season or immediately advance to the A class.

D. Womens and Masters classes are not classified as to experience level. Beginning riders in these classes are issued a C rider classification and may be advanced to B rider at the discretion of the ECEA Executive Board. Points earned in Womens and Masters classes are not used for advancement. Riders in these two classes may transfer to an appropriate B class for the purpose of earning advancement points.

E. When a rider is advanced it is his responsibility to enter all future enduros in the higher class. However, if after having been advanced to the A class, a rider feels that he or she is not capable of competing with any degree of success, that rider may appeal to the ECEA Referee in writing asking to be returned to the B class. Riders wishing to return to B must show that a significant number of attempts at competing on the A level were made and that all attempts were unsuccessful. The ECEA Referee will return to B class only those riders who are totally non-competitive in the A class, and will not return a rider who would dominate the B class. Upon returning to B class the rider will again begin accumulating points at the 50 point level. A rider may be returned to the B class only once. B riders may not return to C class.

F. Beginning riders who are eligible for B senior, B Super Senior and Masters classes due to their age may elect to ride in the appropriate class rather than C class, but after having acquired experience, may not later elect to ride in the C class.

G. Advancement of riders from C class to B class can be made by the ECEA Referee prior to accumulation of the required 50 points if the Referee is satisfied that the affected riders level of skill warrants such advancement. B riders may advance themselves to A rider at any time, but having done so remain A riders without the option of reverting back to B, except through appeal.

H. Recording of accumulated points and rider advancement is the responsibility of the ECEA Points Keeper and his records are official for purposes of normal rider advancement. Class promotions earned at the end of the season must be announced no later than the December ECEA meeting.

I. Advancement points are awarded at each enduro of at least 60 actual course miles in length.

(1) B class points are earned by placing in the top 20 overall finishing B riders as follows:

Overall Finish Pos.	Points
1 & 2	10
3 & 4	9
5 & 6	8
7 & 8	7
9 & 10	6
11 & 12	5
13 & 14	4
15 & 16	3
17 & 18	2
19 & 20	1

An additional 5 bonus points are awarded to each rider placing first in his respective class.

(2) B Senior, B Super Senior and C class points are earned on the basis of finish in each equipment class as follows:

Finish Pos.

in Class	Points
1	20
2	16
3	13
4	11
5	9
6	7
7	5
8	3
9	2
10	1

J. A rider must actually finish the enduro within his or her hour in order to qualify for points. Non-finishers, regardless of position in class will not receive advancement points. Non-finishers in the Womens and Masters classes are awarded half the point value of their respective finish position.

4. EQUIPMENT

A. All motorcycles must have a current motorcycle license plate firmly attached to the rear fender.

B. All motorcycles must have a securely fitted muffler or silencer emitting a sound not to exceed 99 db(A) measured at 0.5 meters (20 inches) at half maximum RPM. Each sponsoring club must perform a sound test and machines not meeting the accepted standard will not be allowed to compete.

C. All motorcycles must have a securely fitted U.S. Forestry approved spark arrestor in addition to or incorporated into a muffler or silencer.

D. The following classes must be run:

AA - all motor sizes

<u>A</u>	<u>B</u>	<u>C</u>
0 - 125	0 - 125	0 - 200
126 - 200	126 - 200	201 - 250
201 - 250	201 - 250	251 - up
251 - up	251 - up	4 Stroke
4 Stroke	4 Stroke	Veteran-30+
Veteran-30+	Veteran-30+	Senior-40+
Senior-40+	Senior-40+	Masters-60+
Super Sr-50+	Super-Sr 50+	Women

E. Classifications will be made according to manufacturers piston displacement specification for the make of motorcycle and/or engine. Displacement may be increased to the maximum

allowable for that class. Motorcycles with altered displacement (i.e. kitted engines) will be allowed to compete in ECEA events, provided they are entered in the appropriate displacement class (i.e. 250 engines altered to 270/280 must compete in the open class). AMA rules will prevail at National points-paying events.

F. Motorcycles having passed the sound test and inspection may not have inspected equipment altered after inspection.

G. The Score Card will be mounted on the front fender with the top of the card toward the rear of the bike. The Score Card is to be in this position at the start. If the card holder or front fender is damaged or lost during the event, the rider has the option to carry the card elsewhere. Any club having more checkpoints than shown on the front of the card must inform the riders prior to the start either on the rider information sheet or the confirmation mailed to pre-entered riders.

H. Under penalty of disqualification, no rider shall compete in any enduro on more than one motorcycle.





I. When a rider ceases to be a contestant in any enduro, the motorcycle on which he was competing is considered disqualified and may not be used in competition by any other person.

5. CHECKING STATIONS

A. Timed checking stations must display the keytime and accumulated mileage to the checkpoint.

B. Checking stations shall use the following markers which shall measure not less than 18"x18":

- (1) Known Control - Yellow marker with 10"x1" black letter K.
- (2) Observed Check - White marker with 10"x1" black letter O.
- (3) Secret Check - Red and white diagonal marker with 10"x1" black letter S.
- (4) Emergency Check - Green and white diagonal marker with 10"x1" black letter E.
- (5) Starting Control - Yellow and white diagonal marker with 10"x1" black letters ST.

(1)	(2)	(3)	(4)	(5)
				

C. All markers must be conspicuously displayed with the full 18"x18" dimensions facing the oncoming rider and will designate the exact checking point. Timed Emergency and Secret Checks shall be combined and in such cases only Emergency markers will be displayed. Scores will be computed as though the checking stations were operated separately. Emergency Checks may not be combined with Known Controls.

D. Checking time shall be taken the instant the motorcycles front wheel arrives opposite the marker. Except at Starting Controls, riders must not stop within sight of a timed check, or their time will be taken the instant they stop forward motion. Putting the foot down shall not indicate point of timing as long as forward motion is maintained, but time will be taken if the rider

zigzags or paddles to stall for time. In the case of "hidden" checks, a riders time may not be taken unless the check timer is certain that the rider has seen the check.

E. The initial starting point of an enduro must be a Starting Control. In addition, Starting Controls may be used at Gas Stops. A timed check may be placed no less than 3 miles after a Starting Control.

F. The finish point must be a Known Control, and if a scheduled Gas Stop is also a checkpoint, it must be a Known Control. Because of traffic or other conditions, the final scoring may be completed at a Secret Check prior to the finish Known Control as listed on the Route Sheet. If scoring is to be completed prior to the finish, it must be noted on the Route Sheet and the finish Known Control may be scored as an Observed Check, but the last Secret Check must be located no less than 3 miles from the finish.

G. Checking stations shall not be more than 40 miles apart. Timed checks shall not be less than 3 miles apart, except that Starting Controls may be operated after timed checks without regard to the 3 mile separation. Timed Secret or Emergency Checks shall not be placed less than 2 miles before a Gas Stop and must be at least 3 miles beyond a Gas Stop. Mileage resets (added mileage to give time) will be considered official mileage and this mileage may be used in placing subsequent timed checks. Reverse resets (subtracted mileage to make a rider late) will not be allowed. The sponsoring club must provide proper reset information on the rider information sheet, the Route Sheet, and post a recognizable sign on the trail at the reset point, except that resets occurring due to course changes made after the enduro begins need be identified only by a sign on the course. Checking stations or controls must be placed so that contestants will not be needlessly delayed by traffic signals, speed limits or highway congestion.

H. At all checking stations except Observed Checks, there will be at least 3 officials. One shall act as timer and call the time of arrival or departure. One shall insert the riders' time and number on the Backup Sheet, and one shall mark the riders' Score Cards. It is the riders responsibility to ensure that his Score Card is properly marked and that he is listed on the Backup Sheet properly.

I. A register of riders and times (Backup Sheet) must be kept at all timed checking stations, including Starting Controls, and a register of riders must be kept at all Observed Checks.

J. Any rider changing entered time or entering his own time on either the Score Card or Backup Sheet will be immediately disqualified.

K. Keytime as posted prior to the start shall be official. A digital clock must be used for keytime. If any timing device used at a checking station is found to be inaccurate by five seconds or more, or if any timing device fails, such checking station shall be scored as an Observed Check only.

L. All checking stations shall be opened 15 minutes before the due time of the first rider, and shall remain open until one hour and 59 seconds after the last rider shall have been due to arrive. Upon close of the checking station, the Backup Sheet shall be delivered to the place designated by the Referee. If the checkpoint was protested for time or flipcard sequence at the check, the timepiece must also be delivered to the Referee for inspection.

M. If the validity of a check is questioned because course markers are missing or altered that check may be declared official if 50 percent (50%) of the riders in contention at the check preceding the one in question reached the check in question within their hour.

N. If because of extremely challenging terrain or weather conditions no riders reach the finish, the rider or riders that reached the farthest checkpoint within their hour will be scored as finishers.

O. If because of unforeseen circumstances an enduro is ended prior to the finish, the last timed checkpoint prior to the point at which the enduro ended will be considered the end of the enduro and scoring will be completed at that check.

P. The mileage at any timed check must be computed from the previous known mileage in whole tenths, and the time thereto must be computed to a whole minute. Any rider arriving at a timed check within the 59 seconds after the whole minute shall be recorded as arriving on the whole minute.

Q. Emergency Checks must be used for the purpose of breaking tied scores. The sponsoring club at every enduro must operate at least two Emergency Checks. The time taken at an Emergency Check shall be taken to the nearest second.

R. Observed Checks may be established on any part of the course.

6. ENTRIES

A. An ECEA classification card and valid AMA membership card are required for entry in all ECEA sanctioned enduros and both cards must be checked by the sponsoring club at the signup desk.

B. All ECEA club members who have submitted entry applications for an enduro on or before the drawing/closing date listed by the sponsoring club on its application form will be guaranteed a starting position for that enduro. Drawing for starting positions is to be no later than one week before the enduro.

C. Starting position shall be determined by drawing only. Pre-entered AA riders will be drawn separately and assigned rider numbers one minute apart. AA entries received after the drawing date will not be included in this grouping. Those individuals classified as C riders will be drawn for starting positions after the drawing for A and B riders. No changes in rider numbers of pre-entered riders will be allowed. Riders must ride on numbers awarded at enduro drawings.

D. Beginning with one minute after the printed keytime, four or fewer riders will be placed on each minute, unless there are less than 100 riders, in which case there shall be two or fewer riders on each minute. When more than 350 pre-entries are received five riders may be placed on a number that will begin with number 1. When more than 500 entries occur due to post entries, to preclude course overlap five riders may be placed on a number, beginning with the last number assigned and so forth in a reverse order.

E. Rider number and required information must be mailed to pre-entered riders in sufficient time to be received prior to the enduro. The rider information should include rider number, keytime, mileage and speed schedules to Known Controls and Gas Stops, and information as to whether mileage from Gas Stops will be continuous or restart from zero. Clubs may require a stamped self-addressed envelope for this mailing, but such requirement should be noted on the entry application form. Route Sheets (turn by turn mileage) should be given to the riders at the registration desk.

F. At all enduros, including Nationals, a rider will be able to enter only once.

G. All ECEA enduros must have a club team class and all team riders must be members of the same club. All team entries must be received by the sponsoring club prior to keytime for the event. Non-ECEA club teams are removed from team standings for the referee report but will receive any awards earned at the enduro for their team placement on that day.

H. If an enduro cannot be run on the scheduled date, or it is rescheduled for another date, the entrants shall have the option of a refund of their entry fee upon written request to the sponsoring club.

7. SCORING

A. Each rider shall be scored on a points lost system, the best score being zero.

B. If a rider loses his Score Card he may be scored from the Backup Sheets at the discretion of the Referee. Ten percent (10%) of the total points lost will be added to the riders score as a lost card penalty. The minimum penalty will be one point, and any fractional points rounded off to the next highest whole number. If a rider does not have a score on his card and requests that the Backup Sheet be consulted, then he may be assessed a penalty on the same basis as a lost Score Card.

C. A rider cannot leave a Starting Control prior to his assigned time. However, a rider will be penalized one point for every minute late in departing from a Starting Control.

D. A rider shall be penalized one point for every minute late in arriving at a Known Control. There shall be no penalty for arriving early at a Known Control unless the rider is over 15 minutes early.

E. A rider shall be penalized two points for the first minute early, five points for each additional minute early, and one point for each minute late upon arrival at a Secret or Emergency Check.

F. If a tie must be broken, each tied riders emergency score must be figured from the 30 second mark of the riders due minute. A rider shall be penalized one emergency point for each second early or late at each Emergency Check. The combined total emergency points lost shall be used to determine the winner of the tied score. In case a tie still exists, the Emergency Check closest to the end of the enduro will take precedence and the rider closest to his due time at that check will win the tie. If a tie still exists, the rider closest to his due time at the Emergency Check preceding the last Emergency Check will win the tie, and so on in a reverse method until the tie is broken. If a tie still exists or the enduro has ended prematurely before any Emergency Check has been reached, then the affected scores will be compared at the last legal timed checking station and the rider closest to his due minute will win, and so on in a reverse method until one rider scores better at any timed check. If a tie still exists, duplicate points and trophies will be awarded. If duplicate points are awarded because of ties, points awarded to riders placing beneath the tied riders are based on the number of riders finishing in that class. For example, if two riders receive second place points because of a tie, the next placing rider receives fourth place points.

ILLUSTRATION OF EMERGENCY CHECK TIMING

Riders

Regular

Emergency

<u>Due Minute</u>	<u>Points Arrived</u>	<u>Lost</u>	<u>Points Lost</u>
10:31	10:31:28	0	2
10:31	10:31:35	0	5
10:31	10:32:45	1	75
10:31	10:30:05	2	85
10:31	10:35:12	4	222

G. No penalty shall be recorded at an Observed Check. At any timed check, if a rider is more than 15 minutes ahead of his schedule at that point, or in excess of one hour, 59 seconds late at such point, or has cut the course, he shall be disqualified at that point, but he shall be credited with the mileage to the previous timed check and shall be eligible for awards on that basis. For purpose of clarification, over one hour shall mean after 60 minutes and 59 seconds.

H. Score Cards of the riders must be collected at the finish line.

I. Clubs must use continuous posting procedure in view of the riders for scoring of the event results. Results, including the top 14 overall finishers and the top 10 finishing teams, including names of team members, must be posted 30 minutes before they become official. Posted results must show scores for each checkpoint on the course. Results are official as posted at the end of the protest period and may not be altered except by the appeal process. After results are declared official, and before trophies are awarded, the sponsoring club will complete the ECEA Referee Report consisting of the top 14 overall finishers, the top 20 overall B riders, the top 10 finishers in each class except C classes, and the top 10 finishing teams, in order of finish. This list will be presented to the ECEA Points Keeper at the enduro. Any rider who contests his score or placing in class after results are declared official may file a written appeal with the ECEA Referee. Such rider must show that the Referee Report is in error, or that his failure to file a proper protest within the protest period was a result of circumstances beyond his control. The ECEA Referee will change official results only in very unusual cases. Enduro sponsoring clubs must retain records such as Score Cards and Backup Sheets for one year for the purpose of deciding appeals. Printed results must show the scores as posted at the end of the protest period including the top 14 overall finishers, the top 20 overall B riders and the top 10 teams. In case of a discrepancy between the printed results and the Referee Report, the Referee Report is official.

J. Score Cards of riders will be checked against the Backup Sheets if a protest arises. Discrepancies between the Score Card and the Backup Sheet should be ruled on by a three member committee appointed by the club Referee.

K. Club teams must be entered on the standard ECEA team form and must include the name, number and class of each team rider. Each club will inform the sponsoring club of all finishing teams no later than 15 minutes after the team member riding on the latest minute is due to hour out at the finish. Team forms are to be used when posting results.

L. When split loops are used at an enduro, the criteria for team scoring must be posted at sign-up and is up to the discretion of the sponsoring club. All team riders must finish their respective classes to be scored. If team scoring is not posted, team scores will be computed from the first point on the course where class separation occurs.

8. GENERAL ADMINISTRATION

A. The ECEA Executive Board, as elected annually by the general membership, shall have the authority to act on complaints presented in proper fashion by individual member clubs and shall have the power to grant or refuse sanctions for enduro events promoted by member clubs.

B. ECEA clubs sponsoring events designated as "National Championship Enduros" will be exempt from these rules to the extent only to comply with AMA requirements for National status events. However, all such events must provide the C rider classes outlined previously. As in other ECEA events, these riders are to be drawn for starting positions after A and B classes.

C. All ECEA sanctioned events must be insured for "spectator liability" in an amount not less than \$1,000,000 and including the East Coast Enduro Association as an "additional insured". Proof of coverage is to be provided to the ECEA at least 30 days prior to the event. Policies must also provide coverage for "participants liability" in forms at least as broad as those provided by the insurance plans offered through the AMA for AMA sanctioned events in effect at the time of the event. Failure to comply with these requirements will result in automatic withdrawal of ECEA sanction and points-paying status for the enduro in question with entry fee refunded to all riders who request that their entry applications be withdrawn as a result of these actions.

D. Each ECEA member club will sponsor an ECEA sanctioned enduro annually and members of the sponsoring club cannot compete in that enduro. Clubs not able to sponsor the required enduro will be assigned to assist another member club which is sponsoring an ECEA sanctioned enduro and both clubs' members cannot compete in that enduro. Such assignment will be made by the Executive Board and will be based on need of assistance, with consideration given for proximity of clubs and similarity of terrain. This assistance is to be determined no later than 30 days prior to the first enduro of the season, or in case of cancellation of a scheduled enduro, not later than the next ECEA monthly meeting following the cancellation. Riders who do not actively participate in the sponsorship of an enduro will be ineligible for end-of-year awards. Failure of the assisting club to comply with this assistance requirement will result in automatic points-void status for that clubs members for the following year. Failure the second year will result in that clubs expulsion from the Association. A list of all assisting club members must be submitted to the ECEA by the sponsoring club.

E. Each ECEA member club must attend at least fifty percent (50%) of the regular monthly ECEA meetings each calendar year which will include the meetings immediately prior to and immediately following that clubs enduro. Failure to comply with this attendance requirement will result in automatic points-void status for that clubs members for the following year. Failure to comply the second year will result in that clubs expulsion from the Association. Clubs located at excessive distance from the monthly meeting location may appoint another ECEA club as their proxy for purposes of satisfying attendance requirements. Requests for proxy must be submitted in writing to the Association Secretary. Member clubs are limited to one proxy representation. Proxy procedure does not exempt member clubs from attendance requirements for the sanction meeting or the meetings immediately prior to and immediately following their enduro. Failure to comply the first year will result in an additional assessment of up to \$1.00 per rider at the discretion of the E-board. Second year non-compliance will result in non-sanction status for the current year at the discretion of the E-board. New member clubs may not use proxy procedure for one year from the date of initial membership.

F. Each enduro is evaluated annually and the evaluation points are used to determine the designation of "Enduro of the Year". Method of evaluating and the format used are determined annually if necessary.

G. A Rules Committee, appointed by the Association President, will evaluate rule and procedural proposals introduced by member clubs. Rule proposals will be introduced at the October ECEA meeting and referred to the Rules Committee. The Committee will bring to the floor at the November meeting those proposals it feels are worthy of consideration by the member clubs. The member clubs will consider the proposals and at the December meeting vote on each proposal, one vote per club, with a simple majority necessary for approval. The rules, as amended, will then govern the following enduro season. Any rule proposal not brought out of Committee or introduced after the December meeting requires that two-thirds of the member clubs present vote in favor of allowing discussion, and if the proposal is discussed and placed in the form of a motion, a two-thirds majority of the member clubs present is necessary to pass the motion.

H. All ECEA points-paying enduros, including Nationals, must display the AMA and ECEA sanction logos and ECEA sponsor logo on the entry form.

I. Only members of ECEA clubs who score points in a minimum of four ECEA enduros are eligible for ECEA championship points to be used in determining winners of year-end Association awards. Masters and Womens class competitors are required to finish four or compete in six enduros to be eligible for end-of-year awards.

(1) An overall ECEA champion will be determined annually based on points, accumulated annually, earned by placing among the top 14 overall riders at each enduro. Points are awarded as follows:

<u>Overall Finish Pos.</u>	<u>Points</u>
1	20
2	16
3	13
4	11
5	10
6	9
7	8
8	7
9	6
10	5
11	4
12	3
13	2
14	1

(2) Year-end ECEA class and team standings are determined annually by points awarded in rider classes and the team class at each enduro, based on the following:

<u>Finish Pos.</u>	<u>Points</u>
1	20
2	16
3	13
4	11
5	9
6	7
7	5

Finish Pos. Points (continued)

8	3
9	2
10	1

Overall points are not included in class points.

Points are not awarded to non-finishers except in Womens and Masters classes. Non-finishers in the Womens and Masters classes are awarded half the point value of their respective finish position. If any member of a team, including Womens and Masters classes, fails to finish the enduro, that team is not eligible for team points at that enduro. Team scores must be compiled at the earliest finishing point regardless of rider class.

(3) Ties existing in end-of-year point standings will be broken by the following method: The rider with the most number of firsts in class will win the tie. If a tie still exists, the rider with the most number of seconds in class will win the tie, and so on third through tenth until the tie is broken.

(4) All clubs must submit a new riders list each year with no exceptions. The ECEA will dispose of the previous years lists. New lists must be submitted by the ECEA meeting immediately preceding the first scheduled event. Riders not so listed will not qualify for ECEA award points. Names of new club members must be published in the ECEA minutes before they will qualify for ECEA award points or club team points. The list will include the members name, ECEA classification number and AMA membership number. Dual or multiple club membership by an ECEA member is unacceptable.

J. Non-ECEA riders are not removed from their respective classes or positions in determining the ECEA point standings of members of ECEA clubs, except that AMA AA riders are removed from overall standings in all ECEA enduros, unless they are members of ECEA clubs. At all ECEA National Enduros non-ECEA riders are removed when computing ECEA points in overall, AA, A and B classes, however, these riders must be listed in their respective finish positions on the AMA Referee Report and the printed results.

K. All ECEA points-paying enduros must be AMA sanctioned. All AMA charter renewals and enduro sanction applications must be processed and approved by the ECEA. Clubs applying for National Championship Enduros prior to the ECEA annual sanction meeting must supply the ECEA with a copy of the charter renewal and sanction application which were sent to the AMA with the request for National sanction. If National sanction is rejected by the AMA, regular sanction applications must be processed and approved through the ECEA in the normal manner. Clubs promoting events other than ECEA sanctioned enduros will process their charter renewals through the ECEA. A copy of that charter renewal should be provided to the Recognized District or other AMA sanctioning body governing these non-ECEA events.

L. Member clubs present at the annual ECEA sanction meeting will be guaranteed a date for their enduro sanction as nearly corresponding as is practical to the same weekend that they sponsored an enduro event the previous year, provided they remain members in good standing. For a member club to sanction a hare scrambles, it must have sanctioned and successfully sponsored an ECEA enduro the previous year. The priority of preference for placement of an event on the annual ECEA calendar will be as follows:

First priority – Enduros

Second priority - Hare Scrambles

Third priority - Dual Sport Events

No ECEA club shall sponsor an ECEA points-paying event that is more than 50 miles from their previous years Enduro location or that is not within the geographic boundaries of the ECEA. Any club desiring to sponsor an event which does not meet these requirements must first present their intent to the ECEA membership for a majority vote of all clubs. When a sanction calendar of events is finalized, no member club shall reschedule an event on another member clubs sanction date, unless written permission is granted by an ECEA E-Board member. Failure to comply will result in points-void status for the rescheduled event. If agreed to, both events will be points-paying events.

M. Number of team members and the percentage of enduros to be used in determining ECEA championship points, as well as other related matters, will be determined annually prior to the beginning of the enduro season if required. When determining the percentage of enduros or deciding the number of "throw-aways", that figure is based on the number of enduros actually held and does not include cancelled events.

N. Entry fees are established at the discretion of the promoting club, however, each member club must remit to the ECEA within thirty (30) days from the date of their enduro, a set fee per paid entrant. The amount of such fee is determined annually and will be used to cover the costs and expenses of operating the Association. ECEA member clubs having dual sanctions must pay the ECEA rider assessment for the entire number of paid entrants. Clubs not paying the assessment fee within ninety (90) days of their enduro will not be granted a sanction for the following year.

O. The Referee of the sponsoring club shall be the principal officer of the enduro and shall act as general supervisor of all affairs. His identity must be made known to the riders prior to keytime and he must be present during the 30 minute protest period. The duties of the referee shall include the following:

- (1) To determine if any changes in the course are necessary for any reason;
- (2) To determine if all riders are qualified to negotiate the course, and to prohibit any riders not so qualified from competing;
- (3) To provide for technical inspection of motorcycles being used by riders and to bar any motorcycle which does not conform to equipment standards;
- (4) To receive all protests and render decisions thereon, subject to appeal;
- (5) To render all decisions on disqualification of riders, and disqualify any rider who violates any of the rules of the enduro;
- (6) To determine that liability insurance requirements have been met;
- (7) To submit to the ECEA Points Keeper prior to trophy presentation that portion of the Referee Report required at that time, and to submit to the ECEA Points Keeper, no later than ten [10] days after the enduro, additional information as required. The form for this report is made available at each enduro by the ECEA Points Keeper. This report must show the results exactly as posted at the end of the 30 minute protest period;
- (8) To submit to the ECEA Referee printed results no later than 30 days after the enduro. Failure to do so will result in a late fee of \$1.00 per rider added to the assessment fee at the discretion of the ECEA;
- (9) To submit to the AMA a Referee Report and Accident Report as required by the AMA. These report forms are made available by the AMA.