

**2010**  
**THE NETRA COMPETITION PROGRAM**

The competition program of the New England Trail Rider Association is a private, amateur sports program operated by Association members for their fellow members. Association policy stresses the amateur nature of this program, and opposes any form of professionalism, including cash prizes, or any commercialism or exploitation of the Association, its members or its events.

The NETRA competition program has been developed over a period of years to provide enjoyable, safe opportunities for trail bike competition for a wide range of riders. The program is administered by the NETRA Competition Committee, which has responsibility for all aspects of it, including the promotion program, the championship series, sanctioning, formulating rules, and otherwise coordinating and organizing the supporting services that the program requires.

Rules related to safety are promulgated to make all persons concerned with safety, but NETRA warrants neither safety if the rules are followed, nor compliance with enforcement of the rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition.

NETRA does not inspect vehicles used in NETRA events for safety related problems. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

NETRA does not inspect courses nor certify the competence of organizers. Participants should recognize that trail riding is inherently dangerous, and that their safety is their responsibility.

Because of the special nature of its responsibilities the Competition Committee operates under written bylaws as defined in the BYLAWS OF THE NEW ENGLAND TRAIL RIDER ASSOCIATION INC., SECTION VI.

**AMENDMENTS**

The NETRA competition rules may be amended or suspended at any meeting of the Competition Committee. Voting will be conducted using "Robert's Rules of Order" as a guide. In case of conflict between Robert's Rules and the NETRA Rulebook, the NETRA Rulebook shall prevail.

Recommendations for rule changes must be submitted to the Competition Committee Chairman, in writing, two weeks before the meeting at which they will be considered. As proposed rule changes are received, a screening committee will be formed to study the proposals and make recommendations for changes. The screening committee cannot delete any proposed changes. All proposed rule changes must come before the entire Competition Committee for consideration.

Rule changes approved at the annual Competition Committee meeting must remain in place for a period of at least 2 years (defined as 2 competition seasons) unless modification is required for safety or legal reasons.

**OFFICERS**

2010 Competition Committee Chairman – Frank Frey  
2010 Competition Committee Secretary – Jim Sherman  
2010 Vice Chair/ Youth Competition Coordinator – Mike Hery  
2010 Vice Chairs/Hare Scrambles: Andy Anthony and John McIntyre  
2010 Vice Chair/Enduros: Jim Copeland

## THE NETRA ADULT ENDURO PROGRAM – 2010

An Enduro is a meet where speed is not the determining factor and where a time schedule has to be maintained: it is not a race. It is conducted over little-used roads, trails, footpaths and all other types of terrain. The typical Enduro contains sections of unimproved natural terrain linked by public roads. Usually three or four riders are started each minute, with a set speed average, on a course marked with arrows. Each rider is given a route sheet with directions and scheduled arrival times for each turn. The rider who can follow the course, has the skill and endurance to negotiate difficult terrain, and can use his odometer and watch to stay on schedule, will be successful. “Checks” are located along the course to monitor the rider’s ability to stay on schedule. Riders are penalized for being late or early at a check. Late points provide a way to determine who the best riders are; early points exist primarily to prevent speeding on public roads. The organizer sets up a course that will challenge the rider, making even the fastest riders late in some sections, yet placing checks and resets (see below) so as to discourage speeding on speed limited sections. Courses are typically 50 to 120 miles long, with at least one gas stop. Permission must be obtained by the organizer from the owners of private property, or land manager in case of public land, where the course crosses such property.

New England Trail Rider Association (NETRA) Enduros use two timekeeping systems: (1) American Motorcyclist Association (AMA) Schedule and (2) New England Interval (NEI) Brand X Schedule. The rider should familiarize himself with them before attempting to ride an Enduro.

### DEFINITIONS

**Route Sheet** – The official description of the course, passed out to riders before the start of the event. This description consists of a list of “turns”, showing direction, type of terrain, cumulative mileage from the start, and Key Time (see below) at each point.

**Speed Average** – The pace that riders are expected to adhere to at various points along the course. Some Enduros may have only one speed average and some may change speed averages for different sections of the course. Starting at the proper time with perfect adherence to required speed average would result in a perfect score (zero).

**Ground Mileage** – The actual measured mileage from the start to another point on the course. Reset added route sheet mileage (without any actual mileage), allows riders to rest or get back on schedule. At a reset the rider is instructed to adjust (reset) his odometer forward. The printed times on the route sheet are figured assuming he maintained the required speed average for this distance; so, in effect, he is given time without having to go anywhere (miles/MPH =time).

**Course Mileage** – Mileage based upon the route sheet, which includes both Ground Mileage and reset mileage.

**Key Time** – The calculated time, based on the route sheet, to a given point on the course, using course mileage and assuming exact adherence to the Speed Average(s). Key Time is referenced from the start (mile 0.0) and based upon the starter’s watch.

**Scorecard** – A Card carried by each rider, which is marked with scoring information as he passes through each check.

**Starting Number** – A number assigned to the rider by the organizer, representing the rider’s starting minute after Key Time at the start. Each rider is given stickers with his Starting Number on them.

**Flip card Numbers** – Numbers displayed at timed checks representing the number of minutes before or after Key Time for that point. The flip cards indicate 00 at Key Time for that check. When a rider enters a check, the current flip card number is written on his scorecard. His score is calculated from these numbers.

**Riding Number** – (As per AMA Schedule) this is fixed throughout the event. It is the same as the rider’s Starting Number.

**Riding Number** – (As per New England Interval NEI Brand X Schedule) this number varies, it is the

flip card number (representing minutes) that was written on a rider's scorecard at the previous check. At the start (no previous checks) it is his Starting Number. (Thus, a rider's Riding Number changes whenever he is not on schedule at a check).

**Due Time** – (As per AMA Schedule) A rider's Due Time at any point on the course is the sum of his Starting Number plus Key Time at that point.

**Due Time** – (As per New England Interval NEI Brand X Schedule) A rider's Due Time at any point on the course is the sum of his Riding Number (written on his scorecard at the previous check), plus the Key Time at that point.

**Disqualification** – A rider who is disqualified is ineligible to participate or continue in that event, is not scored, and cannot receive event awards.

**Suspension** – A rider who receives a Suspension from an event is ineligible to continue in that event. He is scored to the previous check, and is eligible for awards on that basis.

## ADULT ENDURO RULES

The following rules govern all Adult Enduros sanctioned by the NETRA Competition Committee.

### Article I. RIDER REQUIREMENTS AND RESPONSIBILITIES

**A. Licenses, Membership, and Permission.** All riders participating in a NETRA sanctioned Enduro must meet the following requirements:

1. Each rider must have a valid motorcyclist license to be shown, on request, to the official of the meet.
2. Riders must comply with all local and state laws, ordinances, regulations and speed limits.
3. If the rider is under the age of majority in the state where the event is held, he must meet the permission requirements specified in the Junior Enduro Rules, Article I, section A, items 3, 4 and 5.
4. Each rider must hold a valid NETRA membership (except as noted in Section B below). To earn Championship points in NETRA sanctioned events, the rider must also be a member in good standing of a NETRA recognized club. Those NETRA members not members of a NETRA club are only eligible for trophy awards at the event and promotion points, and are not eligible for Championship Points or end-of-year awards. The results published in the *NETRA News* and on the official NETRA website are the Championship standings. AMA membership will not be required for NETRA sanctioned events. For those NETRA events which are AMA sanctioned, AMA membership will be required of all participants.. Membership cards must be shown, on request, to the official of the meet.

An organizer of a NETRA sanctioned event cannot require New England resident riders to be members of any other organization, e.g., ECEA, SETRA, etc.

**B. Guests.** All riders must be NETRA members, excepted as noted below. Guests are eligible for trophy awards only and are not eligible for Championship or Promotion points. (Riders may join NETRA at an event.)

1. Non-resident guests are riders who live outside of New England (and the NETRA footprint), and are bona fide members of neighboring cross country motorcycle organizations outside of New England (such as ECEA). Such riders shall be charged the same fee as a NETRA member. ., and a one-day NETRA guest membership for \$25.00.

**C. Protective Equipment.** All riders must wear an adequate safety helmet, proper eye protection, heavy boots at least ankle high, long sleeve shirt, protective pants, and gloves. Knee pads and elbow pads are recommended. Chest protectors, knee and elbow pads are mandatory for all riders under the age of 17, except for new riders (first time riders) who will have their first event as a grace period. If the state has other requirements riders must also meet them.

**D. Entry Forms/Waiver of Liability.** All riders must fill out an entry form with, at least, the following:

1. Rider's name and address
2. Rider's classification
3. NETRA membership number (if a NETRA member)
4. Waiver of liability signed by the rider or if under the age of 18, by a parent or legal guardian.

Any rider who participates in a NETRA sponsored event (either competition or recreation) without registering for the event and completing the appropriate paperwork will be expelled from NETRA membership.

**E. Pit Racing/Pit Bikes.** Persons riding hazardously in the starting area or at gas stops will be ejected. If they are entrants to the event, they will be disqualified. Pit racing is defined as:

1. Riding with one or both wheels off the ground; or,
2. Riding faster than a man can walk in areas off public roads, or faster than a safe speed on public roads, at the start area, or near gas stops.
3. Pit bikes (all motorized vehicles registered or otherwise being at an event for any purpose other than participating in that event or those used solely as transportation to and from that event) are prohibited at all NETRA events.

**F. Passing Riders.** All riders must obey reasonable rules of the road when overtaking and passing each other. It is the responsibility of the overtaken rider to make way at the first safe opportunity. It is the responsibility of the overtaking rider to pass safely and cleanly. Flagrantly discourteous and dangerous riders are responsible for their actions and may be disqualified and/or barred from future participation.

**G. Leaving the Course.** Riders must remain on the marked course. A rider leaving the course can only continue in the meet by returning to the point where he left the course. A rider who has cut the course shall be suspended. A marked course shall mean the following: in sight of the marking arrows, except that when traversing double marked sections the rider must remain between the markers. Whenever an Enduro uses public rights of way the course is limited to the actual public way.

**H. Riding Back Against the Traffic.** Riding backwards against the marked course direction is especially dangerous. Such action may result in disqualification. Riders who are lost or who have missed a turn should be careful in backtracking, so as not to encounter oncoming riders. Riders who break down or drop out and wish to ride out against the course should wait until all riders have passed. Only in the case of extreme medical emergency, is riding backwards to be allowed, and then with utmost care.

**I. Unsportsmanlike Conduct.** Any rider who exhibits unsportsmanlike conduct may be disqualified. Abuse of other riders, checkpoint personnel, the organizers, or the public, either verbally or physically, is grounds for disqualification. Any person may accuse a rider of unsportsmanlike conduct and request a disqualification. After the event, and before scores are posted, the rider and accuser shall meet with the Referee to review the incident. The Referee will then make a decision. If a rider is disqualified (for unsportsmanlike conduct or conduct not becoming a rider) from any competitive event, such disqualification will be recorded in the standings and the rider will NOT be able to use the event in which he was disqualified as a “throw away”.

**J. Injured Riders.** Riders are encouraged to stop and offer assistance to an injured rider. The Referee for the event has the authority to make adjustments in the rider’s score for time lost in helping the injured party. The rider requesting the adjustment is required to report the incident to the personnel at the next available checkpoint, clearly identifying the injured rider, and then report it to the Referee immediately after the event. Based on the available facts, the Referee may then make a decision whether to permit a time allowance, and if so how much.

**K. Traffic Tickets.** A moving violation citation received from a law enforcement officer will bring immediate disqualification of the rider involved.

**L. Assistance / Towing.** Outside assistance to the rider is permitted only to the extent defined below:

1. Towing: A rider’s motorcycle shall cover the course by the power of the motor or by the muscular energy of the rider. Towing is prohibited. Riders who receive such assistance shall be ineligible to continue and shall be credited with mileage to the last time check. Riders may assist each other on any part of a course, except that a rider who ceases to be a contestant may not assist any other contestant (rider).
2. Outside Assistance: Outside of a scheduled control rest period, all repairs and work completed on any machine (motorcycle) should be done by only the rider entered on that machine (motorcycle). No one else may touch the machine (motorcycle) with the following exceptions: the removal of caps and replenishment

of air and fluids (radiator, oil, fuel, and bleeding brakes). The rider may receive tools and refreshments such as clean goggles, gloves, food and drinks, etc.

## Article II. VEHICLE REQUIREMENTS

**A. Same Motorcycle.** The same motorcycle must be used throughout the event. This must be the same motorcycle which was submitted for sound and safety testing. Substituting the initial motorcycle will result in disqualification.

**B. Safety.** Any motorcycle judged unsafe by the Referee for the event will not be allowed to start the event. All motorcycles must have a securely fitted U.S. Forestry approved spark arrestor.

**C. Tires.** Studded tires will be permitted only in the states where they are legal. The use of sheet metal screws in tires is prohibited.

**D. Sound Test.** All motorcycles entered in the day's event must have securely attached mufflers/silencers that do not exceed the maximum db(A) required by the State where the event is being held, or 96 db(A) whichever is less. Sound testing will be performed using the SAE J1287 procedure set by the Society of Automotive Engineers. Applicable sound test limits may not be exceeded at any time during the event. Testing by the promoting club is required before the start, and may also be conducted at any time during the meet. Motorcycles not complying with the applicable sound limits will be disqualified. If a rider's machine fails the test, he must surrender his score card to the sound test crew until he passes the test. Organizers may allow additional attempts to pass. If the sound test is failed, the rider is disqualified from participation in the event. Once a motorcycle has passed this stationary sound test procedure, no modifications may be made to the muffler or silencer prior to the start of the event. Should it be discovered that modifications have been made, the rider will be disqualified. Any motorcycle which arrives at a checkpoint during the event with the muffler damaged or modified enough to be excessively noisy must be repaired or withdrawn from the event at that point

For all NETRA sanctioned events, at a club's discretion, a second sound test/tech inspection will be performed immediately after a participant completes an event on all motorcycles with temporary or modified exhaust components (including all with custom, aftermarket and/or factory parts). Motorcycles to be retested include, but are not limited to, motorcycles with temporary or permanent modifications to exhaust silencers, tips or inserts.

**E. Registration / Legal Requirements.** All motorcycles must:

1. Be legally registered. All required safety equipment must be present and in good working order.
2. Meet the specific requirements of the state in which the event is held.

An organizer may not assess a rider penalty points for nonworking equipment.

## Article III. RIDER CLASSIFICATION

**A. Ability Classification.** There are four ability classifications as defined below. B and C riders are promoted from one ability class to the next by accumulating Promotion Points. A rider must ride in his/her ability class:

1. AA Class : The top ten enduro riders from the previous year, any NETRA AA Hare scramble rider, AA riders from any other enduro organization, any nationally ranked or any professional enduro, hare scrambles, or motocross rider.
2. A Class (Expert): Promoted from B Class, or ranked as A Class hare scrambles, expert trials, or expert motocross, or ranked as A Class on the basis of previous experience.
3. B Class (Amateur): Promoted from C Class; or ranked as B Class hare scrambles, amateur trials, or amateur motocross; or top ten juniors electing to enter B; or ranked as B Class on the basis of previous experience.
4. C Class (Novice): Entry level riders with little or no previous enduro riding experience. C Class riders earn points throughout the riding season to move up to B Class.

**B. Supplemental Classification.** In addition to ability classifications, there are several “supplemental” classifications. These include the displacement classes: Light and Heavy, and also the Veteran, Senior, Super Senior, Women, and Masters classes. These classifications were established to foster competition, and together with the ability classes, are the basis for determining awards. A rider may be eligible to ride in more than one of the supplemental classes, but only one of these may be entered at any given event.

Riders compete for trophies, promotion to the next ability class, and for year-end championship awards. All riders, regardless of their supplemental classification, are eligible for promotion points in their respective ability class.

**Displacement.** These classes are based on engine displacement: Light for displacements 0 – 250 cc, Heavyweight – 251cc and larger. A rider entering a displacement class must ride in the proper class for his motorcycle as determined by the manufacturer’s original cubic centimeter displacement of the engine. (For example, if a bike was originally a 250cc bored out to 300cc, it is still considered a 250 cc for classification purposes.) Each displacement class is subdivided into three ability classes (A, B, & C), for a total of nine classes.

1. **Women.** All women may ride in the C-Women’s class, regardless of their ability classification or engine displacement, until such time the promotion points required to be promoted from C-Women to B-class are earned. When promoted to B class, the woman will then ride according to her bike displacement in the B class and may not remain in the C-women class. For trophy and championship awards purposes there is only one women’s class, with no ability subdivisions. Wheel size requirements are as follows. If the rider is age 18 years old or older she may compete on a motorcycle with a minimum front wheel size of 19” and rear wheel size of 16”. If the rider is younger than 18 years old she must compete on a motorcycle with a minimum front wheel size of 21” and minimum rear wheel size of 18”.
2. **Veteran.** Open to all persons 30 years of age or older, regardless of their motorcycle engine displacement. The Veteran class is subdivided into three ability classes (A, B, & C). Riders whose age changes during the riding season may finish the season in the class they started in or change classes, at their discretion.
3. **Senior.** Open to all persons 40 years of age or older, regardless of their motorcycle engine displacement. The Senior class is subdivided into three ability classes (A, B, & C). Riders whose age changes during the riding season may finish the season in the class they started in or change classes, at their discretion.
4. **Super Senior.** Open to all riders 50 years of age or older, regardless of displacement. The Super Senior class will be divided into an A/B Class and a C Class, one trophy per class. In Enduros, all Super Seniors will ride with the start of the first C riders.
5. **Masters.** Open to all riders 58 years of age or older, regardless of displacement or ability class. For trophy purposes and championship awards there is only one Masters Class, with no ability subdivisions.
6. **Sportsman Class:** Entrants will ride at the C level (shortened course when applicable). Winners will not earn points, nor will an annual championship award be made. Row assignments for pre-entries will be drawn with those of the C Classes. If there is no pre-entry, riders in this class will start in the last row. If an individual is the class winner at 2 events, that individual must enter subsequent events at his/her recorded ability level and the class for which they are eligible.
7. **Teams.** A Team class shall be offered at all enduros. The teams shall be made up of three riders: one A or AA, one B, and one C rider. All team members must belong to the same bona fide club (that club must meet all other Article IV requirements.) Individual riders are also eligible for awards and points in their respective individual class. Ties will be settled by the best C rider score.
8. **Optional Classes.** Organizers may include other classes. It is recommended that the following names be used: Vintage class: pre-1975, Heritage class: pre-1980.
9. In the novice or C Class there is also a 4 stroke classification. This classification is for all 4 stroke motorcycles regardless of displacement, except motorcycles that are considered “mini” as described in the NETRA rules.

### SUMMARY OF NETRA ENDURO CLASSES

**Trophy and Championship Classes (total 18): AA, A250/Light, A Open/Heavy, A Veteran, A Senior, Super Senior A/B, B 250/Light, B Open/Heavy, B Veteran, B Senior, C 250/Light, C Open/Heavy, C 4 stroke, C Veteran, C Senior, C Super Senior, Women, Masters**

**Ability/Promotion Classes (total 4): AA, A, B, C**

## Article IV. ORGANIZATIONAL REQUIREMENTS

**A. Club Requirements.** Sanctions are awarded only to bona fide enduro motorcycle clubs. The following criteria will be applied:

1. The club must have at least 10 members, 5 of whom are NETRA Enduro riders. The club should be incorporated as a nonprofit organization in order to protect its members.
2. If a club, consisting entirely of riders without previous organizing experience, wishes to organize an Enduro, they may either co-sponsor a championship event with a recognized club more experienced at running championship events, or sponsor a non-championship event.
3. The club must have a NETRA membership.

**B. Sanctioning.** Sanctions are to be requested by the President of each club, or his authorized representative. A completed Sanction Application Form must be submitted to the Competition Committee for each event. A calendar of events for the year will be published as soon as possible after the Annual Sanction Meeting. An Enduro must have a sanction from the NETRA Competition Committee in order for Championship Points or Promotion Points to be awarded. Sanctioned events may be designated as either “Championship” or “non-championship”, depending on whether points towards the Enduro Championship are awarded. No more than 20 Championship events are recommended each year. Except in special circumstances, sanctions are awarded by the Competition Committee at the Annual Sanction Meeting. Organizers requesting sanctions after this meeting must do so at least 90 days prior to the planned event. If an event is canceled, the organizer must inform the Chairman of the Competition Committee and the NETRA office immediately. Every effort will be made to avoid sanctioning Enduros and Hare Scrambles on the same day.

A sanction fee is required for each event, to be paid prior to or at the Sanction Meeting. The fee varies depending on the type of event and the number of events a club plans to hold. This fee may not be refunded if the event is cancelled. Contact the NETRA office or the Competition Committee Chairman for the exact amount and rules regarding sanction fees.

**C. Trail Boss.** The trail boss must be a current NETRA member.

**D. Course Length and Trail Quality.** A Championship Enduro must be at least 50 miles long (actual ground mileage, resets not included). An event which fails to comply with this rule may jeopardize its championship sanction for the following year.

The organizer must lay out a route that will support the total number of riders entered. Bridges or other manmade aids used or constructed for the event must be possible to negotiate without any outside help.

**E. Required Classes.**

1. Events granted a championship sanction must include the classes required by Article III. Other classes may be added. Both Championship and Promotion Points will be awarded at these events.
2. Events granted a non-championship sanction may include any one or more of the regular classes, plus special classes such as Doubles or Sidecars. Promotion Points for all eligible riders will be awarded; no Championship Points are awarded.

**F. Publicity.** The organizer must adequately publicize his event for all interested riders. Publicity must state whether it is a championship event or not, and, if a non-championship event, the classes participating in the event. The start Key Time must be stated. If the event is mail entry, the closing date, if any, must be clearly stated. The entry limit, if any, must also be clearly stated. Information on the number of gas stops and whether they are on the course or at the start should also be included. The organizer should state the average speed (if only one) in either his publicity or his acceptance letter. Any additional charges for parking, etc., must be included in the advertised fees.

**G. Insurance.** All events granted a NETRA sanction must carry liability insurance through the NETRA cooperative insurance program. Each member club must remit to the NETRA office a fee per entrant for all sanctioned competition events. The amount of such fee is determined by the NETRA Board of Directors and is used to pay for

insurance program. This fee provides for basic liability insurance; extended insurance limits are available through the NETRA office upon request. Clubs will be charged insurance fees to a maximum of 300 riders per event.

**H. Entry Limits/ Competition Fees.** The organizer of a sanctioned Enduro may limit the entry to whatever number of riders he desires. Entry may be by mail (pre-entry) or at the event (post entry). If the event is a prepaid mail entry, the organizer must refund the entry fee of any rider who withdraws and requests in writing a refund five days or more before the event. Pre-entry may be made by foreign participants without payment and the rider may pay the pre-entry on the day of the event. Organizers will not accept entries earlier than six weeks prior to the event.

Each member club must remit to the Competition Committee a fee per entrant for all sanctioned competition events. The amount of such fee is determined by the Competition Committee and will be used to cover the costs and expenses of operating the Competition Program. Clubs are charged this rider fee to a maximum of 300 riders per event.

**I. Administrative Personnel.** The organizer must appoint the following administrative personnel with the following duties:

1. **Referee** – To hear and adjudicate rider protests.
2. **Sound Marshal** – To familiarize himself with sound testing procedures, run the sound test, and enforce all regulations relating to sound levels.
3. **Scorers** – To receive entries, prepare scorecards and score sheets, and calculate and post scores.
4. **Tech Inspectors** – To inspect all riders and motorcycles for compliance with Article V, sections D, E & F.
5. **Tech Inspection Monitors** – Shall be chosen from the list of rider representatives by the Competition Committee Chairman. The monitors shall ensure that the Tech Inspectors perform their duties properly.

**J. Rider's Meeting.** It is suggested that organizers make use of a sheet of instructions ("written riders' meeting") in addition to a formal riders' meeting.

**K. Spectators.** The provision of spectator points is recommended but optional.

**L. Toilets.** The organizer shall provide a minimum of two toilets at the start.

**M. Pre-Rider and Sweep.** A member of the promoting club must pre-ride the course ahead of the first rider to see that all markers are posted. A sweep crew must follow the entire course without interruption after the last rider.

**N. Stoppage of Events.** Unless there are medical or weather-related issues, no event may be stopped once it has begun. Event organizers must plan the event schedule appropriately to accommodate an entire event before another event begins.

## Article V. ORGANIZER/RIDER RULES

**A. Rule Changes.** Written notification and approval by the Competition Committee is required before an organizer may change any rule for his event.

**B. Starting Number.** Each rider is assigned a starting number by the organizer. This "number" is actually a number and a letter. The number indicates the time, in whole minutes, after the start Key Time, that the rider is supposed to check through the start control. The letter differentiates, for scoring purposes, the two to five riders starting on that same minute. Any rider who has two different numbers displayed on his bike and/or helmet shall be disqualified (large motocross numbers are excluded).

1. Starting positions for pre-entered riders are to be determined by random drawing only, and assignment by any other means is not permitted. Riders may send in their entry forms stapled together to obtain the same start number, however the number of entries attached together cannot be more than the number of riders that will be starting on each minute. A& B riders requesting the same number will have a number drawn from the A/B numbers. If a C rider is included in the group, all riders attached to the C rider will have numbers drawn with the C riders. Five or fewer riders shall be started on each minute, unless there are fewer than 100 riders, in which case there shall be two or fewer riders on each minute.

2. The organizer will assign all pre-entered riders starting numbers by lot, subject to the following rules:
  - a. There will be two drawings: The AA, A and B riders will have starting numbers selected together in the first drawing, C riders, Women and Masters in the second drawing. After all pre-entered AA, A and B riders have been assigned starting numbers, the drawing will be held for the pre-entered C riders.
  - b. AA, A and B riders start before the C riders.
  - c. Only one AA rider will start per minute, starting on minute five, with one AA rider drawn per minute until all pre-entered AA riders are assigned starting numbers.
  - d. Riders in the C Veteran, C senior, and A/B and C Super Senior, Master, and Women's classes, will start with the first C riders with no more than one Woman and one Veteran/Senior/Super Senior/Master rider per minute.
3. Class AA, A and B riders applying before the closing date will be given preference if the event is oversubscribed.
4. Pre-entries close absolutely on the closing date, and no one may demand that he be pre-entered after that date. Entries received after the closing date shall be considered post entries.
5. All post-entries will start last, after the pre-entered C riders, no matter what class they enter.

**C. Excluded Riders/Pre-riding a Course.** The persons who actually lay out the course, mark it, or who in any way may gain an unfair advantage in knowing the terrain challenge or check placement by their involvement in the organization of the event are prohibited from participation. No rider may ride on a marked course after the course has been marked under penalty of disqualification, except a rider competing in an event running the same course.

**D. Sign Up & Tech Inspection.** The organizer must verify that every rider entered has NETRA memberships or qualifies as a guest (see Article I, section B). A rider and his vehicle will be inspected by the organizer designated Tech Inspectors for the following:

1. Valid motorcycle operator's license.
2. Valid motorcycle registration and marker plate.
3. All required safety equipment must be securely attached and in good working order.
4. Motorcycle must pass the NETRA sound test. The NETRA policy on noise is available upon request.

**E. Sound Test.** A standard NETRA sound test must be included at each event. Copies of the test procedure, and copies of the complete association policy on noise, are available from the NETRA office. The organizer may suspend any rider whose machine does not meet sound level standards at any time during the event. Riders whose machines fail the sound test, or who are suspended during the event under this rule, are not eligible for refunds on entry fees. Such riders shall be ineligible to continue and shall be credited with mileage to the last timed check. The organizer shall adhere to and be required to enforce all aspects, procedures and requirements of NETRA's sound testing rules. If a rider's machine fails the sound test, the organizer shall disqualify the rider and rider's motorcycle from participating in the event.

The organizers' failure to adhere to and enforce NETRA's sound testing rules will result in a fine of \$250 or loss of scheduled date rights (if the fine is not paid to NETRA by the next sanction meeting) for the event in the following year. Any fines will be applied to the NETRA Legal Fund.

Organizer must submit a summary report to the Competition Chairman and Secretary, detailing any and all machines that failed the sound test. Report shall include but not be limited to, rider name, NETRA number, rider number (if applicable), and failed sound test decibel reading.

**F. Alcohol and Drugs.** The organizers must ensure that no rider using alcohol or drugs is allowed to start the event.

**G. Route Sheet.** A route sheet is provided to the rider by the organizer. The route sheet is the official course route description and although the course is also arrowed, the route sheet has precedence.

1. **Contents.** A route sheet shall be furnished to all riders not less than one hour before the start. It shall give the Key Time for the start and the Key Time for all Known Controls, as well as the exact mileage and schedule in miles per hour between such Controls. It must give the exact cumulative mileage at turns, the Key Time, and the direction of the turn. It shall also indicate by mileage and Key Time a "Gas Stop", as

well as “Gas Available” points. The route sheet must be complete such that directions are provided back to the start. The accuracy of the route sheet Key Times will not be grounds for protest. It will give the exact mileage and Key Time for the point where the MPH average is changed, if so used during the course of the run. The mileage at any point where the MPH average is changed must be computed from the last known mileage in whole tenths, and the Key Time thereto must fall on the start of a whole minute.

2. **Resets.** Resets are used to give the riders a rest and/or a chance to get back on schedule. If a reset occurs at a checkpoint, it must be a Known Control. The use of a minimum of three resets totaling a minimum of 45 minutes and a Known Control is required at events using NEI (Brand X) timekeeping rules. The amount and length of rests should be adjusted to the conditions of the trail. Mileage resets (added to give time) will be considered “course mileage” (official) and this mileage may be used in placing subsequent timed checks. “Reverse” reset (subtracted mileage to make a rider late) will not be allowed.
3. **Abbreviations.** Organizers are required to use the following abbreviations on route sheets:

<b>R</b> =Turn Right	<b>WR</b> =Woods Road	<b>SLOW</b> =Go slow; may be marked
<b>BR</b> =Bear Right	<b>TR</b> =Trail	by “SLOW” signs
<b>S</b> =Go Straight	<b>GL</b> =Buried Gas Line	<b>DANGER</b> =Slow Down, use
<b>L</b> =Turn Left	<b>RR</b> =Rail Bed	extreme care; may be marked by
<b>BL</b> =Bear Left	<b>PL</b> =Power Line	“X”
<b>X</b> =Go Across	<b>TL</b> =Buried Telephone Line	
<b>DR</b> =Dirt Road	<b>TAR</b> =Tar Road	

**H. Scorecards.** Prior to the start, the organizer will provide each rider with a scorecard displaying the rider’s name, starting number, and class. Sound test results will be recorded on the scorecard. Check arrival times will be recorded next to the identifying number or letter of the check. This card is the only official means of providing the rider with a score. The rider is responsible for preserving its legibility and verifying that all data has been correctly recorded. Each rider is required to turn in his card to scorers immediately after he finishes, and to validate his score, after it has been calculated, by signing the card.

A rider who loses his scorecard will be assessed penalty points according to the rules defined in article VII, section A, item 11. Riders who drop out without completing the event must turn in their scorecards, to assure organizers that everyone who started the event has returned safely.

**I. Arrowing Rules.** See Arrowing Rules near the back of this book. All corners must be “mileaged” on a white card. For the main course, the arrow must be black with an orange background. If the course overlaps previous sections, the color of the arrow may be changed to a high contrast/high visibility arrow which must be used consistently throughout, once such change is made. Arrow colors must be posted at the start. The “W” “wrong way marker” must be a black W with a green background.

**J. Key Time.** The starter’s watch is the official time, and must be posted for the entrants at least one hour before the start Key Time.

**K. Start Rules.** The start is always a Known Control where the rider’s time must be recorded. Late check through at the start will result in the assessment of penalty points. A dead engine start is required.

**L. Calibration.** At all enduros, an odometer check must be placed 2.9 ground miles from the start for the purposes of arrowing riders to calibrate their odometers to the odometer used in laying out the course.

**M. Gas Stops/Gas Available.** A Gas Stop is a place designated on the route sheet by mileage and the words “Gas Stop”. The designation “Gas Available” on the route sheet indicates a gas station or place to meet your pit crew; no free time is allowed. There must be at least one Gas Stop for every 50 ground miles; there must be a Gas Available for every 40 ground miles. The organizer shall provide a reset equivalent to at least 10 minutes at each Gas Stop. This reset must be at least 1/10 mile after the Gas Stop.

**N. Gas Truck.** If an official gas truck is provided, the organizer must include a fire extinguisher (class B, 10lb. minimum).

**Article VI. CHECKPOINTS**

**A. Types.** There are four types of checkpoints, as follows:

1. **Known Control** – a checkpoint whose location is known to all participants. These are identified on the route sheet; mileage and Key Time must be included on the route sheet.
2. **Observation check** – an unknown checkpoint where no penalty for time is recorded. Used to confirm that the rider followed the course correctly.
3. **Secret Check** – an unknown timed checkpoint, where the rider’s arrival minute is recorded.
4. **Emergency check** – the same as a secret check, except that minutes and seconds are recorded, and used for breaking ties.

**B. Markings.** Checks shall display the check number, the check’s Key Time, and the accumulated course mileage to the check. Each check shall use two markers. Placement of the markers will designate the exact checking point (see “Timing Point” below). Checks shall use the following markers that shall measure not less than 18” by 18” with a 10” black letter:

<b>K</b>	<b>E</b>	<b>S</b>	<b>O</b>
<b>Yellow</b>	<b>White</b>	<b>White</b>	<b>White</b>
<b>Known</b>	<b>Emergency</b>	<b>Secret</b>	<b>Observation</b>

**Check Markers**

- (a) Known Control Yellow Marker with “K”
- (b) Observation Check White Marker with “O”
- (c) Secret Check Red & White Diagonal Marker with “S”
- (d) Emergency Check Green & White Diagonal Marker with “E”

**C. Checkpoint Location.**

1. **All Timed Checks** (Known Controls, Secret, and Emergency Checks)
  - a. The mileage at any timed check must be computed from the last 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.
  - b. Checks shall not be more than 40 ground miles apart.
  - c. In the case of checks being held in towns or cities, they must be conducted at the entrance of the town or city, or placed so that contestants will not be needlessly delayed by traffic lights, speed limits, or congestion.
2. **Gas Stops/Rest stops Combined with Checks.** If the scheduled Rest Stop or Gas Stop is also a check, it must be Known Control.
3. **Final Scoring.** Final scoring may be either:
  - a. Secret or Emergency Check prior to the finish point (start), (an observation check may be at the finish) or
  - b. A Known Control if at the finish point.
 Finish scoring, when at the finish point (start) must not be a Secret or Emergency Check.
4. **Observation Checks.** May be established anywhere on the course.

5. **Checks Under AMA Rules.** The following additional restrictions on check placement apply only to those events using AMA rules:
  - a. Timed checks shall not be less than three course miles apart.
  - b. Secret or Emergency Checks shall not be less than two course miles before nor three course miles beyond a Gas Stop.
6. **Checks Under New England Interval (Brand X) Rules.** Under these rules no “free territory” exists. Checks may be located anywhere along the route provided they meet the requirements of items 1, 2, and 3 above.

**D. Opening /Closing a Check.** All checks shall be opened sixteen 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. At the close of each check, the backup sheet shall be signed and delivered to the place designated by the Referee.

**E. Flip cards.** Flip cards displaying rider number due will be used at each timed check. The rider’s arrival time will be recorded by writing the flip card number on his scorecard. The head checker at each check must have a cross-reference sheet giving time (as indicated by the check watch) versus rider number for that check to ensure that the number displayed is correct. The flip cards will be advanced exactly on the whole minute.

At Known Controls the flip cards are set up so the approaching rider can see them prior to crossing the timing markers. Tally sheets may be used if weather conditions make continued use of scorecards impossible. Flip card numerals will be set at 85 when the check is opened (165 minutes before the first rider is due), then advanced minute by minute to 99 and then to 00 at Key Time for that check. After this they are again advanced upwards by one, on the whole minute. (The first riders are due when the flip cards say 01, at one minute after Key Time for that check.)

**F. Timing Point.** The two check markers shall be placed on opposite sides of the trail, perpendicular to the direction of travel. Checking time shall be taken the instant the rider’s front wheel arrives between the markers, or when the rider stops forward motion and is identifiable within sight of a timed check. Checkers are not permitted to leave a check for the purpose of identifying rider. Putting a foot down shall not indicate the point of timing, but time will be taken if the rider zigzags or paddles to stall for time.

**G. Checkpoint workers.** At all checks except observation checks, there shall be at least three officials. One shall act as timer who calls the time of arrival or departure. One shall insert the time on the riders’ scorecards, and one shall record the riders’ numbers and arrival times on the backup sheet. Checkpoint personnel have full authority to enforce all rider and vehicle requirement rules.

**H. Rider Requirements at a Check.** The rider must see that his scorecard is marked by the check workers. Any rider changing entered time or entering his own time will be immediately disqualified.

**I. Backups.** A register (backup sheet) of riders and times must be kept at all timed checks, and a register of riders must be kept at all observation checks. Backup sheets at emergency checks must record riders’ times in minutes and seconds. These are to be used in case a question on scoring arises.

**J. Time Errors / Location Errors / Protested Checks.** If any timing device is found to be inaccurate by +/- 5 seconds or more, or if any timing device fails, such check shall be considered an observation check only. The watches must be numbered to correspond to the number of the check at which each was used. All watches must be available for inspection by protesting riders following the event.

If an error in mileage, time, or placement of a checkpoint occurs, this check cannot be adjusted and is to be used as an observation check only.

The accepted standard variation for Enduro mileage accuracy will be no more than 1/10<sup>th</sup> of a mile as measured from the last known mileage. If a protest is filed on the mileage at that point, the average of three bikes, chosen by the Referee, will be used to determine the mileage in question. Those three bikes ideally will be the protester’s bike, the layout mileage bike, and one other.

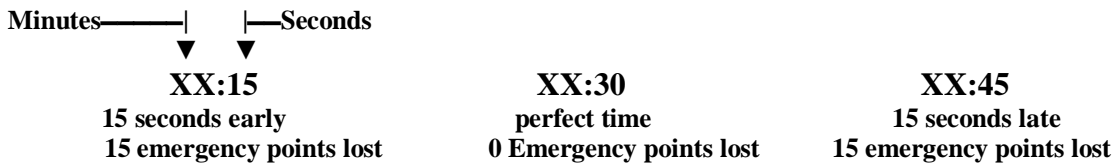
A protested check will be thrown out if more than 50% of the riders in contention at the previous check do not check through or are ineligible to continue for lateness or reasons beyond their control.

## Article VII. SCORING AND PROTESTS

Two scoring systems are recognized for use in sanctioned Enduros: AMA schedule and New England Interval (Brand X) schedule. In each case, “no points lost” is a perfect score. All speed schedules should normally be multiples of 3 (e.g., 12, 18, or 24 mph). The organizer must include Key Times for all route directions on the entire route sheet.

- A. General Scoring.** Each rider shall be scored on a points lost system, the best score being zero.
1. **Scoring at Timed Checks.** A rider shall be penalized two points for the first minute early, five points for each additional minute early, or one point for each minute late upon arrival at a secret or Emergency Check.
  2. **Scoring at the Start.** A rider shall be penalized one point for every minute late in departing from Starting Control (Known Control).
  3. **Scoring at Observation Checks.** No penalty points shall be recorded at an Observation Check. A rider whose scorecard is not marked as having passed through an Observation Check, and who is not listed on the backup sheet for that check, will be presumed to have cut the course, and shall be suspended and ineligible to continue. Such rider shall be credited with the mileage to the last timed check before the observation check, and shall be eligible for awards on that basis.
  4. **Scoring at Known Controls.** A rider shall be penalized one point for every minute late in “checking through” a Known Control. A rider checking through a Known Control before his scheduled time shall be penalized 2 points for the first minute early and 5 points for each additional minute early. There shall be no penalty for arriving early (and not checking through) at any Known Control. The rider is scored with the time indicated on the flip cards when his front wheel crosses the scoring line. At starts and gas stop restarts a rider’s card may be marked before the rider crosses the line. At other Known Controls the card is marked after the rider crosses the line.
  5. **Emergency Check Scoring.** Emergency Checks and Secret Checks shall be combined and in such cases only emergency markers will be displayed. For scoring purposes, scores will be computed as though the checks were operated separately. A rider shall be penalized one emergency point for each second early or late at an Emergency Check when a tie must be broken. Emergency points shall be figured from the 30 second mark of his due minute.

### EMERGENCY CHECK TIMING



If Emergency Check scoring, ALWAYS develop the score from the 30 second mark of the rider’s DUE MINUTE.

Rider’s Due Minute	Arrived	Regular Points Lost	Emergency Points Lost
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

6. **Tie Breaking.** Emergency Checks must be used for the purpose of breaking tied scores. The time to an Emergency Check must be computed to a whole minute. A minimum of two Emergency checks must be operated for the purpose of breaking tied scores. The time taken at an Emergency Check shall be taken in minutes and seconds, and in case of tied scores, 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 meet shall be used to break the tie. If a tie still exists or the run has ended prematurely before any Emergency Check has been reached, then the affected scores will be compared to the last legal timed check in a reverse method, and the first rider to score better at any timed check, including the last one, will be declared the winner. In the event of a complete even tie, the rider starting later will be declared the winner.
7. **Late Suspension.** For all Enduros, any rider in excess of one hour and 59 seconds late at a timed check, based on his starting number, is suspended. Riders removed from competition under this rule shall be credited with the mileage to the last timed check and shall be eligible for awards on that basis. The organizer may extend the “hour out” time defined above, due to adverse trail/weather conditions, to any time he may deem adequate to allow riders to finish the course, provided it is announced at the riders’ meeting prior to the start.
8. **Scoring DNF’s (Did Not Finish).** In determining the required trophy, Championship, and Promotion points, it may be necessary to score riders who have not finished the run. To be scored, a rider must complete 50% of the event checks that the rider’s championship class winner completed. In such a case, the rider’s finishing position is based on the number of checkpoints actually reached, and his/her score to that point.
9. **Incomplete Enduros.** If the Enduro, because of adverse terrain conditions, has no finishers, the rider or riders that reach the farthest official checkpoint within his time limit will be scored. If, because of unforeseen circumstances, a run is ended prior to a finish, then the last timed checking station used prior to the intended end of the run will be considered the end of the run, and scoring will be completed at that check.
10. **Backup Scoring and Discrepancies.** All cards of trophy winners must be checked against the backup sheets. Discrepancies between the score card and the backup sheet must be ruled on by the Referee or, if the rider prefers, the Protest Committee. If a rider is to be penalized for a discrepancy, the organizer should attempt to notify the rider immediately so that the rider has time to protest at the event. All attempts should be made to resolve the scoring at the event. 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 (i.e., 10% of points lost).
11. **Lost Scorecard.** When a rider loses his score card, an additional 10% of points lost, according to his backup sheet scoring, will be assessed with a minimum of one point, and fractional points will be rounded off to the next highest whole number.
12. **Final Scoring “On Course”.** Because of traffic or other conditions, the final scoring may be completed at a secret check prior to the finish.

**B. AMA Rules.** For events scored under AMA schedule, all of the rules stated in Section A. General Scoring, apply, plus the following:

1. **AMA Schedule.** A rider’s due time at all checks is the same as his original Starting Number plus Key Time at that check.
2. **Early Arrival Suspension.** At any timed check, if a rider is more than 15 minutes ahead of his schedule he is suspended (and is ineligible to continue).

**C. New England Interval (NEI-Brand X) Rules.** For events scored under NEI schedule, all of the rules stated in Section A General Scoring, apply, plus the following:

1. **NEI (Brand X) Schedule.** A rider receives a new Riding Number whenever he is not on time at a check. Thus, the previous check determines the rider’s Due Time at a check (as opposed to AMA schedule, where a rider’s Due Time is a fixed function of his original Starting Number).
2. **Early Arrival Suspension.** A rider is suspended for being more than five minutes early at any timed check, based on his Riding Number at the previous check. (See also item 4 below, Scoring at Checks with Resets). Riders removed from competition under this rule shall be credited with the mileage to the last timed check

prior to the check that he/she arrived at more than 5 minutes early, and shall be eligible for awards on that basis.

3. **Thrown Out Checks.** In scoring the event, if a check must be thrown out, the rider's Arrival Number is fixed. The Referee will decide whether or not the next check can be properly scored, or must also be thrown out.
4. **Scoring at Checks with Resets.** Known Controls are the only type of check that may be combined with resets. At such checks the usual scoring rules for Known Controls apply (see Section A, item 4, Scoring at Known Controls), except that a rider may check through at any flip card number (time) between his original Starting Number and his last Riding Number, without early arrival penalty. This rule is intended to finish more riders with their late limit.

**D. Scoring and Validation.** Scoring must be done at the conclusion of the event. Scorers must be prepared to accept cards from riders, calculate scores immediately in the rider's presence, then have the rider validate the score by signing the card. Scores should then be posted as soon as possible.

**E. Protests.** A rider who feels that the conduct of some portion of the event was not according to the rules contained herein may protest that event, according to the rules below:

1. **Protest Period.** Results become official one half hour after they are posted. Protests must be made before the end of this period. Protests are made to the Referee, who may settle the protest or convene the Protest Committee. Following the protest period, corrections to results may be made, but are subject to later approval by the Competition Committee. The Trail Boss will make a generalized statement prior to trophy presentation that all awards are contingent upon the results of any protests heard or unheard being presented to the Competition Committee.
2. **Protest Committee.** If requested by the protesting or protested rider, (before or after the Referee's decision) the Referee must utilize a Protest Committee. This committee shall be made up of four or more Rider Representatives and the Referee. Committee votes shall be conducted by secret ballot. If the Protest Committee is convened, the Referee must abide by their decision. (However, he may also appeal, as defined below).
3. **Appeals to the Competition Committee.** A rider or referee who is aggrieved by the Protest Committee's decision may appeal to the Competition Committee. He must submit his protest in writing to the Competition Committee Chairman within two weeks after the event, who will then call a meeting of the Committee to consider the protest. A majority vote of the Committee members present is required to sustain the protest. All parties involved in a protest shall receive written notice of the time and place of the meeting at which the protest will be heard. Votes with regard to protests shall be conducted by secret ballot.
4. **Event Records.** The organizing club must keep all score cards and score sheets until the final championship standings for the season are approved.

### 2010 Designated Enduro Rider Representatives

Rick Claxton  
Dave Copeland  
Tony Gasper  
Rich Seymour  
Pete Tanner  
Kevin Willis  
Geoff Wurlitzer

Competition Vice Chair - Enduros: Jim Copeland

## Article VIII. TROPHIES

**A. Required Awards.** The organizer of each sanctioned Championship Enduro must present A MINIMUM OF THREE (3) TROPHIES (1<sup>ST</sup>, 2<sup>ND</sup>, AND 3<sup>RD</sup> PLACES) IN EACH TROPHY CLASS BELOW. The trophy for the Team class has been eliminated. Super Senior A/B requires one trophy and Super Senior C requires one trophy. The trophy requirement for the Masters class is one (1). No mandatory trophies need to be purchased for the Women's class unless there are pre-entries in this class.

### B. Award Criteria.

1. **High Point Award.** Awarded to the rider with the lowest score over all, regardless of his classification.
2. **A High Point Award.** Awarded to the A-rider with the lowest score, regardless of his supplemental classification.
3. **B High Point Award.** Awarded to the B-rider with the lowest score, regardless of his supplemental classification.
4. **C High Point Award.** Awarded to the C-rider with the lowest score, regardless of his supplemental classification.
5. **High Point Scoring.** A rider is only eligible for one trophy per event. When a rider receives a high point award, his position is not counted in his secondary class (for the purpose of trophy awards only), and all riders in that class are bumped up one position.
6. **Teams.** A trophy is awarded to the member team with the lowest combined over-all score.

**C. Trophy Results.** The event organizer must supply accurate promotional/championship points, and contingency award positions, to the Scorekeeper within 14 days of the event. Failure to do so will result in a \$250 fine, per week late, and the loss of schedule date rights for the event for the following year. Any fines will be applied to the NETRA Legal Fund. Promotion Points/Championship Points will be maintained by the NETRA Scorekeeper.

## Article IX. PROMOTIONS

**A. Promotion Point Criteria.** Promotion Points will be awarded at each qualified event based on a rider's finishing position in his ability class. They will be assigned to the top 15% (rounded off) of the riders in each ability class. The total number of riders in each ability class is the number who actually appeared at the event and were eligible to start, minus any non-NETRA entrants. Organizers will be responsible for determining this, based on the number of people who pick up score cards or some other appropriate way of keeping track. Eligible riders will receive points according to the promotion point chart in the back of this book.

EXAMPLE: An organizer receives 70 entries from B riders. At the event, 66 of these people pick up scorecards. The number eligible to start is 66; therefore 10 riders get promotion points per the PROMOTION POINT CHART because 66 falls into the 64 to 69 category. The organizer would then submit the full names and NETRA membership numbers of the top 10 riders to the Scorekeeper of a Promotion Point Tally Sheet. The Scorekeeper will post the points for each rider, total them and mail out new license stickers as necessary.

**B. Ties.** Ties for Promotion points will be broken according to the rules in Article VII, Scoring. Duplicate points will be awarded only for an absolute tie.

**C. Guests.** Non-NETRA entrants shall not affect NETRA promotion points, i.e., NETRA members will be "bumped up" in the promotion point standings if guest riders, finish ahead of them.

**D. Promotion Points Results.** Organizers shall post the names and entry numbers of the top ten riders in the B and C classes at each event with the trophy results and the total number of riders eligible to receive promotion points in these classes. The organizer must supply accurate promotion point tallies to the Scorekeeper within 14 days of the event. Failure to do so will result in loss of schedule date rights for the event for the following year. Promotion Point records will be maintained by the NETRA Scorekeeper.

**E. Total Promotion Points.** A rider will be promoted immediately following the event in which he or she exceeds the number of points required. Riders are responsible to keep track of their points as promotion comes near and to be sure to enter the proper class. A rider who rides in the wrong ability class will not be awarded any promotion or championship points. A rider is promoted based on his total promotion points earned in hare scrambles and enduros combined.

**F. Self Promotion.** Except as specified herein, self-promotion or demotion is not allowed unless requested in writing and approved by the Competition Committee.

**G. Juniors Entering the Adult Classes.** The top ten overall juniors from any past year (Junior Enduro or Hare Scrambles series) may elect to enter either the B or C adult classes. If such a rider elects to enter the B class, he must notify the NETRA Scorekeeper, and may not subsequently ride in the C class.

**H. Promotion to B Class.** A C class rider is promoted to B when he has accumulated 50 Promotion Points in any one season (based on the calendar year) or 75 points in two or more seasons (i.e., total for his riding career). Promotion Points earned in C class do not carry over when promoted to B. C Veteran, C Senior, or C Super Senior riders have the option to promote themselves to B class if they want to compete for championship awards. However, having done so, they may not again enter events as C riders.

**I. Promotion to A Class.** A B class rider is promoted to A class when he has accumulated 100 Promotion Points in any one season or 150 points in any two or more seasons.

**J. Promotion to AA Class.** Promotion Points are not kept for this class. This ability class is composed of riders meeting the requirements of Article III, section A, item 1.

## Article X. CHAMPIONSHIP AWARDS

In addition to trophies and promotion points, a successful rider may earn championship points. Championship points are accumulated towards year-end awards. Championship points earned in one year are not applicable in the following year. Championship awards shall be financed by a per rider per event fee, collected by the organizer and kept in the awards fund by the NETRA Treasurer. The cost of year-end awards shall not exceed 2/3 of the total of enduro per rider fee revenue. The number of championship awards is determined by the current year's entries as follows:

$$\# \text{ of awards} = 5\% \times \frac{\text{the total \# of riders per championship class for the entire year}}{\text{(divided by) the number of events}} \quad \text{(Rounded up)}$$

**A. Award Definitions and Eligibility Rules.** Championship awards are based on riders finishing positions at "Championship" enduros. Awards will be presented, as follows:

1. **Enduro Champion.** To the top AA or A class rider in NETRA sanctioned Enduro, as determined by his overall finishing position, regardless of displacement class. A rider winning the Enduro championship is not eligible for displacement championship awards.
2. **AA Championship.** Annual awards will be made to the top riders in the AA class as determined by their finishing positions in this class.
3. **A, B, and C Displacement Championship.** Annual awards will be made to the top riders in the 200cc, 201-250cc, and open classes, as determined by their finishing positions within their displacement class. Riders in the Veteran, Senior/Super Senior, and Masters classes are not eligible for these awards.
4. **A, B, and C veteran, and A, B, and C Senior Championship.** Annual awards will be made to the top riders in each class, as determined by finishing positions.
5. **Super Senior Championship.** Annual awards will be made to the top A/B rider and the top C rider in this class.

6. **Women's Championship.** Annual awards will be made to the top women riders, as determined by finishing position in the women's class.
7. **Masters Championship.** Annual awards will be made to the top riders in the Masters class as determined by finishing position in this class, regardless of their ability classification.
8. **4-Stroke.** Annual awards will be made to the top riders in the A-4stroke, B-4stroke and C-4stroke as determined by their finishing position in this class.
9. **Club Membership Requirement.** Proof of membership to a NETRA recognized club must be shown and available at all events for verification, in order to be awarded championship points for that event.

## **B. Championship Awards Work Requirement.**

1. **Club Rule/Statement of Requirement.** To be eligible for any NETRA year-end Championship Award, a rider who resides in New England must belong to a NETRA member competition club and work that club's championship enduro. If a club puts on more than one championship enduro, the rider may select which one of the club's championship enduros that he/she will work. If a rider belongs to more than one club that promotes championship enduros, he/she may choose which club's championship event to work. If a rider resides outside of New England and does not belong to a NETRA Championship promoting club, he/she must notify the Competition Committee Chairman of his/her intent to compete for year-end Championship Awards prior to the first event and obtain a championship event assignment in order to satisfy his/her work requirement. A rider who otherwise qualifies for an award but who has not fulfilled this requirement, is dropped from the standings, with other riders advancing accordingly.
2. **Club Membership Requirement.** To be eligible for any NETRA year-end Championship Award, a rider must be a member of a recognized NETRA club as defined by each club. Proof of membership must be shown and available at all events for verification.
3. **Inclusion / Exclusions.** No one who has started the event as a competitor will be considered a worker. An organizer or Referee of a non-championship event who misses a championship event in order to work on his own event need not also work on a championship event. Working as a member of the First Aid Patrol for the event will be counted as working the event.
4. **Event Selection / Letter of Intent.** All riders wishing to be credited with fulfilling the work requirement must work their own club's event. Riders who are not members of a club that sponsors a senior Enduro must submit a letter of intent to work an Enduro with the NETRA office by May 1<sup>st</sup> of each year. The Competition Committee Chairman will then assign workers to needy clubs and contact the riders and the event trail boss of this action. The event trail boss will report all championship contenders (both club members and assigned non club workers) who have worked his event.
5. **Last Event Cancelled:** In the situation when the last event of the year is cancelled and there are riders who do not have work credit, the rules pertaining to race standings will be modified. If the last event of the year is cancelled, the trail boss for the event must submit a letter to the Chairman of the Competition Committee stating who was scheduled to work. Riders without work credit will be required to drop the last race in which they scored and their score would be replaced with a work credit. Standings for the year will then be calculated after consideration for the dropped race.

**C. Events Counted Toward Championship Awards.** The number of events to be counted for points toward all championships is set at the Annual Sanction Meeting. The number each year is the total number of "Championship" events actually held minus three (two throw-aways and one work requirement), providing 3 does not exceed 25% (rounded up) of the events sanctioned for that year at the Annual Sanction Meeting. Scores to be counted will be the highest scores, with lower scores being dropped.

**D. Ties and Tie Breaking for Championship Awards.** If there are ties in final Championship point totals at the end of the season, riders will be ranked in the order of their greatest number of highest place finishes, using as many scores as necessary to break the tie. Example: At the end of the season two riders are tied for 3<sup>rd</sup> place in the Lightweight class. Comparing their scores for the season, both have posted scores for three 2<sup>nd</sup> place finishes and two 3<sup>rd</sup> place finishes. However, Rider #1's next best placing is a 5<sup>th</sup>, while Rider #2 has a 4<sup>th</sup> place recorded. Thus rider #2 wins.

**E. Championship Award Eligibility.** To be eligible for Championship Awards a rider must receive points in at least ½ (rounded up), of the enduros counted towards championship awards (see Article X, Section C).

**F. Championship Points.**

1. **Points Schedule.** Points towards all the yearly championships except the Overall Enduro Championship will be awarded to the top twenty riders in each displacement class at each championship event. Points toward the Enduro Championship will be awarded to the top fifteen combined AA and A riders overall, regardless of displacement, at each Championship event. Points will be assigned according to the table below. All ties for championship points will be broken at the event.

**CHAMPIONSHIP POINTS** (position : points)

1 <sup>st</sup> : 25	2 <sup>nd</sup> : 22	3 <sup>rd</sup> : 20	4 <sup>th</sup> : 18	5 <sup>th</sup> : 16
6 <sup>th</sup> : 15	7 <sup>th</sup> : 14	8 <sup>th</sup> : 13	9 <sup>th</sup> : 12	10 <sup>th</sup> : 11
11 <sup>th</sup> : 10	12 <sup>th</sup> : 9	13 <sup>th</sup> : 8	14 <sup>th</sup> : 7	15 <sup>th</sup> : 6
16 <sup>th</sup> : 5	17 <sup>th</sup> : 4	18 <sup>th</sup> : 3	19 <sup>th</sup> : 2	20 <sup>th</sup> : 1

2. **Points Eligibility.** To be eligible for championship points a rider must complete at least 50% of the checks that the rider’s championship class winner completed. Fractional numbers of checks are rounded up.
3. **High Point Scoring.** AA, A, B, & C High Point winners are eligible for championship points in their respective classes.
4. **Guests.** Non-NETRA entrants shall not affect NETRA Championship Points, i.e., NETRA members will be “bumped up” in the championship point standings if guest riders finish ahead of them.
5. **Championship Points Results.** The organizer must supply accurate point tallies to the Scorekeeper within 14 days of the event. Failure to do so may result in a fine of \$250 and loss of the sanction date if the fine is not paid by the next Sanction Meeting. Championship Point records will be maintained by the NETRA Scorekeeper.