



2024 Rulebook

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Organization

The role of the Arkansas Hare Scramble Championship Series, Inc. (AHSCS) is to provide a set of rules and guidelines that ensure consistent events and fair competition. Races shall be hosted by individual promoters and/or clubs that agree to run their events in accordance with the rules and guidelines outlined in this rulebook.

AHSCS exists solely to facilitate the existence of competitive motorcycle "Hare Scramble" racing in Arkansas whereby a point accumulation process determines year-end placement for riders in their classes as well as overall. Each season will be one calendar year.

Arkansas Hare Scramble Championship Series, Inc. (AHSCS) will consist of a Series President, Vice President, Treasurer, Director of Scoring, Director of Contingency, Webmaster, and one representative from each sponsoring club or promoter. AHSCS will follow all Arkansas laws governing its corporation.

Gate Fees

Maximum weekend gate fees are recommended to be (and not to exceed) the following:

Age 18 & up: \$10
Age 7 to 17: \$5
Age 6 & Under: Free

Membership

Annual series membership fees are as follows:

"Long Course" and "Short Course" classes: \$50
"Peewee" and "Super Short" (Kids) classes: \$40.

A \$5 discount is given to anyone joining prior to February 1st.

Race Weekend Itinerary

Saturday

AHSCS provides no mandatory itinerary for Saturday. As such, promoters may choose to hold practice at their own discretion.

Sunday

- 8:00 AM Bike Sign-Up Opens
- 8:15 AM - PeeWee Race - Peewee parade lap followed by 15-minute race
- 9:00 AM - Super Short Course Race - Kids parade lap followed by 30-minute race
- 10:00 AM - Short Course Race - Junior/Women parade lap followed by 45-minute race
- 12:30 PM - Long Course Race - No parade lap - 2-hour race

Itinerary subject to change at the discretion of the promoter, in conjunction with series officers, based on weather and/or course conditions.

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Track Length

Peewee track length should not exceed ½ mile.

Super Short Course track length should not exceed 1½ mile.

Short Course track length should not exceed 3 miles.

Long Course track length should be no less than 5 miles.

Race Duration

Please refer to the “Class and Duration Information” section of this rulebook for the specific race duration of each class.

The timed duration of a race begins when the first row of each race starts and continues until the total race duration time has elapsed.* Each rider should continue racing until they receive the checkered flag, indicating that the race is over.




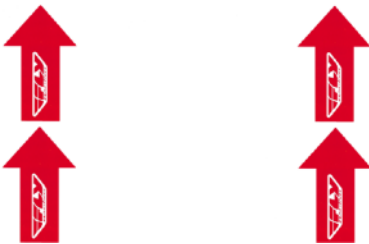





*An exception exists for the Schoolboy class, in the Long Course, which currently runs for 1 hour. The end time for this class will be adjusted so that the Schoolboy class runs for one hour after the class leaves the starting line. At the main checkpoint, the scoring crew will display a sign indicating when the Schoolboy class is finished.

If race conditions deteriorate beyond a reasonably acceptable amount, the promoter, in conjunction with the series officers, reserves the right to end the race early.

Continue to next page.

Course Markings

Arrows are the primary course marker used to establish the direction and path of the track. Ribbon, surveyors tape, cones, hay bales, etc., may also be used to define the track in lieu of, or addition to, the use of arrows..

		
<p>STRAIGHT ARROW Marks the course direction. Course is 25 feet on either side of the arrow.</p>	<p>45 DEGREE ARROW Marks the course direction. Course is 25 feet on either side of the arrow.</p>	<p>SIDEWAYS ARROW Marks the outside boundary. Course is 25 feet to the inside of the arrow.</p>
		
<p>DOUBLE-STACKED PAIR OF ARROWS Constrains the course. You must go between the pair of arrows.</p>	<p>STRAIGHT DOWN ARROW Indicates a downhill or drop-off.</p>	<p>MULTIPLE ARROWS May be used to indicate a split in the trail or multiple line options.</p>
		
<p>DANGER An "X" marker indicates an area of the course where you should use extra caution.</p>	<p>WRONG WAY Indicates a trail or area that is not part of the course.</p>	<p>RIBBON Marks a boundary that should not be crossed. Rider must stay between ribbon that marks both sides of the course.</p>

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Course Markings (Continued)

To avoid any possible confusion during the race, the only arrows (or similar directional markers) to be visible to the rider shall be those markers that constitute the actual course being ridden in the AHSCS event. All other arrows should be removed or covered.

If a rider tears through a ribbon, it is that rider's responsibility to put the ribbon back in place so that other riders do not get off course.

Caution Area

There will be a caution area posted 50 ft. preceding each check. There is to be **No Passing** within this area. Anyone passing in this area is subject to a penalty to be determined by the promoter in conjunction with series officers.

Course Marshals

Before the first round of each year and periodically as needed during each race season, the AHSCS Officers shall solicit volunteers to serve as a Course Marshal for each event. In exchange for their service, Course Marshals will receive free entry to the event (including gate fee waiver), free ride time, and a rewarding volunteer experience. Course Marshals shall pre-ride the course prior to race day to inspect for proper course marking, report to the promotion crew any areas needing attention, and intermittently sweep the course for downed riders during each race.

Course Marshals shall wear a brightly colored/high visibility vest provided by AHSCS on race day from 7:30 AM until the course has been swept by a sweep rider after the last race. Marshals should familiarize themselves with the courses as much as possible to answer questions from riders, direct personnel responding to injured riders (and/or broken-down equipment), and escort lost riders back to the parking area. When equipment is available, marshals should periodically keep in contact with the promotion crew and/or scoring crew by radio. Unless in transit to an injured rider, Course Marshals shall give way to ALL racers that may be approaching from behind and shall not affect any racer that needs to be passed by that marshal.

Racers shall use caution when passing a Course Marshal and shall not pass aggressively. Racers are encouraged to report an injured rider's location to the course marshal, promotion crew, or scoring crew. **NOTE: If the Course Marshal does not give way he is more than likely in transit to an injured rider needing assistance.**

Race Sweeper

Each event is to have at least two sweep riders available IMMEDIATELY after each race (when the checkered flag waves), to complete a final "sweep" of the course. A course marshal may also serve as a sweep rider. Sweep riders are to wear a brightly colored/high visibility vest for identification and shall assist any riders having difficulty navigating or finishing the course. Upon final sweep, a sweep rider is not to pass or leave any rider out on the course.

Official AHSCS Sweepers

This rule intends to add to a promoter's sweep riders, not replace his/her volunteer staff.

A promoter can have a maximum of 2 "Official AHSCS Sweepers" and 1 alternate race sweeper for his/her event. The names for the Official AHSCS Sweepers and the alternate must be given to the AHSCS President or Vice President a minimum of 30 days before the event. (This avoids a scenario where a rider has a broken bike and is taking advantage of the rule to maintain their Ironman status). A promoter does not have to utilize Official AHSCS Sweepers.

Qualifications for Official AHSCS Sweeper

- Must be a current member of AHSCS
- Must be C class or higher
- Must be registered as an Official AHSCS Sweeper with the President or Vice President 30 days in advance of the race event
- Must report to race registration check-in opening and remain available until after the protest period
- Official AHSCS sweeper must wear Official AHSCS Staff vest during the event

The Official AHSCS Sweepers and the promoter shall not lose their eligibility for the series Ironman award for the event they promote or work. This benefit can only be used once per event per season. The rider will receive a 0 for points for the race but shall not lose Ironman status.

For the morning races, both sweepers should be on the track as a lead and follow sweep. They are to assist the promoter and scoring team with injured or downed riders as well as help correct course markings and other track issues that may arise.

For the long course, it is suggested that only one sweep run the course at a time, with one sweep waiting at scoring. The two riders may switch out each lap. This ensures a fresh sweep rider at scoring for the entire race and one on the track for the entire race. The sweep riders will be used to help downed riders, locate injured riders, report and/or correct course issues like blown ribbon, downed course markers, etc.

A promoter is not required to use this benefit or may not be able to obtain volunteers for the event.

Results

Every rider's lap time, as well as their total finishing time, will be recorded in minutes and seconds. Upon completion of the race, when the sweep rider returns to the main checkpoint, ensuring that no riders remain on-track, scoring will end.

Race results will be posted for viewing upon completion of each race. A honking horn (or other similarly loud alert) will serve as a notification that results have been posted. Each rider has a responsibility to ensure the scoring team has properly recorded his or her lap and total race times and if not, should notify the scoring team immediately.

Protest Period

There will be a 15-minute protest period after all scores are posted. During this time, a rider may bring forward any issues or concerns that they may have regarding the results and/or any infractions that may have occurred during the race. The race promoter should engage with all series officers present at the event to address a protesting rider's concerns and resolve the issue in accordance with the series rulebook if deemed necessary.

Bike Numbers

For scoring and identification purposes, class numbers must be displayed on the front and side number plates. Numbers must be a minimum of 2" tall. Temporary numbers will be available at signup.

Numbers 1-10 are reserved for the previous seasons top 10 overall riders and are not permitted to be used by any other rider.

AA Class riders are recommended to use white numbers on red number plate backgrounds to make themselves more distinguishable from other classes.

While there are no specific color recommendations for other classes, the number color on each bike should provide high contrast from the background color so that the rider is easily identifiable by scoring.

Transponders

Each rider is required to have a transponder to be scored. Transponders will be available for purchase at sign-up at each event for \$5. A single transponder can last you an entire season or more. Each AHSCS annual member may receive one transponder per year at no cost.

Transponders should be taken to sign-up at each race to verify that they continue to be in proper working order. For information regarding where to attach your transponder, please see a member of the scoring team.

Class and Division Information

AHSCS offers various skill divisions which are then broken down further into individual classes. The intent of these divisions is to promote fair competition between riders of similar skill and ability.

The following division descriptions are only to be used as relative guidelines in an attempt to help riders choose the appropriate class based on the knowledge of their own ability, skill, and experience level.

Long Course Divisions

- AA - “Expert” - Riders possessing the highest level of skill and experience.
- A - “Advanced” - Riders with a relatively high level of skill and experience.
- B - “Intermediate” - Riders with a relative medium level of skill that falls between the “Advanced” and “Novice” levels.
- C - “Novice” - Relatively slower riders that are not at a competitive level with the “Intermediate” classes, but with enough skill and experience as to not be considered a beginner.
- D - “Beginner” Riders with little to no prior racing experience.

Peewee, Super Short and Short Course Divisions

- A - “Advanced to Intermediate” - Riders with a relatively high level of skill and experience.
- B - “Novice to Beginner” - Relatively new and less inexperienced riders when compared to the “Advanced to Intermediate” division.

Age Classes

The age of a rider on January 1st will be used to determine eligibility for any age-related class for the entire season.

8:15 AM - Peewee Course - Parade Lap followed by Race

\$20 Race Day Entry Fee

Class	Eligibility	Number Range	Race Duration	AP Range
Peewee A	8 & Under - 50cc Max Engine 12” Maximum Front Wheel Size	50-99	15 Minutes	100 to 80.1
Peewee B	8 & Under - 50cc Max Engine 12” Maximum Front Wheel Size	100-199	15 Minutes	80 & Below

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9:00 AM - Super Short Course - Parade Lap followed by Race**\$35 Race Day Entry Fee**

Row	Class	Eligibility	Number Range	Race Duration	AP Range
1	Kids A	10 & Under 14" Maximum Front Wheel Size	11-49	30 Minutes	100 to 80.1
2	Kids B	10 & Under 14" Maximum Front Wheel Size	50-99	30 Minutes	80 & Below

10:00 AM - Short Course Race - Parade Lap followed by Race**\$35 Race Day Entry Fee**

Row	Class	Eligibility	Number Range	Race Duration	AP Range
1	Junior A	Ages 13 & Under 19" Maximum Front Wheel Size	900-949	45 Minutes	100 to 80.1
2	Women A	No Age or Bike Restrictions	300-399	45 Minutes	None
3	Junior B - Large Wheel	Ages 16 & Under No Bike Restrictions*	950-999	45 Minutes	80 & Below**
4	Junior B - Small Wheel	Ages 13 & Under 17" Maximum Front Wheel Size	11-49	45 Minutes	80 & Below
5	Women B	No Age or Bike Restrictions	400-499	45 Minutes	80 & Below

* Riders that meet the eligibility requirements of the Junior B - Small Wheel class are not be permitted to compete in Junior B - Large Wheel.

**Break out advancement for Junior B - Large Wheel will use officer discretion with the suggestion of a 5 breakout point limit. Rider will be moved to the Junior Advanced or Schoolboy class, dependent on age and bike.

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12:30 PM - Long Course Race - No Parade Lap

\$50 Race Day Entry Fee
(AA - \$60 Entry Fee)

Row	Class	Eligibility	Number Range	Race Duration	AP Range
1	AA	Expert Riders	11-49	2 Hours	100 to 95.1
2	A Open	No Age or Bike Restrictions	50-99	2 Hours	95 to 85.1
3	A 35+	Age 35 & Over No Bike Restrictions	100-174	2 Hours	95 to 85.1
4	A 50+	Age 50 & Over No Bike Restrictions	175-199	2 Hours	95 to 85.1
5	B Open	No Age or Bike Restrictions	200-299	2 Hours	85 to 76.1
6	B 35+	Age 35 & Over No Bike Restrictions	300-349	2 Hours	85 to 76.1
7	B 50+	Age 50 & Over No Bike Restrictions	350-399	2 Hours	85 to 76.1
8	C Open	No Age or Bike Restrictions	400-499	2 Hours	76 to 68.1
9	C 35+	Age 35 & Over No Bike Restrictions	500-549	2 Hours	76 to 68.1
10	Schoolboy	Age 17 & Under No Bike Restrictions	900-949	1 Hour	None
11	C 50+	Age 50 & Over No Bike Restrictions	550-599	2 Hours	76 to 68.1
12	C 60+	Age 60 & Over No Bike Restrictions	800-899	2 Hour	78 & Below
13	D Open	No Age or Bike Restrictions	600-699	2 Hours	68 & Below
14	D 35+	Age 35 & Over No Bike Restrictions	700-799	2 Hours	68 & Below

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Illegal Engine or Wheel Size

A penalty will be given if a racer participates in a class with the wrong engine or tire size. The penalty will be at the discretion of the promoter, in conjunction with series officers.

Riding Up a Moto for Super Short or Short Course Racers

Any youth racer who wishes to “ride up” (ie: a rider of a Super Short Course class choosing to also ride in a Short Course class, or a member of a Short Course class choosing to also ride in the Long Course class) may do so. In doing so, however, he/she is no longer considered to be a “beginner” level rider in his/her originating class.

For example, a racer can compete in both the Kids A and the Junior B - Small Wheel classes at the same event, but any Kids B racer who wishes to “ride up” in the Junior B - Small Wheel class would at that point become ineligible to continue to ride in the Kids B class in the future.

Rider Regulations

Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.

Motorcycle Regulations

All motorcycles should be mechanically sound at the onset of each race and must be silenced in accordance with state regulations.

Protective Equipment

All riders, regardless of class, must wear, at minimum, an appropriate DOT approved helmet along with protective footwear, suitable for off-road motorcycle racing.

Shatterproof eye protection in the form of goggles or appropriate safety glasses should always be worn.

Other protective gear including, but not limited too, roost guards, knee pads, gloves, long sleeve jerseys, racing pants, etc., is strongly recommended.

Ultimately, it is the rider’s responsibility to choose and wear protective gear that meets their needs.

Pit Stops

All pit stops must be made off the track and not within 50 feet of either side of the scoring area.

Flags

Flags are defined and to be used as follows:

Green: "Start"

Checkered: "Finish"

Red: "Race Stoppage"

At no time shall any person, other than the promoter of the event, in conjunction with series officers, stop a race. Racers are advised to consult with the scoring team, on their next time through, if any other party has indicated that the race is being stopped. In the event that a race has been stopped early, riders should report to the scoring or starting area to be given further instruction.

Black: "Individual penalty and/or disqualification"

An official wants to talk to the rider. Being given the black flag does not necessarily mean disqualification, but failure to stop will result in disqualification.

Yellow: "Caution Ahead"

While not very prevalent in hare scramble or cross country racing due to the outstanding track lengths, a yellow flag may be used to indicate that there is a need to use caution in a given area. **Slow down** and give ample room. If a racer does not reduce speed or show caution when given a yellow flag, the racer may be subject to a Moderate Penalty.

Pit Rules

No joy riding or bike testing is allowed in the pit area whatsoever. Riding in the pit area is strictly prohibited except as transport to and from the race course, designated practice areas, restrooms, concession/vendors, scoring, or signup. Speed must be limited to 5 miles per hour or first gear, whichever is slowest.

While on a motorcycle, all riders (including non-racers) must wear a helmet at all times.

Anyone ignoring this rule may be asked to leave the premises. Racers may also be subject to a penalty.

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Race Start Procedure

1. In advance of all races, the Promoter or the Promoter's Starting Official (hereafter, "Starting Official") shall consult with the Scoring Director to determine the start intervals for each race. Start intervals are generally one minute between classes but may be shortened to 30 seconds if deemed necessary, based on the length of the course.
2. At the start grid of each race, the Starting Official shall notify the racers present on the grid that the race is about to start. The notice should be given at least three minutes prior to the start and no less than one minute.
3. The start of each race (with the exception of the Peewee class) will be dead engine. The Peewee class will be a live engine start. The Starting Official shall use a green start flag.
4. For every row of each race, the Starting Official shall raise the flag to a vertical position overhead signaling all riders to shut down their engines. The official will then lower the tip of the flag to the ground. The starting official is to verbally notify racers at 15 or 10 seconds prior to the start of each row, and then remain silent and motionless. At this mark, ALL motorcycles on that row (excluding the Peewee class) MUST be dead. Riders in all other classes should also kill their motors so as not to disrupt the starting process of the riders currently about to begin their race.
Riders on electric motorcycles must have their throttle hand on top of their helmet until the green flag is waved. Once waved, the riders may place their hand on the throttle and proceed as normal thereafter.
5. The green flag will be quickly raised from the ground to signal the start of the race for each row. This process shall be repeated for each row until all classes have started the race.
6. Adults may assist the youth riders in the Super Short Course classes after the youth rider has made three reasonable attempts to start their machine and has proven unable to do so.
7. Riders **intentionally** starting their machine prior to the green flag signal **to gain an advantage**, jumping the start, or taking off with the wrong row will be penalized at the discretion of the promoter in conjunction with series officers.
8. A rider who is unable to start their motorcycle in a reasonable amount of time must move the motorcycle to either side of the starting grid as to not impede the start of the remaining rows on the grid. Once their motorcycle has been moved to a safe area, the rider may then continue to attempt to start their machine. Once their machine is running, they may begin the race, provided it is safe to do so. If the starter has indicated that the next row is about to take off, it is considered NOT safe to begin the race and the sidelined rider must wait until the next row has been given the green flag and exited the starting area before proceeding.

Track Etiquette

Track etiquette says that while you should race the other riders that are in your class, you should never hold up a faster rider that has caught you from another class. Please give room for the faster rider to pass in those situations as soon as possible.

Changing Motorcycles Not Permitted

A rider who starts a race on a particular motorcycle must finish the race on that same motorcycle. Crossing the start line constitutes starting the race. Failure to adhere to this rule will result in automatic disqualification from the event.

Track Cutting

Anyone intentionally cutting the course will be penalized as determined by the promoter in conjunction with the officers on hand at the event. Cutting course is generally classified as a major penalty. Inadvertent cuts may be reduced to a lesser penalty at the discretion of the promoter, in conjunction with series officers, on a case-by-case basis.

Penalties

There are three types of penalties to be given to a rider that has committed an infraction. The type of penalty issued shall be determined by the promoter in conjunction with series officers.

1. Major Penalty - a rider will be disqualified from the event. Examples include, but are not limited to, intentionally putting another person in harm's way, violence of any kind, outstanding unsportsmanlike conduct, intentional course cutting, or failure to adhere to a black flag.
2. Moderate Penalty - a rider will be penalized (1) lap from their total number of laps completed. Examples include, but are not limited to, failure to heed caution to a yellow flag or responders attending an injured rider.
3. Minor Penalty - a rider will be penalized by adding 30 seconds to their total finishing time per infraction.

Conduct

Anyone found behaving in an unsportsmanlike manner may be penalized or disqualified from a race in which an infraction has occurred. The race promoter, in conjunction with series officers, shall determine if immediate action - disqualification, time penalty, etc. - is warranted. Repeated or extreme cases may result in the banning of that person from participating in future AHSCS events for whatever period (including a permanent ban) that the officers of the series deem appropriate. A promoter has the right to ban the entry of any person to their race, given adequate cause, should he or she elect to do so.

AMA Rules

American Motorcyclist Association (AMA) Hare Scramble rules only apply, and take precedence over AHSCS rules, in AMA-sanctioned National Hare Scramble events that are co-sanctioned by the AHSCS.

Race Participant Eligibility

As to not discourage the act of hosting an event, promoters and track assistants are allowed to race on courses that they may have prepared or assisted in preparing. They remain eligible for points and awards.

Series Points

Points will be awarded only to annual AHSCS members and will therefore not be recorded for any other riders

Riders must be registered as an annual series member prior to the start of the race to receive points for that event.

Regardless of the number of races attended by a member, the accumulated points of the rider will determine both class and overall placement.

If a rider fails to complete at least one lap, they will receive 0 points. If the rider completes at least one lap, they will score points based on their finishing placement in the race. Any rider that is disqualified from an event will not receive credit or points for that event.

Points System

Class points will be awarded as follows:

1st Place - 22 pts	6th - 15	11th - 10	16th - 5
2nd - 20	7th - 14	12th - 9	17th - 4
3rd - 18	8th - 13	13th - 8	18th - 3
4th - 17	9th - 12	14th - 7	19th - 2
5th - 16	10th - 11	15th - 6	20th - 1

Overall points will be awarded as follows:

1st Place - 24 pts	6th - 16	11th - 11	16th - 6
2nd - 22	7th - 15	12th - 10	17th - 5
3rd - 20	8th - 14	13th - 9	18th - 4
4th - 18	9th - 13	14th - 8	19th - 3
5th - 17	10th - 12	15th - 7	20th - 2

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Races Counted / Dropped Races

Only a certain number of a rider's best scores will be counted towards the year-end points standings. The remaining lower scores will "dropped" and therefore not used in the points calculations.

The following chart will be used to determine how many scores will be counted (and how many dropped) in a given season:

Number of Races	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Races Counted	1	2	3	4	4	4	5	6	6	7	8	8	9	10	11
Dropped Races	0	0	0	0	1	2	2	2	3	3	3	4	4	4	4

Year-End Award Eligibility

To be eligible for a Year-End Award based on their final placement in their respective class standings, a rider must compete in the minimum number of "Races Counted" shown in the chart above.

If an annual series member has paid their entry fee, without receiving a refund, that race will count toward the number of races needed to be eligible for a year-end award.

Points Tiebreaker

In the event of an end-of-year tie in points between multiple riders, the tie is to be broken by determining which rider had the higher number of first-place point scores for the entire season. If a tie still exists, the higher number of second-place point scores for the entire season will be used and so forth until the tie is resolved. All scores will be used in this calculation, if necessary, to break the tie, including scores from dropped races.

Year-End Special Awards

At the conclusion of each season, all Year-End Award qualified members will vote on the following special awards: Darrell Judy Race of the Year, Rider of the Year, **Lillian Patterson** Junior Rider of the Year and Most Improved Rider of the Year.

Ironman Award

To qualify for an Ironman Award all of the following criteria must be met:

- Must be a current annual AHSCS member.
- Must register in a points-paying class at every AHSCS event in a season.
- Must complete the entirety of the race time for their specific class (i.e. must finish the race) *while also* achieving the minimum lap requirement in the charts shown below.
- Must not receive a “Major Penalty” or disqualification from any race.

Any rider attempting to intentionally violate the spirit of the finishing requirement (Example: Purposefully stopping/waiting to allow enough time to pass so that the checkered flag comes out) will be deemed ineligible to qualify.

Long Course Lap Chart Requirement - 65% (Rounded Up)

Laps Completed by Class Leader	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Laps Required for Ironman Eligibility	1	2	2	3	4	4	5	6	6	7	8	8	9	10	10

Kids & Short Course Lap Chart Requirement - 50% (Rounded Up)

Laps Completed by Class Leader	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Laps Required for Ironman Eligibility	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8

PeeWee Course - No minimum lap requirement.

Class Movement

It should be the intention of every rider to race a class in which they will be competitive. If a rider possesses a riding ability that exceeds the level of a particular class that they sign up for at a given event, series officers reserve the right to move that rider to a higher class.

An annual series member wishing to race in a higher class may do so. They must notify the scoring director prior to race day to discuss how it will be handled.

Any rider that wishes to move to a lower class must submit their request to the scoring director for approval prior to race day.

Riders that move up in classes may carry points with them as outlined in the Advancement Percentiles section below.

Riders that move down in class are not permitted to carry any points into their new, lower class. Overall points remain unaffected by class movement.

Advancement Percentiles

The scoring system allows for categorizing riders into classes based on riding level, speed, and experience. When a race has been completed, the top rider's speed is used to calculate the remaining rider's Advancement Percentile (AP). That average speed will be the 100% baseline all other riders will be compared to for that race. The average of all completed lap times of each rider will be compared to this 100%-baseline to determine every rider's percentile.

Example: If 100% for that race is a 24 MPH average and a rider's average speed was 21 MPH, then that rider's percentile is 87.5. This system enables similar speeds to be grouped together. Another way of stating this is... The Overall Winner (OAW) of the race sets the "baseline" or is the numerator in the calculation, so... if the OAW does 5 laps in 2:04:44, then that is a total of 7484 seconds, OAW average lap was 1496.8 seconds. The rider being compared is the denominator in the calculation, so... Rider "A" does 4 laps in 2:14:01, which is a total of 8041 seconds, equating to an average lap of 2010.25 seconds. Take OAW average lap (1496.8) and divide by Rider "A" average lap (2010.25), then multiply by 100 and Rider "A" AP is 74.5.

A percentile range is assigned to each class name. Class names are used to help riders pick the correct class and break apart large classes. After each race, all riders will be evaluated to see if their percentile is in the range for that class. Going above a percentile range is called "breaking out". To allow for fluctuations, a break out system has been developed. Each breakout point is recognized and stored. When a rider breaks out a total of 10 points, the rider will move up. One example would be a rider who does not enter the correct class and breaks out by 10 points on the first race. A second example would be a rider who breaks out two points each race for five races.

If a rider is a member and is moved up, the rider can carry points to the new class, with the exception of Junior B - Large Wheel to Schoolboy. This is done by re-evaluating the

overall results for a given race, and then determining where a rider would have finished had they been in that class on that day. An example would be a rider who finished 1st in B and would have finished 4th in A. 4th Place points will be awarded as they carry up points. This is carefully done so that no riders in the upper class lose their points.

In the case of a Junior B - Large Wheel rider moving to Schoolboy, the rider will be given a last-place position in that class behind all other riders for each race they competed in. Once their place is determined, their points will be determined based on their placement in the class among other members who are receiving points. Those points will be entered manually into Moto-tally. If another member is moved, their points will be treated the same. They will receive the same amount of points as the first rider did. Dropped races will be treated the same as usual for other classes except instead of those points having a line through them, they will be removed from the system.

Percentile results will be evaluated to determine if the rider should be moved. A rider who cannot reach the minimum speed for his class can be moved down after the rider completes a total of three races.

Rider Moved by Series

After a rider has ridden $\frac{1}{2}$ the number of races for the year, without breaking out by 10 points, they will not be moved by an officer to another class

Example 1: If there are 11 races for the year, $\frac{1}{2}$ of 11 is 5.5 rounded to 6, so an officer won't move a rider to another class after the rider has ridden in their 6th race of the year. That does NOT mean the 6th "race of the year", it is the 6th "race ridden by the rider". This example was only for an 11-race season.

Any rider that feels he/she has been moved up unfairly or prematurely may petition the series officers for a ruling. A majority vote of the officers is required to rule on the petition.