

MAGOO'S WEST COAST SPRINT ENDURO SERIES RULES

These supplemental rules in addition to the AMA Rulebook will govern all Magoo's West Coast Sprint Enduro events. These rules are pretty much the same as the Kenda's Full Gas sprint Enduro series. (It's important to keep the rules the same across the board) You do not have to carry a AMA card to race this series for the 2017 race season. (The points system within the Magoo West Coast Sprint Enduro can not be used for any AMA sanctioned events.)

CLASSES

CLASS	DISPLACEMENT
Pro	122cc-Open
Open A	251cc and over 2-Stroke or 4-Stroke
Lites A	122cc-250cc 2-Stroke or 4-Stroke
Vet A 30+	122cc-Open
40+ A	122cc-Open
50+ A	122cc-Open
Open B	251cc and over 2-Stroke or 4-Stroke
Lites B	122cc-250cc 2-Stroke or 4-Stroke
Vet B 30+	122cc-Open
40+ B	122cc-Open
50+ B	122cc-Open

CLASS	DISPLACEMENT
Open C	251cc and over 2-Stroke or 4-Stroke
Lites C	122cc-250cc 2-Stroke or 4-Stroke
60+	122cc-Open
Women	122cc-Open
50+C	122cc-Open
40+C	122cc-Open
Juniors 12-17	100cc-200cc

YOUTH CLASSES

Supermini 12-15	79-112cc 2-Stroke; 75-150cc 4-Stroke Max Wheels: Front 19"; Rear 16". Big wheel and small wheel models permitted.
85cc 12-15	79-85cc 2-Stroke; 75-150cc 4-Stroke Max Wheels: Front 17"; Rear 14" Small wheel Models only.
85cc 7-11	79-85cc 2-Stroke Wheels: Front 17"; Rear 14" Small wheels models only.
65cc 7-11	65cc 2-Stroke Max Wheels: Front 14"; Rear 12"

AGE REQUIREMENTS

DIVISION	AGE	ENGINE DISPLACEMENT
Youth Bike	7	65/85cc 2-Stroke
	12	150cc 4-Stroke
Amateur Bike 12		250cc
	14	450cc

RIDER ELIGIBILITY AND CLASSIFICATION

A CLASS

1. All riders in the top-10-overall series ranking in any regional, state or national off-road series the previous year.
2. Former American ISDE Trophy, Junior, or Club team members, excluding the Women/Masters/Golden Masters Class.
3. Racers who compete in an A-level class in any other series, regardless if the series is AMA sanctioned.

B CLASS

1. Racers who compete in the B-level class in any other series, regardless if the series is AMA sanctioned.

C CLASS

1. Novice skill level riders and riders that do not otherwise qualify as an "A" or "B" level rider.

AGE DIVISIONS

1. Youth classes: The racer's age is determined by their age on January 1st of that calendar year. Youth racers may voluntarily advance to the next higher age group class- if they will be eligible for that age group before the end of the season-but once, a rider moves up an age group they will not be permitted to move back down.
2. Amateur classes: The age of the rider is determined as of the date of the event. However, riders competing in a younger age division are not required to move to an older age division once they become eligible to do so.

PROPER CLASS SELECTION

1. Racers are required to race in the ability level that they typically compete in at the local and/or national level, regardless if the series/events are AMA sanctioned. The only exception is riders who race locally as Pro but compete in AA or A classes at the National Enduro or GNCC Series. Any racer who has competed in the XC1 or XC2 classes in the previous or current year must race Pro class.

Riders determined to be riding out of class will be removed from the race results, places into the correct class, and the classes rescored.

Due to the format of racing and its schedule, racers may only compete in one class per event with the exception of Youth Racers who may compete in the morning Youth program, and if eligible by age and bike size, can race in an Amateur class in the afternoon.

Riders under the age of 18 must be accompanied by a parent or a legal guardian at registration.

RACE FORMAT

1. Magoo's West Coast Sprint Enduro events will feature at least two special tests with racers making multiple attempts on each test and the total, cumulative time being used for race results. i.e., the fastest rider wins. There will be no "drops" of special test times, all test scores count. The direction of the special tests will be reversed for the second day of racing.
2. Number of Tests: Racers will get to ride at least 4-6 special tests per-day unless weather or another unforeseen circumstance delays the program. If necessary due to inclement weather, the Pro and A riders may run more tests than B/C riders if conditions do not allow less skilled riders to complete the course.
3. Race Order: Youth Classes will race first, followed by the big bike portion of the event. We will never have youth and adult racers on the track at the same time.
4. Starting Order: Classes will be ordered for each special test going from what we anticipate to be the fastest to the slowest. For the Youth Race, we will start with the Supermini and work back to the 65's. For the Adult Race, the Pro classes will start first and C classes will start last.
5. Start Procedure: Riders will take off for each special test one-at-a-time, in 30 second intervals; engines will be live and bike in gear. (Riders will self-seed for the first test based off of their front number plate sticker that will be given at sign up. Your number denotes your class, and your starting order in that class). A race official will motion for you to pull up to the starting line and you will watch the digital countdown display at the start. When the countdown clock reaches zero you begin the test.

TIMING AND SCORING

1. Magoo's Sprint Enduro utilizes RFID timing and scoring. Every timing chip will be placed on your timing bib. If you choose to race all 5 races you will use the same timing bib.
2. Riders will take off in 30-second increments (unless otherwise notified by a race official) sorted by class, and their RFID chips will record their time at the start and at the finish of their special test. Overall and class results will be a cumulative time for all special tests for the day and for the weekend, there will be no drops.
3. For all classes except the Pros, riders will be staged for the first two special tests in the order that they registered. After the first two tests, riders will be re-seeded in order of fastest to slowest from the combined results of the first two tests.
4. Pro riders will be seeded initially based off of the previous rounds overall results and will be reseeded from the fastest to the slowest after the first two tests are completed.
5. Riders should be in staging no later than 5-minutes before their class is to take off. An estimated time schedule will be discussed each morning at the mandatory rider's meeting.
6. A rider will be considered "late" to a special test if they arrive to stage more than 1-minute after the last rider in their class has started the special test. A 1-minute penalty will be assessed for the being late, with an additional penalty for the total amount of time that passes before the late racer starts the test.

STAGING AND STARTING PROCEDURES

1. For the first test of each weekend, riders will stage in accordance to their class which is organized by number. Every rider will be given a front number plate sticker to assist in self-seeding within their class.
2. The Pro class will always start first, followed by A, B, and C, classes. The women's class will start between the B and C classes.
3. After the first two tests of the day, riders will be re-seeded based off the combined test results from the first two tests.

4. On day two of a weekend, riders will be seeded from the start of the day based off the previous day's results. Riders who did not race the previous day will be manually seeded based off their class and estimated finish time.
5. The pre-staging area before the start shoot is a dead engine zone. It is imperative that riders keep their bikes off in this area as to allow staging officials to easily call riders into staging when riders are re-seeded after the two first tests base off of overall results.
6. Be courteous in the staging area! Riders who are caught jumping line or starting out of order will be given a warning, if there is a second offense the rider will be given a 1-minute penalty, a 3rd offense will result in a disqualification from that day's event.

THE COURSES

1. The Cross Test will be primarily grass track marked with wooden stakes and ribbon on both sides of the course. In some cases there will be small section of woods, or motocross track as part of the cross test. In any wooded section of the cross test there will be ribbon on both sides of the trail. Any motocross track sections that the organizer feels could create confusion will be ribboned on both sides but the entirety of a motocross track will not be ribboned. On any section of motocross track riders are required to stay on the motocross track, i.e. no cutting corners or going around obstacles.
 - I. The cross test race course is the space between the wooden stakes and ribbon, riders should respect those boundaries and race between them. Riders caught purposefully riding through ribbon, or over stakes to gain a time advantage will be given one warning, a second offense will result in a 30-second penalty, 3rd offense will be a 1-minute penalty, and 4th offense will result in a disqualification from that day's event.
 - II. The cross test will sometimes use a natural barrier such as the edge of a forest as one edge of the track, these sections may not have ribbon. Riders can treat this area as part of the race course but must not bypass any part of the track or break through any ribbon or stakes in the process.
2. The Enduro Test will be a primarily wooded race course with a combination of well-defined trail, fire roads, single track trail, and some grass track that will be marked with arrows and ribbons. Portions of the trails that are well-defined may not be ribboned on both sides, but riders must remain within 5-feet of the established trail. On sections of the trail that are ribboned on both sides riders must remain inside the ribbon.
 - I. Sprint Enduro racing is not a hare scramble or traditional enduro, there is no 25-foot rule, etc. you must remain on the established trail for the entirety of the event unless in the case of a bottle neck or downed rider where you may go around and re-enter the race course as quickly as possible.
 - II. Riders caught by a course official blatantly cutting the course will be given an immediate penalty of at least 1-minute. Hot lines and short cuts will not be tolerated.

We understand that mistakes happen and riders will end up off course due to a crash, miscalculation of trail or course, etc. If you get off course, go through ribbon, blow a turn, etc. you must return to the track as close to the point you left as is safely possible. Riders who go off course cannot make up any time advantage or tear down ribbon or stakes to return to the course.

CHAMPIONSHIP POINTS

1. For the 2017 season, the championship will consist of 5-2 day events. Each event overall results will be from a combination of both days of racing for that round, the rider with the lowest time to have completed all of the special test will be the winner. Championship points will be awarded for each day of a round, so in the end there will be 16 days of points per class.
2. For amateur classes, the lowest two rounds (4 days) will be dropped from the year-end championship points.
3. To be considered for amateur class overall year-end awards a rider must have competed in at least 8 days of racing out of a total possible 10 i.e. you can miss one complete weekend or two total days of racing and still receive a year-end class award.
4. Amateur and Pro awards will be given to the top-5 overall in each class that meet the above requirements.
5. There will be no drops given to Pro riders for year-end points.

POINTS TABLE

1-30	5-16	9-12	13-8	17-4
2-25	6-15	10-11	14-7	18-3
3-21	7-14	11-10	15-6	19-2
4-18	8-13	12-9	16-5	20-1

GENERAL

1. Course Walking: Racers will be allowed to walk and or Mt Bike the special tests starting at 2:00pm the day before the race (typically Friday). Special tests will also be open on race morning and after each day's race is concluded.
2. Inclement Weather: Racing will typically be done rain or shine unless conditions are putting riders, spectators, and crew in danger. In that case a race may be delayed for a period of time until safe to continue. The event referee may have to alter the event schedule due to time conflicts.
3. Bike Selection: to be considered in each day's overall results, a rider must finish the day's meet on the machine that they started the day. Riders are permitted to switch bikes for the 2nd day of racing but must ride that machine for the entirety of the second day of the meet. Example: Rider races a 250 2-stroke on day one in the Lites A class and rides his 250 4-Stroke on day two.
4. Pit Riding: Pit riding is prohibited at the Magoo's West Coast Spring Enduro Events. Please only ride in first gear from your pits to the event start and from the event finish line to your pits. At select events a burnout area will be marked or the riders to warmup.
5. Pit Crews: Riders are responsible for the actions of their entire pit crew.(Anyone found to be drunk , disorderly conduct with be asked to leave)
6. Medical Insurance: Magoo's West Coast Sprint Enduro does not provide medical insurance for competitors, and we urge you not to compete without it. Medical insurance is the sole responsibility of the competitor.
7. Trash. Pack out what you bring in. This a private land not a OHV, state park or USFS. Please respect this beautifully ranch.