

HS committee meeting 12/05/2020

Call to order 7PM

Roll call

Chair

Ref

Specialty A/B

Saturday

Quads

BSTR

DDR

NCTB

OSDR

PBTTR

RCDR

SADRA

SUNCOAST

SUNRUNNERS

TCTR

BIG O

OLD BUSINESS

Electric Peewee

allow non internal combustion engine bikes (ICE) to compete in the Peewee classes.

Peewee A 0-50 cc Auto clutch and non-ICE bikes.

10-12" wheel max.

4 thru 8\*

Peewee (B,C) 0-50 cc Auto clutch and non-ICE bikes.

10-12" wheel max.

8. Peewee class motorcycles shall be 50 cc with an automatic clutch or non-ICE bikes All with 10/12-inch wheels max.

Motion Dan Aitken

Second Pete Rose

Vote 15 for 0 against motion passes second vote

Add requirement for a solid pole to mark the inside of a corner when there is no natural barrier.

Motion Randy Faul

Second Paul Lucas

Vote 15 for o against motion passes second vote

Add requirement that milage markers be a minimum 18 inches tall and 12 inches wide.

Notion Kurt Lucas

Second Ryan McCarthy

Vote 14 for 1 against motion passes second vote

Add requirement that the starting grid be a minimum of 200 ft wide and 150 foot deep with 15 rows 10 ft apart.

Motion Dan Aitken

Second Pete Rose

Vote 15 for 0 against motion passes second vote

Remove line d from the event rules.

Motion Randy Rash

Second Pete Rose

Vote 15 for 0 against motion passes second vote

Chapter VI

## Hare Scrambles Rules

### B. Course

1. A hare scramble is not an enduro. The course must not:

- a. Cross any public highway.
- b. Cross over as in a figure-eight.
- c. Contain any possible bottleneck situations such as a one-plank bridge.
- d. Contain any long sections where passing is impossible.

2. For the purpose of preventing course congestion and also to give rider visibility to the spectators, all FTR Hare Scrambles

courses will be between 5 and 16 miles in length.

3. The "Scrambles Course" is defined as a closed-loop trail through a woodland area, appropriately marked with the FTR Day-

Glow red arrows to outline the path and indicate the direction to be followed by the competitors. The arrows outlining the course

shall be in a sequence and spaced close enough so a competitor can visually locate one arrow to the next arrow. If this arrow

spacing is not practical, the trail must be defined by other means (natural barriers, etc.) such that a rider cannot misinterpret where

the trail is. All major turns must be preceded by "down" arrows angled in the direction of the turn about 30 feet before the turn. The

turn shall be adequately marked to instruct the competitors to ride inside or outside the arrows. (Use of natural barriers such as canals, large trees, etc. **or a solid pole with ribbon no arrow is required to mark the inside of a turn**) A verification arrow shall be placed just

after each turn. All sections of the trail which can cause unexpected hazards (like stumps or rocks) must be marked. Hazards are to

be marked with red "X", ribbon tape, or sprayed with phosphorescent paint. To prevent riders from getting off the course "Wrong

Way" markers (Blue "W") will be used at locations that could be confused for the actual course. Double Arrows, one over the other

and a set on each side of the trail, will be used to indicate an area between these arrows that must be ridden. Double Arrows will be

Day-Glow Green. Competitors must ride the trail from arrow to arrow without bypassing any arrows, and must ride within 20 feet to

either side of any single arrow. If a MX track is included as part of the course, the MX track portions shall be considered

“continuously double arrowed”, and riders must stay on the actual MX track surface. Any section of the trail marked by a pair of

double over-and under GREEN arrows on both sides of the trail indicates the competitors must ride between the two sets of arrows

and cannot ride outside either pair of arrows. Any time a rider leaves the trail as defined above, (either by “line picking”,

overshooting turns, failing to pass between GREEN arrows, emergency, etc.) that rider must return to the trail and re-enter at the

point they left. Failure to do so is a rule violation. Any such violation reported to the FTR Referee, Associate Referee, or

Scorekeeper prior to the end of the protest period in writing on official DQ/penalty form available at FTR trailer, shall result in the

rider being docked by one finishing position or more, up to Disqualification from the event, in accordance with Article XIV of the FTR

Constitution. A violation of this section does not automatically constitute blatant “course cutting”, as discussed in Chapter VIII,

section B-1a.

- Markers must be visible one to the next.
- Corner arrows with pre-turn arrows before the corner and a verification arrow after the corner.
- Danger markers as appropriate.

Any and all deviations to the above rules for any given event shall be clearly defined to all competitors during the pre-race riders

meeting.

4. Specific dates and times must be announced in the flyer when riders may practice on the actual course.

5. It is the promoter’s responsibility to insure, as best as possible, that the course cannot be cut.

6. Mile markers are mandatory at each mile. Markers shall be a minimum of 12 x 18 inches.

7. Promoter shall insure that the starting grid shall be a minimum width of 200 feet and a depth of 150 feet. With 15 marked rows 10 feet apart.

### C. Event Rules

1. Riders shall line up on their assigned Starting row on a first come basis when directed by the race official. No one is

permitted on the Start Line until authorized. Riders are allowed One (1) crew member.

2. The Riders Meeting will be conducted on the Start Line. All riders are responsible for attending. Machines must be dead

engine during the Riders Meeting.

3. FTR is a dead engine start (with the exception of Pee Wees). When the track is cleared for the start:

a. The blue flag will signal all riders to shut down their engines. Riders who fail to do this will be penalized one (1) lap.

b. At 30 seconds before the starting time, the Starter will sound a warning and the rider will be positioned ten feet away from the

motorcycle.

c. At 10 seconds before the starting time, the Starter will sound a warning. At the end of the 10+ seconds, the Starting horn will

sound signaling the start of the race. Quad racers will be positioned on their Quads with both hands on their helmet. At the

Starter's signal, they will start their engines and ride.

d. Sportsman 2 riders will start approximately 30 seconds behind the rest of their row on the Starter's signal.

4. Riders starting off with the wrong row will be penalized one (1) lap.

5. Riders missing the start of their class must enter the race course at the Start Line.

6. The machine a rider leaves the Start Line with is the official machine of the rider for that event, and may not be switched

during the event.

7. Quad riders are required to start the event with their tether cord properly affixed to the Kill switch.

8. Only the following divisions may be run together at the same time with one minute between starting different groups. The

races will be run at the times listed unless permission to change is approved by the Hare Scrambles Committee prior to publication

of the flyer. Starting times may be adjusted to accommodate available daylight hours. Race time deviations will be published on

event flyer.

New business

FTR Hare Scrambles Proposal submitted by William Toreki

December 5, 2020

Purpose: To clarify definition of mid-season point for promotions. Language currently refers to “proposed and approved sanctions”. Suggested change to refer to actual season schedule at season midpoint.

## Chapter VII

### Hare Scrambles Scoring

#### C. Rider Advancement

2. For all lowest division classes (Ex: Specialty and Displacement C Classes, etc), with the exception of the Golden Master, Silver Master, Pre-Modern, Women’s, Evo and Youth Classes, when 25 advancement points are accrued, the rider is promoted to the next higher division. All youth B riders will advance when 30 advancement points are accrued. For all other classes, except youth-C riders, the advancement point is at 45 points. When advancement is earned or the points are accrued, at or prior to completion of the first fifty percent (50%) of the proposed and approved season sanctions events currently listed on the official FTR schedule, the rider is promoted immediately and will then take 90% of the points awarded in the lower class to the higher class. When the points are accrued after 50% or more of the scheduled events have been completed, the rider can remain in the lower class for the remainder of the season and the promotion will take effect at the start of the next competition season. However, riders voluntarily advancing themselves to a higher division after 50% of the scheduled events have been completed will carry no points to the higher division. Points earned in the lower division will remain in the lower division.

Motion Kurt Lucas

Second Dan Aitken

Vote 6 for

10 against

motion dose not pass

FTR Hare Scrambles Proposal submitted by William Toreki

December 5, 2020

Purpose: To clarify definition of how many races count towards final championship point totals. Language currently refers to “sanctioned events”. Suggested change to refer to total events held during the season.

Also – add language to Section 10 (same language currently in section 2).

## Chapter VII

### Hare Scrambles Scoring

#### B. Championship Series Points System

6. Year-end class and overall positions will be based on 70% of the sanctioned total number of events held during the season. Rounding will be done to the nearest whole number with .50 being rounded up. FTR High Point and class winners will be determined at the end of the year and will receive awards at the annual FTR awards banquet. To qualify for year-end awards in the FTR Hare Scrambles Series, a rider must enter score points in at least 50% of the sanctioned events held during the season that year. A worked run can count as an entry.

10. Computing points for year-end scores is based on applying the above rules in the following manner:

- 70% of the sanctioned completed races are considered (e.g. 12 sanctioned completed races X 70% = 8.4, round to 8 races). The rider’s best scores of the considered number (in this example 8) are computed.
- A rider changing divisions, either voluntarily or through promotion will take 90% of their earned points to the class they move to. However, riders voluntarily advancing themselves to a higher division after 50% of the scheduled events have been completed will carry no points to the higher division. Points earned in the lower division will remain in the lower division. EXCEPTION: If 90% of their points places them in a higher position in the new division, they will be awarded only enough points to attain an equal position in the new division. A hypothetical EXAMPLE for a 12-race series follows:

Motion Pete Rose

Second Paul Lucas

Vote

16 for

0 against

Motion passes

Discussion

Randy Faul started a discussion on the importance of the clubs working closely with FTR officials and adhering to the rules of FTR.

A club receiving a sanction to hold an FTR event depends on their willingness to cooperate with FTR officials the FTR referee is the primary official of any event and the clubs must follow his direction or risk not receiving a sanction.

With the growth of our events, it is very important to enforce our rules and provide a safe environment for our members.

Clubs that cannot do this will be looked at closely when awarding sanctions.

7.57 PM

Motion to adjourn Randy Rash

Second Randy Faul