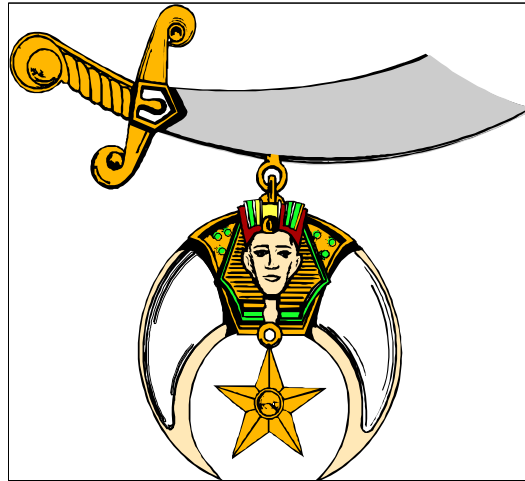


Texas Shrine Motor Patrol Association



***Obstacle Course Rules
and Regulations of
Competition***

2013

**Texas Shrine Motor Patrol Association
Obstacle Course Rules and Regulations of Competition**

1. Every competing Unit and rider/driver must be a member of the Texas Shrine Motor Patrol Association (T.S.M.P.A.)
2. Any Unit that joins the Association after the regular T.S.A competition and desires to compete in the Obstacle Course shall inform the Association of these desires when they join. The Executive Committee will then inform the new Unit as to which class they will compete in. Every member Unit in this class will then be informed of the new competitor(s).
3. Any active rider/driver that does not compete with his member unit in the regular T.S.A competition is still eligible to compete in the Obstacle as long as he competes with the same type of vehicle that the Unit used at the T.S.A competition.
4. Any vehicle that does not stand inspection at the regular T.S.A. competition shall be identical to the majority of the member Unit vehicles that did. The vehicle must be the same or identical to the same machine used or declared at the T.S.A competition.
5. No vehicle shall be altered in any way, form or fashion for the Obstacle competition, unless, this is done prior to the regular T.S.A. competition and this vehicle stands inspection. Exception: A Unit may remove windshields, saddlebags, mirrors, or safety bars if they so desire.

6. There shall be eighteen (18) classifications for Obstacle Competition

Class I – 0 cc through 90cc with 15" (inch) wheels or less, Mini Bikes

Class II – 0 cc through 350cc

Class III - 351cc through 500cc

Class IV - 501cc through 900cc

Class V - 902cc and over

Class VI - All three-wheel vehicles regardless of wheel or rim size

Class VII - Multi-Wheel vehicles with outside rim diameter of smallest wheel under 8" Unbodied Go-Kart

Class VIII - Multi-Wheel vehicles with outside rim diameter of largest wheel under 8" Bodied Go-Kart

Class IX - Multi-Wheel (4- Wheel) ATV vehicles

Class X - Class X - Multi-Wheel Banshee Type vehicles, regardless of wheel size **UNBODIED**

Class XI - Multi-Wheel vehicles with outside rim diameter of smallest wheel 10" and over

Class XII - Multi-Wheel Tin Lizzy Type vehicles (Model "T"), regardless of wheel size

Class XIII - Multi-Wheel Model 1931 - 1932 "B" type vehicles, regardless of wheel size

Class XIV - Multi-Wheel vehicles with outside rim diameter of smallest wheel 8" to 10" **BODIED**

Class XV - 100cc through 1800cc

Class XVI - Multi-Wheel 3 ½ HP motor or less

Class XVII – Honda Gold Wings

Class XVIII – Harley Touring Cycles

The term "All-State" refers to the Drill Contest at the Texas Shrine Association Ceremonials.

The term "cc" designates the motor size (cubic centimeter) displayed or placed on the outside of the vehicle, normally on the air filter cover, by the manufacturer and not the actual motor size stamped, engraved or cast on the motor of this vehicle.

The term "Multi-Wheel" designates vehicles that have more than two (2) wheels per unit.

The term "Three Wheel" designates vehicles that are supported by only three wheels, not to include the small wheel at the rear of this vehicle which prevents them from tipping over backwards.

7. The course shall be run against time. The time will start when the front tire(s) cross the starting line and end when the front tire(s) cross the finish line. The course will not be considered complete until the entire vehicle crosses the finish line. Any cones or pylons that are touched while exiting will be counted

as a foul. A rider/driver will be disqualified for permitting or allowing his vehicle to "do a wheelie" (front wheel(s) off the pavement) while crossing the starting line. After existing finish line, come to a 'safe stop', then proceed slowly from drill area.

8. An electronic timing device will be provided by the Association. The timing device will be operated by an official timekeeper who should be an elected officer or Past President of the Association. An alternate timekeeper will serve as a backup to the timing device with a stopwatch
9. Each rider/driver will be timed through the course and penalized for the following fouls:
 - i) One second will be added to the course time for each time a foot touches the ground.
 - ii) One second will be added to the course time for each cone or pylon that is touched
10. Any rider/driver failing to follow the course as laid out will be disqualified. One tire being outside the boundary tape or line at any given time does not disqualify, but any two tires out at the same time will disqualify.
11. A team shall consist of at least (4) riders/drivers from the same Unit. Any number of rider/drivers from the same Unit may compete. In addition, non-Unit members may be invited to ride, identified as "Courtesy Riders". These riders must be TSMPA Members in good standing. The total team score shall be computed by adding together the four (4) lowest individual total time scores posted by each rider/driver. Although a Courtesy Rider's time can be used for the team score, it will not be considered for the individual award for that class.ⁱ
12. The Unit with the lowest total team score in each class will be declared the winner of that class. The Unit with the next lowest total team score in each class will be declared the second place winner of that class.
13. Any Unit failing to have four (4) or more rider/drivers post an individual total time score (finish the course) shall automatically be disqualified from the team competition. This disqualification, however, does not prevent or disqualify the remaining rider/drivers from that Unit, who do post a time score from being eligible for the individual award in his class.
14. The rider/driver with the lowest individual total time score in each class will be declared the winner of the individual award for that class.
15. Trophies shall be awarded by the T.S.M.P.A. The host member unit(s) may award additional trophies, upon approval by the Executive Committee, such as oldest Noble present, farthest distance from out of state, etc.

16. There shall be six (6) judges. One (1) to be used as the back up timer and five (5) on the course. Judges may be chosen from members of TSMPA present. Past Officers of TSMPA, or as provided by the host Shrine Center, with the approval of the Executive Committee.
17. The Obstacle course for all classes should be designed in accordance with Attachment VII
18. The course shall be laid out with a two (2) inch wide line, white or yellow in color, and shall be laid next to the outside boundary line. The line will measure 108" from inside line to inside of the line
19. The cones or pylons shall be placed touching the inside edge of the two(2) inch wide tape and shall have two (2) inch wide tape bordering the remaining three (3) sides to insure their position is held at all times. The tape will represent the cone or pylon in the event it is moved.
20. The course shall be available for practice at a time governed by the host member units (s). The preferable time for practice should be in the morning hours and the competition in the afternoon hours.
21. In the event of any Mechanical Breakdown during the Individuals timed ride, the rider may ride again, with no penalty incurred in an alternate vehicle.
22. All riders/drivers will wear approved helmets during practice and competition.
23. Each competing unit must be represented at the rider's meeting the morning of competition , set at the discretion of the President. This must be published in advance and cannot be changed except in cases of emergency. If a unit is not represented, then it does not ride.ⁱⁱ

Revision History

THIS DOCUMENT WAS REVISED AND ADOPTED MARCH 3, 2007 AT THE TSMPA MID-WINTER MEETING IN AUSTIN TEXAS.

ⁱ 2012 Mid-Winter – Courtesy Rider introduced.

Original Rule Read: A team shall consist of at least (4) riders/drivers from the same Unit. Any number of rider/drivers from the same Unit may compete. The total team score shall be computed by adding together the four (4) lowest individual total time scores posted by each rider/driver from the same unit.

ⁱⁱ 2013 Mid-Winter – Rider Meeting Introduced.

Each competing unit must be represented at the rider's meeting the morning of competition, set at the discretion of the President. This must be published in advance and cannot be changed except in cases of emergency. If a unit is not represented, then it does not ride.