

## **Scooter Cannonball Run 2010 Rules**

- 1 Entrant
  - 1.1 An individual entrant in the event will consist of one specific scooter and one specific registered rider
  - 1.2 Any substitution of scooter or rider after the start of the event will remove the entrant from the points distribution.
- 2 Vehicle Requirements
  - 2.1 Participation is limited to scooters
    - 2.1.1 A scooter is a two or three wheeled vehicle that satisfies AT LEAST ONE of the following conditions:
      - 2.1.1.1 unit construction of engine, transmission and rear swingarm.
      - 2.1.1.2 wheels no larger than 13in.
      - 2.1.1.3 originally equipped with a step-through style frame.
      - 2.1.1.4 originally equipped with running boards or leg shield.
  - 2.2 Classes: The following divisions will be used for point distribution
    - 2.2.1 Manual 200: Scooter with manual transmission not more than 202cc displacement
    - 2.2.2 Auto 190: Scooter with automatic transmission not more than 195cc displacement
    - 2.2.3 Manual 250: Scooter with manual transmission not more than 252cc displacement
    - 2.2.4 Auto 250: Any scooter with automatic transmission not more than 252cc
    - 2.2.5 Support: Any scooter of any size. Points will not be awarded for this class
  - 2.3 Equipment:
    - 2.3.1 All scooters must have current registration for its home state
    - 2.3.2 All scooters must have all equipment as required for street use in its home state.  
*ie. if your home state requires a mirror on the right then you must have at least one mirror on the right. This assures free travel between states.*
- 3 Rider Requirements
  - 3.1 All riders must be licensed to ride his/her scooter in their home state without time or road restrictions.
  - 3.2 All riders must have liability insurance as required in her/his home state and valid in all states through which the route passes.
  - 3.3 All riders must wear a helmet
  - 3.4 All riders must wear a leather or textile jacket with padding or armor
  - 3.5 All riders must wear gloves
  - 3.6 All riders are recommended to wear boots that cover the ankle
- 4 Support
  - 4.1 Each rider is responsible for their own support
  - 4.2 Riders may form teams to combine support resources
  - 4.3 All riders and support teams are expected to stop to assist any rider that is in need of assistance.
    - 4.3.1 assistance required to be given is limited to that affecting the health and safety of the other rider and helping them make contact with their support team.
- 5 Route
  - 5.1 The "Route" will be the preferred, but not required, path to be followed.
  - 5.2 The following control points will be defined along each day's route
    - 5.2.1 Start Control
    - 5.2.2 Known Control
    - 5.2.3 Finish Control
  - 5.3 Each day's route will have 1 start control, 1-3 known controls, and 1 finish control.
  - 5.4 Riders must pass through all controls.
  - 5.5 Each route segment from one control to the next will have a predefined distance.
  - 5.6 Each route segment from one control to the next will have a standard time.
- 6 Location/Time Records
  - 6.1 A time card will be distributed to each rider for recording checkpoint times.
  - 6.2 The Master Clock will be available at the start control at least 30 min before the earliest start time through to the latest start time.
  - 6.3 All riders must record the offset of their camera and/or clock to the master clock at the start and end of each day.
    - 6.3.1 For cameras a photo of the master clock will allow the calculation of the offset

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- 6.3.2 For clocks, recording the current time of both the master clock and rider clock will allow the calculation of the offset
- 6.4 At each control all riders must take a digital photo with a date time stamp or note the time shown on their rider clock.
- 6.5 For known controls the time record must be made within one mile of the control. For start and finish controls the record must be made at the control point.
- 7 Points
  - 7.1 The intent of the points system is to:
    - 7.1.1 provide a competitive yet legal way of ranking the performance of the riders within each class.
    - 7.1.2 keep riders on mostly the same route for safety reasons without having to specify and monitor every turn.
    - 7.1.3 provide partial credit for partially completed days.
    - 7.1.4 provide a tracking method that is quick and easy for riders to log.
    - 7.1.5 provide more feedback to "spectators" about progress and standings as the ride goes on.
  - 7.2 For each segment completed points will be awarded based on the number of miles in that segment according to the route.
  - 7.3 For each segment completed a point will be deducted for each minute above and beyond the standard time for that segment. No more than one half the mileage points may be deducted for time.
  - 7.4 Missing a known control will result in a maximum deduction for time on the segments involved.  
*ie If you miss a control both the segment before and after the missed control will receive the maximum time deduction.*
  - 7.5 To qualify for points on any segment the entrant must complete the segment in it's entirety under the power of only the scooter and/or rider.
- 8 Dispute Resolution
  - 8.1 The intent of this rule is to establish ahead of time the procedures that will be used to resolve disputes. It in no way encourages people to raise issues nor does it discourage people from attempting to resolve issues between themselves.
  - 8.2 Disputes will be decided by a simple majority vote during the morning riders meeting.
    - 8.2.1 The accusing party must provide a written complaint identifying the rule violated, the party accused, and the desired remedy.
    - 8.2.2 The written complaint will be read aloud and then each party to the dispute will have 60 seconds to present his/her case.
    - 8.2.3 An up or down vote will be taken among all riders present, on the dispute and proposed remedy combined