

2018 Scooter Cannonball Run Rules

1) Introduction

- a) The Scooter Cannonball Run (“Event”) is a cross-country event traversing North America coast to coast. Riders are awarded points based on their ability to ride and navigate their scooter to predefined checkpoints each day. This is not a race. No benefits, actual or implied, monetary or otherwise are awarded to any rider who finishes with the highest number of accumulated points each day or at the conclusion of the event. These rules are intended to provide all participants (riders, support personnel, spectators) with a common understanding of the format of the event.

2) Rider Safety

- a) The Scooter Cannonball Run does not condone unsafe activities such as excessive speed, reckless vehicle operation, riding impaired, or any other activity that results in Riders exceeding their personal limits, endangering other riders or the public.
- b) Riders will act in a sportsmanlike manner at all times. Any attempt to cheat can result in disqualification, minimal or zero points awarded.
- c) Each Rider will sign an acknowledgement prior to the commencement of the Event that the Rider understands these rules and is aware of the risks inherent in participating in the Event.

3) Participants

- a) An Entrant consists of one specific Scooter and one specific Rider together satisfying the requirements herein and Rider having executed all acknowledgements, certifications, and paid in full any and all registration fees required for participant in the Event.
 - i) Any substitution of Scooter or Rider after the start of the Event will disqualify the Entrant.
- b) Organizers are permitted to be Entrants in the Event.
- c) Riders may informally establish “teams” with other Riders to combine support resources or assist each other with planning. Riders will only be awarded points based solely their specific performance. Riders actually riding together and passing at checkpoints concurrently must individually maintain their own documentation to be eligible for points and are not permitted to substitute or share documentation with other Riders.

4) Equipment

- a) Participation is limited to Scooters with an engine displacement less than 280.00 cubic centimeters. A Scooter is a two or three wheeled vehicle that satisfies AT LEAST THREE OF FIVE of the following conditions:
 - i) unit construction of engine, transmission and rear swing arm

- ii) wheels no larger than 10 inches
 - iii) originally equipped with a step-through style frame
 - iv) originally equipped with running boards or leg shield
 - v) a single cylinder engine design
- b) Each Rider shall have at all applicable times the following items within their possession:
- i) A valid driver's license with the appropriate endorsements for the Entrant Scooter as required by the issuing state.
 - ii) Current registration for the Entrant Scooter.
 - iii) Proof of liability insurance in the minimum amounts as required by the state the Entrant Scooter is registered.
- c) All Entrant Scooters must have all equipment as required for legal use in its registered state (i.e., if your home state requires a mirror on the right then you must have a mirror on the right.)
- d) Riders must be endorsed to operate the Entrant Scooter in their licensed state without time, road, or passenger restrictions.
- e) Riders must wear appropriate riding clothing, including a motorcycle helmet meeting U.S. DOT or comparable specifications. Safety equipment which must be worn at all applicable times during the Event.
- f) Engine replacements in the Entrant Scooter are limited to those with cases used in a production motor scooter meeting the definitions herein.
- g) Auxiliary fuel systems (plumbed or carry-can) are permitted. Auxiliary fuel tanks shall be mounted in a secure manner so as to minimize the chance of its becoming separated from the Scooter. All auxiliary fuel tanks plumbed directly to the fuel system must be properly vented and the fuel lines routed so not to interfere with the operation of the Scooter.

5) Handicap

- a) A Handicap will be used to level the playing field. The Handicap is normalized to a 1979 P200E and based on performance of all Vespa scooters produced since 1946. The Handicap will be applied to points scoring as a percent.
- b) Year of Manufacture (YOM) will be determined by the year model indicated on the Entrant Scooter's vehicle registration unless the Entrant Scooter has an engine that is not standard to the frame. If the engine is not standard to the frame then the YOM will be the average of the year of the frame and the year of the engine rounded up to the next whole year.
- c) Displacement (D) will be that stated by the manufacturer (or that calculated from the bore and stroke if modified) and will be rounded up to the next whole cubic centimeter.

- d) The Handicap calculation formula is as follows and will be rounded to the nearest whole percent.

$$\text{Handicap} = ((D * (1.75 * \text{YOM} - 3363.7) / 100) / 198)^{(1/3)} * 100$$

6) Support

- a) Riders may receive mechanical or personal aid from third-parties and while riding any Route Segment without risk of point penalty or deduction with respect to the Scoring and Points section herein.
- b) All Riders are expected to stop to assist any Rider that is in need of assistance. Assistance required to be given is limited to that affecting the health and safety of the other Rider and helping them make contact with emergency services.
- c) To be eligible to receive time credit on a Route Segment for assisting another Rider or public under life-threatening or emergency situations, Rider(s) shall, at an opportunity when appropriate under the circumstances, sufficiently document their time spent rendering aid through clear photographic and time-log evidence. Time credits will be granted at the sole discretion of the Organizers.

7) Route and Control Checkpoints

- a) The ability to plan and navigate an optimum route in this Event is essential to success. The route each day between starting and ending hotels is predefined by Control Checkpoints and will be made available to Riders prior to the start of the Event. This route will be the preferred, but not required, path to be followed.
- b) Each day's route will have a total of five (5) Control Checkpoints including: one (1) Start Control Checkpoint, three (3) Control Check Points, and one (1) Finish Control Checkpoint.
- Start Control Checkpoint
 - Control Checkpoint 1
 - Control Checkpoint 2
 - Control Checkpoint 3
 - Finish Control Checkpoint
- c) To be eligibility to qualify for points, the Rider must depart from the Start Control Checkpoint, pass through all five (5) Control Checkpoints, and arrive at the Finish Control Checkpoint on designated day in the Official Rider Booklet.
- d) Each day's route will have a total of four (4) Route Segments.
- Route Segment 1: Start Control Checkpoint to Control Checkpoint 1
 - Route Segment 2: Control Checkpoint 1 to Control Checkpoint 2
 - Route Segment 3: Control Checkpoint 2 to Control Checkpoint 3
 - Route Segment 4: Control Checkpoint 3 to Finish Control Checkpoint

8) Bonus Checkpoints

- a) Each day's route may include predefined Bonus Checkpoints and will be made available to Riders prior to the start of the Event.
- b) Riding to any Bonus Checkpoint is optional and at the discretion of each Rider.

9) Scoring

- a) Points are awarded for completion each Route Segment and (optionally) riding to Bonus Checkpoints. To be awarded points the Rider must provide specific evidence as proof that the Rider road to each Checkpoint. The intent of the scoring and points system is to:
 - Provide a competitive yet legal way of ranking the performance of the riders.
 - Keep riders on mostly the same route without having to specify and monitor every turn.
 - Provide partial credit for partially completed days.
 - Provide a tracking method that is quick and easy for riders to document.
 - Provide more feedback to "spectators" about progress and standings during the event.
- b) Each Route Segment will have fixed point value award determined by the travel distance between Control Checkpoints defining the Route Segment.
- c) A Standard Time will be established for each Route Segment for purposes of scoring each specific Rider's performance.
- d) To be awarded points on a Route Segment the Rider must complete the Route Segment in its entirety under the power of only the Scooter and/or Rider (pushing), or commercial ferry, and the Rider must produce, in accordance with the Record Keeping and Documentation here, 1) Photographic Evidence, and 2) Time-Log evidence of their passing of each Control Checkpoint.
 - i) For each Route Segment completed, one (1) point will be deducted for each minute above and beyond the Standard Time, adjusted by the Entrants Handicap factor for that specific Route Segment. No more than 75% (75/100) of the Route Segment's maximum point value may be deducted for time.
 - ii) If a Control Checkpoint is defined as a "clock-stop" Checkpoint, the Rider shall produce photographic and time-log evidence of both their arrival at and departure from the Checkpoint.
 - iii) Failure satisfy the Record Keeping and Documentation requirements for passing a Control Checkpoint may result in zero points awarded for the Route Segment before and after the undocumented Control Checkpoint.
- e) To be awarded points for a Bonus Checkpoint the Rider must only produce sufficiently clear Photographic Evidence that they arrived at the specified Bonus Checkpoint.
 - i) Bonus Checkpoints have fixed maximum point value award.

- ii) Bonus Checkpoints may only be claimed in the time between the Rider's departure from the Starting Control Check Point and arrival at the Finish Control Checkpoint for the day's route.
 - iii) The Rider must be awarded points on each of the days four (4) Route Segments to be eligible to receive any Bonus Checkpoints that day.
 - iv) Failure satisfy the Record Keeping and Documentation requirements for claiming a Bonus Checkpoint will result in zero points awarded.
- f) A summary of points awarded to each Rider will be published on the Event's website or rider forum throughout the Event (daily).

10) Record Keeping and Documentation

- a) Riders will be issued an Official Route Booklet prior to the start of the Event that identifies all Control and Bonus Checkpoints and evidence requirements. The Official Rider Booklet will also include a worksheet listing the Control Checkpoints and optional Bonus Checkpoints for each day with write-in space for documenting results. Under normal circumstances each Rider should expect to a completed log worksheet for each day of the Event and to present this worksheet to the Organizers for acceptance and scoring.
- b) Photographic Evidence

In cases where photographic evidence is required as proof, the photographic image must satisfy all of the following requirements.

 - i) The photograph must be sufficiently clear to depict both the referenced landmark as described in the Official Rider Booklet.
 - ii) The photograph must be a single frame still photograph taken by a digital camera and the resulting image file must contain at minimum date and timestamp EXIF meta data.
 - iii) Riders must be able and willing to electronically transmit to Organizers all photographs taken as evidence each day, through e-mail, the event's website, or by sharing an SD/Micro-SD Memory Card when reporting their daily time-log with the Organizers.
 - iv) Acceptance of a photographic evidence for scoring purposes shall be made at the sole discretion of the Organizers.
 - v) Riders are encouraged to carry and use a backup camera for obtaining photographic evidence as cameras, batteries, and memory cards fail or could be lost during the ride.
 - vi) It's the responsibility of each Rider to evaluate safety risks and hazards when taking photographs to do so in a safe manner that does not create undue safety hazard to the Rider or public. If a Rider determines, in their opinion, that landmark reference cannot be safely photographed as described in the Official Rider Booklet, the Rider shall produce photographic proof from a nearby location of lower risk and the photograph should clearly depict a verifiable alternative reference landmark for scoring consideration.

c) Time-Log Evidence

In cases where a Checkpoint requires time-log evidence as proof, the following methodologies may be used to establish a time-log:

- i) Photographic evidence may be used for documenting a time-log under the following conditions:
 - (1) The photograph must meet the requirements set forth in the photographic evidence section herein specific to the Checkpoint being logged.
 - (2) Riders using multiple cameras for redundancy must record the date and timestamp offset (+/- minutes) of their cameras to a common clock.
 - (3) Riders must submit photographic evidence from the same camera device for all Route Segments ridden that day or provide a common clock photograph for each camera used to in establishing that days' time-log.
- ii) Global Positioning System ("GPS") track logs may be used for documenting a time-log under the following conditions:
 - (1) The GPS device must be manufactured by Garmin or approved by the Organizers prior to the start of the Event.
 - (2) The device must be capable of producing a single, valid GPS Exchange Format file ("GPX") or similar, containing track points for all Route Segments ridden that day. Multiple or partial files for a single day must be merged into a single-track file prior to submission.
 - (3) The file must contain track points at such a frequency and resolution that allows Organizers to verify their position with date and timestamp accurately (i.e., not greater than ½ mile intervals).
 - (4) When completing their daily time-log worksheet the Rider shall select the track point in closest proximity to the Checkpoint being logged.
 - (5) It is the Riders responsibility to extract the track log file from their device. The Rider must be able and willing to electronically transmit to Organizers as requested through e-mail, the event's website, or by sharing an SD/Micro-SD Memory Card when reporting their daily time-log with the Organizers.

11) Interpretation and Disputes

- a) All interpretations of these rules shall be made by the event's Organizers, who have the power to waive, modify, countermand, or otherwise interpret these rules.
- b) Decisions by the Organizers, resulting from unforeseen circumstances arising during the Event that override or are otherwise conflict with any rule herein, shall control.
- c) The Event shall identify no less than one (1) Organizer who is not an Entrant to act as an interpreter of these rules should circumstances arise where Organizing Entrant(s) must abstain.

d) Disputes will likely arise during the Event. Parties are encouraged to resolve issues between themselves when able. Accusing parties may at any time during the Event, submit a written complaint, identifying the rule violated, the party accused, and the desired remedy. Complaints will be considered by the Organizers who may propose a remedy.