

Rider's Handbook

Salton Sea T.T. 320-Mile Extreme Endurance Race

Sunday, September 21st 2014

Rain or Shine



"... Call it a journey, a trip, a tour, a vigorous jaunt (anything but a race), and, no matter how loose the rules or how much fun the event generates, it must be taken seriously. . . ." A quote from Doug Scribner, Long-Haired Weirdo Racing Team, in his recount of the 1972 Cannonball Sea-To-Shining-Sea Memorial Trophy Dash, in Brock Yates' book "Cannonball! World's Greatest Outlaw Road Race", MBI Publishing, St. Paul, MN (2003)



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Any and all changes, modifications, updates and/or revisions of these Rules and Regulations will be posted on our website. The Volume Number, Edition and Release Date will be posted on the front cover.

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MSLSF reserves the right to change or modify these Rules.

Dear Scooterist,

This race is a pre-entry event requiring payment of an entry fee, designation of rider and scooter, providing medical information in case of an emergency, and procuring a MSLSF Competition License (included in the entry fee).

We will ride rain or shine.

This rally consists of starting from Motorsport Vespa, 3955 Pacific Highway, San Diego, CA 92110 (619) 280-1718, riding California highways through the following towns before finishing at a soon-to-be-designated location in Escondido, CA:

1. Alpine
2. Jacumba
3. El Centro
4. Brawley
5. Calipatria
6. Niland
7. Mecca
8. Salton Sea Beach
9. Salton City
10. Ocotillo Wells
11. Banner
12. Julian
13. Ramona
14. Finish (San Diego or Escondido)

An endurance rally is an extreme form of riding meant to test the mettle of rider and scooter. This rally will challenge the rider's physical stamina, the scooter's state of preparedness, and the logistics of covering a substantial distance with a minimal amount of stops. Riders must have their Competition License validated (stamped) per instructions that will be provided just before the race begins. **This is not a street race!** It is an endurance rally. We use the words "race" and "rally" interchangeably.

To win a displacement ("cc") class, the rider first to cross the finish line at the designated spot who has traveled approximately 320 miles per odometer or GPS readings over the prescribed route is the class winner. Again, this rally is *not* a road race, and riders are prohibited from riding in a reckless or illegal fashion.

There are obviously myriad personal reasons for participating in a rally such as this. Regardless of whether you're challenging your physical stamina, testing the mechanical condition of your scooter, or merely attempting to gain bragging rights, please make no mistake about it – 320 actual miles on this course, is a very long challenging scooter ride!

PURPOSE

MSILSF was formed to promote land-speed racing for motor-scooters and small-wheel motorcycles.

DISCLAIMER

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of this rally event, and to establish minimum acceptable requirements for racers, pit crew, entourage and spectators to adhere to. These Rules shall govern the condition and conduct of this event and, by participating in this event all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of this event and are in no way a guarantee against injury or death to a participant, spectator or official. MOTOR-SCOOTER RIDING CAN BE DANGEROUS. EVERY PARTICIPANT ASSUMES BY HIS/HER PARTICIPATION, RESPONSIBILITY FOR ALL RISKS OF RIDING, INCLUDING INJURY OR DEATH. EVERY PARTICIPANT ASSUMES BY HIS/HER PARTICIPATION, THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF THE VENUE AND INDIVIDUAL CONDITIONS, AND ASSUMES ALL RISKS OF RIDING, INCLUDING INJURY OR DEATH. MSILSF reserves the right to re-classify or exclude riders. Interpretation of all rules and/or regulations, and final decisions regarding protests, are vested in the sole discretion of the MSILSF Rally Director.

I. CLASSES

MSILSF Rule and Class Changes.

Following post-Lake Tahoe T.T. round-table e-mail discussions amongst the voting members of MSILSF, and based on said discussions regarding our continued efforts to strive to insure fairness at all MSILSF extreme endurance racing events, the MSILSF Executive Committee has, by a majority vote, adopted the following Rule and Class changes, to be implemented immediately.

MSILSF Classes will be based solely on engine “displacement”, without regard to engine modifications. The same Rules will apply to both automatic (“CV”) and vintage (“Shifter”) scooters which shall run in separate classes. Simply put, “CVs” and “Shifters” do not race against each other -- except for 1st Place Overall Honors. Scooters may be modified, by porting, boring, stroking, de-stroking, liquid-cooling, and/or fitted with after-market racing components such as clutches, variators, drive belts, expansion chambers, megaphone/muffler exhaust systems, and so-called “auxiliary fuel systems”.

Although “auxiliary fuel systems” are allowed, there will be at least two mandatory fuel stops at pre-designated gas stations. This takes the race out of the illegal street race category for legal purposes. Proof of purchase receipts must be

obtained at time of purchase, and presented to the Chief Tech Inspector, or his designee, after the finish of the race, and prior to the tally and release of official results.

Three (3) scooters are required to constitute a “Class” recognized for the award of 1st, 2nd and 3rd Place trophies. One or two pre-entries in any given Class do *not* constitute a Class of that displacement. The formula shall be as follows:

If no more than two (2) scooters pre-enter a given class, they shall run in the next larger established displacement Class. For example, if two (2) 50cc scooters pre-enter, they must compete against 70cc scooters in the 70cc Class. If there are no 70cc scooters pre-entered, the two 50cc pre-entries must compete against 100cc scooters in the 100cc Class. If there are no 100cc scooters pre-entered, the two 50cc entries must compete against 125cc scooters in the 125cc Class. Stated another way, if there is one 50cc scooter pre-entered, and one 70cc scooter pre-entered, both shall compete in the 100cc Class. If there are no 100cc scooters pre-entered, the 50cc and 70cc pre-entries must compete in the 125cc Class. And so on until a three (3) scooter class is comprised.

Protests: All scooters are subject to an official protest by any rider who actually raced in the same class as the person being protested. The racer protesting (Protestor) shall, within thirty (30) minutes of the final finish of the event, post a \$300.00 Protest Fee and hand-written protest with the Chief Tech Inspector, setting forth the basis of the protest. For example: “I believe rider’s [name] scooter is over the Class displacement.” The protested rider’s (Protestee) scooter shall be torn down and displacement verified. If the protest is found to be valid, the Protestee shall be disqualified, and the money will be returned to the Protestor. If the protest is found to be invalid, the money will be disbursed to the Protestee.

Automatic/CV Scooter Classes:

50cc
70cc
100cc
125cc
150cc
175cc
200cc
250cc
300cc
350cc
400cc
500cc
600cc
Open (601cc+)

Vintage/Shifter Classes:

50cc
70cc
100cc
125cc
150cc
175cc
200cc
250cc
Open (251cc+)

Sidecars:

Class I: 50cc to 250cc
Class II: 251cc to 500cc
Open (501cc+)

All other MSLSF Rules will remain in full force and effect. Insofar as the foregoing Rules and Class changes are inconsistent with those Rules previously adopted, ***these new Rules shall take precedence*** over those heretofore enacted.

II. THE RULES

These Rules will be strictly enforced. Riders are responsible for familiarizing themselves with these Rules, and communicating relevant portions thereof to their Pit Crew and entourage. Any breach of these Rules may be grounds for disqualification and exclusion from the event.

1. MOTOR-SCOOTER DEFINED

Most motor scooters fit the following criteria: A two-wheel motorized vehicle with step-through frame and a flat floorboard for the rider's feet. The scooter engine and drive system are attached to the rear axle. In contrast to a frame mounted motorcycle engine, this front-hinged arrangement allows the engine to swing vertically in conjunction with the motion of the rear wheel. Most vintage scooters, including many Vespas, Piaggios, and Lambrettas, as well as some newer "retro" models, have axle-mounted engines, manual transmission, and the gear-shift and clutch controls built into the left handlebar. Current generation scooters use a Continuously Variable Transmission (CVT). Scooters generally feature bodywork, including a front leg shield and body that conceals all or most of the mechanicals. There is often some integral storage space, either under the seat, built into the front leg shield, or both. Most modern motor scooters have wheels between ten (10") and sixteen (16") inches in diameter, with a single or twin-cylinder engine displacing between 50cc and 650cc.

1.A. CHAIN OR BELT-DRIVEN SCOOTERS

Scooters fitted (OEM) with chain or belt final drive, featuring a manual transmission with a foot-operated gear shift and clutch lever mounted on the left handlebar, are deemed to be scooters for purposes of this rally.

1.B. CHAIN OR BELT-DRIVEN SCOOTERS WITH MOTORCYCLE ENGINE

Scooters re-fitted with a frame-mounted motorcycle engine with chain or belt final drive, featuring a manual transmission with a foot-operated gear shift and clutch lever mounted on the left handlebar, are deemed to be scooters for purposes of this rally.

1.C. NON STEP-THROUGH VINTAGE SCOOTERS

Small-wheel non step-through scooters are generally defined as two-wheel motorized vehicles that resemble a miniature motorcycle, fitted with motor-scooter type wheels not exceeding 14". Small-wheel non step-through scooters have a frame-mounted motorscooter engine featuring a manual transmission and chain or belt final drive, or a continuously variable transmission, and drive system attached to the rear axle. Unless otherwise stated in these Rules, small-wheel non step-through scooter engine displacement is limited to engine size fitted by the manufacturer (OEM), marketed, advertised and offered for sale (homologated) to the general public. Insofar as the Rules are not inconsistent with this definition, they apply with equal force to small-wheel non step-through scooters, which shall compete in this event against traditional step-through motor-scooters.

1.D. SMALL-WHEEL MOTORCYCLES

Small-wheel motorcycles are generally defined as two-wheel motorized vehicles that resemble a miniature motorcycle, fitted with motor-scooter type wheels not exceeding 14". Small-wheel motorcycles have a frame-mounted motorcycle engine featuring a manual transmission, with foot-operated gear-shift and clutch lever mounted on the left handlebar. Unless otherwise stated in these Rules, small-wheel motorcycle engine displacement is limited to engine size fitted by the manufacturer (OEM), marketed, advertised and offered for sale (homologated) to the general public. Insofar as the Rules are not inconsistent with this definition, they apply with equal force to small-wheel motorcycles. Small-wheel motorcycles shall compete in this event against traditional step-through motor-scooters.

2. ENGINES

A single engine, either 2-Stroke or 4-Stroke, is allowed. 4-Stroke engines may be single or double overhead cam.

3. FRONT / REAR WHEELS

Scooter and small-wheel motorcycle front and rear wheel size is restricted to fourteen inch (14") maximum diameter. Scooters fitted at the time of manufacture (OEM) with larger diameter wheels, such as certain Piaggio, Kymco, and SYM models are exempt from the 14" maximum diameter limitation. Small-wheel motorcycles originally fitted (OEM) with wheels larger than 14" are ineligible to compete. Motorcycles originally fitted (OEM) with wheels larger than 14" are ineligible to compete.

4. RIDER LOCATION

The rider must control the scooter from the seating position on the tire-tread centerline between the front and rear wheels. Handlebars are required. The rider must be able to exit the scooter without restrictions or assistance.

5. STEERING

A steering-damper may be fitted. A steering-damper should be fitted to any scooter capable of exceeding 90 mph. Steering by front wheel only.

6. BODYWORK

Traditional non-streamlined motor-scooter body-work, front leg shield and floor-boards may be removed. Body-work that conceals all or most of the mechanicals may be removed or modified. Fairings, dustbin fairings and/or streamlining may be permitted in the discretion of the Chief Tech Inspector. The rider's entire body (hands included), in the racing position, must be visible from either side of the scooter.

7. SCORING

To win a displacement ("cc") class, the rider first to cross the finish line at the designated spot who has traveled approximately 320 miles per odometer or GPS readings over the prescribed route is the class winner. Again, this rally is *not* a road race, and riders are prohibited from riding in a reckless or illegal fashion.

8. ENTRANT'S RESPONSIBILITY ~ PERSONAL CONDUCT

Participants are responsible for their personal conduct and actions of their entourage (pit crew and spectators). Any participant or pit crew member exhibiting signs of intoxication, or engaging in physical violence, will be disqualified from further participation in the event.

9. MINIMUM AGE, DRIVER'S LICENSE, VEHICLE REGISTRATION AND PROOF OF LIABILITY INSURANCE.

Riders must be at least eighteen (18) years of age to participate. Scooters must be currently registered and licensed, displaying a license plate with current tags. Rider's must be properly licensed to legally operate their scooter, and fully insured in compliance with State law. Copies of the aforementioned documents (i.e., driver's license, vehicle registration, and proof of insurance) may be scanned and e-mailed to msilsf@hotmail.com, or faxed to (619) 425-7368.

10. TECHNICAL INSPECTION

Before being permitted to participate in the rally, all riders shall submit themselves and their scooter to Technical Inspection in the designated Tech Inspection Area at Motorsport Scooters, on Sunday, September 21st 2014 at 06:00 hours sharp. Please bring your riding gear (helmet, gloves, etc.) to Tech. Riders and scooters passing Tech Inspection will receive a MSILSF Tech Sticker that will be placed on the scooter by the Tech Inspector. **The decision of Chief Technical Inspector Dennis Rowe as regards compliance with the aforementioned Rules is final.**

11. APPAREL

Riders are encouraged, but not required, to wear hi-viz racing apparel including, but not limited to, full coverage Snell 2010/DOT approved helmet, full leathers with body armor, leather high-top boots, and padded leather gloves. Riders are required to wear at least: **(a)** jeans or Levis of sufficient leg-length to cover the tops of their shoes or boots; **(b)** high-top athletic shoes or boots; **(c)** a pull-over long-sleeve shirt, such as a Moto-Cross (MX) Jersey or sweatshirt; **(d)** DOT approved helmet; **(e)** racing goggles if wearing a shorty, half-pot, MX or open-face helmet, and **(f)** full-finger leather gloves. **If you have a misperception about the dangers attendant to competing at this venue, you are invited to watch these youtube.com video clips and wear riding gear commensurate with the challenges:**

http://www.youtube.com/watch?v=YtAS_WU9TZc&feature=related
<http://www.youtube.com/watch?v=XiKmPFo6xNA&feature=related>

12. VALVE STEMS

Metal valve stems are **highly** recommended, but not required. All rubber valve stems, whether straight or 90-degree, must be in excellent condition. **Weather-cracked valve stems will not pass tech inspection!** All valve stems must be securely fitted with metal or plastic valve stem caps. **The decision of the Chief Tech Inspector as regards valve-stems is final.**

13. TIRES

High performance scooter tires such as Michelin, Pirelli, Dunlop, Metzler or Continental are highly recommended, but not required. OEM or comparable tires are permitted. **Weather-cracked or worn tires will not be pass tech inspection! The decision of the Chief Tech Inspector as regards tires is final.**

Calculate your specific tire requirements using the search engine at <http://www.bits4motorbikes.co.uk/Tyres/TyreSearch.html>.

RALLY DAY PROCEDURES

1. Mandatory Rider's Meeting.

All riders shall attend this meeting at 06:45 hours in the designated staging area at Motorsport Vespa. At this meeting you will be apprised of any peculiarities concerning the rally route, and the procedure you are expected to follow while staging, riding, checking in at checkpoints and finishing.

2. Initial Starting Positions.

Scooters will start en mass at or before 0700 hours PDT. Special starting conditions may be established for small displacement (50cc to 100cc) scooters and/or Sidecars.

3. The Route.

The rally route consists of riding a partially counter-clockwise route from Motorsport Scooters, San Diego to the designated finish. The route to be followed is the required one. **Scooters must be ridden by a single pre-designated rider. No rider change is allowed.** Scooters must be ridden under their own power, and may not be towed or transported. This rally will have the following “control” points:

(a) Start Control: Motorsport Scooters, San Diego, CA [official start of the race]

(b) Known Controls (“Check-Points”):

1. Alpine
2. Jacumba
3. El Centro
4. Brawley
5. Calipatria
6. Niland
7. Mecca
8. Salton Sea Beach
9. Salton City
10. Ocotillo Wells
11. Banner
12. Julian
13. Ramona

(c) Finish Control: To be designated

Small Displacement (49cc to 100cc), Vintage Class, and Sidecar Class racers may be given a designated course shorter in length than 320-Miles. If they elect to ride the shorter course, they will not be competing for 1st Place Overall honors.

The Race Director may, in her/his discretion require that one or more checkpoints [city sign] be photographed with a cell phone, and the image texted to Chief Tech Inspector, Dennis Rowe. Except for the reduced mileage, all of the other Rules set forth in this protocol apply with equal force to all classes.

4. Check-Point Stamp Authenticity.

At the conclusion of the rally, all riders must have her/his Competition Licenses stamped with a “Finisher” stamp by the Rally Marshall or his designee.

5. Compliance with the California Vehicle Code.

Riders must observe all California Vehicle Code Laws and posted speed limits! Any rider receiving a California Vehicle Code violation citation for a moving violation such as unsafe speed, excessive speed, failure to yield, failure to stop, and/or driving under the influence or drugs and/or alcohol shall immediately report it via cell phone to the Rally Marshal, and is subject to disqualification.

6. Mechanical or Rider Trouble on the Rally Course.

Once having started the rally, any rider experiencing mechanical or physical problems precluding completion of the rally shall await the assistance of his/her pit crew. If, and

only if, the scooter can be repaired on the roadside where it broke down, it is permitted to continue participating in the rally. In the event the rider is unable to proceed, the rider and his/her scooter shall be listed as “DNF” (Did Not Finish) in the Official Results.

7. Rider Safety and Support.

All riders and support teams are expected to stop to assist any stranded rider in need of assistance. Both the rider stopping and the stranded rider shall document by cell phone camera pix the time the rider stopped to lend assistance, as well as time of departure. Any point penalties incurred by a rider lending assistance shall be corrected out at the conclusion of the rally.