

INSTRUCTIONS  
Rock Island Riders  
Bicentennial 200

1. NUMBERS: You will receive your number with these instructions. Each rider should have at least three number plates on his bike for the convenience of the observers. It is mandatory that each bike have one number on the front.

Your number is your starting position, and the minute after the key time you are scheduled to start and complete each section. Add your number to the key times on the schedule and that will tell you where and when you are expected to be.

2. SECTIONS: Refer to the schedule. There are two types of sections: " Time Keeping " and " Trials ". The first five sections on the first day only, are " Time Keeping ". The check points in these sections will be hidden, and you will be scored by how close to your scheduled time of arrival your actual time of arrival is at each check point. These check points will be located anywhere in a section according to the rules below.

All the rest of the sections for both days are "Trials" sections. The check points for each of these sections will be located at the end of each one. Check point one is at the end of section one, on the second day, but check point one on the first day could be in section two.

3. SCORING: Class A riders only will be scored on the combined points for both days for over all awards. Both class A and B riders will be scored together for first and second day awards. The object is to accumulate as few points as possible. The lowest score wins. There are four ways to accumulate points:

1. Time Keeping

- a) 5 points for each minute your actual time of arrival is under your scheduled time of arrival at each check point in the time keeping sections.
- b) 1 point for each minute your actual time is over your scheduled time. These rules will apply to the check points in the time keeping sections:
  1. Check points will be on an even tenth of a mile and on an even minute. No half minutes and half tenths.
  2. Check points will not be within five miles of each other.
  3. An odometer test section will be the first five miles of the first section, and will be marked by a sign on the road side. There will be no check points in the odometer test section.
  4. You will have one minute grace period for being over time but no grace period for being under your time.

2. Trials:

- a) One point for each minute your actual arrival time is over your scheduled arrival time.
- b) No points for arriving before your scheduled time.
- c) The last two sections of the second day will be the tie breakers. You must check out with the observer at CP 4.

3. Acceleration Test:

One point for each second to run the three quarter mile speed section, from a standing start.

4. Noise Test:

- 1 point for each decibel over 85 and under 90
- 2 points for each db over 90 and under 95
- 3 points for each db over 95 and under 100
- 4 points for each db over 100

( a db reading of 102 will cost you 38 points )

There is only one way to reduce your score, and that is to finish legal and in tact. After you cross the finish line on the second day, push your bike to the tech. inspector. You will be credited with bonus points that will be deducted from your score for these items:

3. SCORING: cont.....

## Bonus Points:

a. Current safety sticker	2 points
b. Current license plate	2
c. M/C drivers license or permit	2
d. Head light, high beam (taped OK)	1
e. Head light, low beam	1
f. Tail light working	1
g. Brake light working (rear wheel only)	1
h. Horn working	1
i. Exhaust system in tact	5
j. Rear brake working	5
k. Front brake working	5
l. Kill button or comp. release	1
m. Clutch working	1
n. Shift lever on	1
o. Front number plate on	1

Total ---- 30 points

4. STARTING: Place: First day -- .8 mi. up in Kalapana Ocean View Estates. Go to Kalapana Black Sand Beach (Kaimu), turn left (north) on Hwy # 137, and go about  $3\frac{1}{2}$  mi. along the coast. Follow the signs on the road at this point.

Second Day -- Mauna Kea State Park on the Saddle road, Hwy # 200, 35 mi. from Hilo. The starting line for the second day is the finish line for the first day, and the finish line for the second day.

Time: Both days -- 7:00 A.M. key time. Rider number one will start at 7:01, rider no. two at 7:02 and so on. Class B riders will start on the minute after tje ;ast c;ass A rider.

Delays: If a bike stalls on the starting line, the rider must push it off to the side and make room for the next bike. The clock starts for him on his minute, so when he is ready to start, he signals the starter and the starter will start him on the half minute between two riders.

Procedure: There will be two starting positions on the starting line, one for odd numbers and one for even numbers. Two bikes will be on the line and all the others will be in the ready line or ready area which will be set back from the starting line. When your number is up, ride your bike to the starting line and start as soon as the starter waives you off. The clock startes for you whether you are ready or not. If you miss your start, go right to the starting line, to one side of course, and the starter will start you between two riders, on the half minute.

Ready Area: This is the staging area where riders may take their bikes to start them, and and get ready to move up to the starting line. It is an extension of the impound area. On the first day there will be no ready area, all the riders will line up in two lines, one odd and one even, and wait their turn to start. On the second day, at Mauna Kea State Park, there will be an impound area and a ready area. See the map of the park. No bikes will be started or riden in the park. Just to be sure we don't irritate anyone.

5. Finishing: The finish line for both days will be at the same place: Mauna Kea state Park, on the saddle road, hwy 200, about 35 mi. from Hilo, 6000 ft. elevation. Immediately after crossing the finish line, kill your engine and push your bike into the impound area.

6. Impound Rules: Only riders will be allowed in the impound area. Once a rider leaves the impound after hefinishes on the first day, he may not go back in again untill 5:30 A.M. on the second day. On the norning of the second day he can go in and out a out as much as he wants, and carry anything in, but take nothing out.

No engines will be started in the impound area. When you are ready to start, push your to the ready area and start there. The only help you can have in the ready area is to have some one push you for a pump start. Stay in the ready area until your number is up on the starting line.

7. TRAIL MARKERS: White plastic surveyors tape on the right will mark most of the trail. One section, which we lovingly call the "Blue Ribbon Trail", is marked with blue tape. Tape markers will be located at random intervals along the trail. Every intersection, junction, or turn off that might cause confusion will be marked so that you will know which way to go. Disregard all other markers unless otherwise instructed. When you are on a trail and it seems there is no marker when you think there should be one, don't turn back, continue on that trail to the next intersection. If there are no markers at that intersection then you know you missed a turn off. When there is only one trail to follow the beginning part will be well marked, then the markers will be spaced out further, and markers will be at intersections and points where confusion might arise.

Signs tellin which way to go or which trail instructions to follow will be located on the trail. Carry your trail instructions with you on both days. Some signs will be just an arrow; some will give the distance to the next sign, or marker; some will tell you which instruction to follow. There will be no tape marking these parts of the trail. Just stay on the main trail or road the sign points out until you come to the next sign or marker.

Trail instructions on the back of the course schedule are not in numerical order. Number one is not the first instruction you will come to. This so the local boys wont be able to pre ride the course. Don't cut the course even though it may seem obvious to you -- you may miss a check point.

8. CHECK POINTS: There are two types of check points. One is the observed check where an observer is present to check you through and the other is ;ust a number tag check. Take a tag when you come to one of these and turn them in to the next observed check you come to. The object of these tag checks is to varify that you did not cut the course. Remember, turn your tags in at the next observed check, and not at the end of the day.

Oserved checks will remain open until every rider has passed through or is accounted for. The check points in the time keeping sections will be hidden somewhere in the section, you wont know where. The trials sections will have all the check points located at the end of the section.

At CP 4 on the second day will be the beginning of the tie breaker sections. You can rest as long as you like at CP 4 with out increasing your score. The clock will stop for you when you arrive. When you start section five, check out with the observer and the clock starts again, and will run thru section five and six, so if you think you may be tie ( we'll try to have the scores up to that point when you come in at CP 4) you can push thru the last two sections.

9. Gas: Two stops on the first day: CP 4 and CP 7  
" " " " second day: CP 2 and CP 4

You will notice on the schedule that time is allowed for gas. If you are not stopping for gas you can use the time to get ahead or rest.

Gas trucks for the first day will be at the starting line, and for the second day they will be at Mauna Kea State Park. It will be up to you to get your gas on the right truck. Bring enough gas for both days, two cans for the trail and reserve. Mark your gas can, and no gallon jugs please. The roads are very rough so bring metal containers or tough plastic, no Clorox bottles.

10. Riders Meeting: Sat. May 29, 6:00A.M. starting line  
Sun. May 30, 6:00 A.M. starting line

11. TECH INSPECTION: Right after you cross the finish line on the second day.

12. Penalties:
- Outside assistance, anyone other than the rider working on a bike --- 20 points
  - Pit riding around the park ----- 20
  - Starting your engine anywhere but in the ready area ----- 10
  - Missing a number tag ----- 10

Disqualifications will be by 2/3 vote of the referees . If you have a protest, state it to a referee as soon as possible.

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13. CAUTION: The greatest danger on this course is TRAFFIC!!!! At any time, on most sections a car, jeep, hunters walking, children playing, or dogs, can be expected. Be very careful on blind curves. Though it may be tempting to "play" on some of the cinder roads, that sweeping slider around a blind curve could cost you your life; at the very least, a complaint from an irrate citizen.

Some of the course is in or adjacent to hunting areas. For this reason, you must wear a red hunters vest, or bright red jersey. A game warden could give you a ticket - \$ 25.00 fine, if he can catch you.

Red ribbons mean danger is very near. Do not cross a red ribbon. Keep the trail markers on your right and the ribbon on your left. In lava fields stay close to the trail markers, stay on the trail if you break down, do not wander or try to take short cuts, if you fall through into a lava tube we will never find you.

14. DROPPING OUT: If you decide to drop out, go to the next observer and tell him. He will tell you how to get out, or get help for you if you need it. Do not just back up and go home without telling an official. You may quit the first day and still come back on the second day to try for a one day trophy.

Do not go riding around the mountain area. If you drop out, pack up and put your bike away. If you want to go fool around, go find another mountain, or come back on another weekend. Tell your friends not to bring their bikes so you can go scrambling on Monday, or so they can ride around and watch. We don't want anyone but the entries riding in the area. If we can relate them to you we'll disqualify you and bar you from entering any of our future events, and we'll appeal to B.I.M.A. for sanction against you. If you drop out and come back to the Park, stay on the marked trails or on the paved road.

15. CLASSES: Class A. -- Two-day riders  
Class B. -- one day riders

There are only a few bikes in 125cc, 175cc, & over 250cc so this year there will be no separate awards for these sizes. All riders will be competing together.

16. AWARDS: Trophies -- class A over all first through fifth places  
" class A & B first day and second day first through third.

NO TIES!

17. General Scoop: Camping out in the park is not allowed, nor are open fires. Guest, friends, well wishers, moral supporters etc. Are welcome to stay with you at the park. Their lodging and meals will be \$15.00 and the awards dinner will be \$5.00, or any combination of the two. People who are interested in following the event from CP to CP may follow along with the escort who will lead them from point to point.

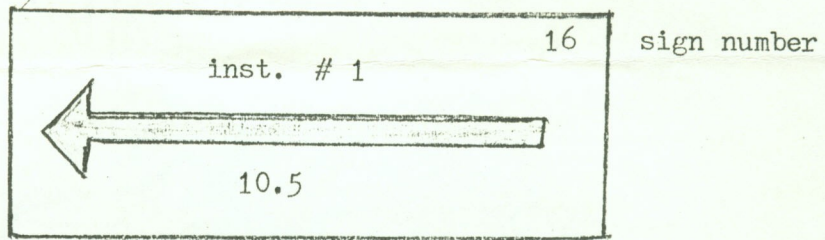
Bedding -- the park will furnish blankets and sheets, but if you are thin blooded you should bring a sleeping bag. Although it is fairly warm up there at this time of year.

Make copies of your instructions and water proof them.

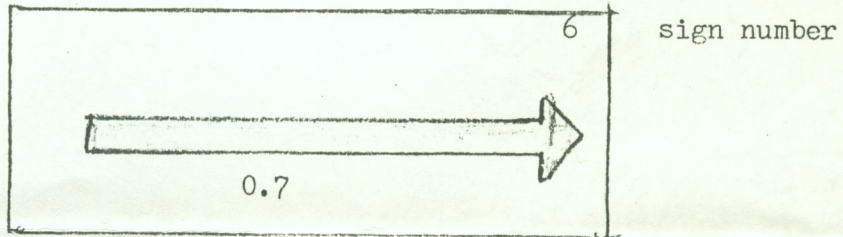
The first day will go from sea level to almost 10,000 ft. and the second day will be between 6,000 and 10,000 ft. elevation.

18. CONGRATULATIONS: to you, the rider who is entering this event. This will become the states classic motorcycle event each year. You have charter status for years to come, a benefit for you to enjoy and be proud of. You started the Rock Island 200, not us. All the work we have put into this event is nothing; it is you, on the starting line, that makes it all possible and worthwhile. If the spirit of " 76 " is alive at all in America today, it lives in the hearts of men like you. Aloha!

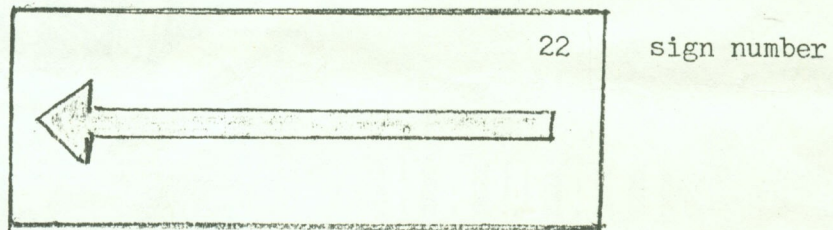
TRAIL SIGNS



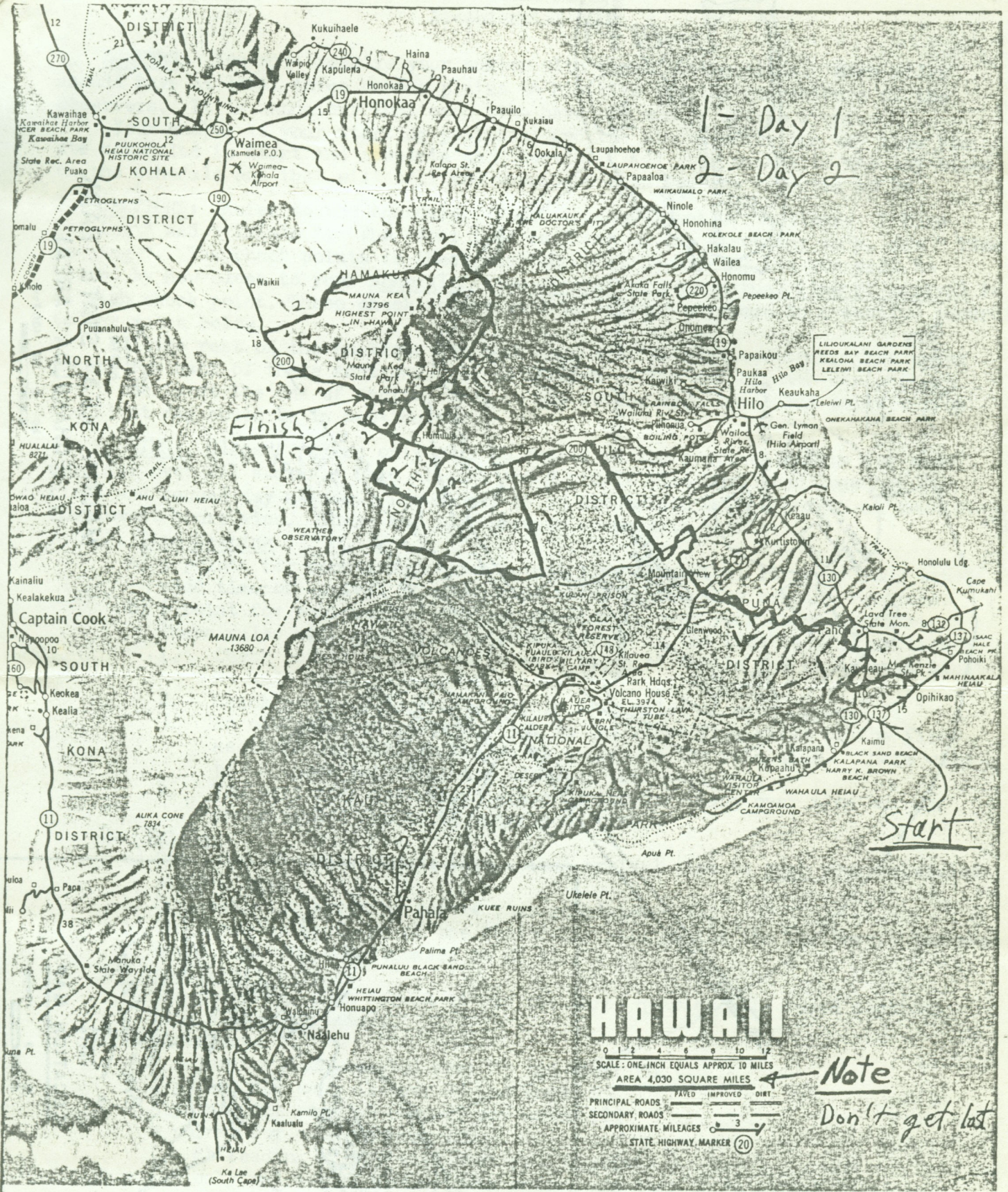
Go left  
Follow trail instruction 1 from this point  
Next marker: 10.5 miles



Go right  
Stay on this road to next marker: .7 mi.



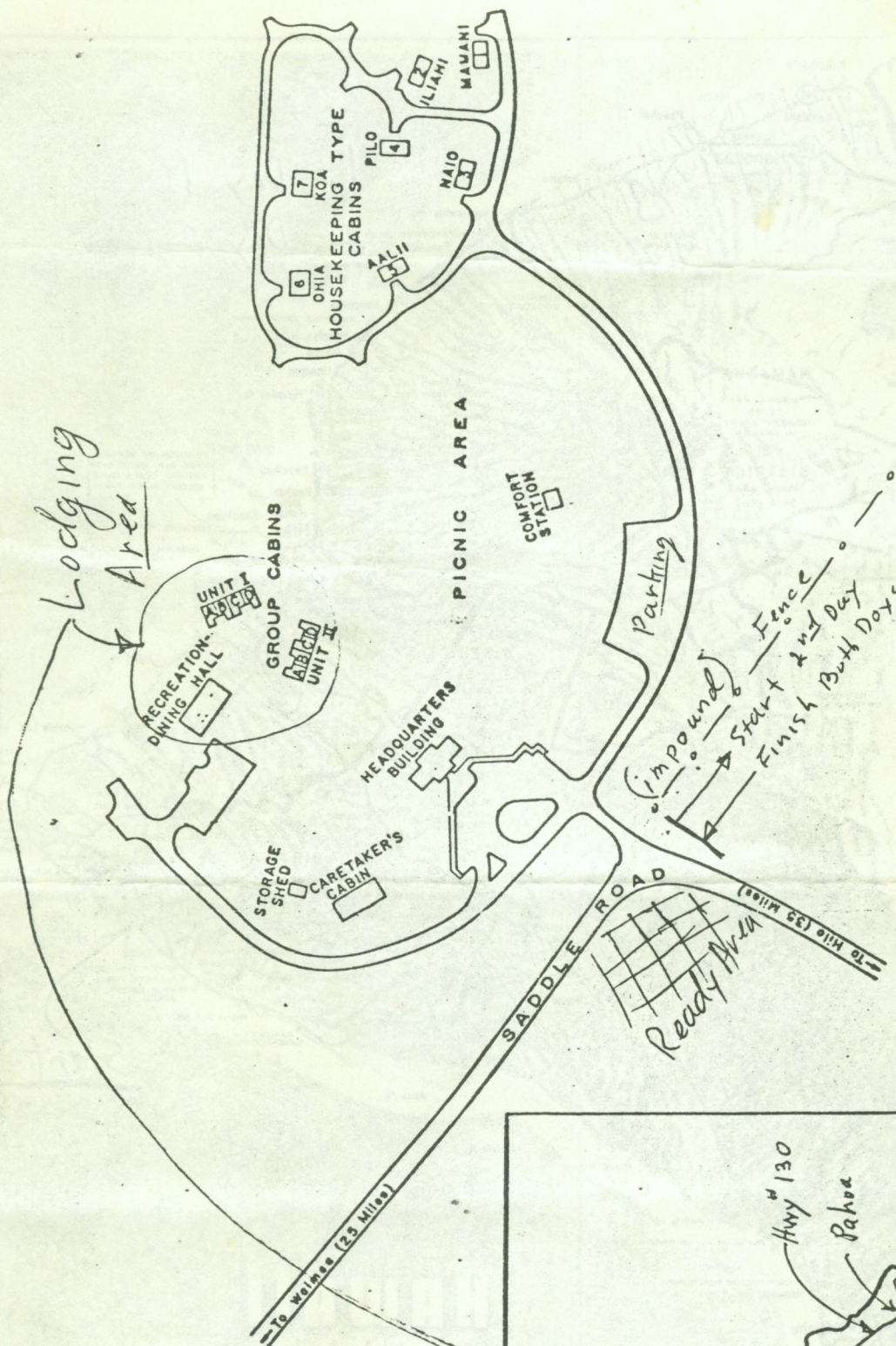
Go left, next sign or marker is a  
short distance this way, or go this way and follow  
markers,



1 - Day 1  
 2 - Day 2

Finish 1-2

Start



MAUNA KEA STATE PARK  
(POHAKULOA AREA)

NORTH

50 0 50 100 Feet

