

Instructions

Your number is at the upper right corner of this page. Put it on your bike and use it to make up your schedule.

KEY TIME: The starting time for each section. The time from which each rider's scheduled time at check points will be determined.

SCHEDULED TIME: Each rider's scheduled time is his number added to the key time. If the key time for a section or for the beginning of the event is 8:00, then rider no. 1 will start at 8:01, rider no. 2 at 8:02 and so on. Your scheduled time at a known check point is not when you should arrive, but when you should depart. Your scheduled time at secret check point is the time you should be passing a point on the course.

SECTION: A section is a measured distance to be traveled at a specified average speed or in a given time. There are no markers showing the division between sections. The end of one section is the beginning of the next. A section is not from one check point to the next. A section may be any length.

CHECK POINT: Observers will be stationed at various points along the course to record your time on their schedule sheets. These are check points where a sign will show the CP. number, its key time, the number of the rider whose minute is up, and a clock. There may be no CPs in a section, more than one in a section, or at the end of a section.

KNOWN CP: Will be shown on the schedule, with their mileage. All gas stops, rest stops, and the finish will be known. Riders will not be penalized for coming in early, but must wait for their number to come up before continuing, or they will be given two points penalty for each minute they leave early.

SECRET CP: Will be hidden and out of sight, and should appear as a surprise. Riders will be scored by their time of arrival at a secret CP -- one point for each minute late, after his grace minute; and two points for each minute early, no grace. Do not stop at secret CPs. But be sure you are recorded.

NUMBER TAG CP: Numbered tags inside a plastic jug marked with red, white, and blue ribbon. Take a tag from each one and turn them in at the next observed CP you come to. These tags will not be accepted at any other CP. They are to assure each rider rides the whole course. There will be a penalty for each number tag check you miss.

TIE BREAKER: One secret CP will record time to the nearest second. In case of a tie, the rider arriving closest to the middle of his minute wins. There will be only one for both days.

ODOMETER CHECK: A sign will be posted at the end of the first five miles for each day. It will allow you to check your odometer against the one that laid out the course. A half a tenth in five miles will put you a full mile off at the end of a hundred. Be accurate. No check points will be located within the first five miles or at the od. check, but may be located at the first possible point there after.

RULES: Known and secret CPs will be located on the exact whole tenth of a mile and on the whole minute, and will be not less than five miles apart. Number tag checks may be located anywhere on the course, and in plain sight.

SCORING: Observers will record all scores, riders do not need to carry cards. Your score will be the total of CP scores for both days, plus penalty points, plus noise test points, plus acceleration test points, + tech inspection points.

Awards will be given to third place for each displacement class, and down to fifth place for over all low scores. Displacement classes will be: 100cc and under, 101 to 200 cc, 200 to 300 cc, and open class for all over 300 cc.

There will be zero points for arriving or departing anytime during your minute. Points will be given only for arriving or departing early, or after your minute of grace is up.

Over time score will be given to riders arriving or leaving over sixty minutes late, at each CP. Your over time point is your scheduled time plus one hour. The most you can receive at any CP is 60 points. This will be the same score for missing a cp.

Noise Test: At a distance of fifty feet from the meter, the rider will rev his engine to about 75% of red line:

Under 86 db	0 points
86 to 90	3
90 to 95	6
95 to 100	12
100 to 106	24
over 106	will be disqualified and money refunded and not allowed to ride the course.

Acceleration Test: Riders will grouped in 20% increments, rounded to the nearest whole number. (i.e. 20% of 37 riders will be 7, and of 38 riders will be 8)

Group 1 - the fastest 20%	0 points
2 - 60 to 80%	2
3 - 40 to 60%	4
4 - 20 to 40%	6
5 - 1 to 20%	8

Tech Inspection: Held in the impound area after the finish of the second day. For each item missing, broken, not in tact, or otherwise unusable, one point will be added to your score.

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

* Bring your 1977 registration papers in case a protest is lodged against you. You must be able to prove legality.

Penalties: 10 points - for starting your engine anytime other than when your time comes on the ready line.
20 points - for using outside assistance, tools, or parts other than what you are carrying on your bike. Riders may help each other, lend tools and parts. Some one pushing your bike to bump start is not considered outside assistance if you have pushed your bike over the starting line.
60 points - missing a check point. Even if the observer misses you because you are in a group or your numbers are not visible.

Disqualification: For riding off course, i.e. before the starting line or after the finish line on both days, altering trail markers, unsportsman like conduct, or conduct that is an embarrassment or discredit to the sport or the host club. Disqualification will be by majority vote of the observers.

Protests against other riders or the course must be made within an hour after the last rider finishes. They may be oral. The scores for a Cp, special test, or penalty may be thrown out by a two-thirds vote of the observers.

Starting and finishing : The starting line will be fifty feet away from the ready line. Riders will line up with their bikes in two columns, starting on the ready line, odd numbers on the left and even numbers on the right. One minute before key time no. 1 and no. 2 will start their engines and move up to the starting line. They may ride up. At that time, riders no. 3 & 4 may start their engines. When no. one leaves, no. 3 will move up to the starting line, and no. 5 will move up to the ready line and start his engine. The same procedure for nos. 2 & 6 and so on. Do not start your engine till you get on the ready line. If you are not in line then the next rider will move up and start his engine, but will not move up to the starting line till his number is up on the board. This will be the same procedure for both days. Dependability of the machine is a very big factor in this event. Your bike should start and run. On the first day, no engines will be allowed to start within the impound before key starting time except those on the ready line and those being noise tested.

Noise tests will start two hours before key starting time, lower numbered bikes will be taken first. Those riders who store their bikes at the starting impound can have their testing done on the day before the start and avoid the rush. After a bike is tested a ribbon will be tied to the bars. No bike will be allowed to start without this ribbon.

On both days, if your bike doesn't start on the ready line or by the time your number is up to start, you must push it over the starting line and get it started. You will not be allowed to push it back to the "pits" to work on it. That will be considered "riding off course".

On both days, as each rider crosses the finish line, he must kill his engine and push his bike into the impound. There should be no engines running inside the park area.

Impound area: Bikes must be pushed in and out, no riding. No starting engines. Only riders allowed inside. Only Gas and oil containers may be taken inside. Closes at 6:00 P.M. on Sat. and opens at 6:00 A.M. on Sunday. After the finish on the second day all bikes must be left in the area until after the protest deadline. The tech inspection will be held in the impound after finish on the second day, and no work on bikes will be allowed before the protest deadline.

There will be two impound areas. One at the starting area on the first day, one at the finish. The finish impound will be the same for the second day, at Mauna Kea State Park. The starting impound will be the combined shops of Jensen Welding and Manukuki M/C. Bikes arriving Sat. morning must be pushed into the area. Air pumps, and tire tools will be furnished in the impound.

Trail markers and instructions: White surveyors ribbon on the right will mark the course at random intervals and at every intersection, junction, or turn off that might cause confusion. When there is only one trail to follow, the beginning will be well marked then the markings may discontinue, but keep going on that trail till you come to more marking. If there is no tag where you think there should be one, just keep going on the most used trail. Any radical changes in the trail will be marked with a sign. Disregard all other markers.

Signs tell which way to go and which trail instructions to follow will be located on the right. These will be white with red arrows. Above the arrow a number may shown, this is the instruction to follow at that point. Below the arrow will be a number to show the approximate distance to the next sign or marker. In the upper right corner of each sign will be a number to show our number for that sign, it has nothing to do with your instruction. There may be no marking tape on these sections of trail between signs, so follow the instructions and distances carefully. Just stay on the main trail or road the sign points out until you come to the next sign or marker. See the next page for samples of signs. Remember, the number above the arrow is the instruction to follow, and the number below the arrow is the distance to go for further instruction. Read all signs carefully!

Red ribbon means caution, danger is near, proceed with extreme care.

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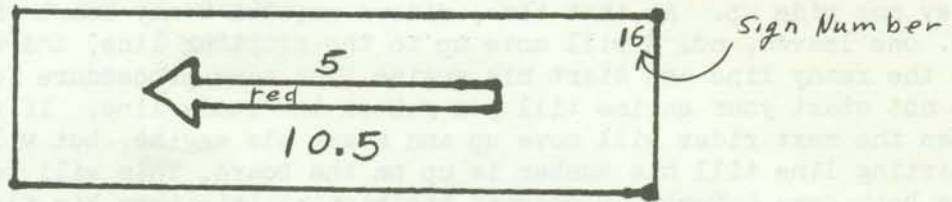
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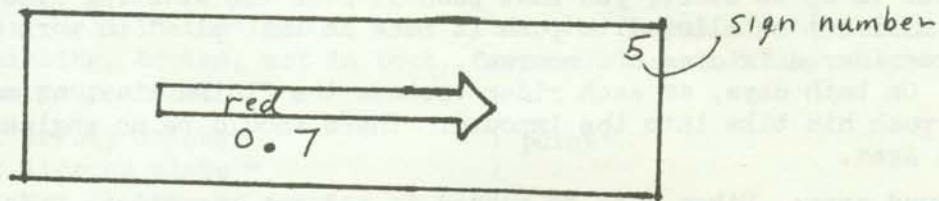
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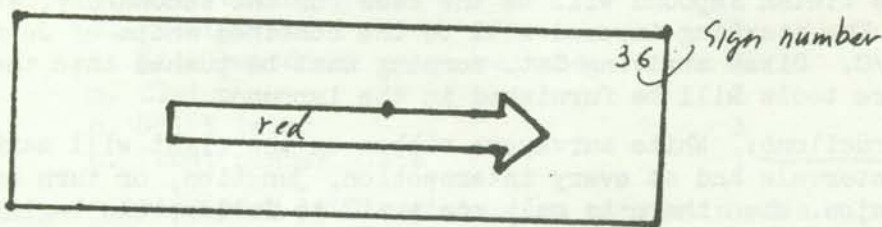
4.



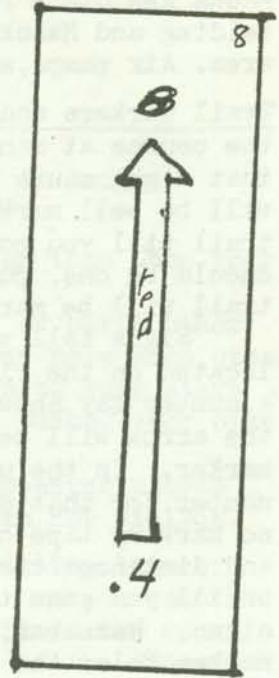
Go left
 Follow instruction number 5
 Next sign approximately 10.5 miles



Go right approximately .7 mile
 Stay on this trail to next marker or sign



Go this way and follow markers or signs. Stay on this trail



Go straight .4 mi
 follow instruction 8

Note: The top number is always the instruction. The bottom is the distance.

General: All bikes must have a current license plate, safety check, and brake light. Restricted use safety checks are acceptable. You do not need a rear view mirror. An odometer is not required to enter, but you can hardly do more than just go along for the ride without one. We expect everyone to ride at a safe speed and use good sense at all times.

Gas stops will be no more than 75 miles apart as shown on the schedule. They will be at CP 4 on the first day and CP 3 on the second day. On both days you will pass a gas station at about the 50 mile point so those who feel the need to can get gas there. Each rider must furnish his own gas and oil. We will take them in the gas truck to the gas checks. These checks will have water and juice, and sandwiches, and beer. A 30 minute break will be scheduled for each one, (one on each day) the air pump and tire tools will be there too.

Sweep bikes and trucks will make sure each rider is out before a section is left. Any rider not on the trail will be considered lost and the section will be closed. If he is unaccounted for at the end of the day a search will be started.

There will be a riders meeting a half hour before the start on each day.

Noise and spark suppression is very critical. If you are worried that your bike is too loud it probably is. Compare it to the 1975 250 CZ replica. It is 105 db at 50 feet to the rear. If your bike is that loud, save yourself some money and don't come. If a bike is louder than that we will give your \$25.00 back and not be allowed on the course.

Those shipping bikes over: we will be glad to pick them up and store them safely at the impound. We will even noise test them for you. The impound will be guarded at night. You are welcome to work as late as you want on your bikes in our shop. You can drop them off here for safe keeping any time before the event and leave them to be shipped back later. We'll be glad to take them down to the barge for you if you make the bookings.

The acceleration test again this year will be as high as we can get it. Last year it was at about 7,500 ft.; this year we have it up to 9,500 ft. level. What a difference 2,000 feet can make.

The pre-ride was a lot of fun. A stock Yam TT 500, sherpa T.350, Pioneer 250, and stock 175 enduro made it. The course seems dryer this year. We started right in Hilo, at 840 Leilani St. (the home of the Rock Island Riders) and did it just the way you'll be doing it in two consecutive days. The speeds and distances are right on. They will allow you to take the time to look around and enjoy some of the most beautiful and unusual scenery in the state, and at times require you to get down and dig to keep the time. Everyone will enjoy it, but like last year, skill, stamina, and reliability will win it - The ROCK ISLAND 200.

TRAIL INSTRUCTIONS

First Day

- No. 1 - Proceed 0.3 mi. to stop sign, go left 4.4 mi. to next trail sign.
- 2 - "Paradise Trail" be very careful of cracks and holes. No smoking. Watch for fire, if dry.
3. - Go 4.25 mi. to Hiway & turn right
Go .25 mi. to cinder road and turn left
Go 2.00 mi. & turn right
Go 3.7 mi. & turn left on Puahina
Go .25 mi. & turn right
Go .8 mi. to the hiway & turn left
4. - Panaewa Forest. Follow the white ribbons & watch for number tag checks. Caution, watch out for hunters and traffic.
5. - "Tree Planting Road" (T.P. Road ?)
6. - "Practise Trail" Follow the white ribbons, stay under the power line, watch for number tag checks. This is a switch-back section. Parts of the trail are very close to each other.
7. - "Turkey Shoot Trail" (T.S.Trail?)
8. - "Kulani Power Line" go 5.4 mi. & turn right; go 7.3 mi. & turn right
9. - "The Blue Ribbon Trail" a classic.
10. - At all times, take the advantage to look up, look around. If it's a clear day you can see the mountains from the the furthest point on the coast line. You can look across from one mountain to the other, and across the Waimea Valley, and over to Maui -- please, take the time to enjoy a beautiful ride.

Second Day

1. - "Mana Road" watch out for traffic. Most of all do not trust a steer or calf. They will bolt out in front of you at the last minute. Go very slowly through cattle. Please give the horses, or people on horses, and all vehicals the right of way and be courtious. Stay on the road, don't go riding in the pastures.
2. - "Mauna Kea Road" This is all hunting area. You will come to the highest point of the ride in the section. If you have any problems here, you are a long way from help. Again - fire is a big concern, and watch for hunters. See you on the other side.
3. - Same as instruction 10 above.