

Wayne

STAGE 1

	#	SECTION	SPD	LEN	ADJ MILE	ADJ MIN	START MILES	START KEYTIME	MILE /MIN
S	1	SEC 1 CP1	10	5			0.0	07:00:00	0.5 3
L	1	ST PALMS			0.74		0.7	07:04:26	0.5 3
L	1	MERGE B,C			1.2		1.2	07:07:12	0.5 3
L	1	END BERM TRL			2.28		2.3	07:13:41	0.5 3
L	1	2.9 MM			2.9		2.9	07:17:24	0.5 3
L	1	END TALL TREE 1			4.55		4.6	07:27:18	0.5 3
L	1	5.0 MM			5		5.0	07:30:00	0.5 3
S	2	SEC 2	15	6.5			5.0	07:30:00	0.5 2
C	2	STAINBACK			7		7.0	07:38:00	0.5 2
L	2	AFTER SPOOGE			8.85		8.9	07:45:24	0.5 2
L	2	MERGE B,C ON PLR			9.56		9.6	07:48:14	0.5 2
C	2	CP 2 (EMERGENCY)			10.5		10.5	07:52:00	0.5 2
L	2	PLR&PONDS			11.44		11.4	07:55:46	0.5 2
S	3	SEC 2	12	5.4			11.5	07:56:00	0.2 1
L	3	ST BACK TRL			13.25		13.3	08:04:45	0.2 1
L	3	R ON PLR			16.59		16.6	08:21:27	0.2 1
S	4	SEC 3	15	6.5			16.9	08:23:00	0.5 2
L	4	END ULUHI			22.17		22.2	08:44:05	0.5 2
L	4	A,B RESET TO 22.2			22.2		22.2	08:44:12	0.5 2
L	4	GAS BREAK			23.37		23.4	08:48:53	0.5 2
S	5	SEC 4	15	3.5		10	23.4	08:59:00	0.5 2
L	5	B BYPASS			26.47		26.5	09:11:17	0.5 2
S	6	SEC 5	12	0.2	22.2		26.9	09:13:00	0.2 1
L	6	A BREAK			27.1		27.1	09:14:00	0.2 1
S	7	SEC 6	15	6		5	27.1	09:19:00	0.5 2
L	7	MERGE B'S			28.36		28.4	09:24:02	0.5 2
C	7	CP 3			29.1		29.1	09:27:00	0.5 2
L	7	COBBLE, C BYPASS			30.15		30.2	09:31:12	0.5 2
L	7	L ON WATERFALL			32.93		32.9	09:42:19	0.5 2
S	8	SEC 7	12	4.8			33.1	09:43:00	0.2 1
L	8	R ON TPR			36.87		36.9	10:01:51	0.2 1
L	8	ST UP LOOP			37.13		37.1	10:03:09	0.2 1
S	9	SEC 8	14	6.3			37.9	10:07:00	0.7 3
L	9	C BYPASS			38.41		38.4	10:09:11	0.7 3
L	9	CROSS TPR			38.93		38.9	10:11:25	0.7 3
L	9	B BYPASS			39.19		39.2	10:12:32	0.7 3
L	9	START LOG TRL			40.04		40.0	10:16:10	0.7 3
L	9	END LOG 2			40.56		40.6	10:18:24	0.7 3
L	9	ST TRENCH HILL			41.3		41.3	10:21:34	0.7 3
L	9	END TRENCH HILL ON PLR			41.8		41.8	10:23:43	0.7 3
L	9	R OFF PLR			42.32		42.3	10:25:57	0.7 3
L	9	MERGE B'S			43.36		43.4	10:30:24	0.7 3
L	9	MERGE C'S			44.17		44.2	10:33:52	0.7 3
C	9	CP 4			44.2		44.2	10:34:00	0.7 3
S	10	SEC 9	10	3			44.2	10:34:00	0.5 3
L	10	ABC RST TO 46.6			44.3		44.3	10:34:36	0.5 3
C	10	LUNCH CP5			47.2		47.2	10:52:00	0.5 3
S	11	SEC 10 CP6	18	5.4		60	47.2	11:52:00	0.3 1
L	11	OVER BERM			50		50.0	12:01:20	0.3 1
L	11	ST PRISON TRL			52.61		52.6	12:10:02	0.3 1
L	11	END PRISON TRL			54.14		54.1	12:15:08	0.3 1
L	11	BONEYARD GATE			54.61		54.6	12:16:42	0.3 1
S	12	SEC 11	6	2	22.2		52.6	12:10:00	0.1 1
S	13	SEC 12	18	12			54.6	12:30:00	0.3 1
L	13	UP PRISON GATE			58.08		58.1	12:41:36	0.3 1
L	13	END FLOW			59.9		59.9	12:47:40	0.3 1
C	13	CP 7 SECRET FINISH			63.6		63.6	13:00:00	0.3 1
L	13	AB RST TO 66.6			63.7		63.7	13:00:20	0.3 1
S	14	FINISH					66.6	13:10:00	ERR ERR

B STAGE 1				ADJ	ADJ START	START				
T	#	SECTION	SPD	LEN	MILE	MIN	MILES	KEYTIME	MILE	/MIN
S	1	SEC 1 CP 1	10	5			0.0	07:00:00	0.5	3
L	1	A' ST PALMS			0.74		0.7	07:04:26	0.5	3
L	1	MERGE WITH A			1.2		1.2	07:07:12	0.5	3
L	1	END BERM TRL			2.28		2.3	07:13:41	0.5	3
L	1	2.9 MM			2.9		2.9	07:17:24	0.5	3
L	1	END TALL TREE 1			4.55		4.6	07:27:18	0.5	3
L	1	5.0 MM			5		5.0	07:30:00	0.5	3
S	2	SEC 2	15	6.5			5.0	07:30:00	0.5	2
L	2	STAINBACK			7		7.0	07:38:00	0.5	2
L	2	B,C RST TO 9.5			9.5		9.5	07:48:00	0.5	2
L	2	MERGE WITH A'S, ON PLR			9.56		9.6	07:48:14	0.5	2
C	2	CP 2 (EMERGENCY)			10.5		10.5	07:52:00	0.5	2
L	2	PLR&PONDS			11.44		11.4	07:55:46	0.5	2
S	3	SEC 2	12	5.4			11.5	07:56:00	0.2	1
L	3	ST BACK TRL			13.25		13.3	08:04:45	0.2	1
S	4	SEC 3	15	6.5			16.9	08:23:00	0.5	2
L	4	END ULUHI			22.17		22.2	08:44:05	0.5	2
L	4	A,B RESET TO 22.2			22.2		22.2	08:44:12	0.5	2
L	4	GAS BREAK			23.37		23.4	08:48:53	0.5	2
S	5	SEC 4	15	3.5		10	23.4	08:59:00	0.5	2
L	5	B BYPASS			26.47		26.5	09:11:17	0.5	2
S	6	SEC 5	12	0.2	22.2		26.9	09:13:00	0.2	1
L	6	A BREAK			27.1		27.1	09:14:00	0.2	1
S	7	SEC 6	15	6		5	27.1	09:19:00	0.5	2
L	7	B RESET TO 28.3			28.3		28.3	09:23:48	0.5	2
L	7	MERGE WITH A'S			28.36		28.4	09:24:02	0.5	2
C	7	CP 3			29.1		29.1	09:27:00	0.5	2
L	7	COBBLE, C BYPASS			30.15		30.2	09:31:12	0.5	2
L	7	L ON WATERFALL			32.93		32.9	09:42:19	0.5	2
S	8	SEC 7	12	4.8			33.1	09:43:00	0.2	1
L	8	R ON TPR			36.87		36.9	10:01:51	0.2	1
L	8	ST UP LOOP			37.13		37.1	10:03:09	0.2	1
S	9	SEC 8	14	6.3			37.9	10:07:00	0.7	3
L	9	C BYPASS			38.41		38.4	10:09:11	0.7	3
L	9	CROSS TPR			38.93		38.9	10:11:25	0.7	3
L	9	B BYPASS			39.19		39.2	10:12:32	0.7	3
L	9	B RESET TO 43.3			43.3		43.3	10:30:09	0.7	3
L	9	MERGE WITH A'S			43.36		43.4	10:30:24	0.7	3
L	9	MERGE C'S			44.17		44.2	10:33:52	0.7	3
C	9	CP 4			44.2		44.2	10:34:00	0.7	3
S	10	SEC 9	10	3			44.2	10:34:00	0.5	3
L	10	ABC RST TO 46.6			44.3		44.3	10:34:36	0.5	3
C	10	LUNCH CP 5			47.2		47.2	10:52:00	0.5	3
S	11	SEC 10 CP 6	18	5.4		60	47.2	11:52:00	0.3	1
L	11	OVER BERM			50		50.0	12:01:20	0.3	1
L	11	ST PRISON TRL			52.61		52.6	12:10:02	0.3	1
L	11	END PRISON TRL			54.14		54.1	12:15:08	0.3	1
L	11	GATE			54.61		54.6	12:16:42	0.3	1
S	12	SEC 11	6	2	22.2		52.6	12:10:00	0.1	1
S	13	SEC 12	18	12			54.6	12:30:00	0.3	1
L	13	UP PRISON GATE			58.08		58.1	12:41:36	0.3	1
L	13	END FLOW			59.9		59.9	12:47:40	0.3	1
C	13	CP 7 SECRET FINISH			63.6		63.6	13:00:00	0.3	1
L	13	AB RST TO 66.6			63.7		63.7	13:00:20	0.3	1
S	14	FINISH					66.6	13:10:00	ERR	ERR

C STAGE 1				ADJ	ADJ START	START				
T	#	SECTION	SPD	LEN	MILE	MIN	MILES	KEYTIME	MILE	/MIN
S	1	SEC 1 CP 1	10	4.5			0.0	07:00:00	0.5	3
L	1	A' ST PALMS			0.74		0.7	07:04:26	0.5	3
L	1	MERGE WITH A			1.2		1.2	07:07:12	0.5	3
L	1	END BERM TRAIL			2.28		2.3	07:13:41	0.5	3
L	1	2.9 MM			2.9		2.9	07:17:24	0.5	3
S	2		12	1			4.5	07:27:00	0.2	1
L	2	END TALL TREE 1			4.55		4.6	07:27:15	0.2	1
S	3	SEC 2	15	6			5.5	07:32:00	0.5	2
L	3	STAINBACK			7.85		7.9	07:41:24	0.5	2
L	3	C'S REACH RST BOARD			8.42		8.4	07:43:41	0.5	2
L	3	B,C RST TO 9.5			9.5		9.5	07:48:00	0.5	2
L	3	MERGE WITH A'S, ON PLR			9.56		9.6	07:48:14	0.5	2
C	3	CP 2 (EMERGENCY)			10.5		10.5	07:52:00	0.5	2
L	3	PLR&PONDS			11.44		11.4	07:55:46	0.5	2
S	4	SEC 2	12	5.4			11.5	07:56:00	0.2	1
L	4	A'S HIT PLR			16.59		16.6	08:21:27	0.2	1
S	5	SEC 3	15	6.5			16.9	08:23:00	0.5	2
L	5	BOTTOM ICHI GRASS			18.7		18.7	08:30:12	0.5	2
L	5	C-RESET TO 27.4			27.4		27.4	09:05:00	0.5	2
S	6	SEC 4	15	3.5		10	23.4	08:59:00	0.5	2
S	7	SEC 5	12	0.2	22.2		26.9	09:13:00	0.2	1
S	8	SEC 6	15	6		5	27.1	09:19:00	0.5	2
L	8	MERGE B'S			28.36		28.4	09:24:02	0.5	2
C	8	CP 3			29.1		29.1	09:27:00	0.5	2
L	8	LEFT ON COBBLE			30.15		30.2	09:31:12	0.5	2
S	9	SEC 7	12	4.8			33.1	09:43:00	0.2	1
S	10	SEC 8	14	6.3			37.9	10:07:00	0.7	3
L	10	C RESET TO 43.1			43.1		43.1	10:29:17	0.7	3
L	10	MERGE WITH A,B			44.17		44.2	10:33:52	0.7	3
C	10	CP 4			44.2		44.2	10:34:00	0.7	3
S	11	SEC 9	10	3			44.2	10:34:00	0.5	3
L	11	ABC RST TO 46.6			44.3		44.3	10:34:36	0.5	3
C	11	LUNCH CP 5			47.2		47.2	10:52:00	0.5	3
S	12	SEC 10 CP 6	6	2.6		60	47.2	11:52:00	0.1	1
L	12	AT A UP LOOP			47.46		47.5	11:54:36	0.1	1
L	12	C RESTART			47.5		47.5	11:55:00	0.1	1
S	13	SEC 11	12	11.6			49.8	12:18:00	0.2	1
C	13	FINISH CP 7			58.4		58.4	13:01:00	0.2	1
L	13	RESET TO 61.4			58.5		58.5	13:01:30	0.2	1
S	14	FINISH					61.4	13:16:00	ERR	ERR

A STAGE 2

T	#	SECTION	SPD	LEN	ADJ MILE	ADJ MIN	START MILES	START KEYTIME	MILE	/MIN
S	1	SEC 1 CP1	20	32			0.0	14:00:00	1	3
C	1	CP 2			3		3.0	14:09:00	1	3
S	2	SEC 2	14	13.3			32.0	15:36:00	0.7	3
L	2	RESET TO 33.4			32		32.0	15:36:00	0.7	3
L	2	PUU LAU			33.4		33.4	15:42:00	0.7	3
L	2	R ON PLR			40		40.0	16:10:17	0.7	3
C	2	CP 3			41.1		41.1	16:15:00	0.7	3
S	3	FINISH CP4					45.3	16:33:00	ERR	ERR

B STAGE 2

T	#	SECTION	SPD	LEN	ADJ MILE	ADJ MIN	START MILES	START KEYTIME	MILE	/MIN
S	1	SEC 1 CP 1	12	7			27.1	15:10:00	0.2	1
S	2	SEC 2	14	11.2		1	34.1	15:45:00	0.7	3
C	2	CP 3			41.1		41.1	16:15:00	0.7	3
S	3	FINISH CP 4					45.3	16:33:00	ERR	ERR

C STAGE 2

T	#	SECTION	SPD	LEN	ADJ MILE	ADJ MIN	START MILES	START KEYTIME	MILE	/MIN
S	1	SEC 1 CP 1	12	7			27.1	15:10:00	0.2	1
S	2	SEC 2	14	11.2		1	34.1	15:45:00	0.7	3
C	2	CP 3			41.1		41.1	16:15:00	0.7	3
S	3	FINISH CP 4					45.3	16:33:00	ERR	ERR

A STAGE 3

T	#	SECTION	SPD	LEN	ADJ MILE	ADJ MIN	START MILES	START KEYTIME	MILE	/MIN
S	1	SEC 1 CP 5	18	30.9			0.0	08:00:00	0.3	1
C	1	CP 6			3.3		3.3	08:11:00	0.3	1
S	2	SEC 2	20	5			30.9	09:43:00	1	3
L	2	RESET TO 31.5			31.5		31.5	09:44:48	1	3
C	2	CP 7			32.9		32.9	09:49:00	1	3
S	3	FINISH CP 8					35.9	09:58:00	ERR	ERR

B STAGE 3

T	#	SECTION	SPD	LEN	ADJ MILE	ADJ MIN	START MILES	START KEYTIME	MILE	/MIN
S	1	SEC 1 CP 5	18	30.9			0.0	08:00:00	0.3	1
C	1	CP 6			3.3		3.3	08:11:00	0.3	1
S	2	SEC 2	20	5			30.9	09:43:00	1	3
L	2	RESET TO 31.5			31.5		31.5	09:44:48	1	3
C	2	CP 7			32.9		32.9	09:49:00	1	3
S	3	FINISH CP 8					35.9	09:58:00	ERR	ERR

C STAGE 3

T	#	SECTION	SPD	LEN	ADJ MILE	ADJ MIN	START MILES	START KEYTIME	MILE	/MIN
S	1	SEC 1 CP 5	12	2.2			0.0	08:00:00	0.2	1
S	2	SEC 2	15	16			2.2	08:11:00	0.5	2
I	2	JUNC WITH SKYLINE			5.32		5.3	08:23:29	0.5	2
L	2	WATER TANKS			8.02		8.0	08:34:17	0.5	2
L	2	WASH OUT			8.95		9.0	08:38:00	0.5	2
L	2	JUNC WITH H.P. TRAIL			12.45		12.5	08:52:00	0.5	2
C	2	FINISH CP 6			14.2		14.2	08:59:00	0.5	2
L	2	RESET TO 18.2			18.2		18.2	09:15:00	0.5	2
S	3	FINISH			18.2		18.2	09:15:00	ERR	ERR

A STAGE 4				ADJ	ADJ	START	START			
T	#	SECTION	SPD	LEN	MILE	MIN	MILES	KEYTIME	MILE	/MIN
S	1	SEC 1 CP 1	18	9.6			0.0	10:58:00	0.3	1
L	1	UP LOOP			8.64		8.6	11:26:48	0.3	1
S	2	SEC 2	14	4.9			9.6	11:30:00	0.7	3
L	2	S1 B' BYPASS			10.7		10.7	11:34:43	0.7	3
L	2	END BYPASS			10.96		11.0	11:35:50	0.7	3
C	2	CP 2			11.7		11.7	11:39:00	0.7	3
L	2	ABC RST TO 14.1			11.8		11.8	11:39:26	0.7	3
S	3	SEC 3	12	0.2			14.5	11:51:00	0.2	1
L	3	LUNCH CP 3			14.7		14.7	11:52:00	0.2	1
S	4	SEC 4 CP 4	14	9.1		60	14.7	12:52:00	0.7	3
L	4	B,C BYPASS			14.93		14.9	12:52:59	0.7	3
L	4	MERGE			15.8		15.8	12:56:43	0.7	3
L	4	B,C BYPASS			16.33		16.3	12:58:59	0.7	3
L	4	MERGE			17.86		17.9	13:05:33	0.7	3
L	4	C BYPASS ON TPR			18.79		18.8	13:09:32	0.7	3
L	4	A,B RESET			20		20.0	13:14:43	0.7	3
L	4	END HYPO			23.96		24.0	13:31:41	0.7	3
S	5	SEC 5	16	6.4			23.8	13:31:00	0.8	3
L	5	R ON-PLR			24.23		24.2	13:32:37	0.8	3
C	5	CP 5			26.2		26.2	13:40:00	0.8	3
L	5	OFF STAINBACK			27.37		27.4	13:44:23	0.8	3
L	5	C BYPASS			27.68		27.7	13:45:33	0.8	3
L	5	MERGE C'S			30.91		30.9	13:57:40	0.8	3
S	6	SEC 6	12	2.4			30.2	13:55:00	0.2	1
C	6	CP 6			32.2		32.2	14:05:00	0.2	1
L	6	QUARRY			32.21		32.2	14:05:03	0.2	1
S	7	SEC 7	16	4.8			32.6	14:07:00	0.8	3
L	7	R TO MAKAI			34.53		34.5	14:14:14	0.8	3
L	7	MERGE C'S			35.24		35.2	14:16:54	0.8	3
S	8	FINISH CP 7					37.4	14:25:00	ERR	ERR

B STAGE 4				ADJ	ADJ	START	START		
T	# SECTION	SPD	LEN	MILE	MIN	MILES	KEYTIME	MILE	/MIN
S	1 SEC 1 CP 1	18	9.6			0.0	10:58:00	0.3	1
L	1 UP LOOP			8.64		8.6	11:26:48	0.3	1
S	2 SEC 2	14	4.9			9.6	11:30:00	0.7	3
L	2 BYPASS			10.7		10.7	11:34:43	0.7	3
L	2 END BYPASS			10.96		11.0	11:35:50	0.7	3
C	2 CP 3			11.7		11.7	11:39:00	0.7	3
L	2 ABC RST TO 14.1			11.8		11.8	11:39:26	0.7	3
S	3 SEC 3	12	0.2			14.5	11:51:00	0.2	1
L	3 LUNCH CP 4			14.7		14.7	11:52:00	0.2	1
S	4 SEC 4 CP 5	14	9.1		60	14.7	12:52:00	0.7	3
L	4 BYPASS			14.93		14.9	12:52:59	0.7	3
L	4 MERGE			15.81		15.8	12:56:45	0.7	3
L	4 BYPASS			16.33		16.3	12:58:59	0.7	3
L	4 MERGE			18.86		18.9	13:09:50	0.7	3
L	4 C BYPASS ON TPR			18.79		18.8	13:09:32	0.7	3
L	4 B RESET RO 20.0			20		20.0	13:14:43	0.7	3
L	4 END HYPO			23.96		24.0	13:31:41	0.7	3
S	5 SEC 5	16	6.4			23.8	13:31:00	0.8	3
L	5 R ON PLR			24.23		24.2	13:32:37	0.8	3
C	5 CP 5			26.2		26.2	13:40:00	0.8	3
L	5 OFF STAINBACK			27.37		27.4	13:44:23	0.8	3
L	5 C BYPASS			27.68		27.7	13:45:33	0.8	3
L	5 MERGE C'S			30.91		30.9	13:57:40	0.8	3
S	6 SEC 6	12	2.4			30.2	13:55:00	0.2	1
C	6 CP 6			32.2		32.2	14:05:00	0.2	1
L	6 QUARRY			32.21		32.2	14:05:03	0.2	1
S	7 SEC 7	16	4.8			32.6	14:07:00	0.8	3
L	7 R TO MAKAI			34.53		34.5	14:14:14	0.8	3
L	7 MERGE C'S			35.24		35.2	14:16:54	0.8	3
S	8 FINISH CP 7					37.4	14:25:00	ERR	ERR

C STAGE 4				ADJ	ADJ	START	START			
T	#	SECTION	SPD	LEN	MILE	MIN	MILES	KEYTIME	MILE	/MIN
S	1	SEC 1 CP 1	18	9.6			0.0	10:58:00	0.3	1
L	1	UP LOOP A,B			8.6		8.6	11:26:40	0.3	1
L	1	RESET TO 10.6			9.1		9.1	11:28:20	0.3	1
S	2	SEC 2	14	4.9			9.6	11:30:00	0.7	3
L	2	R ON COBBLESTONE			10.74		10.7	11:34:53	0.7	3
L	2	JUNC WITH UP LOOP			10.97		11.0	11:35:52	0.7	3
L	2	JUNC WITH A,B			11.69		11.7	11:38:57	0.7	3
C	2	CP 2			11.7		11.7	11:39:00	0.7	3
L	2	ABC RST TO 14.1			11.8		11.8	11:39:26	0.7	3
S	3	SEC 3	12	0.2			14.5	11:51:00	0.2	1
L	3	LUNCH CP 3			14.7		14.7	11:52:00	0.2	1
S	4	SEC 4 CP 4	14	9.1		60	14.7	12:52:00	0.7	3
L	4	BYPASS			14.8		14.8	12:52:26	0.7	3
L	4	MERGE			15.7		15.7	12:56:17	0.7	3
L	4	BYPASS			16.2		16.2	12:58:26	0.7	3
L	4	C BYPASS ON TPR			18.79		18.8	13:09:32	0.7	3
S	5	SEC 5	16	6.4			23.8	13:31:00	0.8	3
L	5	C RESET TO 24.2 ON PLR			24.2		24.2	13:32:30	0.8	3
L	5	MERGE WITH A,B			24.23		24.2	13:32:37	0.8	3
C	5	CP 5			26.2		26.2	13:40:00	0.8	3
L	5	OFF STAINBACK			27.37		27.4	13:44:23	0.8	3
S	6	SEC 6	12	2.4			30.2	13:55:00	0.2	1
L	6	C RESET TO 30.9			30.9		30.9	13:58:30	0.2	1
L	6	MERGE WITH A,B			30.91		30.9	13:58:33	0.2	1
C	6	CP 6			32.2		32.2	14:05:00	0.2	1
L	6	QUARRY			32.21		32.2	14:05:03	0.2	1
S	7	SEC 7	16	4.8			32.6	14:07:00	0.8	3
L	7	C RESET TO 35.0			35		35.0	14:16:00	0.8	3
L	7	MERGE WITH A,B			35.24		35.2	14:16:54	0.8	3
S	8	FINISH CP 7					37.4	14:25:00	ERR	ERR

THE MAUNA KEA 200 ENDURO

Rules

*Corrections or clarification of the rules may be made by the Club at the riders meeting the Friday before the event.

I. RIDERS AND ELIGIBILITY

A. General:

(1) Any person 18 years and older is eligible to enter (A person less than 18 years of age may participate if accompanied on the ride by an adult chaperon, who will be responsible for his/hers safety. The entries must be sent under the same cover with the entry of the chaperon rider and a notarized statement from the legal guardian, acknowledged by the chaperon, designating such person as guardian, for the purpose of entering the event.) All participants must be current AMA members and have a valid motorcycle operators permit.

B. Riders and Classification:

(1) **DISPLACEMENT CLASSES:** As described on the entry forms, normally: 0 to 200cc 201 to 250cc 251 to Open.

(2) **RIDER CLASSIFICATION:** The course is designed with the 'A' Class rider in mind. A 'B' and 'C' Class course, if offered, is to allow average riders to participate. Riders will classify themselves as 'A' or 'B' or 'C' to determine which course they will follow and how they will qualify for awards. 'A' Class riders are eligible for full overall, displacement, and team awards. 'B' and 'C' Class riders are eligible for awards as designated by the Club based on number of entries for these classes.

C. Entries:

The event is an invitational event. The Club sets a maximum number of entries for each event. Entries are subject to acceptance by the Club. Previous years participants are given first consideration in case of equally qualified entries. Starting positions are determined by one or more random drawings of entries received as of specific dates. The cutoff dates for drawings are announced in the entry mailout.

D. Fees:

Individual and team entry fees are set for each event by the Club. All fees must be paid with the entry.

E. Equipment and apparel:

All motorcycles must be street legal within the requirements of the State of Hawaii. Three number plates approx. 9"X10" are required. The numbers shall be of a contrasting color. They must be securely mounted on the sides and front of the bike so they are clearly visible. They will show only the number assigned by the Club when you get your schedule. All riders must wear a DOT approved helmet, gloves, long sleeve shirt, shatterproof eye protection, protective pants, and protective boots. It is the riders sole responsibility to select helmet and apparel which will provide appropriate protection. Motorcycles may be subject to a pre-ride safety inspection to assure compliance with minimum standards. Any motorcycles not meeting these minimum requirements will not be allowed to start. Among the items checked will be the following:

1. Current license plate
2. Operators permit
3. Headlight
4. Tail light
5. Brake light
6. Horn (not a bell)
7. Rear view mirror
8. Exhaust system
9. Rear brake
10. Front brake
11. Ignition shorting switch or compression release
12. Clutch
13. Shift lever
14. Forestry Approved Spark Arrestor/muffler (min 2" diameter)

II. PRIZES

The entry form will describe the awards.

III. EVENT

A. Description

(1) The Mauna Kea 200 is a meet where speed is not the determining factor and where a time schedule has to be maintained. It is conducted primarily over little-used roads, trails, footpaths, and all other type of terrain. Public roads are used as little as possible to connect sections of trails.

a. It is a two day event of approximately 200 miles. Scheduled riding time is less than twelve hours per day.

b. The course is clearly marked with colored surveyor ribbons as follows: A Class - pink. B Class - blue. C Class - yellow. White will be used as a contrasting color if the pink, blue or yellow occurs alone. Trail hazard - red. Safety Section - red and white.

TRAIL MARKERS: Surveyor's 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 tagged, then the tags may thin out. If there is not a marking where you think there should be one, just continue on the most used trail. Any radical changes in the trail will be well marked. Disregard all other colors or types of markings. The ribbons will always be on the riders right except in special circumstances in which case the riders will be clearly informed. Turns in the trail will normally be tagged with three sets of ribbons immediately before the turn and three sets immediately after

the turn, always on the right of the rider. Paying close attention to this tagging pattern will allow the rider to recognize that he is entering a tagged trail from off course. There may be sections of trail that come close enough to another section that a rider who misses a turn may intercept the other section. It is important that the riders know how to read the ribbons, as no allowance will be made for missing the course in this manner.

Signs may sometimes be used to show which way to go. These signs will all be white with red arrows. Above the arrow a number may be shown. This is the special instruction to follow at that point. These special instructions will be identified on the schedule. A number below the arrow shows the distance to the next sign. There may be no marking ribbons in sections between the signs so follow the instructions and distance carefully. Make notes so you will know when to look for the next sign. Just stay on the main trail or road the sign points out until you come to the next sign.

(2) Definitions:

EMERGENCY CHECK –the same as a secret check, except that minutes and seconds are recorded, and used to breaking ties.

GAS –Gas may or may not be designated on the schedule. If it is shown on the schedule it will be considered a known checkpoint and may also have a break time as designated on the schedule. Gas may also be located anywhere on the trail at locations not indicated on the schedule. In this case it will not be a checkpoint and will not have any break time, although it may be located immediately after a secret check point. Forty mile heavy service gas capacity for your motorcycle is mandatory.

KEY TIME: The starting time for each section. The time from which each rider's scheduled time at check points will be determined. Each riders scheduled time at any point in the trail is his riding number added to the keytime.

KNOWN CHECK –a checkpoint whose location is known to all participants

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

OBSERVATION CHECK –an unknown checkpoint where no penalty for time shall be recorded. However, at any timed checking station, if a rider is more than 15 minutes ahead of his schedule, more than one hour and 59 seconds late or has cut the course, he will be disqualified at that point. An observation check may be placed anywhere on the trail.

ODOMETER CHECK: A sign will be posted showing the exact mileage to a point on the course (normally 2.9 miles) from the starting line. This will allow you to verify your odometer. Timed checks will not be located before or at the odometer check.

SAFETY SECTION: A section of the trail identified as needing extra caution on the part of the rider and/or requiring a controlled speed. It will be identified with a red sign with white lettering indicating the speed limit (a speed limit sign will be used only if a speed less than the scheduled speed is required, otherwise the scheduled speed will be the speed limit for the section) and red and white ribbons in combination for the duration of the section. A safety section is not shown in the schedule and may occur anywhere in the trail. Observers may be posted to stop the riders for a road crossing or to enforce the speed limit either by observation or elapsed time through the section. Exceeding the speed limit or 'exhibition of speed' will be considered a safety violation and subject to penalty or disqualification.

SCHEDULED TIME: Each rider's scheduled time is his number added to the key time. This is "his minute". There is no score for arriving or departing during your minute. If the key time for a section or for the start of the event is 08:00, then riders numbered 1A, 1B, 1C will start at 08:01. Riders numbered 2A, 2B, 2C will start at 08:02, and so on.

SECRET CHECK –an unknown timed checkpoint. DO NOT loiter at secret CPs. You may stop just long enough to make sure that you are recorded correctly. Loiterers will be penalized.

SECTION: A section is a measured distance to be traveled at a specified average speed, or in a given period of 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 checkpoint to the next, although a CP may be located at the end of a section. Sections may be of any length and traverse any type of terrain.

TIMED CHECK –any secret check, emergency check, or known check. A timed check is used for scoring purposes. Its keytime and location will be computed from the start of a section in whole tenths of a mile and whole minutes.

B. Program

(1) General

a. The persons who actually lay out the course, mark it, or who in any way may gain an unfair advantage in knowing the course or check placement by their involvement in the club are prohibited from participation. No rider may ride on a marked course after the schedule has been mailed out by the Club (normally two weeks before the event) except during the event under penalty of disqualification.

b. Riders must comply with all local and state laws, ordinances, regulations and speed limits, and a valid drivers license to be shown on request to the officials of the meet. Any rider who is observed violating a safety regulation specifically –entering a traveled public way without stopping may be disqualified on the spot by a qualified, identified official of the club. A moving violation citation received from a law enforcement officer will bring immediate disqualification to the rider involved.

c. The motorcycle shall cover the course by the power of the motor or the muscular energy of the rider. Towing as well as outside assistance is prohibited. Riders may assist each other on any part of the course, except that a rider who ceases to be a contestant may not assist any other rider.

d. A schedule will be furnished to all riders normally two weeks in advance by mail or at least by the riders meeting. It shall give the Key Time of the start and the Key Time for all Known Checks, as well as the exact mileage and scheduled speed in miles per hour of sections of the trail. The mileage at any point where the MPH average is changed must be computed from the last known mileage in whole tenths, and the time thereto must be computed to a whole minute.

e. Starting positions will be determined by random drawing. There may be more than one drawing on different dates. These dates will be announced with the entry form. There will be normally three riders on every minute.

f. Riders must remain on the marked course. A rider leaving the course can only continue in the meet by returning to the point where he left the course.

g. Teams are made up of three riders already entered individually. Bikes may be of any make or displacement. Riders can ride for only one team and are eligible for individual awards.

h. The odometer check will normally be placed 2.9 ground miles from the start for the purpose of allowing riders to calibrate their odometers to the odometer used in laying out the course. There will be no timed checks before the odometer check.

i. Timed checkpoints will be located on the exact whole tenth of a mile and on the whole minute, and at least three schedule miles apart. Number tag checks may be located anywhere but will be in plain sight.

j. **STARTING:** A starting board will be used showing the keytime and starting mileage on the **STARTING LINE**. The starting clock will be on the board. Each rider will start on his minute. The **STARTING LINE** will be twenty feet from the **READY LINE**. Riders will line up with their bikes on the ready line in columns for each letter. One minute before key time, numbers 1A, 1B, etc. will start their engines and move up to the starting line. At that time, numbers 2 may start their engines. When numbers 1 leave, numbers 2 may move up to the starting line and numbers 3 may start their engines, and so on. Do not start your engine until you get to the ready line. If your bike does not start by the time your number is up to start, you must push it over the starting line and get it started.

k. **IMPOUND AREA:** Impound areas will be a marked off area. Impounds are used for the pre-ride tech inspection/check-in, and the completion of the first and second days ride. Riders must push their bikes into the impound. Engines must not be started or run in the impound area except on the direction of the impound director. Only riders and club personnel are allowed in the impound area. At the finish on the second day, bikes will be pushed into the impound where they will be tech inspected for penalty points.

l. **TECH INSPECTION:** The tech inspection will be held in the impound area after the finish of the second day. For each of the following items missing, nonfunctional, or not operational in consideration of its normal or customary use, one point will be added to the rider's score: The Tech Inspector will have the final say on whether the item meets the spirit of this paragraph.

1. Current license plate
2. Headlight
3. Tail light
4. Brake light
5. Horn
6. Rear view mirror (must be useable, e.g. no dental mirrors)
7. Exhaust system
8. Rear brake
9. Front brake
10. Ignition shorting switch or compression release
11. Clutch
12. Shift lever
13. Forestry Approved Spark Arrestor

(2) Checking stations shall display the Key Time and accumulated mileage to the check.

a. Checking stations will use the following markers which will measure 18" x 18" with a 10" black letter.

1. Known Check - Yellow marker with "K"
2. Observation Check - white marker with "O"
3. Secret Check - red and white diagonal marker with "S"
4. Emergency Check - green and white diagonal marker with "E"

b. The markers will designate the exact point for timing. Timed and emergency checks may be combined and only the emergency markers will be displayed. Scores will be computed as though the checking stations were operated separately. Emergency checks will not be combined with a known check.

c. Checking time will be taken the instant the rider's front wheel arrives opposite the marker, or when the rider stops forward motion and is identifiable within sight of a timed check. Checkers are not permitted to leave a checking station for the purpose of identifying riders. Putting a foot down will not indicate the point of timing, but time will be taken if the riders zigzags or paddles to stall for time.

d. The finish will be a Known Check, and if the scheduled Rest Stop or Gas Stop is also a checkpoint, it will be a Known Check. Final scoring may be a Secret Check prior to the finish point, in this case the finish point may be an Observation Check. This will be explained in the schedule.

e. Checking stations will be not more than 40 miles apart. Timed checks shall not be less than 3 schedule miles apart.

f. At all timed checking stations there will be at least three officials. One will act as timer to maintain the check board flip cards. One will record the rider number on the backup sheet, and one or more will record the flip card number on the rider's score card. It is the riders responsibility to be sure he is recorded by the checkpoint officials.

g. If any timing device is found to be inaccurate by 10 seconds or more, or if any timing device fails, such checking station will be considered an observation check only. If an error in placement of a checkpoint occurs, this check will become an observation check only. Mileage resets will be considered 'ground mileage', and will be used to measure the rest of the course. "Reverse" resets will not be used.

h. If more than 50% of the riders still in contention at the preceding checking station reach a checking station which is contested, then it will be declared 'official' as long as it is otherwise a legal checkpoint.

i. The mileage at any timed check will be computed from the last known mileage in whole tenths, and the time will be computed to a whole minute. Any rider arriving at a timed check within the 59 seconds late after the even minute will be recorded as arriving on time.

j. Emergency checks will be used for the purpose of breaking ties. A minimum of two emergency checks will be used. The time will be recorded in minutes and seconds, and in case of ties the combined total emergency points lost will be used to break the tie. In case a tie still exists the emergency check closest to the end of the meet will be used, and if necessary revert back to the next previous emergency check until the tie is broken. If a tie still exists other timed checking stations will be used, starting with the last. Emergency points will be figured from the 30-second mark of his due minute.

(3) Scoring

- a. Each rider will be scored on a points lost system, the best score being zero.
- b. A rider failing to be recorded at any checking station will be considered as missing that checkpoint (See Penalties). When a rider carries his own score card and loses it, 10% of the total points lost will be assessed with a minimum of one point, and any fractional points will be rounded off to the next highest whole number. The affected rider will be scored upon his request to the referee. If a rider does not have a score on his card and requests that the backup sheet be consulted, he may be assessed a penalty on the same basis as a lost score card.
- c. A rider will be penalized one point for every minute late in departing a starting control.
- d. A rider will be penalized one point for every minute late in arriving at a known check. A rider departing from a known check before his scheduled time will be penalized two points for every minute ahead of scheduled time. There will be no penalty for arriving early at any known check unless the rider is over 15 minutes early.
- e. A rider will be penalized two points for the first minute early, five points for each additional minute early, and one point for each minute late upon arrival at a secret or emergency check.
- f. A rider will be penalized one emergency point for every second early or late at an emergency check when a tie must be broken. In scoring at an emergency check, the rider's score is always calculated from the 30 second mark of his due minute.
- g. No time penalty will be recorded at an observation check. However, at any checking station, if the rider is more than 15 minutes early or more than one hour and 59 seconds, or has cut the course, the rider will be disqualified at that point.
- h. Results will become official one-half hour after they have been posted. If errors are found during this period they will become official as they are corrected.
- i. Your score will be the total of CP scores for both days, to which are added any scores from special tests, tech inspection and penalty points. The lowest score wins. Team scores will be the combined scores of the team members. Each team member is also eligible for overall and class awards.

j. If a rider misses a special test, he will receive a penalty of five points more than the highest score for that test. Any rider not completing the entire course is a DNF.

k. PENALTIES:

- 1 point for each minute late at a timed check
 - 1 point for each Tech Inspection item missing or not functional at the time of inspection.
- Any rider observed working on his bike after crossing the finish line, and before being inspected at Tech Inspection, will receive the maximum tech inspection penalty.
- 2 points for the first minute at a secret checkpoint,
 - 5 points for each additional minute early
 - 2 Points per minute for leaving a known CP early
 - 5 points for loitering at a secret CP
 - 10 points for missing a number tag check
 - 10 points for starting your engine anytime other than assigned time on the ready line or tests.

l. DISQUALIFICATION: You will be disqualified for:

1. Riding off course. This includes riding before the starting line, after the finish on either day, cutting the course, and riding in the wrong direction on the course.
 2. Exceeding db limits.
 3. Altering trail markers.
 4. Unsportsmanlike conduct, or conduct which is an embarrassment or discredit to the host club. This item includes abuse, verbal or otherwise, of Club officials and workers (they are instructed to report violations for disqualification by the protest committee).
 5. Un-authorized starting or running of your engine in the impound area.
 6. Riding any part of the marked trail course while not actually competing in the event.
 7. Violating a safety regulation.
 8. Receiving a moving violation citation from a law enforcement officer.
 9. Missing a check point, even if the observer misses you because you are in a group or your number is not visible. Come through the CPs single file, or in a staggered column.
 10. Being more than 15 minutes early or more than 1 hour and 59 seconds late at any point in the trail.
 11. Riding in the wrong displacement class for any reason. Any necessary corrections to the entry form must be made at sign up.
- Disqualification will be by a majority vote of the officials. Money will not be refunded after the start.

m. PROTESTS: Protests against other riders, or the course, must be made within one half hour after you finish on that day. The protest must be legibly written on protest forms provided by the Club (protest forms will be issued to individual riders at the Rider's Meeting only, no other forms will be accepted) and handed to the designated official. Course protests will be accepted for only that day's course, all other protests within ½ hour of arriving at the second day impound. No protests will be accepted after one hour past the time the last rider is due. After scores are posted at the end of the event, protests will not be allowed, but notification of errors in tabulation will be accepted for a ½ hour period. Scores for a CP, special test or penalty may be thrown out by a majority vote of the observers. Displacement protesters must put up 50 dollars cash and tear down the engine in question if the owner of the protested bike desires, he may tear down their own engine under the supervision on the protester. If found legal, the protest bond will go to the owner of the protested bike. If their bike is proved to be in the wrong class, the rider will be disqualified and the protest bond will be returned to the person making the protest.

n. Special Tests (if used)

1. NOISE TEST:

2. ACCELERATION AND CROSS COUNTRY TESTS:

- o. Team scores are the sum of the points accumulated by the team members.



P.O. Box 631 • Hilo, Hawaii 96721

March 11, 1997

Dear Enduro Enthusiast:

Yes!! There actually is going to be a Mauna Kea 200! May 24 and 25, 1997.

Sitting around moping about the '96 MK200 some of were reminiscing about past years and remembering how much fun we had. Throughout the bench racing one thing kept coming back..FUN! So we said "Oh what the h___, let's kick start this baby and have some fun again in the MK." Towards that end we have had been out every weekend cutting open the trails that have overgrown from lack of use and we have been having a blast! We are about 3/4 done and most of the trails are now in as good a condition as they have ever been.

Well there's nothing new there. We have always had a good time trail cutting. So what else is new? Well.....

The mountain. Mmm..., riders seem to like the mountain. Ok, let's put in the mountain, in fact for some, let's put it in twice!

Mud and logs. Everyone likes mud and logs? Honest! Some people really do! But nobody likes dragging their bike, bar in the mud, under a log. Nobody likes a double or triple log jump. Nobody like hidden diagonal 'snake-in-the-grass'logs and sticks. Ok, let's cut those out.

Speeds. Nobody likes to hour-outbefore the second check-point. Ok, let's put in adequate resets or catch-upsections to get a reasonable finisher rate.

Course Marking. Nobody likes to get lost or find out their odometer is off after they have been scored at the checkpoint. Ok, lets tag the course better than ever and provide more direction and mileage signs.

Trail Cutting. Nobody likes to see their competitor cut a trail section. Ok, let's use a combination of number tag checks and manned observation checks to keep everyone honest and let's give the riders adequate warning on the course so they don't accidentally miss it.

Outside assistance. Nobody likes to be disadvantaged by excessive rules which can't be enforced and only the honest ones follow. Nobody likes to be out because of an equipment breakdown. Nobody likes to have to start around the mountain without a jacket. Ok, let's throw out the rules on outside assistance and keep the scoring with the time-keeping, besides, the ones that don't breakdown to begin with will get the fewest late points.

Bike Storage and Impound. Nobody likes to be told half-waythrough a tire change that time is up.

Ok, let's make the impound nothing more than a safe place for the riders to keep their bike when not in use, and let's provide it at the appropriate location from Friday through Monday morning.

Awards. Everyone likes to take home some acknowledgement for a job well done. Ok, let's add more classes so riders are competing against equals as much as possible. Let's spread out the awards a little bit and provide at least some form of acknowledgement for all finishers.

Affordability. Every likes to get a fair deal and not cry every time they have to open their wallet. Ok, let's drop the entry fees a little bit and see if increased participation can pick up the slack. Let's have an affordable awards banquet so that everyone, riders, families and event staff can be there to get acquainted.

Rider Advancement. Everyone hates to see the same riders in the underclass winners circle year after year. Without a district organization there is no way to advance winning riders to the A class. Ok, let's review our B class entries to see whether there are persistent winners (3 times in the top 5 overall?) and 'suggest' that they should upgrade to the A class since there really isn't that big of a difference in level of difficulty anyway.

Tourist Class? Not everyone has enough trail riding or enduro experience or the desire to enter the full blown MK200. What's in it for them? Ok, let's make a C class that is rideable, finishable and provides enough time to look around and really nail down this time-keeping business. Let's make it a course that has no obstacles that will stop someone dead in their tracks and is ideal for first time enduro riders and others that want a slower speed or are not into weight lifting.

Safety. Everyone agrees that safety should be top priority. Ok, let's work on removing the surprise obstacles from the trail and take the competition off the roadways as much as possible. Let's run the event in multiple stages providing a finish upon reaching a major road so that the riders can have ample time to travel "off the clock" to the start of the next stage. Let's improve our sweep coordination so that we never forget someone in the forest or on the backside of Mauna Kea. Let's provide a contact phone number for reporting emergencies and drop out information during the event. Let's get the Big Island address, phone number and contact person for every rider at sign up so we can track down those that have mysteriously disappeared.

Spectators. Everyone wants to see their family and friends have a good time too. Ok, let's include spectators as much as we can in the fun. Let's have a map of the course available with location and keytimes for good locations to see their favorite rider in action. All we need in return is for everyone to remember that the safety depends on spectators stay off the course itself, park their vehicles and congregate in a manner that does not create a highway or trail hazard (believe it or not there are other people around that have no idea the MK200 is even taking place), and respect the guidance of MK staff.

Communications. While we still have our postoffice box. Correspondence will be handled much faster by mailing to: Rock Island Riders, 447 Kalaniana'ole Ave., Hilo, Hawaii 96720. We have a hot-line at 808 959-1848; we will check messages daily.

The Same Old Thing. Some things will remain the same...

While we will not home base at a hotel we will still have a place for the sign-in impound where everyone can hang out. The sign-in, Friday impound, riders meeting and awards banquet will be hosted by King's Hideaway Cafe about 1/2 way between the pier and hotel strip.

All riders must be members of the AMA.

The event will use AMA enduro rules with some necessary additions.

All bikes must be street legal. There will be a pre-ride tech inspection for minimum requirements as usual.

There will be a tech inspection at the finish as usual.

As in the past, straight gas or premix will be provided for all participants at the sign-up impound, trail start, gas checks on the trail and the overnight impound on the trail.

Rider carried score cards will be used. The holder will be included with your entry fee and mailed with the schedule.

We will still have team competition. Three riders to a team. Although customary, it is not necessary that team members be on the same minute, although they must be in the same class.

The course will be tagged in a similar fashion: A class - pink ribbon, B class - blue ribbon and C class - yellow ribbon. White will be added to provide contrast if a colored ribbon is alone. Just follow your applicable color. It's going to be a colorful trail.

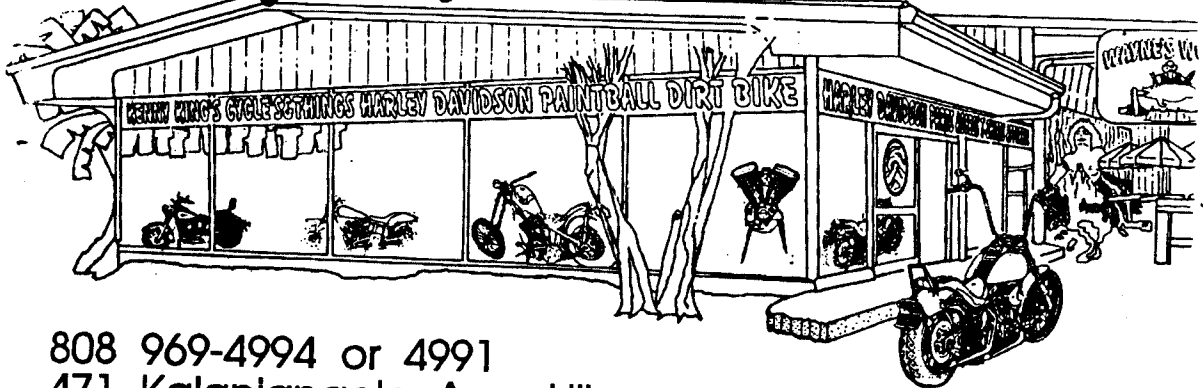
WOW!! Does all this mean the MK200 is becoming a lingerie fashion event? No way! But if don't have a great time, then we aren't doing our job. So give it a try. You'll like it.

ps. By the way, the guys you can hold responsible for all this are:

Ed Ung - President,
Ryan Costa - Vice-president,
Dennis Vierra - Secretary,
Wayne Blyth - Treasurer

KING'S CAFE

Hideaway



808 969-4994 or 4991
471 Kalaniana'ole Ave, Hilo

Mauna Kea 200 Awards Banquet Menu

\$10.50

**Hawaiian Fruit Plate
6 oz. Black Angus Steak
Rice/Corn on the Cob/ String Beans
All you can eat Salad Bar
16oz. Soda or Coffee**

(non-meat eaters may substitute chicken or fish or vegy burger)

Entry Fee: **\$150.00 A & B Class**
 \$125.00 C Class

\$30.00 late registration fee after May 1.

\$20.00 Team Entry Fee

Payable by cash or check payable to: Rock Island Riders

* A bounced check will cause your entry to be invalidated along with whatever starting position you may have had.

Mail to: Rock Island Riders, 447 Kalaniana'ole Ave, Hilo, Hawaii 96720

-- Includes: -Entry fee
 -Lunch on the trail Saturday and Sunday
 -MK200 Rider Tee shirt
 -Straight gas and Premix (Belray MC-1, 50:1)

Awards & Classes: Results will be ranked as follows:

A/B/C category:

Overall

Team

A category classes:

0-200cc

201cc-250 cc

251cc-open

4-stroke (open)

40 & over (open)

B category classes:

0-200cc

201cc-250 cc

251cc-open

4-stroke (open)

C category classes:

Open

50 & over (open)

Women (open)

Except for Women's classes, if there are less than 10 entries in a class it will be merged into the next applicable class (eg. 0-200 into 201-250 or 4-stroke into applicable displacement). Awards will be to three places, but not to exceed 25% of the participants in the class. Each rider will qualify for only one individual award. A rider receiving an award for overall will not also receive a class award although still ranked in that class.

MK200 Home Base: The event will be home based at King's Hideaway Cafe. Banquet tickets will be pre-sold on your entry form, additional tickets later can be purchased directly from the cafe. The end of the first day and the start of the second day will be somewhere on the Saddle Road. The bikes will be impounded and guarded overnight. You are responsible for your own transportation to and from this location. Drive takes about 1 hour one way.

Starting Positions: Assigned by random drawings on April 3rd and May 3rd. Entries received after May 3rd will be assigned positions as they arrive. Your entry must be received by us by the date of the drawing to qualify for that drawing. It is not essential that teams ride on the same minute. If you wish to do so, enclose three entries under the same cover so that they may be drawn together. Partial refunds will be made until May 15th. Schedule and final instructions will be mailed after the final drawing to all entries. Note! For a team entry to ride together on the same minute all three completed and paid entries must be received together in the same envelope, otherwise you will have to ride on split minutes. Incomplete entries will be returned.

When/where:

Friday May 23

10:00am-5:00pm

- Check-in and bike tech inspection. Impound at King's Hideaway Cafe. All bikes must be checked in by 5:00, and remain in the impound until the start. Gas will be available until 3:00 only. Fill up early.

7:00pm sharp

- Rider's Meeting at King's Hideaway Cafe. All riders, and guests desiring access to restricted areas must be present.

Saturday May 24

5:30am -

- Impound opens.

6:30am -

- Suggested time to leave the impound on your own time to get to the Keaau's Shipman Park start. No gas here. Gas is at the trail start. Make sure to gas up on Friday.

7:00am -

- Trail Start keytime at Shipman Park in Keaau. Gas will be available.

P.M. -

- 1st day finish on the mountain.- 30-40 mile, one hour drive from Hilo.

Sunday May 25

8:00am -

- Restart on the mountain.

P.M. -

- Finish - Keaau's Shipman Park.

6:00pm -

- Awards Banquet at King's Hideaway Cafe.

7:30pm -

- Awards presentation keytime.

Security: Bikes will be guarded at impound areas from check-in until the start, at the mauntain, and at the cafe impound until Monday morning May 26th.

Course: The course uses public roads, therefore all bikes must be street legal. The Rules of the event are basically along AMA guidelines with modifications for local needs.

Club Contact: Hot Line message center @ 808 959-1848 or Wayne @ 808 935-3715 days.

22th Annual Mauna Kea 200
 May 24 and 25, 1997
 Entry Application Form

Name _____
 Street _____

CITY STATE ZIP

Phones: Work (____) _____ Home (____) _____

Social Security Number: _____

AMA # _____ Exp. Date _____ Age _____

You must be a current member of the AMA. If you are not a member at this time line out the AMA # and date above.
 AMA registration services will be provided at the Check-in before the event.

Rider Category (A/B/C): _____

Class you are entering 0-200, 201-250, 251-up, 4-stroke open, 40&up open, women open: _____
You are responsible for entering the proper class. Except for Women, if there are less than 10 entries in a class it will be merged into the next applicable class.

Motorcycle: Make/Model _____ Displacement _____
 Ser. No. _____ Lic. No. _____ State _____

Team Name (if applicable): _____

Please circle size of one free RIDER Tee shirt:		XXL	XL	L	M	S
Extra shirts @ \$12.00 ea:	Number	Size				Amount
	_____	XXL	X \$12			_____
	_____	XL	X \$12			_____
	_____	L	X \$12			_____
	_____	M	X \$12			_____
_____	S	X \$12			_____	

Extra banquet tickets (rider is free) _____ X \$10.50
 Entry Fee: \$150.00 A&B, \$125.00 C class
 \$30.00 late entry after May 2
 \$20 Team Entry

Total amount enclosed with this entry: _____

Team Information:

Team Name: _____

2nd Rider Name: _____

3rd Rider Name: _____

Please attach other team members entries so they may be assigned the same minute.

A team entry will not reserve a starting position for later entries.

* Waiver on reverse must be signed and returned with entry.

All blanks must be filled in. Mail COMPLETED entry to:
 Rock Island Riders, 447 Kalaniana'ole Ave, Hilo, Hawaii 96720

22th Annual Mauna Kea 200
May 24 and 25, 1997

THIS IS A RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT
READ IT BEFORE SIGNING

I (we), the undersigned, do hereby declare and acknowledge that I (we) are fully aware of the type of terrain, conditions, hazards and obstacles involved in motorcycle events and the risk to life and limbs that is always present in such events. I (we) know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of my negligence.

I (we) hereby give up all of my rights to sue or make any claim whatsoever, and do indemnify and hold harmless the State of Hawaii, County of Hawaii, Kulani Correctional Facility, Department of the Army Pohakuloa Training Facility, W. H. Shipman, Ltd., all owners and lessees of premises used in the event, K & N Motorcycles, Rock Island Riders, Inc, the Big Island Motorcycle Association Inc.(BIMA), the American Motorcyclist Association (AMA), their agents, officers, members, employees, contractors, lessees and their heirs or assigns from and against any and all loss, liability, claims, demands or causes of actions of any nature whatsoever arising out of the entry into the annual event.

I (we) also release the above organizations from any damages to, or theft of my motorcycle or its accessories, whether by fire, accidents, or any other causes during, before or after the event. It is further understood that I (we) accept all risk inherent in these events and all risks which exist.

Furthermore, I (we) understand and agree that in the event I am injured from whatsoever cause during the event, I (we) hereby consent to and authorize first aid and ambulance service as may be provided by the sponsoring club, and further hold all of said parties and those administering first aid, harmless from any consequences of said aid.

I (we) also release the above organizations of all responsibility for any and all violations of county, state, or federal laws I (we) may knowingly or unknowingly violate.

I (we) also assume full responsibility for any and all damages and injuries caused by myself, my rider or passenger, or agent, representative or servant acting on my behalf during, before, and after the days of the event.

THIS IS A RELEASE

Signature of Participant

Date

THIS IS A RELEASE

Signature of Guardian

Date

(Required if under the age of eighteen)