



# Rock Island Riders

447 Kalaniana'ole Ave.  
Hilo, Hawaii 96720  
ph (808)959-1848 fx(808)935-9829  
E-mail mk200@off-road.com

---

March 13, 1998

Dear Enduro Enthusiast,

*The 23rd annual Mauna Kea 200 is on, May 23-24, 1998. Many of you have said you enjoyed last year's event so we've been working hard to make this year's 200 even better. The trails are as great as ever, even though some of us are wishing for more mud because of the current drought.*

*We're trying to give you the same type of course as last year, but a bit more challenging, a few changes we think you'll like, and hopefully a lot more fun. You'll get the best of what the Big Island has to offer. The mountain, Mauna Kea, in it's entirety, to almost 12000'. Mud and logs, no drag your bars in the mud under a log kind, no triple log jumps, but just enough to curse us out. Lava, pahoehoe and a'a. The whole island is lava. And of course, the lush and sometimes steamy jungle. Slow down and savor the maile.*

*Speeds: more challenging so the A riders are going to really have fun, but with enough resets and catch-up sections for a high finisher rate.*

*Improved course marking and more direction and mileage signs.*

*Trail cutting isn't common, but we're using a combination of number tag checks and observation checks to keep everyone honest.*

*Outside assistance is ok, scoring will be on time keeping.*

*Impounds and storage will be sage and secure and you can work on your bikes.*

*Awards and classes have been spread out a bit, in the interest of equalizing the competition as well as increasing the awards.*

*Rider advancement; again, we'll review the B class entries and encourage prior winners into the A class, which isn't that much more difficult.*

*For those without a lot of enduro experience, or those who don't want the full blown MK200, or those who want a taste of the event and of this beautiful island, there's the C class. It's rideable, finishable, and offers enough time to look around, enjoy, and nail down this time-keeping stuff. No obstacles to stop you dead in your tracks, ideal for the first timer and those who like a slower pace.*

*Safety is top priority and we are constantly working to remove surprise obstacles from the trail and take the competition off the roadways as much as possible. We're improving our sweep coordination, communications, and are requiring every rider to provide a contact person, local phone number and address for emergency and drop-out information.*

*Spectators; we're trying to include family and friends as much as we can. Details will be made available.*

*Send in your application with your good check ASAP, study the rules, & prepare for some good fun.*

RIRs

\*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 (16 with signed parental/guardian approval) is eligible to enter. 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 be 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.

1. **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.