

ROCKY MOUNTAIN MOTOGIRO 2021

RULES AND REGULATIONS

1. Responsibilities and Expectations of Participant Behaviour

The event is run by volunteers and made by having great participants. We endeavour to put on a safe, fun event over two days in and around Nakusp and the beautiful Arrow Lakes area of B.C. The event is intended to celebrate the Giro Motociclista d' Italia held in Italy until 1957 and the types and spirit of entrants and their motorcycles.

Participants and volunteers will be asked to sign release and indemnity agreements with their entry and at registration. These are a requirement of the insurance coverage of the event and to protect the volunteers putting on the event in good faith. Failure to sign the waivers will result in the entrant being unable to participate in the event.

The endurance portion of the event will take place on public roads open to traffic. Participants must observe the rules of the road and adhere to laws in force. Participants should be fully aware of the rules and regulations relating to speed limits on roads in both built up and rural areas. Participants must observe and travel at the speed limit in force on the road. If a member of the police or authorities informs an event organiser or volunteer that a participant either breaks the speed limit or engages in breaking a rule in the highway code, then the participant will be assessed a time penalty of 30 seconds to their final time on the closed road event and may be subject to further disciplinary action.

Participants are fully responsible for their own actions they take on public roads. Riders are expected to ride within their own riding limits at all times.

Participants who do not act in the positive spirit of the event or who contravene the rules or act in a manner deemed by the organising committee to be unacceptable and / or puts at risk our ability to hold future events, are likely to be disqualified and banned from future events.

Folks, let's keep the event safe, positive and let's have fun.

2. Safety

Safety is paramount. We have a solid track record of having everyone go home to their families at the end of the event. This is motorcycling with the inherent dangers and spills have occasionally occurred. We make every effort to mitigate foreseeable and manageable issues but ultimately, you are responsible for your own actions and the event organisers are not responsible for you or others. For the event to continue year after year, participants are expected to support all efforts to keep riders, volunteers and the public at large safe.

A motorcycle safety inspection will be carried out on a point by point basis upon registration. Discovery of overly worn or loose chains, faulty chain tensioners, cracked or worn tires, leaking fuel, steering head play, swing arm play, wheel bearing play, faulty brakes, loose bolts and axle nuts, etc. will require the bike be made safe before participating. Poor steering lock, missing or faulty mirror and lights, and license plate infractions may garner cautions.

Anyone participating in the closed road portion of the event must wear proper safety gear including DOT helmets, riding boots, gloves, armoured jackets and pants. Leather rather than fabric garments are highly recommended for the participants of the closed road event on Sunday.

Any rider participating in the closed road portion of the event must complete at least one leg of the first day endurance run. The same bike that completes the first day requirement must be the bike ridden the second day. This is to ensure the rider is familiar with riding the bike entered when then under competition conditions. Exchanging of bikes for the closed road event is not permitted.

Participants must attend the riders' safety meeting at the start of each day. Failure to attend will result in disqualification for safety reasons. For the closed road event, a mandatory safety meeting will be held Saturday evening to review the sequence of events and event safety.

Participants new to the closed road course are advised strongly to familiarise themselves with the road by riding it prior to the event on the Friday or Saturday, treating it as an open road with bidirectional traffic and where normal rules of the road apply. There will be insufficient time on Sunday after 9 AM of the closed road event to permit any practice runs.

3. Eligible Motorcycles & Documentation

All motorcycles must be road legal, with valid registration and proof of current insurance. Riders must have a valid driver's license. Documents and eligibility will be checked at registration.

Motorcycle eligibility is based on year of registration and swept volume (displacement).

1968 and earlier two and four strokes with a maximum swept volume of 250 cc

1969 four stroke with a maximum swept volume of 250 cc

1969 two stroke with a maximum swept volume of 199 cc

Acceptance of motorcycles of the same make and model but with year of registration after the eligible dates should be a formality but the onus is on the participant to prove in writing to the organisers that an exact make and model copy would have been available for purchase within the date bounds.

Classes will be 125cc and 250cc. There will be an additional "Constellation" class for Sunday's closed road event. Entries for this class must comply with the overall eligibility requirements above.

The year and displacement eligibility are generally consistent with current and past Motogiro d'Italia rules and designed to promote the entry of motorcycles that might have participated in the original Giro Motociclista d'Italia and of design before the significant leaps in technology seen with motorcycles of the post 1969 era.

We would like to encourage the participation of other interesting and eclectic vintage motorcycles of the era and prior eras for the Saturday event to ride along with competition entrants, participating as volunteers or by donation to support event and its cost to operate. Bring something small, old and interesting that fits the spirit of the event.

Requests on eligibility or exceptions must be submitted to the Rocky Mountain Motogiro organising committee in writing no later than two weeks prior to the event. The decision of the organising committee is final and will be communicated in writing (electronically) no later than one week prior to the event.

4. Modifications

Modifications must not negatively impact the safety of the motorcycle and shall be in the vintage spirit of the event and era. Technology of any modifications shall be no later than the period of bike's overall eligibility. If a racing mod was available for the period and could have been implemented by a bike builder, privateer and tuner back in the day, it will be accepted.

Clarification of modifications that may not clearly meet the criteria, era or spirit of the event shall be sought prior to entry into the event. Clear contraventions of these rules will result in deduction of points and potentially disqualification from future events.

- Engines are to be correct as to year and model of bike
- Engines can be bored over or have factory or vintage after market kits up to a maximum of 10% over factory displacement
- Carbs, cams, pistons, etc. - anything goes
- Brakes are to be drum unless the bike originally came with discs, drum brakes upgrades allowed
- Front forks are to be period correct, substitutions allowed if period, replicas allowed. Improved valving will be permitted and even recommended to promote road-holding and safety at speed
- Exhaust systems – no restrictions. Please remember to be considerate of locals and hotel guests
- Rear shocks - no restrictions
- Tires - no restrictions
- Electronic ignition systems are permitted and is the one period exception and is an accepted modification to improve reliability and help participants complete the event
- Forced induction by supercharging is permitted as this has a long history in motorcycle racing of the period. Forced induction by turbocharger shall not be permitted
- Electronic fuel injection is not permitted as this is not in the spirit of the vintage nature of the event. Mechanical fuel injection will be permitted

5. Scoring

All Classes – Both days

The endurance run of 300km on the Saturday will provide 10 points for completing each of four legs without having to ride in the chase truck. Repairs at any of the three stops will result in a point deduction.

Points will also be awarded for motorcycle fit and finish, as judged by a participant and public's choice vote contributing to overall winner classes. All votes are normalised to 10 points awarded to the winner with the other bikes garnering votes rounded to the nearest point.

Points will also be awarded for the age (1 point for every year from 1969), swept displacement (cc's) (1/20th point per cc difference from class, i.e. 250cc or 125cc), reliability (see endurance run) and in recognition of the original event and the participants of the time, bonus points for the origin of the machine, for Italian machines (3 points), European machines (2 points), then rest of World machines (1 point), contributing to overall winner classes.

Riders and motorcycles may enter only one class for the Sunday closed road event, i.e. they may only enter either the constellation class or the fastest time class. The participant must inform race organisers of their desired class entry no later than the end of the Saturday evening mandatory safety meeting.

Points will be awarded to participants of all classes on Sunday, with 1st place (40 points), 2nd place (30 points), 3rd place (25 points) and 10 points down based on position.

“Constellation” Class – Sunday only

Participants of this class may only compete in the constellation class and may not switch to fastest time class after the commencement of operations on Sunday.

A target time in minutes and seconds must be registered to the organisers by 9 AM on the Sunday. The target time shall be no slower than 12 minutes (for this year given the initial trial of this class, 10 minutes is preferred) as not to impede other heats and Sunday operations.

Times for each heat that the participant completes will be recorded. The 66% weighted statistical standard deviation in seconds shall be calculated between each of the participant’s heats going towards the final constellation time score.

The 34% weighted difference between the average of the participant’s heat times and the target time in seconds shall be calculated going towards the final constellation time score.

Times from all heats a participant runs in this class will be used, i.e. no heat time can be dropped, with the final points further adjusted by a factor 2.0 for 1 heat, 1.3 for 2 heats and 1.0 for 3 or more heats completed.

The class winner is the participant with the lowest overall points.

For example, with a target time of 8 minutes 30 seconds and three heat times of 9 min 5 sec, 8 min 40 sec and 8 min 25 sec:

Points for heat differential will be the statistical deviation of (9m5s, 8m40s, 8m25s) = 16.5 sec x 0.66 = 10.9 points

Points for accuracy to target will be the weighted difference between average of the 3 heats 9m5s, 8m40s, 8m25s (545s + 520s + 505s) / 3 = 523.3s minus the target time (8m30s or 510s) = 13.3 sec x 0.34 = 4.5 points

Total points: (10.9 + 4.5) x 1.0 = 15.4 points.

To make this class more interesting, the use of instruments by participants to directly measure time is strictly prohibited, including watches, stop watches, GPS, and use thereof will result in disqualification of the participant from the heat in which the timing device was used. The use of a speedometer to maintain an overall average speed is permitted. For reference, the closed road course is almost exactly 10 km long.

250 cc and 125 cc entries will not be differentiated. This class has been designed to reward a combination of consistency between runs with being able to accurately judge an overall average pace over the entire course.

Fastest time Class – Sunday only

Participants of this class may only compete in the fastest time class and may not switch to constellation class after the commencement of operations on Sunday.

Bikes with lower displacement than the class they are running in will be given time on the following basis:

0.2 seconds per cc in the 250 class

0.4 seconds per cc in the 125 class

In other words, a 160 Honda would get a bonus of $(250-160) \times 0.2 = 18$ second time reduction

Two stroke bikes will get a 12 second additional penalty in both classes.

6. Priority Registration, Closed Road Portion Only

For the first month of registration, priority will be given to entries from past participants and volunteers.

Participation in the closed road portion of the event is limited to 24 entries.

In the highly unlikely event that the first month sees over 24 entries for the closed road portion (not seen in past Motogiro years), priority will be based strictly on a first come, first served basis.

To help nudge past participants put their entries in in time and before the one month priority registration deadline, the organisers will send an email notification to remaining past participants at 15 and 20 Sunday entries received.

With any significant increase in participation over past years or reaching the limit of 24 entrants to the Sunday event, the organisers reserve the right to revert to the prioritised registration system based on groups that prioritises motorcycles that would have or might have participated in the historical Giro Motociclista d' Italia. For the Rocky Mountain Motogiro, these groups have historically been:

Group 1:

Bikes are European bikes that were involved in or could have been involved in the original Motogiro, e.g. Aldbert, Alpino, Aquila, Astoria, Bartali, Benelli, Beta, Bianchi, Capriolo, Ceccato, Cimatti, C.M., Comet, Ducati, Emilia, Ferrari, Fochj N.S.U., Gilera, Gitan, Gloria, Guazzoni, Iso, Laverda, MAS, Maserati, Moto Morini, M.V.S.S., Mival, Parilla, Perugia, Puch, Rumi, Sterzi, M.V., Motobi, Moto Guzzi, Zigolo etc. If you have a bike with history, e.g. a Bultaco, Metralla; you will qualify if you can show that Bultaco had an engine of the same type of design in 1957.

Group 2

Bikes with a motor design that goes back to 1957, e.g. Art Miller's Kawasaki may qualify, a Honda Benley would qualify etc. It is up to the owner to make the case as to the eligibility. The scooter of the era would fit here.

Group 3

Bikes remaining that fit the overall criteria of 1968 and earlier 250 cc maximum, for 1969 four stroke 250 cc maximum, two stroke, 199 cc maximum.

7. Competition

Every effort will be made to ensure competition timing is accurate and that each competitor has a fair chance to get as many runs on the closed road portion as their and their bike's stamina permits.

On the closed road portion of the event on Sunday, the Race Director may consult with the Organising Committee, but the Race Director's word is final and results non-negotiable.

No changes to the event sequencing will be made on race day unless decided by the Race Director. This is to ensure the safety of all.

Any unsafe practices or incidents must be reported to the Race Director via the most expedient means.

Verbal abuse of any volunteer or event official will not be tolerated. Really, this is not in the spirit of the event.

In the event of a safety incident, participants are expected to fully and immediately comply with directions from the Medic and / or Race Director without question to facilitate quick resolution of the incident.

8. Other

The loss of a participant's event bib will incur 10 penalty points with a request for \$50 to replace it.

Revision 0, 7th August 2021

The organising committee will endeavour to release the rules for the following year's event by the end of November of each year if significant changes to existing classes are to be made.