

2023 Scooter Cannonball Rules

1) Introduction

- a) The Scooter Cannonball is a competitive, multi-day, point-to-point touring rally for street-legal vintage and modern scooters. Riders are awarded points based on miles completed and the rider's ability to navigate their scooter to predefined checkpoints each day while maintaining a standard pace. This is neither a race nor an endurance competition. This is an amateur event. No benefits, actual or implied, monetary, or otherwise, are awarded to any rider who finishes with the highest number of accumulated points each day or at the conclusion of the event. These rules are intended to provide all participants (riders, support personnel, and spectators) with a shared understanding of the event's format. Footnotes are included to supplement, provide clarity, aid in the basic understanding of the rules, and carry the weight and force of the referenced rule.

2) Participation & Conduct

- a) The Scooter Cannonball does not condone unsafe activities such as excessive speed, reckless vehicle operation, riding impaired, or any other activity that results in riders exceeding their personal limits, endangering other riders, or the public.
- b) Riders will always act in a sportsmanlike manner. Any attempts to cheat, assisting others to cheat, participating therein, or engaging in such improper conduct will result in immediate disqualification¹.
- c) Public statements that mischaracterize the event as a race, endurance, or speed competition, at any time before, during, or after the event, without limitation to time, will not be tolerated and will result in disqualification.

3) Entrant

- a) An entrant consists of one specific scooter and one specific rider² together satisfying the requirements herein and the rider having 1) paid in full the registration fee, 2) the entrant scooter has completed and passed a technical inspection³, and 3) fully executed all documents prior to the commencement of the event, including:
 - i) A signed acknowledgment that the rider has read and understands these rules and is aware of the risks inherent in participating in the event.
 - ii) A signed release that the rider permits the use of still photography, video, and audio recordings of the rider's participation in the event during and thereafter.
 - iii) A signed acknowledgment, release, waiver of liability, and indemnity agreement that the rider acknowledges and understands that using the event's support truck vehicles is voluntary and accepting these services could result in injuries or total loss of property.

4) Support, Assistance, and Teams

- a) The Scooter Cannonball is not a group ride or a team event. Riders will only be awarded points based solely on their specific performance. The rider must always be the sole operator of the scooter during the event⁴.
- b) Riders must individually maintain their own documentation to be eligible for points and are not permitted to substitute or share documentation with other riders.
- c) Riders may receive mechanical or personal aid from other riders and third parties without risk of point penalty or deduction with respect to the Scoring section herein.
- d) Riders reaching the same Control or Bonus Checkpoint locations at approximately the same time on a given day will be presumed to be riding together in partnership for that day or on specific Route Segments. Riders riding in partnership may be subject to additional Record Keeping and Documentation requirements, restrictions, or limitations.

¹ Violation of rules alleged not to be understood, can result in disqualification, or at the sole discretion of the event's organizers, an award of zero or minimum points.

² Event organizers and staff are permitted to be entrants in the event.

³ Rider check-in and technical inspections will be held the day prior to the start of the event at a location near the starting line.

⁴ Pillion (passenger) riders are permitted as transport passengers only and with respect to scoring may not operate the scooter or aid in completing their record keeping and documentation requirements herein.

- e) All riders are expected to stop to assist any rider that needs assistance. However, assistance required to be given is limited to that affecting the health and safety of the other rider and helping them contact emergency services.
- f) To be eligible to receive time credit for assisting another rider or public under life-threatening or emergencies, the rider shall sufficiently document their time spent rendering aid through photographic and time-log evidence at an opportunity when appropriate under the circumstances. Time credits will be granted at the sole discretion of the scorekeeper⁵.

5) Equipment

- a) Participation is limited to scooters with an engine displacement of less than 280.00 cubic centimeters. A scooter is a two or three-wheeled vehicle that satisfies AT LEAST THREE OF FIVE of the following conditions⁶:
 - i) unit construction of engine, transmission, and rear swing arm
 - ii) wheels no larger than 10 inches
 - iii) originally equipped with a step-through style frame
 - iv) originally equipped with running boards or leg shield
 - v) a single-cylinder engine design
- b) Engine replacements in the entrant scooter are limited to those with cases used in a production motor scooter meeting the definitions herein.
- c) Each rider shall have at all applicable times the following items within their possession:
 - i) A valid driver's license with the appropriate endorsements for the entrant scooter as required by the issuing state.
 - ii) Current registration for the entrant scooter.
 - iii) Proof of liability insurance from a United States or Canadian insurance underwriter, in the minimum amount of three-hundred thousand (\$300,000 USD/CAD), combined single limit⁷.
- d) All entrant scooters must have all equipment required for legal use in its registered state⁸.
- e) Riders must be endorsed to operate the entrant scooter in their licensed state without time, road, or passenger restrictions.
- f) Riders must wear appropriate riding clothing, including a motorcycle helmet meeting U.S. DOT or comparable specifications. Safety equipment must be worn at all applicable times during the event.
- g) Auxiliary fuel systems (plumbed or carry-can) are permitted. Auxiliary fuel tanks shall be mounted securely to minimize the chance of becoming separated from the scooter. All auxiliary fuel tanks plumbed directly to the fuel system must be properly vented and the fuel lines routed so as not to interfere with the scooter's operation.

⁵ Riders riding in partnership may forfeit their eligibility to receive time credits for rendering assistance to partnered riders.

⁶ Honda Trail 125 ABS is permitted on an exception basis.

⁷ Proof of insurance must match the scooter's vehicle identification number (VIN) and be valid through the duration of the event. License, registration, and insurance documents will be reviewed during the technical inspection. A Personal Liability Policy or Personal Umbrella Policy may be used to supplement auto liability coverages to meet the minimum coverage amount. Insurance declarations will be accepted in advance of the event through the Scorecard Website.

⁸ Example: If the rider's home state requires a mirror on the right, then the scooter must have a mirror on the right.

h) Technical Inspection

- i) Technical inspection of the entrant scooter is required and must be completed prior to the event's commencement. The inspection must be performed by designated event staff. Riders agree to allow the technical inspection to be reperformed at any time during the event. Entrants who are unable to maintain the minimum requirements of the inspection will be disqualified⁹. The minimum requirements of the technical inspection include:
- (1) Removal of service access and/or other body panels, up to and including under-seat storage containers, at the discretion of the designated Technical Inspector, to allow visual inspection of the entrant scooter's engine compartment and frame for purposes of verifying handicap.
 - (2) Demonstrate rear brake light that activates upon application of all braking systems; rear turn signals flash correctly in both directions; front headlamp is operable.
 - (3) Demonstrate the throttle moves freely, snaps closed, and the scooter can maintain running idle with the throttle in the closed position without aid from the rider.
 - (4) Demonstrate each braking system alone keeps the scooter from rolling.
 - (5) The windscreen must be securely mounted and free of sharp or jagged edges.
 - (6) Tire conditions, including tread depth, condition, wear, and weathering, should be suitable for distances and conditions intended to ride prior to planned or anticipated replacement¹⁰. Riders must demonstrate knowledge of their scooter manufacturer's recommended tire pressure settings¹¹.

6) Handicap

- a) A handicap will be used to normalize the playing field¹². The handicap will be applied to points scoring as a percent.
- b) Year of Manufacture (YOM) will be determined by the year model indicated on the entrant scooter's vehicle registration unless the entrant scooter has an engine that is not standard to the frame. If the engine is not standard to the frame, then the YOM will be the average of the year of the frame and the year of the engine rounded up to the next whole year.
- c) Displacement (D) will be that stated by the manufacturer (or that calculated from the bore and stroke if modified) and will be rounded to the nearest hundredth cubic centimeter.
- d) The handicap calculation formula is as follows and will be rounded to the nearest hundredth percent:

$$\text{Handicap} = ((D * (1.75 * \text{YOM} - 3363.7) / 100) / 198)^{(1/4)} * 100$$

7) Route and Control Checkpoints

- a) In this event, planning and navigating an optimum route is essential to success. The route each day is predefined by Control Checkpoints. This route will be the preferred but not required path to be followed.
- b) Each day's route will have a total of five (5) Control Checkpoints, including one (1) Start Control Checkpoint, three (3) Control Check Points, and one (1) Finish Control Checkpoint.
 - o Start Control Checkpoint
 - o Control Checkpoint 1
 - o Control Checkpoint 2

⁹ The purpose of the technical inspections is not to be punitive but to ensure riders are operating mechanically safe, street legal scooters, in the best interest of the event, fellow riders, and public.

¹⁰ The event recognizes that tire condition, tread life wear indicators, pressure settings can be subjective. Riders are reminded that touring can wear tires faster than expected and their safety depends on two small contact patches of rubber.

¹¹ It is not necessary for riders to have memorized specific tire pressure settings. The ability to identify posted manufacturers placards or similar references carried on the scooter is satisfactory.

¹² The handicap is normalized to a hypothetical late 1970s two-stroke scooter and has been adjusted to reflected performance outcomes of recent events.

- Control Checkpoint 3
 - Finish Control Checkpoint
- c) To qualify for points, the rider must depart from the Start Control Checkpoint, pass through all three (3) Control Checkpoints, and arrive at the Finish Control Checkpoint on the designated day in the Official Rider Booklet.
- d) Each day's route will have four (4) Route Segments.
- Route Segment 1: Start Control Checkpoint to Control Checkpoint 1
 - Route Segment 2: Control Checkpoint 1 to Control Checkpoint 2
 - Route Segment 3: Control Checkpoint 2 to Control Checkpoint 3
 - Route Segment 4: Control Checkpoint 3 to Finish Control Checkpoint
- 8) Bonus Checkpoints
- a) Each day's route may include Bonus Checkpoints.
- b) Riding to any Bonus Checkpoint is optional and at the rider's discretion.
- 9) Scoring
- a) Points are awarded for completing each Route Segment and (optionally) riding to Bonus Checkpoints. To be awarded points, the rider must provide specific evidence that the rider rode to each location. The intent of the scoring system is to:
- Provide a competitive yet legal way of ranking the performance of the riders.
 - Keep riders on mostly the same route without having to specify and monitor every turn.
 - Provide partial credit for partially completed days.
 - Provide a tracking method that is quick and easy for riders to document.
 - Provide more feedback to "spectators" about progress and standings during the event.
- b) A summary of points awarded to each rider will be published on the event's website throughout the event.
- c) The overall winner and finishing positions shall only be determined by the total accumulated handicap adjusted Route Segment points awarded and points awarded by claiming Bonus Checkpoints.
- d) Each Route Segment will have a predetermined fixed point value award equivalent to the estimated travel distance between Control Checkpoints defining the Route Segment.
- e) A standard time will be established for each Route Segment to score each specific rider's performance.
- f) To be awarded points on a Route Segment, the rider must complete the Route Segment in its entirety under the power of only the scooter and/or rider (pushing) or commercial ferry. In addition, the rider must produce, in accordance with the Record Keeping and Documentation, 1) Photographic Evidence and 2) Time-Log evidence of their passing of each Control Checkpoint.
- i) For each Route Segment completed, one (1) point will be deducted for each minute above and beyond the standard time, adjusted by the entrant's handicap factor for that specific Route Segment. No more than 75% (75/100) of the Route Segment's maximum point value may be deducted for time.
 - ii) Failure to satisfy the Record Keeping and Documentation requirements for passing a Control Checkpoint may result in zero points awarded for the Route Segment before and after the undocumented Control Checkpoint.
- g) To be awarded points for a Bonus Checkpoint, the rider must only produce sufficiently clear photographic evidence¹³ that they arrived at the specified Bonus Checkpoint.
- i) Bonus Checkpoints have a fixed maximum point value award.

¹³ The photographic evidence requirements in §10(d)i) will be strictly interpreted for Bonus Checkpoint scoring.

- ii) Bonus Checkpoints may only be claimed between the rider's departure from the Starting Control Checkpoint and arrival at the Finish Control Checkpoint for the day's route¹⁴.
- iii) The rider must be awarded points on each of the day's four (4) Route Segments to be eligible to receive any Bonus Checkpoints that day.
- iv) Failure to satisfy the Record Keeping and Documentation requirements for claiming a Bonus Checkpoint will result in zero points.
- h) The rider must be awarded points on each Route Segment to be considered a finisher of the event.

10) Record Keeping and Documentation

- a) An Official Riders Booklet defining and describing Control Checkpoints, Bonus Locations, and point award values will be distributed at the event's start in a printed hardcopy format¹⁵. In addition, riders are granted early access to the Scorecard Website¹⁶ and Cannonball Mobile App.¹⁷ Under normal circumstances, riders should plan to submit their time-log and photographic evidence for acceptance and scoring each day using the Scorecard Website and/or Cannonball Mobile App.
- b) It's each rider's responsibility to evaluate safety risks and hazards when documenting their travels and do so in a manner that does not create an undue safety hazard to the rider or the public. If a rider determines, in their opinion, the location or landmark, as described in the Official Rider Booklet, cannot be safely photographed or time-logged, the rider shall produce photographic proof from a nearby location of acceptable risk, and the photograph should clearly depict a verifiable alternative reference landmark for scoring consideration.
- c) Starting Control Points and Finish Control Points must be documented from their respective parking lot areas described in the Official Rider Booklet.
- d) Photographic Evidence
In cases where photographic evidence is required as proof, the photographic image must satisfy all of the following requirements.
 - i) The photograph must be sufficiently clear to depict the referenced landmark described in the Official Rider Booklet¹⁸.
 - ii) The photograph must be a single frame still photograph taken by a digital camera, and the resulting image file must contain at the minimum date and timestamp EXIF metadata¹⁹.
 - iii) Riders must be able and willing to electronically transmit all photographs taken as evidence each day using the Scorecard Website or the Cannonball Mobile App²⁰.
 - iv) Acceptance of photographic evidence for scoring purposes shall be made at the sole discretion of the scorekeeper.
 - v) Riders are strongly encouraged to carry and use a backup camera for obtaining photographic evidence as cameras, batteries, and memory cards fail or could be lost during the ride.
- e) Time-Log Evidence
In cases where a checkpoint requires time-log evidence as proof, the following methodologies may be used to establish a time-log:

¹⁴ Riders cannot return to and claim any Bonus Checkpoints after the point-in-time which they have documented as their arrival at Finish Control Checkpoint.

¹⁵ An electronic PDF version of the Official Riders Booklet is published and made available for download in advance of the event.

¹⁶ Riders are expected to sign-in to the website, confirm their rider and scooter registration details, and generally familiarize themselves with the website, prior to the start of the event. The Scorecard Website can be accessed at <https://scootercannonball.com>.

¹⁷ Cannonball Mobile App requires an Apple iOS iPhone device, or a camera and GPS enabled Android device capable of installing the application from their respective app stores.

¹⁸ It is not a requirement that riders themselves or their scooter need to be framed in the photo's composition. However, riders riding in partnership or likely to be presumed to have been riding in partnership, should make a reasonable effort to capture the referenced landmark in such a way that validates each rider took their own respective photograph.

¹⁹ For purposes of scoring, the photograph must be the original unmodified image captured using a digital camera. Photo filtering and enhancement apps may remove or alter EXIF metadata and should not be used for documenting Checkpoints.

²⁰ A manual in-person 1-on-1 review of photographic evidence between scorekeeper and rider will only be permitted under unforeseen circumstances or as described under §4(f). Failure to remedy or replace the failed device or component in a reasonable timely manner shall at the sole discretion of the organizers result in minimum or zero points awarded.

- i) Photographic evidence may be used for documenting a time log under the following conditions:
 - (1) The photograph must meet the requirements set forth in the photographic evidence section herein specific to the checkpoint being logged.
 - (2) Riders using multiple cameras for redundancy must record their cameras' date and timestamp offset (+/- minutes) to a common clock²¹.
 - (3) Riders must submit photographic evidence from the same camera device for all Route Segments ridden that day or provide a common clock photograph for each camera to establish that day's time log.
- ii) Satellite tracking devices may be used for documenting a time log under the following conditions:
 - (1) Satellite tracking location data must be transmitted directly from the approved device to its receiving technology and then directly accessed by the event²².
 - (2) A given tracking location's coordinates must be within a 1/4-mile radius²³ of the Control Checkpoint's coordinates.
 - (3) Approved satellite tracking devices include Garmin InReach, SPOT Trackers or Messengers, and the Cannonball Mobile App²⁴.
 - (4) Riders using satellite tracking devices are reminded that these technologies are not foolproof. Therefore, riders are strongly encouraged to maintain a separate time log using photographic evidence.

11) Disqualification and Penalties

a) Disqualification

- i) A rider may be disqualified and jeopardize their eligibility to participate in future events for acts of unsportsmanlike conduct, including but not limited to:
 - (1) Failing to render aid to another rider or public under life-threatening emergencies.
 - (2) Acting in a manner that may endanger another rider or the general public, including receipt of an excessive number of traffic citations or reckless driving.
 - (3) Acting verbally or physically abusive or threatening manner to riders, scorekeeper(s), or organizers.
 - (4) Altering, damaging, or otherwise tampering with another rider's equipment.
 - (5) Deliberate acts of omission or misrepresentations deemed unfair or inappropriate by the organizers.
 - (6) Failing to accurately disclose the entrant scooter's engine displacement, year of the frame, or engine year on registration documentation.
- ii) Failure to satisfy the Record Keeping and Documentation requirements for the first Starting Control Checkpoint²⁵.
- iii) Failure to satisfy the Record Keeping and Documentation requirements for more than two consecutive days²⁶.
- iv) Any substitution of scooter or rider after the event's start will disqualify the entrant.

b) Penalties

²¹ This requirement can be satisfied by taking a photograph of the scooters digital clock (or of the same digital clock) with each camera at the start of the event or after any change of time settings on the camera or scooters digital clock.

²² An end-of-ride export of historical location data in any format (online, flat file, GPX logs) will not be permitted for scoring purposes.

²³ The 1/4-mile tolerance is allowed for device imprecision and to give riders a degree of discretion with respect to §10)b) for documenting Control Checkpoints 1-3. This tolerance shall not be used to circumvent the requirements under §10)c) for documenting Starting and Finish Control Checkpoints.

²⁴ It is the rider's responsibility to configure and preauthorize and pair satellite tracking devices prior to the start of the event.

²⁵ The intent of this rule is to require all riders to depart from the event's designated starting line location on the first day of the event to be eligible for scored participation.

²⁶ The intent of this rule is to establish a reasonable timeframe requirement for riders to submit their results while providing a grace period for unforeseen circumstances (e.g., late arrival due to mechanical breakdown).

- i) Any rider awarded zero points for six (6) or more consecutive Segments shall only be eligible to receive a minimum point award for an equivalent number of Segments ridden upon their return to the event²⁷.
- ii) At the sole discretion of the scorekeeper, a rider may be awarded minimum points for completing a segment but failing to satisfy the Record Keeping and Documentation requirements due to unforeseen circumstances²⁸.

12) Interpretation and Disputes

- a) All interpretations of these rules shall be made by the event's organizers, who have the power to waive, modify, countermand, or otherwise interpret these rules.
- b) Decisions by the organizers resulting from unforeseen circumstances arising during the event that override or are otherwise conflict with any rule herein shall control.
- c) The event shall identify no less than one (1) organizer who is not an entrant to act as an interpreter of these rules should circumstances arise where organizing entrant(s) must abstain.
- d) Disputes will likely arise during the event. Parties are encouraged to resolve issues between themselves when able. At any time during the event, accusing parties may submit a written complaint, identifying the rule violated, the party accused, and the desired remedy. Complaints will be considered by the organizers, who may propose a remedy.

²⁷ The intent of this rule is to provide riders with partial credit for their resumed participation after being absent from the event for more than 1.5 days (6 segments), while preventing the rider from having a perceived unfair advantage (fatigue) upon returning. Example: If the rider receives zero points on days 2 & 3 (8 segments) and returns on day 4, the rider is only eligible to receive minimum points on days 4 & 5, however the points restriction is lifted on day 6.

²⁸ This rule is an acknowledgement that minimum points are awarded on a case-by-case basis to riders experiencing an unforeseen hardship (e.g., theft or lost camera or tracking devices). This rule shall not be used circumvent zero-point award situations.