



# MOTORCYCLE CANNONBALL 2023

## EVENT REGULATIONS

April 1, 2023

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**Motorcycle Cannonball, Incorporated**

ADMINISTRATION

- I. A. Definition
1. MOTORCYCLE CANNONBALL 2023 (hereafter referred to as MOTORCYCLE CANNONBALL) is a motorcycle endurance run with competition based on precision riding and navigational skills on classic motorcycles. The Event is a timed, controlled-speed, endurance run—not a top-speed race. Each motorcycle must follow a prescribed common route while attempting to maintain minimum average speeds.
  2. The run is a Prologue, followed by 16 Stages. Those Stages will include the following:
    - a. The Prologue and Stages 1 through 15 are qualifying Stages.
    - b. Stage 16 is the Championship Run.
    - c. Winners are based on total Points (miles) accumulated, as defined in I.F.2.
  3. As used herein, the term “Team” refers to one motorcycle entry, along with its rider(s) and Support Crew.
- I. B. Organization
1. MOTORCYCLE CANNONBALL is conducted by Motorcycle Cannonball, Incorporated, Sturgis, South Dakota (hereafter Motorcycle Cannonball), and shall be under the control of officials designated by Motorcycle Cannonball.
 

<u>STAFF</u>	
Event Promoter / Director of Operations	Jason Sims
Administrative	Lee Ann Sims
Course Master	Jason Sims
Course Graphics	Jeanne English
Hotel and Travel Coordinator	Lee Ann Sims
  2. MOTORCYCLE CANNONBALL is governed by these regulations, and any supplements issued.
  3. Starting the Prologue or first Stage of MOTORCYCLE CANNONBALL constitutes acceptance by each Rider of these and any other rules or regulations governing the Event.
- I. C. Communications
1. All inquiries for entry, press information, or sponsorship should be directed to:  
Motorcycle Cannonball, Incorporated: E-Mail: [jason@motorcyclecannonball.com](mailto:jason@motorcyclecannonball.com)
  2. Official notices (including daily results) will be posted in the evening event venue and/or at the morning start location.
    - a. Riders are responsible for observing all official notices posted in the evening event venue or at the morning start location.
    - b. No official notice will be posted later than 20 minutes before the official Stage start each day.
  3. A meeting of all riders, Support Crew members, sponsors, and staff will be held in Virginia Beach, VA, at a time and location to be announced. Attendance by each rider and all Support Crew members is mandatory.
  4. Course Instructions for each Stage are available to each rider as specified in VII.B.2.
  5. Supplemental Regulations, official notices, and other written instructions may also be issued. Such information may be handed out with Course Instructions, posted in the evening event venue or at the morning start location, or made available after notice of availability is posted in the evening event venue or at the morning start location.
  6. Information which may be helpful, but not necessary to the competition, may be given orally. Oral information is always on an informal basis, and is not official. The written Event materials govern the Event and take precedence over any oral information or interpretation.
- I. D. Schedule of Events (Preliminary)
- A complete Schedule of Events will be given in an Event Supplement. Preliminary Schedule of Events:
- |  |  |
|--|--|
| Wednesday, September 6                               | Pre-Event activities, Virginia Beach, VA including Registration, Motorcycle Inspection, Practice Run |
| Thursday, September 7                                | Official Start, Virginia Beach, VA; Prologue   |
| Friday, September 8                                  | Stage 1 Start, Virginia Beach, VA; Stage 1   |
| Saturday, September 9 through Saturday, September 14 | Stages 2-7   |
| Sunday, September 15                                 | Rest Day, Wichita, KS  |
| Monday, September 16 through Saturday, September 24  | Stages 8-16  |
| Sunday, September 24, Championship Run               | Stage 16; Grand Finish, Oceanside, CA  |
- I. E. Classes: Each motorcycle will compete in one of two Divisions and one of six Classes:
1. Century Division: Motorcycle at least 100 years old, model years 1923 and earlier
    - a. Class I: 600cc motorcycles, can maintain 43 MPH on a straight, flat road

- b. Class II: 601cc to 1000cc Motorcycles that can maintain 45 MPH on a straight, flat road
- c. Class III: 1000cc and above, can maintain 47 MPH on a straight, flat road
- 2. 90-Year Division: Motorcycle at least 91 years old, model years 1924 through 1933
  - a. Class IV: 600 cc and below, can maintain 45 MPH on a straight, flat road
  - b. Class V: 601 cc to 1000 cc, can maintain 48 MPH on a straight, flat road
  - c. Class VI: 1001 cc and above, can maintain 50 MPH on a straight, flat road

I. F. Eligibility for Awards: Official Finisher

- 1. To be eligible for an Award and be listed as an official finisher in MOTORCYCLE CANNONBALL, a Rider must complete the Prologue and the 15-Stage Run in accordance with the following requirements:
  - a. The competing motorcycle must pass all required Motorcycle Inspections.
  - b. The competing motorcycle must start the Prologue and Stage 1.
  - c. The competing motorcycle must complete at least 8 of the 16 qualifying Stages (Prologue and Stages 1-15).
  - d. The competing motorcycle must complete Stage 16.
  - e. The Rider must not be disqualified.
- 2. The total Points for the Event are determined for each Rider in the following manner: on the Prologue and each Stage, each Rider accumulates one Point for each mile the rider travels on the correct Route, up to the total official distance of the Stage, reduced by any penalty Points that Rider accumulates.
- 3. Basis for Awards: Awards are based on total Points, as defined in I.F.2.
- 4. Each entrant and his/her Team must comply with all rules, regulations, and supplemental regulations governing MOTORCYCLE CANNONBALL.
- 5. If unexpected circumstances should prevent the completion of the Event as planned, Motorcycle Cannonball may alter or terminate the Run and distribute awards in a manner which, at its sole discretion, Motorcycle Cannonball feels is equitable and fair.

I. G. Awards: Winners will receive their awards after certification of the results by Event Officials. Currently, there will be seven awards:

- 1. A trophy for the winning rider
- 2. Plaques for the following:
  - a. Class I winner (1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Places)
  - b. Class II winner (1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Places)
  - c. Class III winner (1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Places)
  - d. Class IV winner (1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Places)
  - e. Class V winner (1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Places)
  - f. Class VI winner (1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Places)
  - g. Spirit of Cannonball Award

II. ENTRY REQUIREMENTS

II. A. Eligibility for Entry: Motorcycle entries must have been manufactured in 1933 or earlier. Motorcycles shall be as defined in Part IX.

II. B. Entries

- 1. Motorcycle Cannonball chooses riders from an applicant pool at full discretion of Motorcycle Cannonball.
- 2. An entry application, accompanied by the full entry fee and digital photos of the proposed entry motorcycle and the rider, must be submitted to Motorcycle Cannonball.
- 3. Date of Entry: The date of receipt of your full entry fee establishes your date of entry.
- 4. After receipt of an Official Entry Form along with the full entry fee, Motorcycle Cannonball will notify the applicant of acceptance or rejection of the entry.
- 5. Non-Transfer of rider: Riders may not transfer, sell, barter, trade, raffle, give away, or benefit monetarily or in any other fashion for their entry position. Entry positions are non-transferable except to immediate family members. If a rider wishes to transfer the entry position to an immediate family member written permission of Motorcycle Cannonball is required. Motorcycle Cannonball reserves discretion to deny any request for any reason, without explanation.
- 6. Once accepted, motorcycle entries must not be changed or transferred without written permission of Motorcycle Cannonball. Once the Event has started, no motorcycle substitution is permitted.
- 7. Motorcycle Cannonball reserves sole discretion to invite riders to future events. Rider entry positions are not transferrable to subsequent event years unless invited by Motorcycle Cannonball.
- 8. Motorcycle Cannonball reserves the right to terminate a rider at any time, for any reason, without explanation.
- 9. No rider, support crew member, or anyone associated with a rider or support crew member may film any portion of the Official Motorcycle Cannonball (dates as announced previously in this document) without exclusive written permission of Motorcycle Cannonball. No rider may benefit monetarily from filming, or sale of that footage without permission and payment arrangement with/to Motorcycle Cannonball. Motorcycle Cannonball is trademark pending and reserves exclusive

rights to accept or deny any filming requests. Motorcycle Cannonball will be included in any granted filming requests as Executive Producer and reserves full right of refusal for material. Motorcycle Cannonball will be paid by as outlined in a separate agreement for any granted requests.

II. C. Refunds

1. Upon acceptance of entry by Motorcycle Cannonball, entry fees are non-refundable and non-transferable.
2. Neither a rider's inability to start or complete the Event nor disqualification is cause for refund of entry fees.

II. D. Team Composition (Rider and Support Crew)

1. The rider of a participating motorcycle during the run must display an official MOTORCYCLE CANNONBALL identification tag.
2. Rider substitutions
  - a. A rider beginning any single Stage (day) must run the entire Stage with no substitutions allowed. Rider substitution is permitted between Stages. A rider substitution must be noted in writing to an Event Official before the start of each Stage.
  - b. There is a 100-Point penalty for the first Stage run with each substitute rider. Example: Rider A rides Stage 1 and Rider B rides Stage 2. The Team receives a 100-Point penalty on the first Stage ridden by Rider B (and an additional 100-Point penalty on the first Stage ridden by Rider C), but no additional penalty on any subsequent Stage ridden by Rider A, Rider B, or Rider C.
  - c. After the start of the Event, a rider must not compete on a Team other than his or her official entry Team.
3. Entrants, riders, Support Crew members, workers, Event Officials, and all other personnel connected with the Event must sign a RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT before their participation in the Event. Minors must have a properly executed minor's release on file with Motorcycle Cannonball.
4. All riders will be required at Registration to show a valid operator's permit/license with motorcycle endorsement for the state/province/country in which they reside. A learner's permit is not a valid license for this Event.

II. E. Support Vehicles

1. Each official entry is allowed one official support vehicle. Any vehicle accompanying the Event is considered an official support vehicle.
2. A support vehicle may be designated as the official support vehicle for more than one entry.
3. During a Stage, a competing motorcycle may receive service and/or assistance from official MOTORCYCLE CANNONBALL Course Vehicles and personnel, from other riders, and from businesses and individuals not otherwise directly associated with any Team. During a Stage, a competing motorcycle must not receive service or assistance from anyone associated with any Event Team including, but not limited to, support vehicles, family members, and friends.
4. Support vehicles must follow Support Crew Instructions.
5. On most days, Support Crew instructions take Support Vehicles directly to the next overnight city by a route mostly different from that followed by competing motorcycles. On these days, where portions of the route are the same, a support vehicle must not travel near its competing motorcycle.
6. On several days, Support Vehicles follow a major portion of the motorcycles' route. On these days, support vehicles must not be in the field of competing motorcycles during the day's run; therefore, on these days, it is recommended that support vehicles depart at least 30 minutes after to the official start of the Stage. (Support crews will be notified daily on which time to leave)
7. If a Team's support vehicle is observed violating Support Crew Instructions (such as moving in the field of competing motorcycles when instructed not to, or traveling near its competing motorcycle) the rider or Team will receive a penalty of 50 Points for the first occurrence, 250 Points for the second occurrence, and disqualification for the third occurrence.
8. If a support vehicle is designated the official support vehicle for more than one Team, each of the Teams will receive the penalties assessed because of that support vehicle.

II. F. Official Signage: All competing motorcycles are required to display the official MOTORCYCLE CANNONBALL signage and identifying numbers. Motorcycles must display the number placards provided by Motorcycle Cannonball; replacing these with a team's own number placards is not allowed.

II. G. Equipment

1. The following equipment is allowed:
  - a. Pencils, pens, and scratch pads
  - b. Timepieces
  - c. A tire pressure gauge, compass, thermometer, and altimeter
  - d. One operating speedometer; one operating odometer
  - e. A cellular telephone
  - f. Digital cameras and video cameras
2. The following equipment is prohibited: Any positioning or communication device which uses satellite technology (such as Global Positioning System).

3. A Team found with illegal equipment is subject to the penalties specified in VI.B.2.

III. ORDER OF START

III. A. Starting Positions are determined by:

1. The motorcycles are divided into Six Classes:
  - a. Class I: model years 1923 and earlier; 600cc or less motorcycles
  - b. Class II: model years 1923 and earlier; 601cc to 1000cc motorcycles
  - c. Class III: model years 1923 and earlier; 1001cc and above motorcycles
  - d. Class IV: model years 1924 through 1933; 600 cc and below
  - e. Class V: model years 1924 through 1933; 601 cc to 1000 cc
  - f. Class VI: model years 1924 through 1933; 1001 cc and above
2. On the Prologue and Stage 1, the order of start will be: Class I, Class II, Class III, Class IV, Class V, Class VI
3. On subsequent Stages the order of start will be:  
Class I and Class IV; then Class II and Class V; then Class III; and then Class VI at specified intervals.

- III. B. Teams who withdraw: Riders who have left the Event must notify an Event Official so their starting position may be released, and they are responsible for canceling their hotel reservations.

IV. INSURANCE

IV. A. Ownership

Each entrant must certify that the motorcycle entered is properly licensed, insured, and fully legal for use on public roads, and either is owned by the entrant, or present proof the motorcycle is being used by the entrant with the owner's knowledge and permission.

IV. B. Limits of Liability

Each competing motorcycle must be covered by liability insurance.

IV. C. Proof of Insurance

Each entrant must provide a copy of the declarations page of his or her insurance policy or a certificate of insurance naming the entry motorcycle and showing coverage dates and limits of liability.

IV. D. Accident Reports

If an entrant's competing motorcycle or support vehicle is involved in an accident or incident at any time during the Event (whether or not during competition), the entrant must provide written details of the accident and witnesses to an Event Official within 24 hours.

V. SCORING AND CHECKPOINTS

V. A. Checkpoints

1. Checkpoints may be located anywhere along the Route, and may be on either side of the Route. On most Stages, there will be a Checkpoint only at the Start Line and at the Finish Line. You will not be told in advance the location of other Checkpoints.
  - a. Each Checkpoint is identified by a white Motorcycle Cannonball Stop Checkpoint sign (the sign will be displayed at Registration and/or the pre-event Classroom Session). You must stop at a Checkpoint and have your Course Instructions endorsed; failure to stop may result in a penalty.
  - b. A Checkpoint may be used to verify that riders are following the correct route, operating their motorcycles safely and legally, and complying with the rules of the Event; or for other purposes deemed appropriate by the organizers. It may issue emergency instructions when necessary.
  - c. There is an official MOTORCYCLE CANNONBALL Start Line at the Start location each day; it is on the route directed by the Course Instructions. There will be a Checkpoint located at the Start Line. Each rider and motorcycle must check in at this Checkpoint no earlier than the scheduled start time for their Class as specified in the Course Instructions. (Example: A rider and motorcycle whose Class's start time on a given Stage is 8:00 may check in and then depart any time after 8:00.) A rider and motorcycle who do not check in as specified here will receive a DNF (did not finish) and a 50 point penalty for the Stage.
  - d. There is an official MOTORCYCLE CANNONBALL Finish Line at the destination each day; it is on the route directed by the Course Instructions. There will be a Checkpoint located at the Finish Line. This Checkpoint is the final Checkpoint for that Stage. Each Rider and motorcycle must check in at this checkpoint as specified in the Course Instructions. There is no penalty for early arrival, but to receive full credit for a Stage's run, the Rider and motorcycle must return to the Checkpoint located at the Finish Line
2. A rider who interferes with Checkpoint operations, whether deliberately or otherwise, may be penalized in accordance with V.D.8.b.
3. Checkpoints remain open 30 minutes after the scheduled arrival time for all motorcycles except those known to have

dropped out or who have been disqualified.

- V. B. Official Mileage
  - 1. Measurement
    - a. Official mileages are measured and given to a resolution of .01 mile.
    - b. Official mileage will approximate statute miles. However, day-to-day variations may occur because of changes in weather, equipment, etc.
  
- V. C. Timing and Scoring
  - 1. Timing
    - a. Official time is referenced to radio station WWV of the National Institute of Standards and Technology. We will attempt to have a WWV radio signal and synchronized clock at each day's start. (WWV time is also available by telephone: 303-499-7111.)
    - b. Time Zones: The time of the time zone at the start of each Stage is used for scoring throughout that Stage, regardless of time zone changes (be sure, however, to reset your time after you arrive at the Stage's finish line if the time zone changes). Time zone information will be given in an Event Supplement and in the Course Instructions.
  - 2. Scoring
    - a. On each Stage, each rider accumulates one Point for each mile the rider travels under the motorcycle's/rider's own power on the correct Route, up to the total official distance of the Stage, reduced by any penalty Points that Rider accumulates.
    - b. Missed Checkpoints
      - (1) A motorcycle which misses (fails to pass) a Checkpoint will receive the penalty stipulated in V.D.3.
      - (2) A motorcycle which arrives at a Stage finish after the official finish time will be scored as having missed the Checkpoint, and will receive the penalty stipulated in V.D.4.
    - c. Ties (for cumulative score) are broken by the following procedure:
      - (1) The motorcycle in the lower Class wins the tie (e.g., a Class I motorcycle wins over one in Class II).
      - (2) If a tie still exists, the older motorcycle by model year wins the tie.
      - (3) If a tie still exists among Class 1 motorcycles, a single-speed vehicle wins the tie over a multi-speed vehicle
      - (4) If a tie still exists, the motorcycle with the smaller engine, measured in cc's, wins the tie
      - (5) If a tie still exists, the older rider wins the tie.
  - 3. Posting of scores
    - a. Scores will be posted on the Motorcycle Cannonball Website following the end of each Stage and following the end of the Event. When posted scores are complete, this will be noted in the event venue and Website.
    - b. Scores for each Stage are final 30 minutes after complete scores have been posted.
    - c. Final Event scores will be posted on the Motorcycle Cannonball Website following Final Motorcycle Inspection. These scores are final 30 minutes after posting. Once scores are final, awards will be distributed based on those scores and no further changes will be made for any reason except under V.E.
  
- V. D. Penalties
  - 1. A Rider that does not complete an entire Stage by the Finish Time for the Class under the motorcycle's/rider's own power will receive a DNF (did not finish) for the Stage (but will still receive Points for miles traveled until the Finish Time for the Class).
  - 2. Penalties for not completing a Stage's Route
    - a. For each mile or portion of a mile not traveled under a motorcycle's/rider's own power..... 1 Point and DNF  
**(The competing motorcycle must remain under the power of itself and/or the rider. A rider may not advance the course without penalty by being pushed or pulled for any distance or a penalty will occur. Exception, a rider may get a push from others to be able to start his or hers motorcycle without penalty.)**
    - b. For not following the correct Route or shortcutting the Route ..... 100 Points
  - 3. Penalties for missing Checkpoints
    - a. Missing a Checkpoint, except the final Checkpoint of a Stage..... 100 Points
    - b. Missing the start Checkpoint of a Stage at the Start Line ..... 50 Points and DNF
    - c. Missing the final Checkpoint of a Stage at the Finish Line ..... 100 Points and DNF
  - 4. Penalties for being late at Checkpoints
    - a. Late at a Checkpoint, except the final Checkpoint of a Stage..... no penalty, if the Checkpoint is still open
    - b. Late at the final Checkpoint of a Stage at the Finish Line .....  
..... 1 Point per mile not traveled (based on location at the Finish Time for the Class) and DNF
  - 5. Penalties for being early at Checkpoints
    - a. Early at a Checkpoint, except the start Checkpoint or final Checkpoint of a Stage ..... no penalty
    - b. Early at the start Checkpoint of a Stage at the Start Line ..... 50 Points and DNF
    - c. Early at the final Checkpoint of a Stage at the Finish Line ..... no penalty, but see V.A.1.d

6. Equipment and personnel changes
  - a. Replacing a motorcycle's engine ..... 1000 Points
  - b. Substituting a different motorcycle .....disqualification
  - c. Substituting a rider (see II.D.2.b)..... 100 Points per new rider
7. Tickets and citations
  - a. It is the riders' responsibility to observe all state and local motor vehicle and equipment laws. One possible source for information on state helmet laws and daytime headlamp laws is <http://motorcycleinfo.calsci.com/PrintLaws.html>. Motorcycle Cannonball takes no responsibility for the accuracy of this information.
  - b. Receiving a ticket/citation/written warning for an equipment violation ..... 100 Points
  - c. Receiving a ticket/citation/written warning for riding while intoxicated or under the influence .....disqualification
  - d. Receiving a ticket/citation/written warning for dangerous or reckless riding ..... 200 Points or disqualification
  - e. Receiving a ticket/citation/written warning for a moving violation ..... 200 Points
8. Other penalties
  - a. Choosing to run with a lower Class on a given Stage (as specified in VII.E.2) ..... 50 Points
  - b. Interfering with Checkpoint operations ..... 200 Points or disqualification
  - c. Support vehicle violation (see II.E.7) .....first occurrence, 50 Points  
 ..... second occurrence, 250 Points  
 ..... third occurrence, disqualification
  - d. Failure to stop at a Stop Sign ..... 50 Points and DNF
  - e. Failure of a motorcycle to be in a Display Area during specified hours (see VIII.B)..... 100 Points
  - f. Leaving a hosted Lunch Stop before the scheduled departure time ..... 50 Points
  - g. Consuming alcoholic beverages or illegal controlled substances while participating .....disqualification
  - h. Copying Course Instructions or allowing Course Instructions to be copied.....disqualification

V. E. Disqualification: Ineligibility for Posted Awards; Ineligibility to be an Official Finisher

1. If a Rider or Support Crew member is judged by the Executive Committee to be guilty of detrimental, dangerous, or unsportsmanlike conduct, that rider shall be disqualified or otherwise penalized as specified in VI.B.2.
2. DNS the Prologue or DNS Stage 1
3. DNF nine or more qualifying Stages (Prologue plus Stages 1-15)
4. DNF Stage 16 (Championship Run)
5. For causes stipulated in II.E.7, V.D.6.b, V.D.7.c, V.D.7.d, V.D.8.b, V.D.8.c, V.D.8.g, and VI.B.2

V. F. Course Operations

1. A lead vehicle will precede the Route each day to ensure that the Route is clear and correct, Checkpoints are in place and accurately located, and to post emergency signs if needed.
2. Sweep vehicles will follow the Route each day to verify route integrity, close Checkpoints, and provide assistance to riders when possible.
  - a. The Chief of Sweep Operations will control the Sweep timetable for completion of the day's course so the last Sweep Vehicle will attempt to arrive at the finish no later than 15 minutes after the close of the official finish window for the last class.
  - b. If a Sweep Vehicle encounters a disabled motorcycle and the wait time window expires for that motorcycle's class at that course location, then the rider and motorcycle will be loaded onto the Sweep Vehicle.
  - c. If a rider refuses to be loaded on the Sweep Vehicle, then the rider will be left behind and will no longer accrue mileage for that stage.
3. The Executive Committee, at its discretion, may extend the time schedule for a Stage or discard a Stage from scoring if it feels that conditions or problems on that Stage rendered it unsuitable for competition. Such a decision will be posted in the evening event venue and at the morning start location.

VI. QUESTIONS AND PROBLEMS

VI. A. Problem Resolution—Executive Committee

1. The MOTORCYCLE CANNONBALL staff strives to make this an enjoyable and error-free Event. However, unanticipated questions and problems can arise. We will attempt to answer questions and resolve problems as quickly, accurately, and fairly as possible.
2. If you would like to submit a problem or inquiry, perhaps regarding another Team's violation of Support Crew or other Regulations, your submission must be in writing, with your name, signature, and motorcycle number. You must submit your problem or inquiry no later than one hour after your Class's finish time for the Stage.
3. Problems will be reviewed by the Executive Committee. The Executive Committee consists of the Event Promoter and others he may designate. The Committee may consult with other staff members, riders, and the person submitting the request, as they deem appropriate or necessary.

- VI. B. Executive Committee Decisions
1. By entering this Event, each rider, entrant, Support Crew member, and their associates agree that the decisions of the Executive Committee are conclusive, final, and binding on all parties, and are not subject to appeal. Each further agrees not to pursue any legal action against the Executive Committee; Motorcycle Cannonball, Incorporated; or its principals, employees, sponsors, agents, or staff members in connection with the resolution of any problem.
  2. If a rider or Support Crew member is judged by the Executive Committee to be guilty of detrimental, dangerous, or unsportsmanlike conduct, one or more of the following penalties will be assessed:
    - a. A penalty of up to 200 Points for the Team's score for the Stage
    - b. DNF for the Stage
    - c. Disqualification
  3. Motorcycle Cannonball reserves the right to terminate a rider at any time, for any reason, without explanation.
  4. Reports of Misconduct: reports of misconduct must be presented to Motorcycle Cannonball in writing to [jason@motorcyclecannonball.com](mailto:jason@motorcyclecannonball.com) within 24 hours of the reported incident. Motorcycle Cannonball reserves sole discretion in its decision to investigate the incident. Reporters understand that Motorcycle Cannonball may or may not report back.

## INSTRUCTIONS

- VII. A. Event Regulations
1. Questions concerning these Event Regulations may be addressed to:  
Motorcycle Cannonball, Incorporated  
E-Mail: [jason@motorcyclecannonball.com](mailto:jason@motorcyclecannonball.com)
  2. These Regulations will be available to riders no later than August 7, 2023
- VII. B. Course Instructions
1. Description
    - a. The Course Instructions are a series of instructions which are used to follow the Route. They are numbered in ascending numerical order, and are to be executed in that order.
    - b. Some Course Instructions might be letter/numbered (3a, 3b, etc.) or a number might be marked "omitted". This may be done to facilitate last-minute changes; the order of execution will always be obvious.
  2. Availability
    - a. For the Practice Run in Virginia Beach, VA, one set of Course Instructions will be available to each competing rider when he/she completes Registration and Motorcycle Inspection.
    - b. For the Prologue, one set of Course Instructions will be available to each competing rider at the pre-event Classroom Session.
    - c. For subsequent Stages (Stages 1 through 16), one set of Course Instructions for each Stage will be available to each competing rider each day 30 minutes before his/her official start time for the Stage. The time and location for each Stage start (after the Prologue) will be found at the end of the Course Instructions for the previous Stage. Each rider's official starting time is the official Stage start time for his/her Class.
    - d. The rider must show his/her identification tag with the motorcycle number in order to receive the Course Instructions.
    - e. The rider must not copy his/her course Instructions or allow them to be copied (see V.D.8.h).
  3. Using the instructions
    - a. In general, each instruction will direct an action to be taken, such as a turn or a reference point to be observed such as a sign or landmark. You are to execute each instruction at the first opportunity to do so. You must complete each instruction before you can consider the next instruction for execution.
    - b. It is recommended that you always be aware of at least the next two instructions so that you won't pass an execution point while trying to read the next instruction. If you don't know your next instruction, stop and read it before proceeding.
    - c. Each instruction will consist of four columns.
      - (1) The first column contains the instruction numbers.
      - (2) The second column (labeled "A") contains diagrams of signs, landmarks, and road and intersection configurations. The diagram of an intersection will indicate the road on which you are approaching the intersection with a dot, and the road on which you are to leave the intersection with an arrow. The route that you are to follow through the intersection is represented by a bold line from the dot to the arrow.
      - (3) The third column (labeled "B") may give the interval mileage from the previous instruction, and also contains symbols specifying rest stops, refueling stops, lunch stops, etc., and timing information. Time of day (for Stage starts, restarts, and finishes) is represented with colons separating hours and minutes (e.g., 7:30 indicates a time of day).
      - (4) The fourth column (labeled "C") will give the official mileage and may contain additional information as part of

the Course Instruction.

- d. Examples of the instruction format are given in the attached Example Stage.
- e. Information contained in parentheses is helpful or informative but not essential.

VII. C. Following the Route

1. In general, the Route will follow principal, paved roads. At each intersection, you will execute the active instruction if it applies. If no instruction applies at an intersection, you will continue on the obvious principal road. At some intersections you may have to follow the principal road as indicated by curve warning signs, center stripes, stop sign or yield sign placement, straight as possible, etc. These situations will be obvious, and should cause no confusion. If you are to leave the obvious principal road, or if there might be any doubt about which way you are to go, you will be given an instruction.
2. The Course Instructions will frequently direct actions which are redundant. If you are to turn at an intersection, for example, you may be given an instruction even if it is redundant with the route you would have followed without the instruction. This is to ensure that all riders will remain on Route.
3. You must, of course, remain alert to the mileages and to the reference and execution points for the instructions. Since there may be extensive distances not requiring route-following instructions, some instructions will reference signs or landmarks only to provide confirmation points.
4. The Route will never enter a private road, driveway, parking lot, unpaved road, or dead-end road without an instruction, and such roads will sometimes be omitted from diagrams or shown as a dashed line (a dead-end road is identified by a sign reading DEAD END, NO OUTLET, NOT A THROUGH STREET, etc.). The route will not make illegal turns or illegal entries (such as against one-way traffic). If you find yourself at an intersection where you cannot proceed without an instruction and none seems to apply, you may be off-Route.

VII. D. Signs and Landmarks

1. Signs
  - a. When a diagram contains words, letters, numbers, or symbols enclosed in a rectangle, diamond, circle, etc., the referenced matter is from the text on a sign. While spelling is intended to be exact, there are no "traps" based on spelling.
  - b. Signs will be found on the right or left of your route or, occasionally, overhead. The diagram referencing the sign will show its position relative to the Route.
  - c. Signs painted on road surfaces, vehicles, or other temporary surfaces will not be used. You will not have to look back to read a sign.
  - d. Referenced text from a sign may be in full or in part; if in part, it will be a principal part of the sign. Referenced text will be continuous, without omitting intervening words, letters, or numbers. For example, a sign reading "Rapid City 100 Sturgis 250" would not be referenced as "Rapid City 250". However, if a portion of the text of a referenced sign is significantly smaller than the rest, that portion may be omitted in the interest of readability at road speed. For example, we might omit "Texas" when referencing the number on a Texas highway sign.
  - e. Multiple signs on a single support are considered to be one sign.
  - f. Referenced speed limit signs are those which apply to the Route.
2. Landmarks: Landmark locations will be shown in the diagram. Landmarks will either be obvious from their usual meaning, or will be identified by a sign, or will be defined in the Glossary.
3. Emergency Signs may be erected on the Route when officials feel additional information may be needed to assist riders because of unexpected or changed conditions. Such conditions might include unexpected changes of route, as might be caused by road construction or detours; missing, duplicate, or redundant signs or landmarks; a possibly confusing situation; and weather or traffic conditions. Such signs may direct route changes. Sample emergency signs will be displayed at Registration and/or the pre-event Classroom Session. Though Emergency Signs will usually be easy to read, you might find it necessary to stop to read one. The signs will be day-glo pink, red, or orange with the letters MC, and instructions or other information such as:
  - a. An instruction number: execute the instruction at that point.
  - b. An arrow: go in that direction to follow the Route
  - c. The letter "I": ignore the sign or landmark on which the emergency sign has been placed.

VII. E. Speeds

1. On flat, straight roads, motorcycles will be required to maintain the speed assigned to their Class (Class I: 43 MPH; Class II: 45 MPH; Class III: 47 MPH; Class IV: 43 MPH; Class V: 45 MPH; Class VI: 47 MPH). Stage times are calculated using these average speeds on straight, flat roads, with additional time being allowed for grades, curvy roads, roads with lower speed limits, and congested areas (such as cities and towns) with stop signs and traffic lights. In addition, 15 minutes has been allowed for each refueling stop (which are usually less than 65 miles apart), and 45 minutes to 1 hour has been allowed for each lunch stop.
2. On a given Stage, a Class II or Class III or Class V or Class VI Team which may be incapable of maintaining required speeds may elect to run with the next lower Class, at the cost of a 50-Point penalty. For example, on Stage 4, a Class III

rider may choose to run with Class II (receive Course Instructions and penalties based on the Class II schedule); that rider would receive a 50-Point penalty on Stage 4.

3. In case of inclement weather, fog, poor road conditions, extraordinary traffic, or other unexpected conditions, for safety a rider may elect to use reduced speeds. In such circumstances, Motorcycle Cannonball may allow additional time for a Stage.

#### VIII. MOTORCYCLE INSPECTION AND DISPLAY AREAS

- VIII. A. Motorcycle Inspection: Each entry motorcycle must pass Motorcycle Inspection by the MOTORCYCLE CANNONBALL Inspection Committee prior to the start (see Schedule of Events).
- VIII. B. Display Areas
  1. Display Areas (also referred to as parc fermés) may be designated in the start city, in hosted lunch cities, in overnight cities, and in the finish city; and hours may be specified during which entry motorcycles must be in the Display Areas.
  2. Entry motorcycles must not be removed from the Display Area during these specified periods without specific permission from the Event Promoter or the Chief Motorcycle Inspector. Violation will result in the penalty specified in V.D.8.e.

#### IX. MOTORCYCLES

- IX. A. Definition: Motorcycle entries must have been manufactured in 1929 or earlier. Generally, any motorcycle manufactured in 1929 or earlier as originally manufactured and/or modified in its year of manufacture is eligible for entry.
- IX. B. Required
  1. All motorcycles must have the required equipment for lawful operation on public roads and highways in their State/Province/Country of registration.
  2. An electrical head lamp, legally acceptable for riding at night
  3. One working tail light, one working stop (brake) light, and one red reflector on the rear of the motorcycle
  4. One rear-view mirror
  5. Operational fire extinguisher, dry chemical, at least 2½ pounds A/B/C
  6. Original Engine Case
  7. Original Transmission Cases (no late-model transmissions)
  8. Period-correct carburetors
- IX. C. Recommended Equipment
  1. Orange “slow vehicle” triangle on the rear of the motorcycle
  2. Electrical turn signals, front and rear
  3. Personal protective equipment
  4. First aid kit
  5. Emergency flares or reflectors
  6. One gallon container of drinking water
  7. Flashlight
  8. Tool kit
- IX. D. Authorized Modifications
  1. Fuel capacity may be increased.
    - a. Auxiliary tank(s) may be added provided they meet Federal and State requirements, are properly vented, and do not detract from the appearance of the motorcycle.
    - b. All gasoline containers must meet applicable federal safety standards.
    - c. A FUEL RANGE OF 65 TO 100 MILES IS STRONGLY RECOMMENDED.
  2. Electrical charging systems including generator/alternator and battery may be added.
  3. Brakes
    - a. Disc brakes are allowed.
    - b. Conversion from a one-wheel brake system to a two-wheel brake system is permissible.
  4. Speedometer/Odometer: Each competing motorcycle may have one speedometer and one odometer.

#### X. GLOSSARY

BLINKER	A warning signal consisting of red or yellow lights operating in an on-off sequence. The blinker may or may not be operating. See instruction #19 in the Example Stage.
CATTLE GUARD	A wooden or metal grate across a road, intended to prevent the passage of cattle.
DNF	<u>Did Not Finish</u>
DNS	<u>Did Not Start</u>
<b>I</b>	When used on an Emergency Sign, “Ignore”
I-	Interstate (as in I-40).

MERGE	Move in the direction indicated into another traffic lane.
RAILROAD CROSSING	The intersection of a road with a railroad track. See instruction #19 in the Example Stage.
STAGE	One day's run
STOP SIGN	An official octagonal sign which requires traffic to stop. See instructions #8 and #25 in the Example Stage.
TEAM	One motorcycle entry, along with its rider(s) and Support Crew
TRAFFIC LIGHT	A signal light alternating red, yellow, and green controlling traffic at an intersection. It may be operating as a blinker or not operating. See instructions #5 and #29 in the Example Stage.
US	United States highway (as in US 6). See instructions #8 and #35 in the Example Stage.
YIELD SIGN	An official triangular sign which requires traffic to yield right of way to other vehicles. See instructions #14 and #21 in the Example Stage.