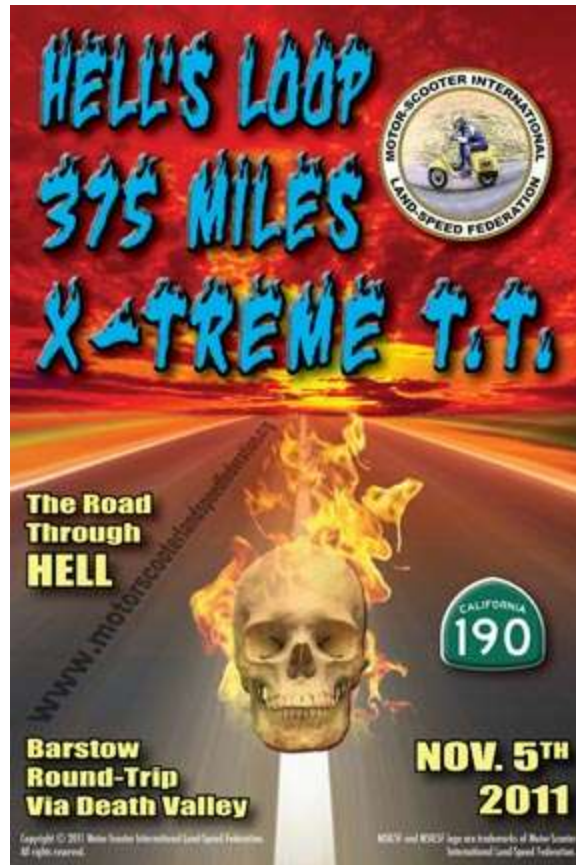


RIDER'S HANDBOOK

Hell's Loop 375-Mile X-Treme Endurance Rally

Saturday, November 5th 2011

Rain or Shine



VOLUME II, 2nd EDITION, SEPTEMBER 6th 2011

Any and all changes, modifications, updates and/or revisions of these Rules and Regulations will be posted on our website. The Volume Number, Edition and Release Date will be posted on the front cover.

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“. . . Call it a journey, a trip, a tour, a vigorous jaunt (anything but a race), and, no matter how loose the rules or how much fun the event generates, it must be taken seriously. . . .” A quote from Doug Scribner, Long-Haired Weirdo Racing Team, in his recount of the 1972 Cannonball Sea-To-Shining-Sea Memorial Trophy Dash, in Brock Yates' book "Cannonball! World's Greatest Outlaw Road Race", MBI Publishing, St. Paul, MN (2003)

Dear Scooterist,

The 2011 Hell's Loop 375-Mile X-Treme Endurance Rally is a pre-entry event requiring payment of an entry fee, designation of rider and scooter, providing medical information in case of an emergency, and procuring a MSILSF Competition License (included in the entry fee).

We will ride rain or shine. This rally consists of starting and finishing the rally in Barstow, CA, riding California State Highway 190 through Death Valley. An endurance rally is an extreme form of riding meant to test the mettle of rider and scooter. This rally will challenge the rider's physical stamina, the scooter's state of preparedness, and the logistics of covering a substantial distance with a minimal amount of stops. This rally consists of a fixed route which riders will complete primarily on State Highway #190. Riders must have their Competition License validated (stamped) per instructions that will be provided just before the rally begins. This is not a street race! It is an endurance rally. To win a displacement (“cc”) class, the rider first to cross the finish line in Barstow, CA who has traveled approximately 373 to 375 miles per odometer or GPS readings since leaving Barstow, CA is the class winner.

Again, this rally is not a road race, and riders are prohibited from riding in a reckless or illegal fashion. There are obviously myriad personal reasons for participating in a rally such as this. Regardless of whether you're challenging your physical stamina, testing the mechanical condition of your scooter, or merely attempting to gain bragging rights, please make no mistake about it – 375 miles up the Baker Grade and through Hell is a long scooter ride!

PURPOSE

MSILSF was formed to promote land-speed racing for motor-scooters and small-wheel motorcycles.

DISCLAIMER

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of this rally event, and to establish minimum acceptable requirements for racers, pit crew, entourage and spectators to adhere to. These Rules shall govern the

condition and conduct of this event and, by participating in this event all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of this event and are in no way a guarantee against injury or death to a participant, spectator or official. MOTOR-SCOOTER RIDING CAN BE DANGEROUS. EVERY PARTICIPANT ASSUMES BY HIS/HER PARTICIPATION, RESPONSIBILITY FOR ALL RISKS OF RIDING, INCLUDING INJURY OR DEATH. EVERY PARTICIPANT ASSUMES BY HIS/HER PARTICIPATION, THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF THE VENUE AND INDIVIDUAL CONDITIONS, AND ASSUMES ALL RISKS OF RIDING, INCLUDING INJURY OR DEATH. MSILSF reserves the right to re-classify or exclude riders. Interpretation of all rules and/or regulations, and final decisions regarding protests, are vested in the sole discretion of the MSILSF Rally Director.

I. THE RULES

These Rules will be strictly enforced. Riders are responsible for familiarizing themselves with these Rules, and communicating relevant portions thereof to their Pit Crew and entourage. Any breach of these Rules may be grounds for disqualification and exclusion from the event.

1. MOTOR-SCOOTER DEFINED

Most motor scooters fit the following criteria: A two or three wheel motorized vehicle with step-through frame and a flat floorboard for the rider's feet. The scooter engine and drive system are attached to the rear axle. In contrast to a frame mounted motorcycle engine, this front-hinged arrangement allows the engine to swing vertically in conjunction with the motion of the rear wheel. Most vintage scooters, including many Vespas, Piaggios, and Lambrettas, as well as some newer "retro" models, have axle-mounted engines, manual transmission, and the gear-shift and clutch controls built into the left handlebar. Current generation scooters use a Continuously Variable Transmission (CVT). Scooters generally feature bodywork, including a front leg shield and body that conceals all or most of the mechanicals. There is often some integral storage space, either under the seat, built into the front leg shield, or both. Most modern motor scooters have wheels between ten (10") and sixteen (16") inches in diameter, with a single or twin-cylinder engine displacing between 50cc and 650cc.

1.A. CHAIN OR BELT-DRIVEN SCOOTERS

Scooters fitted (OEM) with chain or belt final drive, featuring a manual transmission with a foot-operated gear shift and clutch lever mounted on the left handlebar, are deemed to be scooters for purposes of this rally.

1.B. CHAIN OR BELT-DRIVEN SCOOTERS WITH MOTORCYCLE ENGINE

Scooters re-fitted with a frame-mounted motorcycle engine with chain or belt final drive, featuring a manual transmission with a foot-operated gear shift and clutch lever mounted on the left handlebar, are deemed to be scooters for purposes of this rally.

1.C. NON STEP-THROUGH VINTAGE SCOOTERS

Small-wheel non step-through scooters are generally defined as two-wheel motorized vehicles that resemble a miniature motorcycle, fitted with motor-scooter type wheels not exceeding 14". Small-wheel non step-through scooters have a frame-mounted motor-scooter engine featuring a manual transmission and chain or belt final drive, or a continuously variable transmission, and drive system attached to the rear axle. Unless otherwise stated in these Rules, small-wheel non step-through scooter engine displacement is limited to engine size fitted by the manufacturer (OEM), marketed, advertised and offered for sale (homologated) to the general public. Insofar as the Rules are not inconsistent with this definition, they apply with equal force to small-wheel non step-through scooters, which shall compete in this event against traditional step-through motor-scooters.

1.D. SMALL-WHEEL MOTORCYCLES

Small-wheel motorcycles are generally defined as two-wheel motorized vehicles that resemble a miniature motorcycle, fitted with motor-scooter type wheels not exceeding 14". Small-wheel motorcycles have a frame-mounted motorcycle engine featuring a manual transmission, with foot-operated gear-shift and clutch lever mounted on the left handlebar. Unless otherwise stated in these Rules, small-wheel motorcycle engine displacement is limited to engine size fitted by the manufacturer (OEM), marketed, advertised and offered for sale (homologated) to the general public. Insofar as the Rules are not inconsistent with this definition, they apply with equal force to small-wheel motorcycles. Small-wheel motorcycles shall compete in this event against traditional step-through motor-scooters.

2. ENGINES

A single or twin cylinder engine, either 2-Stroke or 4-Stroke, is allowed. 4-Stroke engines may be single or double overhead cam.

3. FRONT / REAR WHEELS

Scooter and small-wheel motorcycle front and rear wheel size is restricted to fourteen inch (14") maximum diameter. Scooters fitted at the time of manufacture (OEM) with larger diameter wheels, such as certain Piaggio, Kymco, and SYM models are exempt from the 14" maximum diameter limitation. Small-wheel motorcycles originally fitted (OEM) with wheels larger than 14" are ineligible to compete. Motorcycles originally fitted (OEM) with wheels larger than 14" are ineligible to compete.

4. RIDER LOCATION

The rider must control the scooter from the seating position on the tire-tread centerline between the front and rear wheels. Handlebars are required. The rider must be able to exit the scooter without restrictions or assistance.

5. STEERING

A steering-damper may be fitted. A steering-damper should be fitted to any scooter capable of exceeding 90 mph. Steering by front wheel only.

6. BODYWORK

Traditional non-streamlined motor-scooter body-work, front leg shield and floor-boards may be removed. Body-work that conceals all or most of the mechanicals may be removed or modified. Fairings, dustbin fairings and/or streamlining are prohibited. The rider's entire body (hands included), in the racing position, must be visible from either side of the scooter.

7. SCORING

To win a displacement ("cc") class, the rider having traveled the most miles in 6 hours per beginning and ending odometer readings will be deemed the winner.

8. ENTRANT'S RESPONSIBILITY ~ PERSONAL CONDUCT

Participants are responsible for their personal conduct and actions of their entourage (pit crew and spectators). Any participant or pit crew member exhibiting signs of intoxication, or engaging in physical violence, will be disqualified from further participation in the event.

9. MINIMUM AGE, DRIVER'S LICENSE, VEHICLE REGISTRATION AND PROOF OF LIABILITY INSURANCE.

Riders must be at least eighteen (18) years of age to participate. Scooters must be currently registered and licensed, displaying a license plate with current tags. Rider's must be properly licensed to legally operate their scooter, and fully insured in compliance with State law. Copies of the aforementioned documents (i.e., driver's license, vehicle registration, and proof of insurance) may be scanned and e-mailed to msilfs@hotmail.com, or faxed to (619) 425-7368, but must be received no later than August 1st 2011.

10. TECHNICAL INSPECTION

Before being permitted to participate in the rally, all riders shall submit themselves and their scooter to Technical Inspection in the designated Tech Inspection Area at the Saddleback Inn, Lake Arrowhead, CA, on Sunday, August 7th 2011 at 06:00 hours sharp at the designated starting area. Please bring your riding gear (helmet, gloves,

etc.) to Tech. Riders and scooters passing Tech Inspection will receive a MSILSF Tech Sticker that will be placed on the scooter by the Tech Inspector. The decision of the Chief Technical Inspector as regards compliance with the aforementioned Rules is final.

11. APPAREL

Riders are encouraged, but not required, to wear hi-vis racing apparel including, but not limited to, full coverage Snell 2010/DOT approved helmet, full leathers with body armor, leather high-top boots, and padded leather gloves. Riders are required to wear at least: **(a)** jeans or Levis of sufficient leg-length to cover the tops of their shoes or boots; **(b)** high-top athletic shoes or boots; **(c)** a pull-over long-sleeve shirt, such as a Moto-Cross (MX) Jersey or sweatshirt; **(d)** DOT approved helmet; **(e)** racing goggles if wearing a shorty, half-pot, MX or open-face helmet, and **(f)** full-finger leather gloves. **If you have a misperception about the dangers attendant to competing at this venue, you are invited to watch these youtube.com video clips and wear riding gear commensurate with the challenges:**

http://www.youtube.com/watch?v=YtAS_WU9TZc&feature=related

<http://www.youtube.com/watch?v=XiKmPFo6xNA&feature=related>

12. VALVE STEMS

Metal valve stems are highly recommended, but not required. All rubber valve stems, whether straight or 90-degree, must be in excellent condition. **Weather-cracked valve-stems will not pass tech inspection!** All valve stems must be securely fitted with metal or plastic valve stem caps. The decision of the Chief Tech Inspector as regards valve-stems is final.

13. TIRES

High performance scooter tires such as Michelin, Pirelli, Dunlop, Metzler or Continental are highly recommended, but not required. OEM or comparable tires are permitted. **Weather-cracked or worn tires will not be pass tech inspection!** The decision of the Chief Tech Inspector as regards tires is final. Calculate your specific tire requirements using the search engine at <http://www.bits4motorbikes.co.uk/Tyres/TyreSearch.html>.

MSLSF reserves the right to change or modify these Rules.