

RULES AND REGULATIONS

1.0 GENERAL

A safety inspection will be done on a point by point basis upon registration. Discovery of overly worn chains, cracked tires, leaking fuel, loose bolts etc. will require the bike be made safe before participating.

Anyone participating in the closed road portion of the event must wear proper wear including DOT helmets, riding boots, gloves, armoured jackets and pants, leathers over fabric highly recommended.

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.

There will be no exchanging of bikes for the closed road event.

2.0 ELIGIBLE BIKESGENERAL

1969 and earlier, four stroke 250cc maximum

1969 and earlier, two stroke, 199cc maximum

Classes will be 125cc and 250cc

Any motorcycles that participated in 2015 and do not meet the specs above will be grandfathered until they don't compete in the second day closed road event.

3.0 MODIFICATIONS

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

Rear shocks - no restrictions

Tires - no restrictions

4.0 SCORING

We will be giving time to bikes with lower displacement than the class they are running in on the following basis:

0.2 seconds per cc in the 250/200 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.

The endurance run of 300km on the Saturday will provide 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.

5.0 PRIORITY OF REGISTRATION, CLOSED ROAD PORTION ONLY

For the first month of registration, priority will be given to registrations by Group number with Group 1 bikes having highest priority after which registrations for the closed road portion will be on a first come first served basis.

Group 1 bikes are European bikes that were involved in or could have been involved in the original Motogiro, eg. Motomorini, MV Agusta, Ducati, Benelli, Garelli, Motobi, Puch, etc. If you have a bike with history, eg. 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 are bikes in general with a motor design that goes back to 1957, eg 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 are all the rest of the bikes that fit the overall criteria.