Greek Islands Scooter Rally
And
ScooterGiro Cyclades

Competitors' Guide and Competition Rules

Welcome to the Greek Islands Scooter Rally and ScooterGiro Cyclades. This Participant Guide is written to help you prepare for and compete in ScooterGiro Cyclades (SGC).

What is ScooterGiro Cyclades? SGC is a motor scooter road rally in the tradition of the MotoGiro d' Italia and the road rallies commonly conducted by auto clubs such as the Sports Car Club of America and other organizations. It is not a "race" in any sense of the word, but a test of your navigating skills. SGC is a "Time-Speed-Distance" type rally. You will be provided a map and a printed page of course instructions and it will be your task to ride the course exactly as described, in the time allotted for the course. The time allotted for the course will be established by the Rallymaster based upon the average posted legal speed along the course, speed reductions necessary to safely deal with road conditions and pre-planned stops. The time allotted will be expressed as Target Average Speed (TAS), and each leg will have a published TAS. The TAS will be somewhat less than the average posted legal speed to allow for competitors to make up for lost time without violating posted speed limits. Read on, and you will understand this better.

What equipment do I need for competing? Obviously, you will need a scooter, and we have arranged for relatively new, well-maintained rental scooters as part of the Rally package. If you live close enough to ride to the Rally, you are more than welcome to ride your own. All rental scooters will be capable of the speeds necessary to compete successfully in the rally. Riders without a motorcycle endorsement can rent 80/100cc scooters, and riders with a motorcycle endorsement can rent 125cc and larger scooters. Since the maximum legal speed on any of the course roads is 70 kmh, both size groups are more than sufficient.

In addition to the scooter, you will need a stopwatch that can measure hours, minutes and seconds, a kneeboard or other device/method to hold your course instructions while you ride, and a calculator, if you don't like to do math in your head. Don't forget a writing instrument! Refer to the ScooterGiro Rules for prohibited equipment.

Elapsed time is what the Rally is all about! Your actual average speed for the course and between Control Points will be determined by measuring elapsed time. Distance divided by time provides your actual average speed. Thus, a good stopwatch with a "split" function is a critical aid to your performance. Completing a segment of the course in less than the Target Elapsed Time means you have traveled too fast, and completing a segment in more than the Target Elapsed Time means you have traveled too slowly.

First Order of Business – Calibrate your Odometer! The Rallymaster will use a car to measure the courses and segments before the Rally. He will also measure a fixed length Odometer Calibration Course (OCC) using that same car. Any error in the odometer of the Rallymaster's car's accuracy in the measurement of the courses will also be present in the measurement of the OCC. Thus, to aid you in competing, you will need to measure the OCC with the odometer on your scooter and compute the error factor between your odometer and the Rallymaster's odometer. This is a simple procedure.

The OCC will be clearly marked on the ground. Simply ride the OCC and note the distance recorded by your odometer. Then divide the results on your odometer by the official measured length of the OCC to get your correction factor. You simply multiply distances given in a course instruction by your correction factor to get the odometer distance your scooter would have to show to accurately complete that distance. For example, the OCC is measured by the Rallymaster as 10 km. If your odometer records the OCC as 9.7 km long, your correction factor is 9.7 divided by 10 or 0.97. If a leg in the course instructions is shown to be 8.3 km, your indicated odometer distance to ride that leg would be 8.3 km times 0.97, or 8.05 km. When you get your course instructions, you can

then easily compute your corrected odometer equivalents for all course distances and add that to the course instruction sheet.

Pre-Ride Planning. Well in advance of each course, you will receive a printed Course Instruction (CI), which will be a detailed set of directions from the Start Point to the Finish Point as shown in this example:

	Driving Instructions	Total Elapsed Distance in km (corrected odometer reading)	Target Avg KPH From Start Point	Target Elapsed Time (HH:MM:SS)	Actual Elapsed Time	Average Posted Speed Limit	Minimum Allowable Elapsed Time (HH:MM:SS)
1	Go to stop sign & **L**						
2	0.8 km to **T** – **R** towards **MARPISSA**	0.9					
3	3.2 km – **R** towards **KOSTOS**	4.1 (3.98)					
4	5.2 km – **L** into village of **KOSTOS**	9.3 (9.02)					
5	**CMR** -follow signs to **LEFKES**						
6	**CP** – Kostos Village	10.1 (9.8)	38.5	*00:15:45*	*00:15:57 -12 sec corr*	42 kmh	*00:14:26*
7	2.3 km **CMR** toward **Lefkes** and **L** at **T** (STOP Sign)	13.4 (13.0)					
8	RP – Stone Bridge	22.1 (21.4)	41.2	00:32:11		45.3 kmh	00:29:16
9	CMR to Finish Point	33.5 (32.5)	42.8	00:46:58		46.7 kmh	00:43:02

Sample Course Instruction

The information shown in **black** will be printed on the Course Instruction. The information shown in **red** should be calculated by you before the start of the course and entered on the sheet for navigation purposes. Note that in the above example, pre-planning entries (**red**) are computed Target and Minimum elapsed times, and distances corrected for odometer error (using the 0.97 factor in the example above). You should enter the information shown in **blue** as you ride the course, which will help you calculate speed corrections needed to return to the Target Average Speed on the following legs.

Abbreviations used on Course Instructions are:

L = Turn Left **R** = Turn Right **CMR** = Continue on Main Road **CMR – R(L)** = Continue on Main Road, bearing Right(Left) **T** = "T" intersection **Y** = "Y" intersection	**CP** = Check Point (Stop up to 20 sec allowed) **RP** = Reference Point (NO stop allowed) **DP** = Delay Point

Thus, the course instructions above would read and be used as follows:

> Depart the Start Point and go to the STOP sign. Turn left and ride 0.9 km to a "T" intersection and turn right towards the village of Marpissa. Go 3.2 km and turn right at the sign to Kostos. Continue 5.2 km and turn left at the sign to Kostos, entering the village itself. Continue on that road following signs to Lefkes. At 10.1 km elapsed distance, you will arrive at a Check Point. After leaving the Check Point, continue on the road to a "T" intersection and turn left towards Lefkes. You will cross a Stone Bridge after 22.1 total km of riding, and reach the Finish Point at 33.5 km total riding.

Riding the Course: The best "Rule of Thumb" is to simply ride the course just below the Posted Speed Limits, adjusting your speed for road conditions as you encounter them. You can then adjust your speed based upon your arrival time at each Check Point or Reference Point.

For example, the Check Point in Kostos Village is exactly 10.1 km from the Start Point, and your Target Average Speed for the course to that CP is 38.5 kmh. In your pre-planning, you calculated that 10.1 km at 38.5 kmh should take 15 min and 45 seconds. Upon reaching the Check Point, your stopwatch records your time as 15 mins and 57 seconds, meaning your average speed on this leg was slower than 38.5 kmh, and resulted in your taking 12 seconds more than necessary. Thus, you want to correct your speed on the next leg to take 12 seconds less time than computed.

How do I determine the best road speed along a course leg? The Target Average Speed for a course is determined by the posted speed limits along the legs, an allowance for road conditions, a slight reduction to reduce the need to exceed the speed limit to make up time, plus 20 seconds for a Check Point stop. One approach is to "generalize" the speed by comparing Average Posted Speed Limit to the Course Target Average Speed. In the example above, the Target Average Speed for the course is 42.8 kph, and the Average Posted Speed Limit is 46.7 kmh. Thus, your TAS is 91.6% of the posted speed limits. As a rule of thumb, you would then want to ride at about 46 kmh when the posted speed limit is 50 kph (50 x 0.916 = 46), 37 kmh when the posted speed is 40 kmh and so forth. Speed limits on the islands are in 10 kmh intervals. If you need to "make up time" due to riding too slow on one leg, you simply adjust your speed upward on the next leg. Similarly, if you have ridden too fast on a leg, you will need to slow down on the next leg. Keep in mind, however, that courses will be monitored, and penalty points for exceeding the speed limit are the most severe. Also, you are expected to ride at or near the normal speed throughout the course, and "crawling" (driving very slowly to make up for excessive speed) also carries heavy penalty points. Of course, the method you use to determine your riding speed is your decision to make.

CHECK POINTS CAN BE YOUR FRIEND! The course plan allows for a 20 second stop for navigational purposes at each Check Point. If you spend less than 20 seconds stopped at the Check Point, you shave that time off your elapsed time for the course, and effectively increase your average speed for the course. If you arrive at a Check Point early, however, you cannot remain at the check point longer than 20 seconds to get back on schedule, as there are penalty points for stopping more than 20 seconds at a Check Point, and Check Points are monitored by Rally Staff. So, while you are allowed to stop for up to 20 seconds at a Check Point, you are not required to spend a full 20 seconds there. In the example above, if you stopped at the Check Point for only 10 seconds, you would correct all but 2 seconds in your elapsed time error.

Are there any other purposes for Check Points? Yes, Check Points will be manned by Rally Staff to verify that you have followed the course properly and have not, for example, taken a short cut to make up for lost time. You will have to stop long enough to sign the CP log, and your arrival time will be recorded to determine your average speed for scoring purposes. Failure to log in at a Check Point results in penalty points for navigation failure.

Why are Target Average Speeds only shown at Check Points and Reference Points, and not for each segment? Posted Speed Limits vary along the courses. While it could be possible to compute the Average Target Speed for each segment, the Rally Committee has elected to simplify the instructions to provide the more general convention used. You are not scored on your average speed for each segment, but will only be scored on your average speed between Check Points and for the entire course.

Will I get a chance to Practice? Yes. We will run the first course on Paros for practice on Wednesday Morning, followed by a group debriefing. Then, on Wed afternoon, we will run the course again for record. That is the only Course for which we will hold a formal practice run. If you wish, you can also run any course again on your own to hone your skills.

Why are the speeds so seemingly slow? The Target Average Speeds are based upon the posted speed limits and riding conditions. You are going to be riding on some very narrow, twisting mountain roads, with a variety of hazards, such as oncoming vehicles, donkeys, goats, chickens and the like, especially on Naxos. The objective is to challenge your navigating skill, not how much of a daredevil you might be. Every course has been test ridden by an experienced rider who knows the roads involved. The speeds determined are based on those test rides and modest safety considerations that will not put any rider at unnecessary risk.

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Rules for Competition

The purpose of the rally is to navigate and ride a set of prescribed courses as close to specific elapsed times (average speed) as possible.

Course Specifications: Courses will be provided to competitors as a set of printed driving instructions, as well as by being marked on the official rally map. Riders will be provided with the measured length of the course, the target average speed for the course and the computed average posted speed limit for the course, as well as the computed average posted speed limit from the start point to all Check Points, Reference Points and Delay Points.

The target elapsed time for a given course is based upon the course length, road conditions, required stops and the posted speed limits along the course. Riding in excess of the posted speed limits is not desirable, and thus the time for a given course will be calculated somewhat below than the average posted speed limits along the course. This will allow riders to make up for some "lost time" without exceeding the posted speed limits. During the conduct of a course, riders may only stop at prescribed locations. The course will be monitored to ensure continuous riding. Riders will be scored as shown below.

Odometer calibration: On each island, a single vehicle will be used to measure all courses, to include distances between checkpoints. These measurements will be what are shown in the Course Instructions. That same vehicle will measure a known distance course for competitors to calibrate their odometer against the official course measuring odometer, as well as calibrate their speedometer. The location and details of the Odometer Calibration Course will be provided at the first Rally briefing, and will be marked on the official Rally Map, as well as on the ground.

Course Instructions: Each course will be described in a Course Instruction, which will be issued to all riders in advance of the conduct of that course. The course will also be depicted on a map in the briefing area. Examples of Course Instructions are given in the Rider's Guide.

Course Starting Procedure: Each course will start at an announced time. Riders will be given a contestant number bib at the start of the overall rally, and will wear this number bib whenever competing. Riders will depart in 2 minute intervals, in the order published in the course schedule, starting at the announced time. Rally staff will give each rider their start signal. It is each rider's responsibility to be at the start point to meet at his or her start time. Riders missing their sequential start time by more than 30 seconds without valid cause will be assigned 60 penalty points and will be rescheduled to start their run after all others have departed. Elapsed time for a rider begins at their start signal.

Target Average Speed (TAS): In the Course Instructions, Target Average Speeds will be given. This is the average speed for the course from the Start Point through to the Check Point, Reference Point, Delay Point or Finish Point where the TAS is listed. The TAS takes into account the posted speed limits, road conditions and required stops.

Target Elapsed Time: The Target Elapsed Time is computed by dividing course or leg length by Target Average Speed, and will be expressed in hours, minutes and seconds (hh:mm:ss). See the sample Course Instruction in the Rally Guide for examples.

Average Posted Speed Limit: The Average Posted Speed Limit is computed when the Rallymaster measures the course. The length of each speed zone is measured, and a weighted average of the speed limits/lengths in force is the computed to provide this information. The Average Posted Speed Limits will be given in the Course Instructions.

Check Points (CP): Courses will have easily identifiable Check Points along the route. Most CPs will be listed in the Course Instructions, but some may only identified by signs as you approach them. Elapsed distance, Target Average Speed and Average Posted Speed Limit to the CP will be given in the Course Instructions for Check Points so listed. Riders must stop and sign the logbook at a CP. Riders may remain stopped for up to 20 seconds at a CP for navigation computations, and the Target Average Speed for a leg to a CP will include an allowance for a 20 second stop. Stops exceeding 20 seconds will result in penalty points. The rider's elapsed time to the Check Point will be recorded to check for riders exceeding the average posted speed limit, and penalty points will be awarded as appropriate.

Reference Points (RP): Courses will have easily identifiable Reference Points along the route. Elapsed distance, Target Average Speed and Average Posted Speed Limit to the RP will be given in the Course Instructions. Riders **MAY NOT** stop at an RP. RPs allow the rider to evaluate their target elapsed time accuracy while underway.

Delay Points (DP): A Delay Point may be established at a specific location where a defined, extended stop (minimum of 15 minutes) is required. Elapsed distance, Target Average Speed and Average Posted Speed Limit to the DP will be given in the Course Instructions. The Course Instructions will identify this location as a DP, and the time to remain at the DP will be given. Riders must sign the arrival log when arriving at a DP, and arrival time will be recorded. A schedule for departure from the DP will be posted, and riders are responsible for departing on time just as at the Course Start Point. Riders are free to relax as they see fit at a DP. It is each rider's responsibility to be at the start point at his or her start time. Riders missing their sequential start time by more than 30 seconds without valid cause will be assigned 60 penalty points and will be rescheduled to start their run after all others have departed. Elapsed time for a rider begins again at their start signal.

Course Finish Procedure: There will be a clearly marked finish line for each course. A rider's elapsed time will be recorded when his front wheel crosses the finish line, and the rider will sign the finish line log.

Scoring: A perfect score (zero) is achieved by completing the course in precisely the elapsed time calculated by dividing the course length by the stated course average riding speed. Rally staff will manage the official stopwatches used to measure elapsed time. Penalty points will be awarded as follows:

- Completing the course in less time than the Target Elapsed Time (faster than target speed) - 2 penalty points per second under the Target Elapsed Time

- Completing the course in more time than the Target Elapsed Time (slower than target speed) - 1 penalty point per second over the Target Elapsed Time

- Completing the course faster than the average posted speed limit - 3 penalty points per second under the Target Elapsed Time.

- Elapsed time between Check Points (or Delay Points) indicative of greater than the Average Posted Speed Limit – 3 penalty points per second under the elapsed time for the Average Posted Speed Limit.

- Stopping at other than a Check Point – 30 penalty points per stop.

- Failure to log in at a Check Point, Delay Point or Finish Point – 120 penalty points

- Exceeding 20 seconds stop time at a Check Point – 20 points per 10 seconds or fraction thereof

- "Crawling" (driving excessively slow to compensate for excess speed) – 30 penalty points

- Missed Start Time from Start Point or Delay Point – 60 penalty points

Individual and Team Competition: All competitors will compete as individuals. To afford more fun, competitors may form teams (3 riders). Teams scores will simply be the combined totals of the individual competitors making up the team. Teams may be formed on site and must be declared before the first competitive course.

Awards: Three separate courses will be conducted on each island. Trophies will be based upon the competitors' total penalty points. Lowest total is First Place, next lowest is Second Place and next lowest is Third Place. Awards will be presented for the following categories for both individuals and teams:

Paros Trophy – Total score in the 3 Paros Island courses
Naxos Trophy – Total score in the 3 Naxos Island courses
Cyclades Trophy – Total score in all six courses

Individuals will be recognized for 1st, 2nd and 3rd place for the three categories above. Teams will be recognized for 1st and 2nd place for the Paros and Naxos Trophies, and 1st, 2nd and 3rd place for the Cyclades Trophy.

Ties: Ties will be broken as follows:

1. In a tie where the competitor(s) (or team) have penalty points for exceeding the Average Posted Speed Limit, that competitor (or team) with the fewer speed limit penalty points wins the tie
2. In a tie that cannot be settled by (1.) above, the Sum of the Squares of penalty points for all courses will be computed, and the winner of the tie will be the competitor (team) with the lowest Sum of Squares.
3. In a tie that cannot be settled by (1.) or (2.) above, a special "Run Off" course will be run. For a Team tie, teams will select one team member to compete on behalf of their team.

Use of navigational equipment: Riders may use any navigation equipment to assist them in calibrating their speedometers and/or odometers. However, the information gained from such equipment (e.g. – GPS) is only for rider informational purposes and will not be accepted to compute or dispute course information. While riding in the competition, the only navigational equipment that is allowed will be maps, stopwatches, calculators and the scooter's speedometer/odometer. Actual course results will be determined solely by the synchronized stopwatches issued to the judging staff.

Mechanical failures: Riders experiencing a mechanical failure that prevents them from completing a course will be given the opportunity to rerun the course with no penalty.

Required rider equipment: Helmets are required at all times while riding, as specified in Greek law. Other protective apparel will be worn as deemed appropriate by individual riders.

Mishaps while riding: If a rider has a mishap during competition, the rider(s) behind him will stop and render assistance. Following riders will use their judgment as to how many need to stop to assist. Once it is determined that sufficient assistance is on site, subsequent riders will be waved on to continue on their ride. Riders who stopped as a result of a mishap will be given the opportunity to run the course again.

N O T E S