



TeamStrange I-Cycle Derby Rules

Last update: January 31, 2026

The I-Cycle Derby is not a race, but a challenge that rewards those who master the art of riding specified average speeds over a specified course while contending with what can be challenging conditions. The I-Cycle Derby is a timed, on-road enduro style competition.

The derby is both motorcycle and scooter-friendly. Also welcome are three-wheel motorcycles and motorcycles equipped with sidecars*.

***Motorcycle & Three wheel eligibility:**

- 1) Any 2- or 3-wheel vehicle is eligible provided it has a motorcycle style handlebar to steer and operate the vehicle.
- 2) No vehicle may be equipped with a steering wheel or automotive style cockpit; Morgans, Polaris Slingshots, and Vanderhalls are specifically disallowed.
- 3) 3 wheel vehicle seating position for the rider must replicate a motorcycle rider position; a Can-Am Spyder is allowed.

4) Engines may be any displacement or fuel type. Electric powered motorcycles or side-car rigs are allowed.

5) Home-built “vehicle contraptions” may be allowed pending pre-approval by I-Cycle Derby officials (contact listed on announcement page.)

6) No four-wheel vehicles are allowed.

What to expect

The derby has been held in the Twin Cities metro area since 1949. It has never been canceled due to weather but it was canceled in 2021 and 2022 due to COVID-19.

Most roads used in recent derbies have speed limits of 20 to 35 mph. There could be short stretches of 40 or 45 mph, but the routes are designed to avoid highways.

One derby, four legs

The derby is divided into morning and afternoon segments. Each segment is about 20 to 25 miles long and 60 to 75 minutes in length.

For the morning portion, riders leave the start-finish line at one-minute intervals starting at 10:31 a.m. For the afternoon portion, they leave the same start-finish line at 1:01 p.m.

If there are more than 30 registered riders, motorcycles will leave the start-finish line at 30-second intervals instead of one-minute intervals. The derby is divided into four legs, or “cards.” There are two legs in the morning portion and two following the lunch break. A rider receives a score for each card; as explained below, the rider with the lowest total score for the four cards or legs is the winner.

Registration - How it works

There is no pre-registration for the I-Cycle derby. Riders must be on site to register; rider registration starts at 8:30 am and closes at 10 am.

Riders will receive a numbered sticker at registration. That number is the start time for the rally in the morning and again in the afternoon. For example, a rider has number 8 will start the rally at 10:38 a.m. for the morning segment and at 1:08 p.m. for the afternoon segment.

Riders must place the sticker on their motorcycle's headlight or just above the headlight on a windshield. Scorers need to read this number when you arrive at a checkpoint so we need it consistently easy to see, place sticker on the headlight or just above the headlight on a windshield.

The I-Cycle Derby is capped at 45 riders, first come first serve. Typical recent events have had around 20-30 riders.

A mandatory 10-minute riders' meeting begins at 10 a.m sharp.

All participants MUST sign a waiver form to hold harmless TeamStrange Airheads and I-Cycle Derby hosts, volunteers, administration, and sponsors.

You agree that by participating in this event that you accept all risks associated riding a motorcycle in challenging and/or dangerous conditions.

Helmet use is mandatory and required for all riders and passengers.

How to follow the route

At registration each rider receives a card that gives turn-by-turn directions for the first of the four segments. Below is an example of Card One for the 2025 I-Cycle Derby, which started and ended at Diamond's "Atomic" Coffee Shoppe in Minneapolis. The first card provides the route to the first checkpoint, where riders have their time recorded and receive a new card with directions to the next checkpoint. Secret checkpoints "may" be utilized along the routes.

The morning route brings riders back to the start so riders have a chance to warm up and have a bite to eat.

Each card starts at 0.0 miles. Riders should reset their odometer or trip meter each time they receive a new card. That way, they will know the exact mileage, to the tenth of a mile, for every turn on every card.

Mileages are determined using a GPS.

Each of the four cards are about 6 inches wide and 11 inches deep. Most riders attach a clip of some kind to their handlebars, gas tank or windshield to hold the card so the card can be read while riding. Some riders use tape instead of clips. Riders will find that a visible, while riding, clock with a second hand is helpful. A calculator is also helpful to compute the perfect time for each card.

Average speeds

At the top of each card is the average speed for that card. Average speeds are generally between 15 mph and 25 mph. Note that the overall, average speed for the distance on each card is always below the posted speed limit. Riding the average speed given at the top of the card is key to how the rally is scored and how the winner is determined.

Prior to the rally, organizers calculate the precise amount of time it takes to ride the length of each card at its given, average speed.

(mileage/mph x 60 = MM.mm)

- If you ride the distance of that card at exactly that pace, you receive zero points for that card.
- For every minute or fraction thereof you arrive before the correct time, you receive two points.
- For every minute or fraction thereof you arrive after the correct time, you receive one point.

The rider with the lowest number of points is the winner.

For those calculating to the second, 9:59 a.m. means the times between 9:59:00 and 9:59:59. Likewise, 10 a.m. means the times between 10:00:00 and 10:00:59.

Here are three examples:

- If a rider is supposed to arrive at a checkpoint at exactly 10:00:00 a.m., and arrives at 9:59:45 a.m., then she or he receives two points, because he or she is 15 seconds early.
- If the rider arrives at 10:00:38 a.m., the rider receives zero points, because he or she is within the one-minute window of his or her start time (10:00:00 to 10:00:59).
- And if the rider arrives at 10:01:02 a.m., the rider receives one point, as she or he is now one minute past his or her arrival time.

Note that while the mileage is re-set to zero on each card, the time is not. The time for the two morning cards, and again for the two afternoon cards, is cumulative. In other words, the time for the next card begins at the second that the rider arrives at a checkpoint. The clock is always running.

For example, let's say a rider arrives one minute late at a checkpoint. That rider receives one point for being a minute late. The rider receives a card for the next leg, resets his or her trip meter to zero, and calculates the perfect arrival time to the next checkpoint. However, in order to make up the minute lost on first leg, the rider will now have to arrive at the next checkpoint one-minute sooner than what would have been the perfect time for the second card. That way, the rider regains her or his correct pace for the segment and will receive zero points for the second leg.

Checkpoints, clocks and following the derby route

Each checkpoint is run by volunteers who record the time, to the second, when each rider arrives at the checkpoint.

Once a rider can be seen approaching the checkpoint, the time they arrive is either when they arrive at the check point or when the approaching rider can be seen putting his or her foot on the ground.

Stopping with a foot down at a traffic-control device (such as a stop sign or traffic light) that is within sight of the checkpoint is not counted as stopping for scoring purposes.

Once the rider arrives at the checkpoint, the rider's time will be recorded and the rider will receive a card with directions leading to the next checkpoint or to the finish line.

All times used at the start-finish line and checkpoints are for the Central Time Zone and can be viewed at www.time.gov. (Smart phones will have the correct time)

Riders are expected to follow the route exactly as given on the cards. Figuring out a possible shortcut and stopping for a rest along the way is like cheating at solitaire. Lyle T. Bear, CEO of TeamStrange, does not

cheat at solitaire and neither should you. Besides, there could be a secret checkpoint along the way – if you miss a secret checkpoint you will be sad.

Riders are welcome to keep their leg cards as lucky souvenirs.

When riders MUST call derby officials

A phone number is given at the top of all four route cards.

If a rider cannot finish the derby, **for any reason**, or comes back early, she or he is asked to call the number at the top of the card *as soon as possible*. This is VERY important. Volunteers cannot stay at their checkpoints indefinitely; they keep close tabs on how many riders have checked in, and how many are still expected to show up.

The checkpoint volunteers and derby officials need to know as soon as possible if a rider has decided to drop out of the rally, or has mechanical or other difficulties.

If a rider has questions about the route or rules, he or she is welcome to call the number and speak with derby officials.

If riders are exceptionally behind schedule ... the 30-minute rule

What happens if one rider, or many riders, are exceptionally late in arriving at a checkpoint? How long will volunteers remain at checkpoints to record times and hand out route cards, and how far behind can a rider get behind schedule before being declared a DNF (Did Not Finish)?

Longtime derby veterans recall one year when the driving conditions were so bad, even the fastest rider was more than 30 minutes late when arriving at the *first* checkpoint.

To deal with such situations, the I-Cycle Derby has a DNF Window Rule. Riders who arrive at a checkpoint *after* their DNF Window closes will not have their times recorded and will not receive a card for the next leg.

The DNF Window for each rider is 30 minutes. For example, if a rider is expected to arrive at a checkpoint at 11 a.m., she or he has until 11:30 a.m. to arrive at the checkpoint. If the rider arrives later than 11:30 a.m., he or she will not have their time recorded and will not receive a card for the next leg.

Should riding conditions be so challenging that the entire field of riders is exceptionally late; I-Cycle Derby organizers have the option of increasing the length of the DNF Window as necessary.

(EXAMPLE)



2025: Morning Card 1

Average speed for this card is **17.7 mph.**

Derby Phone: **651-303-1314**

***“*continue forward”** Means stay on your current course and roadway*

Aka - Maintain your vector vector and flow with road forwardly.

Turn-by-turn directions (start with odometer at 0.0)

0.0: From start at Dock 14 behind Diamonds Coffee,
go northwest through parking lot to NE 18th Ave.

0.1: At NE 18th Ave **turn left.** Go to NE Monroe St.

0.2: At NE Monroe St **turn left.** Go to 13thrd Ave NE.

0.6: At 13rd Ave NE **turn right.** Go to NE 2nd St..

1.2: At NE 2nd St **turn left.** (*Stop Light*) Go to NE 1st Ave.

2.2: At NE 1st Ave **turn right.** Go to S. Lyndale Ave.

2.5: *On bridge road changes to Hennepin Ave*

4.1: At S Lyndale Ave **turn left.** (*under bridge*) Go to W Lake St.

4.4: *Stay on Lyndale Ave. Watch overhead signs.*

5.7: At W Lake St Ave **turn right.** Go to France Ave S.

6.0: *Road changes to Lagoon Ave*

6.7: *Road changes to W Lake St*

7.2: Veer Right *Stay on W. Lake St/to HWY 7.*

7.7: At France Ave S **turn right.** @ (Speedway Gas -Mulberry's-
YUM!)

(Construction at intersection & stop light) Go to Cedar Lake
PKWY

8.7 *Road Changes to Ewing Ave S (@W 22nd St)*

9.0 *Road Changes to Cedar Lake Rd S (@S Drew Ave)*

9.1: At Cedar Lake Pkwy **turn left.** Go to Glenwood Ave.

9.4: Road Changes to Theodore Wirth Pkwy (@Stop
sign)

- continue forward

10.1: At Glenwood Ave (CR40) **turn right.** Go to Check Point on
left

10.2: Check Point on Left – parking lot by Lake
TIME STOP ---- GET NEW CARD.