

THE IRON BUTT RALLY

RULES, TIPS, AND INFORMATION

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Association of the World's Toughest Motorcycle Competitors,
Dedicated to the Sport of Safe, Long Distance Riding

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Iron Butt Rally, Inc.
7300 N. Western Ave
Unit N.
Chicago IL 60645

I. INTRODUCTION

The Iron Butt Rally (hereinafter IBR) is an eleven-day motorcycle event, broken into sections (or legs), traversing a large section of North America. It is not a race. No benefits, actual or implied, accrue to the rider who finishes a section (or the entire rally) in the least amount of time. Finishing positions will be determined solely by the points obtained by the riders during the entirety of the event.

The following rules, tips, and miscellaneous information are designed to provide the rider with the minimum amount of background material necessary to commence the event. Information contained in Section II (Rules) is deemed to be crucial. Prior to the commencement of the event, each rider will sign a certification to the effect that said rules have been read and understood. No deviation from them will be permitted. No individual other than the president of the IBR (president) or his designated representative has the power to waive, modify, countermand, or otherwise interpret said rules.

Footnotes are provided in aid to understanding the basic rules. They will be construed to carry the weight and force of the referenced rule itself.

Information in Sections III (Tips), IV (Miscellaneous Information), and the Appendices is deemed to be parenthetical commentary, designed to assist the rider insofar as accuracy permits.

II. BASIC RULES

A. Conduct

1. Safety: The Iron Butt Rally is dedicated to the sport of safe, long-distance motorcycle riding. It does not condone, nor will it tolerate, unsafe activities such as excessive speed, reckless motorcycle operation, riding while fatigued or otherwise impaired, the use of stimulants to maintain alertness¹, or any other activity that results in riders exceeding their personal limits. Any rider found to have engaged in these or other unsafe activities, as determined in the sole discretion of the IBR, while participating in an event organized or sanctioned by the IBR, shall be subject to disqualification not only from that event but from future events. Such disqualification may occur retroactively if the unsafe activity is revealed after the conclusion of the event. For these purposes, the IBR will consider as an admission of violating this policy any public statements made by the participant that describe participation in unsafe activities during an organized or sanctioned IBR event.

2. Sportsmanship: The rider will act in a sportsmanlike manner at all times. Any attempt to cheat, even to the degree that the rules are alleged not to be understood, can result in immediate disqualification of the rider or such other penalty as the rallymaster may deem appropriate.

3. All rules apply to conduct prior to the start of the rally, during the rally, and after the rally without any limitation as to time.

¹ Consumption of caffeinated beverages like coffee or soft drinks, while not recommended, will not be considered a violation.

4. Execution of Documents:

a. Acknowledgements: Each rider will execute a signed acknowledgement prior to the commencement of the rally that the rider (1) understands these rules and (2) is aware of the risks inherent in participating in the rally.

b. Impoundment of vehicle: Each rider will execute a signed agreement to permit the IBR to impound the rider's motorcycle at the end of the rally for up to twelve (12) hours to determine that fuel restrictions have been met.

c. Release: Each rider will execute a release to permit the video and/or audio recording of the rider's participation in the event at any stage thereof deemed appropriate by the rallymaster or the president.

5. Assistance:

a. Riders will not receive undue assistance during the event. The rallymaster will determine what constitutes "undue assistance." Close questions in the interpretation of this section shall be construed against the rider. *See*, §IV.A.4 for further details.

b. The ability to plan an optimum route is key to success in the Iron Butt Rally. For this reason, outside assistance with route planning is prohibited. First time Iron Butt Rally riders may receive limited assistance from designated IBR staff. In addition, entrants who ride together may plan their routes together provided they inform the rallymaster in advance that they are riding as a team and they actually ride together to each bonus location. If any rider involved in a team effort fails to reach the same bonus locations as other riders involved in the team effort, then each rider in the team shall incur 10,000 penalty points for each leg in question.

c. Riders may not be transported to the immediate vicinity of any bonus location or checkpoint except by riding their motorcycle or traveling with their motorcycle while it is transported on a commercial ferry. Once in the immediate vicinity of a bonus location, riders are allowed to travel a short distance on foot or by using any other form of transportation specifically allowed by the bonus instructions.

6. Interpretation:

a. All interpretations of these rules shall be made by the rallymaster or the president. Decisions of the rallymaster shall be subject to review by the president but shall not be subject to review by any other person or entity. In the event the president elects to act as rallymaster, his decisions shall be final and shall not be subject to review by anyone.

b. To the extent that written instructions issued by the rallymaster or his designated representative during the course of operating or preparing for the rally override or are otherwise in conflict with any rule herein, said written instructions shall control.

B. Equipment

1. Rider: Each rider shall have in his or her possession or within his or her immediate control at all applicable times the following items:

a. A valid driver's license with a motorcycle endorsement (if required by the issuing agency of the rider's domicile);

b. Current registration for the motorcycle;

- c. Proof of liability insurance in the minimum amount of five hundred thousand dollars (\$500,000.00) combined single limit (CSL) in United States currency;
- d. Proof of medical evacuation insurance comparable to that provided by MedJet (medjetassistance.com)²; and
- e. Appropriate riding clothing, including a motorcycle helmet³, which must be worn at all times that the motorcycle is in operation.

2. Motorcycle: Each motorcycle ridden in this event must be a two-wheeled, single track vehicle. Sidecars are permitted on a case-by-case basis if the president determines that the proposed motorcycle with sidecar does not provide a competitive advantage. Each motorcycle must be equipped at all applicable times with the following items:

- a. A valid license plate;⁴
- b. An odometer in working order;^{5, 6}
- c. A muffler in legal working order;⁷
- d. A propulsion system that enables the fully-loaded motorcycle with rider to maintain a cruising speed of at least 65 mph on a 7% grade under calm wind conditions at all elevations up to 4,000 feet above sea level. A motorcycle with an engine that produces at least 40 horsepower (as rated by the manufacturer) will be presumed to comply with this performance requirement. Motorcycles rated at less than 40 hp may be required to demonstrate that they can meet the performance requirement or an alternative performance requirement that the rallymaster or the president determines to be equivalent; and
- e. Fuel capacity (measured by the methods set forth below in Appendix A) not to exceed 11.5 U.S. gallons. If any fuel is carried in other than an original equipment fuel tank, the fuel container(s) must be plumbed directly to the fuel system and meet the requirements set forth in Appendix A.

C. Scoring

² 14-day medical evacuation insurance from MedJet is available for \$105.

³ Helmets must meet U.S. DOT or comparable specifications (e.g., Snell).

⁴ If for any reason the rider changes or loses a license plate during the rally, the rider must contact the rallymaster and advise of the change of circumstance before attempting to visit further bonuses locations. At some bonus locations there will be a staff member recording license plate numbers. This person may not always be observed by the rider. For various reasons our staff may choose not to reveal themselves.

⁵ The odometer must remain functional if the rider seeks to obtain bonus location points. If the odometer fails, the rider may not collect bonus location points until it is repaired. A rider may substitute a GPS or other device to obtain mileage readings. In such a case, the rider must inform the rallymaster of the substitution at the next checkpoint so that adjustments can be made to scoring computer software.

⁶ If the odometer can be calibrated for different tire sizes, a gas log is required to assist in substantiation of the mileage recorded during the rally. Without a gas log, the odometer reading may not be used for any purpose.

⁷ For the purposes of this section, “legal working order” shall be construed to mean conformity with current federal regulations as promulgated by the United States Environmental Protection Agency or by passing a sound test at the start of the rally as explained below in “Appendix B: Muffler Policy.”

1. Points awarded at individual checkpoints: Riders may obtain points at individual checkpoints in three categories: arrival, fuel, and bonus locations. In each case the rider must (1) appear at the checkpoint and (2) submit to the scorer prior to the time that the checkpoint closes any and all documents that support the rider's claim for the requested points. Acceptable documentation in each of these categories consists of:

a. Arrival: A completed Score Sheet. Points will be awarded at each checkpoint to any rider who qualifies in this category.

b. Fuel: A completed Score Sheet, in addition to a fuel log and supporting receipts for the purchase of all fuel during that leg.⁸ Ten thousand (10,000) points will be awarded at each checkpoint to any rider who qualifies in this category.

c. Bonuses: A completed Score Sheet, in *addition* to receipts, photographs⁹, and/or other specified documentation that evidence the rider's having ridden to one or more bonuses during that leg within the confines of any and all parameters established for said bonuses. Points awarded for bonuses are variable.

(1) In cases of bonuses requiring documentation of the rider's visit by photograph, the photographic image must:

(a) Be sufficiently clear to depict that which it purports to depict; and

(b) Show either the rider or the rider's identification towel in close proximity to the referenced landmark.¹⁰

(2) In the case of a "rest bonus," the rider's documentation must indicate that the motorcycle was not moved (other than to get to and from a nearby location where receipts were available for starting and/or ending the rest bonus period) and no other bonuses were being acquired during the period when the rider was supposed to be resting. Rest bonuses may not be claimed while the motorcycle is being transported on a ferry.

2. Finishing status: A rider who arrives at each checkpoint prior to the closing of said checkpoint and who achieves a minimum number of fuel and bonus points during the course of the entire event will be considered a finisher of the rally. Said minimum numbers will be provided to the rider prior to the start of the rally.¹¹

3. Penalties:

a. Disqualification: The rider may be disqualified for any of the following acts or omissions:

(1) Failing to render aid to a rally participant or to the public under emergency or life-threatening conditions;

(2) Acting in a manner that may tend to bring discredit upon the Iron Butt Rally as determined by the rallymaster or the president, including but not limited to abuse of any

⁸ Riders carrying fewer than seven (7.00) gallons of gas are not required to maintain a fuel log but, as noted, are still required to produce gas receipts to qualify for points in that category.

⁹ As used herein, "photograph" includes the original version of an unmodified image recorded using a digital camera on an approved memory card.

¹⁰ Once the rider is used as the identifier in the photograph, he or she will not be allowed to revert to the use of the towel as an identifier. For guidelines concerning photographic bonuses, see §III.C below.

¹¹ Beginning in 2005, if a checkpoint is missed the rider will not be considered a finisher of the event.

individual sponsor(s) with whom the rider may be affiliated prior to the start of the rally, during the rally, and after the rally without any limitation as to time.

(3) Acting in a manner that may endanger the general public, spectators, or rally participants, which acts include, but are not limited to, the receipt of an excessive number of traffic citations, a charge of reckless driving, or other gross misconduct;

(4) Acting discourteously to checkpoint workers, staff, or rally participants;

(5) Defacing, altering, damaging, or otherwise tampering with any item that is used in aid of identifying either a rider or a location that a rider might visit;

(6) Soliciting or receiving unauthorized assistance;¹²

(7) Carrying more than eleven and one-half (11.5) U. S. gallons of fuel at any time during the rally;

(8) Aiding, abetting, or committing any other act of unsportsmanlike conduct not mentioned above;

(9) Failing to inform the Rallymaster not later than two hours after the checkpoint closing time that you will not arrive at the checkpoint on time¹³;

(10) Operation of the motorcycle by a designated pillion rider (passenger) or anyone else at any time during the rally¹⁴; or

(11) Any other act or omission which, in the opinion of the rallymaster or the president, constitutes unsportsmanlike conduct, violates any of these rules, or is otherwise deemed to be unfair or inappropriate, whether specifically prohibited by these rules or not.

b. Deductions

(1) Point-per-minute penalty: A rider who fails to arrive at a checkpoint before the time he or she is due in will be penalized, unless otherwise specified, five (5) points per minute, rounded to the next higher minute, until such time as the checkpoint closes.¹⁵

(2) Time-barred penalty: A rider who fails to arrive at a checkpoint before said checkpoint closes is considered to be time-barred, will not be considered a finisher of the event, and may not participate in additional legs of the rally.

(3) Replacement of motorcycle: The final score of a rider who fails to ride the entire rally on the motorcycle with which he or she began the event will be reduced by one-half.¹⁶ In the event that a motorcycle is replaced, the replacement motorcycle must

¹² The intent of the rules is to require rally participants to ride their motorcycles to each checkpoint and/or bonus location, to arrive at said location within the parameters, if any, set out for said location, and to do so without unauthorized assistance. Any attempt to defeat or circumvent that intent through the assistance of any person, persons, or thing is deemed to be in violation of this rule.

¹³ Even if you are out of the rally at that point, failure to call the rallymaster jeopardizes your chance of ever riding in another Iron Butt Rally.

¹⁴ This prohibition does not apply to personnel at a service facility performing an on-road safety check after maintenance has been performed. The prohibition does apply to someone other than the rider transporting the motorcycle to a service facility unless the motorcycle is incapable of being ridden due to an accident or mechanical failure.

¹⁵ There is normally a two-hour window from the time that the rider is due in at a checkpoint until the checkpoint closes.

¹⁶ The penalty referenced in this section will not count against a rider's attempt to gain any medal or status as a finisher of the rally.

first be ridden to the location where the motorcycle it is replacing failed. The odometer reading of the replacement motorcycle must be recorded at that point and a gas receipt must be obtained from the immediate vicinity.

(4) Refueling between legs: A rider who refuels after checking in at the end of one leg and before starting the subsequent leg will receive zero (0) points for the fuel log and/or fuel receipts required for the subsequent leg.

III. ADDITIONAL RULES AND TIPS

A. Checkpoints

Your first priority at the start of each leg of the event is to arrive at the next checkpoint before time penalties begin accruing. In terms of your score on the rally, being time-barred is the worst thing that can happen to you. You lose every point you might otherwise have gained for two legs - the one that you are on and the following one and you will be classified a non-finisher, period.

Only after you can assure yourself that you are in no danger of being time-barred on a leg should you consider riding even two minutes out of your way to pick up a bonus, no matter how valuable it may seem to you at the time. No bonus can ever be worth the risk of missing a checkpoint.

You may, and should, arrive at every checkpoint AT LEAST two hours before it closes. In that way you avoid penalties for being late and/or time-barred. At five points per minute and up, it doesn't take a lot of lateness to wipe out the bonus you strove so hard to obtain.

When you arrive at a checkpoint you should first stop-the-clock by locating the scoring computer, check-in and present your identification card to the timekeeper. Next, fill out your Score Sheet and take it, along with any required receipts and photographs/memory cards, to the scorer.

B. Bonus locations

If you do nothing more than show up at checkpoints on time and produce receipts for the purchase of fuel, your final score will not allow you to be a finisher of the rally. If you are interested in accumulating enough points to be a finisher, there is only one way to do it: go to bonus locations.

In general, the closer a bonus location is to a straight-line route from checkpoint to checkpoint, the less its value. The more displaced the bonus location from the beaten path or the more difficult to obtain, the greater its worth. Iron Butt rallymasters historically have put considerable thought into the selection and valuation of such bonus locations. You should do so as well, given the limited amount of time with which you have to analyze the various problems you will face. It will always be a matter of balancing miles and time.

1. The basic guidelines:

Prior to the start of the rally, and at each subsequent checkpoint, you will be given a packet containing a list of bonus locations that may be visited by you during the next leg of the event. Riders may inform family members of specific bonus locations they are

heading for but riders must not transfer or show the bonus listing or location, in whole or in part, to any other person other than another rider you are teaming with or an IBR staff member of whom you are asking questions. Your task is to decide which, if any, of the listed locations is attainable by you during the running of that leg. Some of the locations might contain restrictions as to the date or time of your visit or require that you produce photographic proof of your visit. If there are such conditions, you must abide by them.

You may pick up bonuses in any order you want. On that note please be aware that you may only pick up bonus items on the leg of the rally that you are currently running. For planning purposes, you should think of the rally as separate events. Bonus locations referenced on, for example, the first leg of the event are of no concern to you on any subsequent leg, even if you happen to ride within twenty feet of the site.

If there are time or date restrictions on a bonus, it is your responsibility to ensure that the time on the receipt you obtain for proof is correct and within the guidelines given. Unless the bonus listing says otherwise, we will allow a reasonable variance (5 minutes in most cases) with the time.

Always make sure that the date on each receipt is legible. *All fuel receipts that are submitted as a bonus item must be dated.* Fuel log receipts are an important exception to this rule: it is acceptable to submit a fuel log receipt without the date imprinted. However, since nearly every fuel outlet in the United States issues computer-generated receipts, we would immediately be suspect should you turn in a great many receipts that bear no date stamps.

The Iron Butt Rally may remind you of a scavenger hunt. It isn't. If we tell you to pick up a gaming chip from Las Vegas, our intent is that you ride to Las Vegas and pick one up. Do not stop at the California border and ask returning gamblers if they might have a souvenir chip to sell you. That will not get you any points, but it will get you disqualified from the rally.

2. What you should expect:

Be prepared for anything. Bonus locations are held in a variety of settings. In the past we have sent riders to police stations, morgues, museums, private homes, caves, the tops of mountains, and the ashes of the Branch Davidian compound near Waco, Texas. Riders have watched graphic films of people being killed in accidents. If you are easily shocked, stay at home.

You should carry a flashlight for bonuses that you may be required to visit after dark or in conditions without good lighting, natural or artificial. We also suggest, but do not require, that you carry a GPS (*see*, §IV.G.2 below). Many bonus locations will be difficult or impossible to find without a GPS.

At a checkpoint you might see a wall map with bonus locations marked for the upcoming leg. The map is a promotional item for spectators. Feel free to look at it, but the intent of the map is to give others an idea of where riders may go. Don't make it the basis of your riding plan. We do not guarantee the map's accuracy.

When choosing which bonuses to go for, don't forget to allow time to rest and sleep. Remember that every bonus, even a fuel stop, takes time, usually a minimum of ten minutes.

Don't forget to account for the weather when planning your route. Should you reject a ride across the hot desert in favor of bonuses located in the mountains, you will be responsible should bad weather move in and block your path. We remind you that the

Iron Butt Rally is the World's Toughest Motorcycle Competition and no latitude is given for bad weather.

When route directions are given, please consider them advisory only. While much care has been taken to make directions accurate, we cannot guarantee them. Directions are included to save you time searching for hard-to-find bonus places. We may have mistyped a direction or turn. Use common sense. If a route direction temporarily sends you in the "wrong" direction (*e.g.*, we tell you to go south when you know you should go north), the instructions will invariably warn you.

3. When things go wrong:

There are no "tricks" on the Iron Butt Rally. If you cannot find each bonus on a map (or the nearest city from which detailed instructions to a bonus location are given), either we made a mistake or you are doing something wrong. Contact the rallymaster immediately!

Before leaving a checkpoint, ensure that the description of the location of each bonus matches your map (*e.g.*, is Chicago really near Interstate 90 in northeast Illinois?). If it does not, ask a checkpoint worker and/or the rallymaster for assistance. An IBR official will be available at each checkpoint for at least two hours after the checkpoint closing time to field questions. That is why you should understand the approximate location of each bonus you might potentially visit and have a route planned for the entire leg before leaving a checkpoint.

If you arrive at a bonus destination only to find that it is unavailable for any reason — closed, moved, burned to the ground, etc. — do your best to obtain a replacement item. For example, if the bonus instructs you to have breakfast at Joe's Cafe but the cafe has been recently relocated to an adjoining state by a tornado, go to another restaurant. If there are no other restaurants in town, get a fuel or business receipt in the nearby area. If these options are not available locally, ride to the nearest town and get a receipt. Similarly, if you are told to buy a Coke at Mom's Grocery but Mom is out of Coke, buy a Pepsi. She won't care and neither will we.

Road construction during the summer can easily interfere with our best plans and yours. If you tried to visit a bonus location at the southern tip of Bryce Canyon National Park and found that the only access road to it was closed due to construction, you would go to the "Road Closed" sign and take a picture (*see*, §III.C below for information on photographic documentation) to record that obstacle. You will receive credit for the bonus.

Where multiple paved access roads exist, however, you must take an alternate route to the bonus location. For example, there are three access roads into Badlands National Park. If an instruction required that you pick up a souvenir in the park but you discovered that one of the entrance roads closed, it would be your responsibility to try the others, taking a picture at each obstruction to your route.

These comments are nothing more than a recitation of common sense. We are dealing with hundreds of bonus locations that are spread across the length and breadth of North America. We have several people visit each site in the weeks prior to the rally, but no matter how carefully we try to ensure the accuracy of our instructions, things are going to go awry. Where possible, the rally will make adjustments as needed. We have done our best; we expect that you will do yours as well.

4. Yielding to temptation:

Because bonus location points at the higher levels of competition can mean the difference between winning the event or finishing in second place, you would not be surprised to learn that over the years riders have sought a variety of ways to obtain points without having satisfied the requirements for a particular bonus location. While such an approach might be seen to be nothing more than maximizing a competitive edge, we take a dimmer view of such tactics: we call that cheating.

The rally utilizes a computerized scoring system at checkpoints which, with the stroke of a single key, will provide a detailed, statistical analysis of the leg that you have just completed within two seconds of your check-in. Suffice it to say that if you attempt to claim bonus location points without having satisfied the requirements for visiting that location, the chances of your escaping the notice of our flagging and backtracking algorithms are non-existent.

Your participation in the Iron Butt Rally will be one of the truly memorable events in your motorcycling career. You might even achieve a certain degree of fame. You should care more about being remembered as a finisher of the rally rather than as a cheater who was caught, exposed, disqualified, and disgraced.

C. Photo bonuses

Many of the bonus locations in the Iron Butt Rally will require documentation by a camera, occasionally one equipped with a flash. Although not required, a Polaroid-type camera, capable of producing photos on the spot, may be used if you have a source of film available. Because Polaroid-type film may not be readily available, digital cameras that meet the requirements of Appendix C may be used. Should you decide to not use a Polaroid-type or digital camera, you will be handicapped by having to find a quick-print studio capable of producing your print pictures in time to hand in when you arrive at each checkpoint. This would be nearly impossible to do. Furthermore, without being able to examine your photos to ensure they meet the rules for clarity, you might well go crazy hoping that the pictures turn out.

Each rider will be issued a printed identification flag that must appear in each photo bonus picture unless the bonus instructions say otherwise. Should you desire to earn photo bonuses, the value of keeping your identification flag throughout the rally cannot be stressed enough. Two-up participants must show both their flag and either the rider or the pillion in each photo.

If you lose your identification flag, you may still collect photo bonuses by placing yourself so that you may be readily be identified next to the object you are photographing. Two-up participants who lose their flag must have both the rider and the pillion in the photos. Once you do that, however, you may not later revert to using your flag.

The following is a photo bonus that appeared in the 1995 Iron Butt Rally:

816 POINTS: Take a picture of the fish or entrance sign at the National Fresh Water Fishing Hall of Fame. This bonus is located in northwest Wisconsin near the town of Hayward, approximately 66 miles southeast of Duluth, Minnesota on US 63. The fish and signs are available 24 hours. This is a large fish. You won't have trouble finding it!

In this case there are two options: take a picture of your flag on the landmark or take a picture of yourself standing next to it. Obviously, the easier choice is to hang the

identification flag on the podium in front of the fish and take a picture, waiting long enough to ensure that both the fish and the face of the identification flag are clearly visible. If you lose your flag, you will either have to take a picture of yourself beside the landmark, using a self-timer, or find someone to take your posed picture.

Like any piece of equipment, your camera is subject to breakage and/or loss and you may need to spend valuable rally time repairing or replacing it. On an emergency basis and on one occasion only per rider (not including the final checkpoint), we will accept a roll of undeveloped film from a backup camera. Should you require this emergency service, the roll of film must be turned over to the rallymaster or his designated representative, along with enough cash to cover processing. A receipt for the roll of film will be issued. Please note that, assuming you have otherwise met the rules for photo documentation, you will not receive any bonus points until the roll is printed (which may not happen for up to two days after the checkpoint closes). Although we will do our best to handle your film with care, should the photo lab ruin or lose your film, the rally will not be responsible for such loss. It is highly recommended that should your primary camera break or malfunction, you simply replace it.

D. Insurance

Please be advised we will be checking your vehicle identification number (VIN) against the policy number.

Many states now require that if you are stopped on a traffic charge, you produce proof of insurance with a minimum liability limit. If your insurance company does not provide you with a proof of insurance card, we recommend carrying a certified photocopy of your original policy along with your registration.

In past rallies some riders objected to the applicable \$100,000/\$300,000 requirement (not increased to \$500,000 CSL). In today's litigious society, that is a trivial amount. Good liability insurance is worth every penny it costs.

E. First aid kit

First aid kits are designed to treat minor abrasions and wounds. It is recommended that you carry one during the Iron Butt Rally. In the event of a serious accident, leave medical treatment to professionals. A first aid kit for use on the Iron Butt Rally can easily be purchased at any outdoor outfitter or camping supply store.

F. Fuel

1. Documents:

As noted in §II.C.1.b above, if you want to earn bonus points per leg for a fuel bonus, you must present receipts for the purchase of all fuel. Additionally, if your motorcycle carries seven or more gallons of fuel, you must maintain a fuel log during the course of the event.

Riders with motorcycles that carry fewer than seven U.S. gallons of fuel will automatically be awarded fuel points for maintaining a fuel log, even if no such log is kept during the rally. Our intention here is clear: riders carrying fewer than seven U.S. gallons of fuel are going to be at a disadvantage during the rally in terms of the number of fuel stops they will need to make. Since they will be collecting more fuel receipts than

riders with auxiliary fuel systems, we are removing the paperwork burden of a fuel log from them.

To obtain additional points for fuel purchase records, riders must submit receipts for fuel purchases with the following information on the receipt: 1) location (city/town and state/province), 2) date, 3) time, and 4) volume (gallons or liters) purchased. If any of the required information is not printed on a receipt, it may, for the purpose of obtaining fuel purchase record points, be hand written on the receipt (in advance of the scoring process). Any error in the printed date should also be corrected by hand. Errors in the printed time need not be corrected if the rider is also keeping a fuel log and writes the correct time on the log. All receipts with hand written corrections require a telephone number for the station to be included, unless the correction is only for the printed time. If the station was closed and there was no way to get a telephone number, we will accept two photos instead. One of the photos must be a close up of the pump clearly showing the amount of fuel that was purchased and the other must be of the entire station with the pump in the foreground. The rally flag must be in both photos and any information that was missing on the receipt (location, date, and/or time) must be written on the closeup photo of the pump (on the back of photo is okay). These photos may serve as a replacement for the receipt itself if no receipt was printed. If any receipts are missing or if any of the required information is missing from any of the receipts, points will be deducted as described below.

For riders with less than 7.0 gallons capacity, a fuel log is not required, but the odometer reading at the refueling event must be written on the receipt. Motorcycles with a fuel capacity of 7.0 or more gallons require a fuel log in addition to fuel receipts to be awarded points. A hole punched in the riders identification card will indicate whether a fuel log is required. The fuel log entries must be written on the “Fuel Log” sheet provided at the previous checkpoint. If the original fuel log has been lost, points will be deducted as described below.

The fuel log requires the same information as required on receipts plus the odometer reading at the correct time the purchase was made. All items specified for entry on the fuel log must be accurately completed in order for maximum points to be awarded. Points will be deducted for missing or incorrect entries as described below. We do not accept any edits to the fuel log made at the scoring table. (The “time” entry on the fuel log need not exactly match the time entry on gas receipt as long as the rider is using the correct refueling time for a specified time zone. For example, it’s okay for the time entry to say 8:05 a.m. Pacific Time when the fuel receipt reads 11:10 a.m. and the refueling station was in the Eastern time zone.) Obvious errors in the odometer entry are NOT acceptable. For example, if the odometer for receipt number 4 is less than the odometer for receipt number 3, points will be deducted as described below. (EXCEPTION: If a rider’s odometer stops working, it is permissible for a GPS-based odometer reading to be substituted. This exception applies only when the GPS odometer has been zeroed at the start of the leg. Check with the rallymaster before allowing the substitution of GPS-odometer readings for any rider.¹⁷)

Whether a rider is keeping a fuel log or not, scorers will also pay particular attention to any apparent gaps in the sequence of receipts. For example, if there is a

¹⁷ Odometer readings are required to obtain bonus points. However, if the odometer fails, the rider may continue collect bonus points if a GPS-based odometer reading is substituted. In such a case, the rider must inform the Rallymaster of the substitution at the next checkpoint so that adjustments can be made to scoring computer software.

1,000 mile difference between the odometer readings at two sequential fuel stops, it is obvious that a receipt is missing and a fuel stop was not recorded. As described below, points will be deducted in such cases. Check with the scoring coordinator in questionable cases.

Scorers will also check to determine whether the first fuel receipt was obtained before the closing time of the last checkpoint. In order for a rider to be awarded points for fuel purchase records, all fuel purchases must occur after the close of the previous checkpoint.

The maximum number of points awarded for fuel purchase records on each leg will be 10,000 points. Points will be deducted for imperfect records as follows:

Missing receipt: -1,000 points

Lost Fuel Log: -1,000 points to obtain new blank fuel log from rallymaster

Missing odometer reading on a receipt (for riders not required to keep log): -500 points

Missing odometer reading on a fuel log: -500 points

Missing information on a receipt (location, date, time, volume): -500 points per item

Other missing or incorrect information on a fuel log: -500 points per item

The maximum number of points deducted for any combination of deficiencies shall be 10,000.

2. Auxiliary fuel:

Note that the Iron Butt Rally does not encourage the use of auxiliary fuel systems. The rally has been laid out with fueling provisions in mind. However, carrying additional fuel does allow a rider the ability to travel more miles between stops, which obviously leads to a competitive advantage for riders so equipped.

Fuel capacity may be measured at any time as deemed necessary by the rallymaster. However, capacity inspection is usually made prior to the start of the rally or immediately after the rally concludes. All motorcycles that finish the rally may be impounded immediately after the rider checks in at the final checkpoint. They may not be removed from the impoundment area without the written permission of the rallymaster.

3. Inquiries regarding auxiliary fuel may be directed to the following firms who have provided systems that met inspection standards for the rally in the past:

Champion Industries: 903-566-6001

JAZ Products: 805-525-8800

Summit Racing Equipment: 800-230-3030

Tulsa Enterprises: 731-967-3574 or 888-824-6566

Harwood Industries: 903-566-6001

Other manufacturer's cells may also be acceptable. Please contact us.

IV. MISCELLANEOUS INFORMATION

A. Sponsorship

1. Introduction:

The Iron Butt Rally has always been an amateur event, but each year more and more people try to push the sponsorship envelope. Keep in mind that the Iron Butt Rally

is not a NASCAR event. The Rally does not accept outside money and in an ideal world neither would you.

In an effort to eliminate abuse of the sponsorship rules (the abuse most often being a failure to disclose the full extent of sponsorship or advertising commitment for sponsorship obtained) and to alleviate public misconception that the Iron Butt Rally is a "race," the following information seeks to clarify sponsorship issues for the IBR.

Preliminarily, riders are not prohibited from obtaining private and/or corporate sponsorship for a variety of motorcycle-related items, so long as the sponsorship, in the determination of the rallymaster or the president, does not give a competitor an unfair advantage. All matters associated with sponsorship, no matter how tangential, must be disclosed to the rallymaster in writing.

Obtaining sponsorship can be handled in many ways. We recommend a personal letter to potential sponsors (with an enclosed photograph of yourself), phone calls, and personal visits. Some riders have campaigned on internet mail lists or set up web pages devoted to their rides.

Please remember that any time you accept a product from a sponsor, you are representing not only the sponsoring organization but also the Iron Butt Rally. All rider conduct rules apply equally to treatment of your sponsors. If you abuse a sponsor, it can be grounds for disqualification [§II.C.3.a(2)]. The definition of such abuse includes, but is not limited to, accepting a product and representing that you used said product during the rally but did not actually do so.

Guidelines respecting sponsorship fall into three categories: forms of sponsorship; motorcycle appearance; and rider support.

2. Forms of sponsorship:

a. Acceptable forms of sponsorship include:

- (1) Obtaining a production motorcycle for use in the rally.
- (2) Obtaining a prototype or production part or accessory.
- (3) Obtaining prototype or production tires.
- (4) Accepting contributions for your ride for expenses.
- (5) Posting a list of your sponsors and letters of thanks to them on your web site.
- (6) Appearing in ads at the conclusion of the rally. However, your motorcycle

must be photographed as it was used in the rally. You may *not* add sponsor logos after the rally for advertisement purposes in order to make it appear that you ran your motorcycle during the rally with said logo(s) displayed.

b. Unacceptable forms of sponsorship include:

(1) Accepting contributions in excess of rally expenses, unless the proceeds are clearly marked for an approved charity. Charities are approved if they are legitimate charities in your home jurisdiction or have been deemed acceptable by the rallymaster or the president. In other words, you may not make a profit on your Iron Butt Rally ride.

(2) Filming your ride (*e.g.*, the motor company sponsoring your bike sends along a crew to make a promotional video of your ride) unless such an endeavor has been approved by the rallymaster or the president.

3. Motorcycle appearance:

The Iron Butt Rally does not accept advertising and neither should you. A logo or commercial sticker added to your motorcycle is advertisement. Your sponsors may demand, or at least expect, some advertising in return for their investment. While we can appreciate this, your acceptable options are limited.

a. Acceptable forms of appearance include:

(1) Displaying club stickers, unless the club is sponsoring your ride. For example, a BMWRA, GWRRA, or similar sticker is permissible in limited quantities so long as the organization is not providing funds for your ride.

(2) Displaying advertisements for a rental motorcycle, so long as the ad is the customary and standard advertisement of the rental company (*e.g.*, what any other customer rental motorcycle would display when rented).

(3) Displaying protective stickers without advertising (*e.g.*, clear plastic covers, artistic non-commercial papers, etc.).

(4) Displaying the logo that is part of a production product installed as part of the production process such as the Eclipse logo on an Eclipse tank bag, the Garmin logo on a GPS, or any commercial sticker installed at the factory, such as the Shell oil sticker installed on the production line on KTM motorcycles.

b. Unacceptable forms of appearance include:

(1) Displaying advertising stickers, decals, or logos (painted or otherwise) on the participant's motorcycle or gear. If any such item did not come from the factory as OEM equipment (*e.g.*, motor company logo on the tank, small manufacturer embossing, etc.) and is determined to constitute a commercial logo, it must be removed prior to tech inspection.

4. Rider support:

a. Acceptable forms of support include:

(1) Using friends to offer expertise or physical assistance to repair or maintain your motorcycle at a checkpoint or along your route.

b. Unacceptable forms of support include:

(1) Using any form of factory/dealer/manufacturer-sponsored vehicles, pit crews, mechanics, employees, or equipment for the support of the rider or the rider's machine. For example, you decide to ride obscure brand-X, which has only 25 dealers across North America. You might feel the need to have brand-X mechanics show up at checkpoints to support your effort with tires, spare parts, and so on. While we understand your circumstances, the fact is that it was your choice to ride brand-X. At each checkpoint at least 75% of the field is at the same disadvantage as you.

When you are contemplating your support options, please remember that the Iron Butt Rally is an amateur event that is designed to promote amateur competition. We have no intention of becoming a professional sport with factory rides. These sponsorship guidelines are an attempt to level the playing field as well as maintain the integrity of the Iron Butt Rally as a non-professional event.

5. Summary:

Please understand the purpose of these guidelines is not punitive but rather in the best interest of the Rally and the riding community as a whole. Should you have a question, please direct it to Lisa Landry at lisa@ironbutt.com.

Additionally, if your motorcycle has stickers or logos (painted or otherwise) of any nature apart from OEM origin, it is best that you send a picture of your motorcycle to Ms. Landry for approval before you end up spending painful hours at tech inspection with a blow dryer trying to remove the offensive material.

After your sponsors are aligned, you should submit, in writing, a list of sponsors and what exactly they are providing to you. Ms. Landry will issue a letter of approval so

that both you and the IBR are clear on what help you obtained.

B. Speed

Excessive speed kills. Remember, while on the Iron Butt Rally you are representing motorcycling. The Iron Butt is a rally, not a race. It is not necessary for you to ride at an excessive rate of speed to win the event we will not tolerate it if you do. Please keep in mind that you can be disqualified from the Iron Butt Rally for reckless riding or excessive speed.

During the Iron Butt Rally, we estimate that you will encounter approximately 600 law enforcement officers looking for traffic violations. If you plan on coming to the Iron Butt to ride high speeds, rethink your game plan now. There are too many police and too many miles to cover to get away with high-speed riding. It takes only one accident or one highway patrolman to end your chance to finish the Iron Butt Rally.

In many states, especially those east of the Mississippi river, riding more than 20 miles per hour above the speed limit will also get you charged with reckless driving. Reckless driving is a serious charge in any jurisdiction. In many cases your motorcycle can be impounded and you will be required to return to court for a personal appearance at a hearing, irrespective of the distance you have to travel to appear or the hardship that it might entail. Few experiences in motorcycling are more memorable than an appearance in traffic court, particularly if your license hangs on the outcome.

Finally, should we discover even years after the fact any acts you may have committed during the event that in our judgment compromise the integrity of the rally, we reserve the right to change rally results, remove the offending rider's name and data from our corporate records, and redact, rewrite, or otherwise amend any and all published stories about that rider's participation on the Iron Butt Rally that are still within our control.

C. Mexico and Canada

It is not the usual practice of the rally to place bonus locations in Mexico. Although there may be times where a shortcut through Mexico may seem advantageous, the hassles of border crossings and insurance make entry into Mexico not worth the effort on the competitor's part. In that light, we make no attempt to place bonuses that might tempt you to cross into Mexico.

Conversely, it is not uncommon for the Iron Butt Rally to locate bonuses in Canada and/or Alaska (which would require riding in Canada). If you are serious about winning the Iron Butt Rally, you should be prepared to enter Canada during the event.

Due to the events of September 11, 2001, customs officers on both sides of the Canadian border are strictly enforcing various travel rules and regulations. You will be asked to produce your passport and a valid visa, if one is necessary. If you are a permanent resident of the U.S., you should bring your green card.

If you are carrying prescription drugs, make sure they are clearly identified. The drugs should be in the original packaging, with a label that specifies what they are and that they are being used under prescription. If this is not possible, carry a copy of the prescription or a letter from your doctor.

You should also carry a "Canada Card," available from your insurance agent. This card is evidence that you have valid insurance while riding in Canada. If your agents

claim that they are not familiar with it, call the home and/or corporate office of your insurer and work with them. These cards are usually limited to certain dates. Obviously, we recommend that you include the dates that the rally is in progress when declaring the dates you need the card to be valid.

Be cautioned that Canada does not allow firearms to be carried into the country.

D. National parks

The Iron Butt has traditionally visited national parks, monuments, and recreation areas around the United States. If you plan on collecting bonuses, we highly recommend that you purchase an America the Beautiful Pass which will allow you unlimited access to the parks. The pass costs \$80 and is good for one year from the date of purchase. It is normally available at the entrance to or visitor's center in any national park or by calling 1-888-ASK USGS, Ext. 1, or via the Internet at <http://store.usgs.gov/pass>.

E. Credit cards

Since you will be traveling around the country in a very short time frame, we highly recommend that you carry at least three major credit cards with you. Many credit card issuers will track routine spending patterns. When your card begins to be used in several states in one day, the company may temporarily put a hold on your credit line. To protect yourself, we recommend that you first contact your card issuers at least one week before the rally and notify them that you will be on a road trip and such usage should be allowed. We highly recommend also that you keep one card tucked away in a secure location as back up, should you lose your wallet.

F. Electronic warfare

Portable computers, GPS devices, and cellular phones are recommended accessories for all riders.

1. Route Planning:

Riders may use either paper maps or mapping/routing programs running on laptop computers. However, as noted in Section II, outside assistance with routing is prohibited. Any computer-based route planning must be done by the rider on a laptop computer in the possession of the rider.

2. GPS units:

Global Positioning Satellite devices are now low cost and can prove to be very valuable. By reading signals from satellites located thousands of miles from earth, GPS units can accurately tell you within a few feet where you are located at any position on earth. A GPS system may be required for some bonuses.

3. Cellular phones:

Cellular service providers subsidize the purchase of the phone (you can get a small hand-held phone for free in some markets when you sign up for cellular service). If you break down in an area covered by a cellular service provider, assistance is right at your fingertips.

For on-the-road use, some riders claim a citizen's band radio is more useful than a cellular phone. Cellular phones do not work everywhere; depending on the route you choose, you may not have cellular service in certain rural areas, particularly in the Western U.S.

If you decide to purchase a cellular phone, buy one with a 12-volt adapter (you probably won't have time to recharge the batteries during the rally) that can be used with your motorcycle's accessory plug

4. Radar detectors:

While we do not encourage speeding, the current system of traffic tickets is clearly designed for revenue, not for the protection of the public. As evidence, we offer a \$90 ticket that a rider received on the New York Thruway for riding 57 mph in a 55 mph zone at five in the morning.

Should you choose to use a radar detector, pick one that offers an ear jack plug. This will allow you to attach an amplifier so that you may hear the audible alarm.

5. Radar jammers:

There are two kinds of radar jammers: passive and active. Passive jammers are sold under various names and are widely available. Although popular with many riders in the long-distance riding community, our tests conducted with real police radar have conclusively proved that passive jammers do not work. Save your money.

Active jammers are illegal in the United States. They are extremely expensive and almost always come in kit form. Usually you have to plug two devices together to make the unit. Given the illegal nature of these devices, we highly recommend against their use.

G. Motorcycle services

1. Get out of jail cards:

If you do not have a "bond" card, now might be a good time to pick one up. If you are stopped, most local, county and states will accept a bond card in lieu of cash payment of a ticket. That will give you time to deal with the problem when you get back home. Check with the following organizations:

American Automobile Association (AAA): Although it varies state to state, AAA membership usually includes two \$500 bond cards. Unless you have the Plus RV plan, AAA will not tow a motorcycle (some riders have managed to get a free tow, so check before you buy), though membership includes all the free, excellent quality domestic maps you could ever want.

Amoco Motor Club: Like AAA, Amoco includes two bond cards (\$500 or \$1,000 limit, depending on the state). Their automotive towing program is excellent, but they will decline to tow motorcycles.

2. Towing services:

If you do not have a good roadside assistance program, we recommend you get one. Although most will not cover the full cost of a tow, merely arranging a tow for you justifies its cost.

While we cannot recommend one of these services over another, you may wish to contact the following:

a. Motorcycle Touring Services, 800-999-7064 (702-597-2881 outside the U.S.). MTS handles only 1975 and later model motorcycles. They have an 800-234-1353 emergency number. It is not listed, so carry the number with you. MTS pays \$100 per tow to the nearest motorcycle dealer, not to the nearest dealer of your marque, so your BMW could end up at a Harley shop. Fees vary: \$49 for one year, \$85 for two years, and there are different programs for different needs. Should you choose MTS, you will want to invest in their premium (*i.e.*, more expensive) services that may pay the entire cost of a tow, even in the middle of the desert. The MTS program has some interesting strings attached, but seems otherwise solid.

b. Cross Country Motor Club: 800-225-1575. This is the company that BMW uses for their motorcycles. We've heard both good and bad comments from BMW owners.

Appendix A: Fuel system capacity and auxiliary tanks

I. Fuel System Capacity

Fuel system capacity for motorcycles using liquid fuel will be determined by the method specified below. For motorcycles that do not use liquid fuel, the capacity shall be determined on a case-by-case basis to ensure that the “gasoline-equivalent” fuel capacity of the motorcycle does not exceed 11.5 gallons (on an energy basis).

1. Original Equipment Tanks

For original equipment (OE) tanks, the manufacturer's specified capacity shall be used unless the IBR has published alternative specifications 30 days in advance of the event. In the case of conflicting manufacturer's specifications, and in the absence of an alternative specification published by the IBR, the highest capacity published by the manufacturer shall be used. For example, in the case of the BMW R1100RT, the highest capacity specified by the manufacturer is 7.26 U.S. gallons, which our measurements confirm is the correct capacity.

2. Modified Tanks, After-Market Tanks, and Auxiliary Fuel Systems

The capacity of all non-OE elements of a fuel system shall be determined by the amount of water or fuel required to fill and empty system (including lines, pumps, filters, etc.). Water may be used to measure individual tanks or whole systems. However, we will usually use premium grade gasoline unless the motorcycle is designed to run on an alternative fuel (e.g., Diesel fuel). For systems equipped with a fill pipe that extends into a vapor space, the capacity will be determined by filling the system to the bottom of the fill pipe, unless the system has been modified in some manner to permit a fill rate in excess of 1.0 gallons per minute above the bottom of the fill pipe.

The volume of liquid required to fill the system will be calculated based on the weight of the liquid required to fill the tank and the density of that liquid. For example, using gasoline with a density of 6.180 pounds per gallon, if the weight of gasoline required to fill the system is 30.90 pounds, the capacity of the system is 5.00 gallons ($30.90/6.180$). The weight of liquid required to fill the system shall be determined by one or more measurements of containers before and after their contents have been poured into the fuel system. The containers shall contain at least 3.0 gallons during the "before" measurement. The contents shall be poured into the fuel system until the container is empty or until the fuel system is full, whichever occurs first. The temperature of the liquid poured into the system shall be kept as close as possible to the temperature used to determine the density of the liquid, as described below. When gasoline is used, it must be from the same batch of gasoline used to determine fuel density. The scale used to measure the weight of liquid dispensed shall be repeatable to 0.01 pounds and calibrated with an NIST-traceable dead weight.

Determining the Density of Water:

For water at 60°F, the density shall be assumed to be 8.337 pounds per gallon. At 70°F, the density shall be assumed to be 8.328 lbs/gallon. For other temperatures, the density of water shall be determined from standard engineering tables or using the following formula:

$$\text{lbs/gal} = 8.3286 + (0.000985 * T) - (0.000014 * T^2), \text{ where } T \text{ is the temperature in degrees Fahrenheit.}$$

Determining Fuel Density:

The density of the fuel shall be determined by the weight of fuel required to fill a rigid, narrow neck "calibration vessel" of known volume in excess of 1.5 gallons. The volume of the "calibration vessel" shall be determined by measuring the weight and temperature of water required to fill the vessel. The temperature of the water used to calibrate the "calibration vessel" shall be measured with a thermometer accurate to two degrees Fahrenheit (F) and shall be within the range of 39°F to 100°F. The density of the water shall be determined as specified above.

As an example of using this approach, if the temperature of the water is 70°F and the weight of water needed to fill the calibration vessel is 14.58 pounds, then the volume of the calibration vessel is 1.751 gallons (14.58/8.328). If the weight of gasoline required to fill the calibration vessel is 10.82 pounds, then the density of the gasoline is 6.179 lbs/gallon (10.82/1.751).

Alternatively, the density of the fuel may be determined using a precision hydrometer with a resolution of 0.001 specific gravity or less. As an example of using this approach, if the specific gravity of the gasoline measured by the hydrometer is 0.742, then the density of the gasoline is 6.186 lbs/gallon (0.742 * 8.337). (Note that the hydrometer will determine the specific gravity of the gasoline relative to water at 60F. The temperature of the gasoline does not have to be at 60F, but the temperature of the gasoline used to fill the tank must be equal to the temperature at which the specific gravity of the gasoline was measured.)

II. Auxiliary Fuel Tanks

1. Expansion of the stock (OEM) fuel tank is permitted, provided that such expansion is of similar material, gauge, and construction as that of the stock fuel tank.
2. Non-OEM main fuel tanks and auxiliary tanks are permitted if they are NASCAR-, IHRA-, or NHRA- approved or, at the discretion of the rallymaster or the president, determined to be of acceptable quality.¹⁸
3. Any auxiliary tank(s) shall be mounted in a secure manner so as to minimize the chance of its becoming separated from the motorcycle.¹⁹ Approval of attachment systems

¹⁸ For a list of auxiliary systems that will meet rally specifications, see §III.F. Metal containers are allowed. However, thin-walled containers such as those used in marine or snowmobile applications are prohibited.

¹⁹ When pressure is applied to the fuel cell, limited visible movement (*i.e.*, 1/2") relative to the frame of the motorcycles will be permitted only if it is due to the compression of padding on which the tank is positioned. However, all tanks must be secured to the motorcycle with straps or fasteners that are securely connected to a bracket or structural member that does not flex when pressure is applied to the auxiliary

rests at the discretion of the rallymaster or the president.

4. All fuel lines must be routed so as not to interfere with the operation of the motorcycle.

5. An electric fuel pump, if used, must be properly wired and fused, and the refueling inlet of the auxiliary tank must be grounded.²⁰

6. The auxiliary tank(s) must be properly vented for pressure buildup and overflow.²¹

7. Anti-slosh foam or anti-slosh baffles will be required for cells mounted on the pillion seat or the rear rack of the bike unless the maximum volume of the tank does not exceed 1.0 gallon. A minimum of 80% of the dry capacity of the auxiliary tank must be filled with anti-slosh foam, or the tank must be equipped with one or more longitudinally-placed baffles that are at least 80% of the height of the tank and that divide the tank into two or more chambers of approximately equal volume. The rallymaster or the president may approve alternative configurations that are determined to provide effective control of sloshing. Taildragger cells, cells no higher than the top of the OEM tank, and enlarged fuel tanks in the OEM tank location (i.e.: Touratech tanks) are exempt from this requirement.

8. Fuel may not be carried in excess of the quantities set forth in this section, or in containers not complying with the above standards, unless expressly approved in advance by the rallymaster or the president.

tank. No bungee, shock cord, or similar attaching device will be permitted.

²⁰ Non-metallic auxiliary tanks should be grounded to the frame of the motorcycle with a conductive strap or wire attached to the tank in the vicinity of the fuel inlet. Metal tanks do not require a grounding strap if they are attached to the frame with conductive brackets.

²¹ A vented gas cap is not sufficient unless it is determined that sufficient vapor space exists in the auxiliary tank, after it has been filled to capacity, to prevent the expulsion of liquid fuel when the motorcycle sits in the sun on either the centerstand (if so equipped) or the side stand. Unless there is sufficient vapor space to prevent the expulsion of liquid fuel from the vent, there must be a hose attached to a vent located at the highest point on the tank when the motorcycle is sitting on its sidestand. Vent hoses must be routed in such a manner as to prevent any expelled fuel from coming into contact with any part of the motorcycle or from being expelled into the path of a tire or onto a tire.

Appendix B: Muffler Policy

Consistent with the rally's interest sponsoring events that will not generate opposition from law enforcement agencies or the general public, participation in the Iron Butt Rally will be limited to motorcycles capable of meeting reasonable limits on exhaust noise levels. As described below, the exhaust noise standard that will apply during the Iron Butt Rally will be 105 dBA based on the SAE J1287 test procedure. Except for riders with motorcycles granted a written exemption, motorcycles that exceed this level will not be allowed to be used in the rally.

Motorcycles with original equipment exhaust systems in good repair will be exempt from testing unless, in the opinion of a designated rally official, they appear to be excessively loud. Motorcycles with non-original equipment exhaust systems, or without a written exemption from the rally chairman, will be required to pass the noise test described below.

Detailed Discussion of the Test Procedure and Standard:

Noise standards that apply to OEM motorcycles are based on a test procedure developed by the Society of Automotive Engineers (SAE) that measures vehicle noise levels during acceleration at a distance of 50 feet. Although this is the most representative test procedure available, detailed requirements for the test course make this test impractical without a test track. In recognition of the practical problems of running the drive-by test, SAE has developed a much simpler procedure suitable for use at the roadside or in a parking lot. This test, SAE J1287, involves measuring the sound level of a stationary motorcycle running at 50% of its maximum rated engine speed or 50% of "redline" while in neutral (for the IBR, all testing is done at 50% of redline). To limit the influence of other noise sources in the vicinity, the procedure specifies measuring the noise level at a distance of only 20 inches to the side and rear of the exhaust outlet. Because of the short distance between the exhaust outlet and the sound level meter, the absolute noise levels measured with the J1287 procedure are higher than on the drive-by test; however, the ranking of vehicles is similar.

The standard that will apply to entrants in the Iron Butt Rally is 105 dBA (decibels, A-scale). This standard is based on the highest noise level recorded using the J1287 procedure from a broad range of motorcycles with original equipment exhaust systems. Most motorcycles equipped with original equipment exhaust systems meet this standard by a wide margin. For example, late-model Honda Gold Wings have been measured at only 85 dBA on this test. Most late-model BMWs are about 90 dBA. In contrast, some Harley-Davidson models with OEM exhausts are as high as 105 dBA, which is the basis for the standard.

Because the decibel scale is logarithmic, a level of 105 dB sounds twice as loud as 95 dB and four times as loud as 85 dB. As a result, there is likely to be a four-to-one range in noise levels for motorcycles participating in the Iron Butt Rally. However, most people will not consider motorcycles at the loud end of this spectrum objectionable.

Some aftermarket exhaust systems will meet the 105 dBA standard. The "touring" versions of the Staintune and BMP systems for BMWs have been measured below 105 dBA. For comparison purposes, tests of motorcycles with straight pipes (no muffler) have produced noise levels of approximately 125 dBA on the J1287 test. This is four times louder than the standard and painfully loud to individuals in close proximity. Certain aftermarket exhaust systems using mufflers with limited baffling will also fail the test.

For example a BMW equipped with a Staintune with a sport baffle and several popular aftermarket systems for Harley-Davidsons have been measured at about 115 dBA.

Final noise testing will be performed at the beginning of the Iron Butt Rally along with other required inspections. To minimize the risk of last minute disqualification, entrants with non-OEM systems should obtain a noise test as early as possible. The noise meters used for the official testing will be certified to meet certain industry standards. Do not rely on test results performed using just any meter. For example, recent comparisons with a popular Radio Shack model showed error rates approaching two dBA.

Appendix C: Digital Camera Policy

Riders using digital cameras must have the camera and blank memory cards with them during the rider check-in process. One memory card will be required for each leg of the rally. Should a camera or memory card fail or be lost during the course of the rally, riders may switch to a backup camera and/or memory card; however, 1,000 penalty points will be incurred for the use of any backup memory card. During the check-in process, IBR staff will use the camera to take a picture of the rider with each memory card, remove the cards from the camera and mark the cards with the rider number, copy the pictures of the rider from the cards, and then return the camera and memory cards to the rider.

At each checkpoint and the finish, riders must turn in memory cards on which each bonus photo was recorded. All bonus photos must be unretouched originals. Only bonus photos may be on the memory cards. 100 penalty points will be incurred by the rider for each image on the memory card that is not a bonus photo. Memory cards will not be returned to riders after scoring at each checkpoint and the finish. Memory cards and the images they contain become the property of the Iron Butt Rally and will not be returned to riders. (Riders wishing to retain copies of bonus photos taken during the rally must copy the files before the memory card is turned in.)

All digital images submitted must be 640 x 480 resolution JPEG format recorded on one of the following types of memory cards: Compact Flash, Compact Flash II, SD, SDHC, miniSD, miniSDHC, MultiMediaCard (MMC), MMCplus, MMCmobile, RS-MMC, RS-MMC Dual Voltage, Memory Stick, Memory Stick Duo, Memory Stick PRO, Memory Stick PRO Duo, SmartMedia, xD, xD Type M, or xD Type H. 100 penalty points will be incurred by the rider for each digital image with the wrong resolution. Bonus photos will not be accepted unless they are in JPEG format.

The cost of memory cards varies by type and storage capacity. Because of the low resolution of the images to be used, 128 megabyte (MB) cards will be more than sufficient. Memory cards with 128 MB or higher capacity are available for less than \$10 each in many formats, including SD, miniSD, MMC, MMCmobile, RS-MMC, xD, xD Type M, MemoryStick PRO, MemoryStick PRO Duo, and Compact Flash.

If you are new to digital photography and unsure of what model to purchase for the Iron Butt Rally, consider one of the Olympus Stylus SW model cameras. The Olympus Stylus SW models are particularly well-suited for use in motorcycle rallies because of their rugged, waterproof construction and small size. As of March 2008, the SW models in production are the Stylus 770 SW, Stylus 790 SW, Stylus 850 SW, and Stylus 1030 SW. The table on the following page shows how the specifications compare. Significant discounts from the retail prices are available from numerous outlets (e.g., Amazon.com).

Other cameras in the Olympus line include Stylus models 760, 780, 820, 830, 840, 1010, 1020, and 1200. These models are “splash proof” (may be used in rain) and retail for as low as \$230 (\$170 mail order), not including a memory card.

| Olympus Stylus SW Model Comparison | | | | |
|---|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| Feature | 770 | 790 | 850 | 1030 |
| Max megapixels | 7.1 | 7.1 | 8.0 | 10.1 |
| Waterproof depth | 5 feet | 33 feet | 5 feet | 33 feet |
| Shockproof height | 5 feet | 5 feet | 5 feet | 6.6 feet |
| Zoom Range (35 mm equivalent) | 38-114mm | 38-114mm | 38-114mm | 28-102mm |
| Built-in flash | yes | yes | yes | yes |
| Image stabilization | yes | yes | yes | yes |
| Memory card | xD, xD Type M, or xD Type H | xD, xD Type M, or xD Type H | xD, xD Type M, or xD Type H | xD, xD Type M, or xD Type H |
| Dimensions (inches) | 3.6x2.3x0.8 | 3.7x2.4x0.84 | 3.7x2.4x0.84 | 3.7x2.4x0.84 |
| Weight (ounces) | 5.5 | 4.8 | 4.8 | 6.3 |
| Retail price | \$350 | \$300 | \$300 | \$400 |

APPENDIX D: Sample packing list

Please note that for the most part, items on this list are not required to be carried during the event. Indeed, we don't even feel as though it would be possible to carry everything included here. The list is offered for those riders who may want a general list as a basic reference point.

Wallet, documents, and reminders:

Are bills paid?
Towing information (*e.g.*, MTS, AAA)
Cash
Traveler's checks
Credit cards
Advise credit card company of travel plans
License (required for rally)
Registration (required for rally)
Insurance papers (required for rally)
Passport (required for entry to Canada and US re-entry)
Canada card (Canadian proof of insurance)
Extra pens
Small spiral-bound notebook
Multi-colored highlighters for maps
Address book or list (for emergencies)
Contact information for rally check-in

General list:

Extra pair of glasses or contact lenses
Helmet
Earplugs x 11 sets (replace daily)
Radar detector
Bungee net or cords
Towel for windshield
Windshield cleaner
Small flashlight
Golden Eagle Pass (for national parks)
Tape or digital recorder for notes
Digital camera with flash
Memory card large enough for 100 images at 640 x 480 resolution
Backup point-and-shoot digital camera
Rain suit or waterproof riding suit
Rain boots or waterproof riding boots
Balaclava (a silk face mask)

Lawn/garden bags (protection, laundry)
Cellular phone with A.C. adapter
Phone card with Canada/US minutes (Costco \$20)
Sun hat (for hikes)
Water bottle
Screamin Meanie alarm/timer
Computer
Power supply for computer

Toiletries:

Toothbrush
Toothpaste
Deodorant
Chap lip protection
Vitamins
Tweezers
Sun tan lotion
Hand/body lotion
Hair brush
Q-Tips
Shave cream
Disposable razors
Soap
Mouthwash
Conditioner/shampoo
Visine or eye moisturizing product
Nail clippers

Clothes:

Riding outfit
Light jacket
Jeans (1 to wear, 1 to pack)
Socks x11 pair
Underwear x11
Shirts x5
Heavy shirt
Swimsuit
Electric vest and cord
Electric gloves and cord
Warm weather gloves
Beach or bath towel
Riding boots

Tools (in addition to stock tool kit):

Pocket multi-meter
Large tie wraps
Small tie wraps
Tire irons (for tube type tires)
Flat repair kit (is glue fresh?)
CO₂ cartridges or electric pump
Electrical tape
Wire strippers
Wrenches for Allen-head fasteners
Wrenches for hex-head fasteners
Sockets for hex-head fasteners
Ratchet
Ratchet extension
Duct tape
Pliers

Needle nose pliers
150mm adjustable wrench
Flat screwdriver
Phillips screwdriver
Vise grips, small and large
Stainless steel wire

Motorcycle preparation:

Service and/or replace battery
Change fuel filter
Change air filter
Check accessory plug
Replace hydraulic fluid
New tires
New chain and sprockets
Tune up
Cables (tape in place along side other cables)
Headlight and taillight bulbs
Assorted fuses

Medical supplies:

First aid kit (recommended for rally)
Med-Alert bracelet or I.D. cards

Maps:

Atlas you can tear apart as needed
U.S.A. map x2
Western states x2
Central states x2
Eastern states x2