

Lone Star Long Riders Rules and Guidance

There is so much more to rallying than we can possibly jot down in this document. If there's something you learned the hard way and think should be included, please tell Nancy! We strongly encourage you to read both rider reports as well as daily reports from the Heart of Texas, IBR and LDX (and other events) to get more in-depth info from both rider and staff perspective. We will always answer your questions, but you will likely get more detailed information if you take the time to do a little research ahead of time. If there's something that isn't clear, please ask!

This document is broken into 3 sections. All participants in any Lone Star Long Riders event are responsible for complete and intimate knowledge of and adherence to every item in all 3 parts of this document. Some of the guidance here will follow in other events, some won't. But these guidelines will absolutely apply in any Lone Star Long Riders event and you are responsible to follow them.

To assist readers in finding specific information at the appropriate time, the three sections are as follows:

I Things to Know Before Registration – This includes some of the very basic requirements that all riders will need to comply with but are segregated out to assist a very first time rider who is trying to figure out what they need to participate before committing to it. Section II might be helpful as well because it describes many of the skills you'll want to possess before the start of the event.

II Things to Know Before the Event – This section describes some of things riders later tell us they didn't know or understand correctly when they needed to know it. You should be reviewing this document and working on the skills described months in advance of the event. This will give you time to ask questions, get help, maybe decide you need a different GPS and then you'll need time to order, receive, mount, and so forth.

III Things to Know During the Event – These are things applicable to you during the event. How to handle a found rider flag, what to do if you can't get to a bonus, and receipt requirements to name a few. We strongly recommend reading and knowing all of this PRIOR to the event, don't go looking for it when you need something mid-rally.

There is a revision date in the footer of this document. The most recent version will always be available. If you don't see it posted on the event website or aren't sure it's the correct version, ask rally staff at rm@ldxrally.com or rallymaster@heartoftexasrally.com.

THINGS TO KNOW BEFORE REGISTRATION

Disrespect- Disrespect will never be tolerated toward staff, other riders, or our hosts at various hotels, banquet facilities or any other person/entity serving any LSLR event. Do so at your own risk. As you will likely hear from us in other places, the punishment will fit the crime. Minor snipe, minor consequence. Bigger deal disrespect? You could be disqualified and not invited back. Or anything in between. We absolutely understand that riders are hot, tired, hungry and we do take this into consideration, but there is never an excuse to be disrespectful. And we won't tolerate it.

Cheating – Even if you argue that you misunderstood the intent, if you violate the intent of this event as easily understood by a typical rally rider, it could be deemed cheating. Ignorance is not a defense. The punishment will fit the crime. Could be a stern talking to, points deduction, disqualification at the event

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in question, or expulsion from all future events as well. Keep in mind that rallymasters talk to each other. Your misdeed will likely be disclosed to all other events up to and including the Iron Butt Rally. Do not cheat. Do not push the envelope. We won't look favorably on this.

Spotwalla We require you to have an active Spotwalla account enabled for the duration of the event. Period. This event will not require a specific type (cellular vs satellite), but it must work consistently. HOWEVER, there are other events, including the Iron Butt Rally, that will REQUIRE your tracking to be via satellite. Cellular is not acceptable. This rally is a great opportunity for you to try out your satellite tracking to ensure success at other events.

Refund Policy Entrance fees for our events are non-refundable and non-transferable. Read that again in case you read it too quickly.

Med Jet (LDX only)– You will be required to be in possession of Med Jet or similar insurance for the duration of the event. Getting into an accident with significant injuries is a major issue and we need you to have this coverage to ease the burden on you and your family in the unlikely event this happens to you. Rally staff will not recommend anything other than MedJet but other coverages can be found on-line and you can get approval from rally staff before purchasing.

Insurance – Your motorcycle must be insured at \$300,000 Combined Single Limit (CSL) for the duration of the event. If you are unfamiliar with this term, contact your insurance company or research it online. You may be able to make this change easily online if you have an account with your insurance company.

A quick explanation of the difference between combined single limit and split coverage. Most people have a split coverage policy. A split coverage policy offering \$100k, \$300k, \$50k means that in each accident, they cover \$100k personal injury (each person), \$300k for each accident, and \$50k property damage. So, you get injured and it costs \$30k and another gets injured and it's \$120k and there's \$75k of property damage, your \$30k is covered but only \$100k of the other person gets covered and only \$50k of the property damage. The ceiling is \$300k, which you didn't reach, but the individual limits you did reach.

In a CSL policy, with the same scenario about, the totals for all 3 would be \$225k, well below the \$300k CSL limit. This is why a CSL is better coverage because it helps if you have personal or property that is well higher than the other. Most cases are personal injury.

Helmet and Appropriate Footwear – You (and passenger if applicable) must always wear a DOT certified helmet while moving your motorcycle during your time with us. This includes riding around the start and finish prior to or after the event. If we see you riding helmetless or in inappropriate footwear, your participation in the current and future events is jeopardized.

Other gear – We recommend ATGATT (All The Gear All The Time). Your fellow riders will always be in sturdy boots, riding pants, riding jacket, riding gloves and quality helmet. We recommend that you are as well.

Electronic Navigation – It is certainly not required. You could theoretically do this event with paper maps. It'd be difficult, but possible. The event is geared toward, and most if not all, riders use mapping software of some sort and a GPS mounted on their bike where they load waypoints. Some folks use their phone to navigate as a backup only because you may well wind up in areas without cellular coverage for a period

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of time. There is more information related to GPS/navigation under Section II of this document – Things to Know Before the Event.

How to be a finisher – Each event will have specific requirements that must be accomplished successfully. Typically, this is in the form of minimum points to qualify as a finisher. You will be advised of what this is when the rally pack is presented to you. Without a rally pack, this information would be meaningless, so please don't ask. You will be given the points suggested to be on pace to be a finisher for the first leg. This is meant to guide you toward putting forth appropriate effort from the beginning. If you fall below this amount on the first leg, you can absolutely make it up on the next leg. You will still be responsible to reach the total points requirement at the finish of the event. Obviously, the above applies to multi-leg events. In an event with no checkpoint, you must reach the minimum finisher points on the first (only) leg.

Rally app - Our events use our in-house app for riders to submit their bonuses as the event progresses. You will be REQUIRED to use it. If you have questions that leave you unsure whether or not to register for the event, please contact us. If you just feel like you need a tutorial, be patient, you will get one.

Know the Rules - We encourage riders to participate in other rallies and events, but you must adhere to the instructions of our event while you are riding with us. It's okay to do stuff from other events, but never something CONTRARY to what is required in THIS event.

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Cheating – Even if you argue that you misunderstood the intent, if you violate the intent of this event as easily understood by a typical rally rider, it could be deemed cheating. Ignorance is not a defense. The punishment will fit the crime. Could be a stern talking to, points deduction, disqualification at the event in question, or expulsion from all future events as well. Keep in mind that rallymasters talk to each other. Your misdeed will likely be disclosed to all other events up to and including the Iron Butt Rally. Do not cheat. Do not push the envelope. We won't look favorably on this.

Email and other correspondence from Rally Staff – You are responsible to ensure that you make whatever settings adjustments to your email so that rally communications get to you. You are responsible to provide Rally Staff with the correct contact information for you. Obviously, if you do not, you will not receive important information. We never give or sell your information to anyone for any reason. The only reason we need your contact phone and email is to communicate with you.

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You may receive emails from the following addresses:

paultong971@gmail.com

rallymaster@heartoftexasrally.com

rm@ldxrally.com

noswald372@gmail.com

ldrallyred@gmail.com

ldrallyblue@gmail.com

ldrallywhite@gmail.com

You may receive phone calls or text messages from the following numbers:

(214) 250-1340

(410) 530-7024

(972) 965-1690

Add these to your contacts so that you don't think it's a car warranty call.

You are responsible to respond to these communications PROMPTLY. If no deadline is provided in the communication, you should assume that means you respond within 2 days or so. If you do not, or if you fail to respond at all to repeated attempts to contact you, we will assume that you have dropped from the rally and cease attempting to contact you. Your name will be removed from the riders list.

All that said, if you feel like you should have heard something, but haven't, please reach out to rally staff just to ensure that you aren't missing something. Better to resolve this well in advance than have you show up at the start and we have no rally pack, swag or other provisions for you. Again, this is your responsibility to ensure that you are receiving correspondence from us.

Meetings Do not be late. If you are, you will likely be denied access to the meeting with everyone else and be required to have a private meeting after the other riders have departed. You will be responsible for all information disseminated from rally staff in meetings. Regardless of whether or not the information is provided in written format. Regardless of whether or not it conflicts with something you saw or heard somewhere else. If you are in doubt, you should call your scorer to clarify. As a general rule, more is better (TO A POINT!). As an example, it's common that the rallymaster will say you are to include (handwrite) your sequence #, Rider #, bonus code on a receipt. Perhaps the rally book only indicated 2 of these 3 items. You are responsible to include the 3rd item that the rally master verbally indicated during the meeting as well. More is better. If you are feeling unsure if you're supposed to have your odometer on there too, go ahead and include it. But if you put your full name, date of birth, address, employer, work phone # and the name of your home motorcycle shop, you're a jerk and it might get rejected because you're intentionally being obstinate. Make sure you have the required info. One or two pieces of other information won't hurt you. If you are concerned about your ability to remember what was spoken, you

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should probably bring means to jot down some notes during the meeting. You should not rely on rally staff to provide you with a pen, paper, or anything else. You should come prepared.

What is an odo check? Motorcycle odometers are usually inaccurate. The odo check is our way of correcting your event mileage. By riding a set course of known distance, we can determine the correction factor for your motorcycle. You should show up prepared to ride for about an hour. The exact distance will vary by event. Don't ask the odo staff what the mileage is. You are being told now to be prepared to ride for about an hour, that should give you the information you need to complete this task. Wear your gear, have adequate fuel, and know how to reset the trip meter on your bike. Though not required (yet), we strongly prefer that you also have at least one GPS and reset the trip meter on this as well. Unless you have permission from rally staff, two up teams must have the pillion on the odo check with the rider. You are a team and expected to do this event together.

Making it to the finish – You must contact the rallymaster or your scorer if you will not return to the finish or will return too late to be a finisher. If you do not notify us, we will reach out to your emergency contact(s) if you go rogue without telling us. We get it if you are pushing to get to the finish so don't want to stop. But if 30 minutes have elapsed since the end of the DNF time and you haven't contacted us, your emergency contact is getting called.

Not making it to the start – You really need to tell the rallymaster. Your registration is never transferable. However, we expect you to be respectful and let the rallymaster know you will not make it. A great deal of work goes into preparing for each participant. If you've ever done a Lone Star Long Riders event, you know the level of detail is up there. Please let us know if you are not going to make it.

Accidents – Unfortunately, they happen. You must contact your scorer or the rally master if you are in one regardless of its impact on your ability to finish.

Tire plugging – Learn how to get yourself going from a flat tire and carry what you need to accomplish it. For most, this is a plug kit of some sort and a pump. For some, it might mean tube changing or patching along with a pump. Whatever your needs, learn to get yourself going from a flat.

Aux Fuel – LSLR follows the Iron Butt Association guidelines with a max total capacity of 11.5 gallons. See the IBA's full details for further information.

Social Media – Although we tested a more permissive stance in the first LDX Rally, further consideration has led to the establishment of a no social media policy. This includes posting on your pages, other peoples' pages, liking content, sharing content, pretty much anything where you engage with social media outside of just viewing. This pertains to any moment from the beginning of the start meeting until you have completed final scoring and includes any rest breaks and meal breaks. Penalties will be punitive, will prevent you from a podium finish, and could effect your finisher status.

Outside Assistance Riders will not receive undue assistance during the event. The rallymaster will determine what constitutes "undue assistance". There are so many variables here, it is best summarized as you must plan and execute your ride solely through your own individual effort. Established teams and 2-up bikes are considered as individuals within their formed unit. If anyone provides you information or an advantage that enhances your efforts, of which other riders could not also gain through their own individual efforts, this is prohibited. As with all considerations, we apply the reasonable standard to evaluate this standard.

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Bike Maintenance/Repairs – The event is not responsible for any maintenance or repairs on your bike for any reason. You should ensure that you head out with appropriate vehicle maintenance and tire tread. Or you must have plans to accomplish this yourself. Again, the event is not responsible for this in any way. Do not change your oil in a parking lot and leave the used oil. Accomplishing your own maintenance means also dealing with the residuals of it.

GPS Not required but if you use one, know how to load waypoints into your GPS. Know how to do basic navigation on your GPS. It is extremely helpful to know how to check on the fly what changes to your plan would mean downstream. For example, should you drop a bonus? Do you have time to add one?

Rally Flag (Planning) Think about how you will include your rally flag in your photo. First, word of warning, the rallymaster been known to use things other than a piece of cloth as a rally flag. There have been wine bottles and 45 records used in the past. What will be in the future? Who knows? You should be prepared to deal with a traditional rally flag. Selfie sticks are really helpful. Skirt hangers, duct tape, magnets, all sorts of things can assist with a means to include your flag in a photo. Don't forget that wind can present a challenge as well. Your rider number must be clearly visible in order for your photo to count. If the wind is blowing your flag up and obscuring the number, you may be denied the bonus. Lead fishing weights might help hold it down. Or duct tape, magnets, you get the idea. The best solution will vary with the object of interest. You are expected to deal with the challenges of the road and conditions.

Routing Software You will probably want to learn how to run various routes in a navigation software like Base Camp or Google Maps. Do we really need to say much more?

Stuff you'll receive – the specifics of this may vary by event. But in general, you will receive a rally pack containing a rally book, bonus claim form, rally flag and a thumb drive containing electronic versions of the waypoints in the following formats - .gpx, whatever else. You'll also usually receive an excel file to help you calculate your score.

Scoring – Because riders are constantly submitting bonuses as they go, we are constantly scoring as riders gather bonuses. This makes the scoring process really quick and easy. You will be expected to complete your bonus claim form as the event progresses. We won't collect it from you, but you will need it to know whether or not we gave your proper credit when you come to scoring. You will be handed a print out of what we have for you, you review it and sign if you agree with it. If you think we missed something, you will need your completed bonus claim form to question anything. No completed bonus claim form, no questioning what we did.

Where can I get help – You can ask on the event forum, Facebook, your friend, your neighbor, You Tube videos, whatever works. But you need to do this well in advance of the event. Not as you're sitting in your hotel room trying to figure out how to get the waypoints on your GPS. Once the event starts, and by that we mean the riders meeting, you really should have all of these skills in your toolkit.

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THINGS TO KNOW DURING THE EVENT

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Interaction with the Public – People do not understand our sport but how you interact with them will definitely shape their future opinion. Remember, you are an ambassador, not just for this rally, not just for the rallymaster, but for all other long-distance events out there. Be polite and courteous. If someone has questions, feel free to refer them to the rally website where means to contact the rallymaster can be located.

Inability to get to a bonus – you must document that all means of getting to the bonus are unavailable. If you approach from the east and the road is closed, but another rider comes from the west and successfully collects the bonus, you will be denied the points. If there is some other circumstance that prevents you from getting the bonus, call your scorer. Do NOT hand your flag and phone to a security guard to go get you the photo of an object you can't get to. This will likely be rejected if discovered, even if time has passed after the event. If you submit a screenshot from Google Maps, Waze, or other electronic means, you will ridiculed and mocked until the end of days. If you do not contact your scorer for guidance, or physically check each approach, you may be denied the points. You will absolutely be denied if you submit a screenshot of a traffic app. You must attempt to collect the bonus by physically traveling to the location and taking a photo of the blockage(s).

Replacing a motorcycle – One aspect of a long-distance endurance event is testing the ability of the rider to prepare themselves and their mode of transportation. If your motorcycle breaks down, you can have it towed to be repaired, but you go back to the site of the breakdown to resume your ride. You may change motorcycles, but you will lose half your points for purposes of standings but not for finisher status. You will not be eligible for special finish statuses or other ride certificates.

Speeding and safe riding – Speeding is not tolerated. Period. You may or may not be given a warning. In fact, it's so unlikely you will, consider yourself lucky if you do get a warning. We will not give a specific definition of what constitutes speeding other than to say if a reasonable law enforcement officer would stop and ticket you for it, that's unacceptable speeding. I think we all know the rallymaster is a reasonable law enforcement officer. We will also not give a clear definition of the potential penalty. The penalty, if so assessed, will fit the crime in the opinion of our very own RLEO (Reasonable Law Enforcement Officer).

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In the unlikely event there is some kind of reasonable explanation, present it, but chances of acceptance are extremely slim. Don't speed. Period.

The rallymaster has developed a method to know your speed over a distance of your route AND the speed limit over that route, enabling rally staff to examine all speeding violations, not just high speeds on the interstates. Keep this in mind in urban and residential areas as well as state and national parks.

Along these lines, because we sincerely care about your safety, any manner of reckless driving, impaired driving (either by fatigue, stimulants, other), or any other activity a reasonable person would agree is unsafe will never be tolerated. The punishment will fit the crime.

You are also never permitted to operate your motorcycle on any surface not intended for a motorcycle. We are not talking about a gravel pull out where you stop to put your heated gear on. We are talking about sidewalks. And other places. Again, reasonable person's determination here.

Do not stop your motorcycle in a dangerous spot to collect a bonus. For example, do not stop in the roadway, lane of traffic, and otherwise impede traffic to get a bonus. All bonuses with reference photos will have been taken from a safe vantage point and thus there will rarely be a situation where you can appropriately take a picture from the roadway.

Help! The app is locked up! – This happens. Just like any app, program, or electronic gadget, it gets tired sometimes and needs a little reboot. CLOSE the app. Don't just move off it, close it. Reopen it. This almost always fixes the problems. Very infrequently, a phone restart is needed to unstick the app. If you're in the middle of a meal or sleep bonus, take a screen shot or jot down the start time showing in the app. It *should* be retained, but hey, let's be careful. Your scorer will work with you to make corrections or adjustments as needed.

Wait, who is my scorer? This information will be provided at the rally start. You should make sure that you know who your scorer is and store their name/phone number in your phone. Your scorer will be your best friend throughout the event to help you with questions, issues, concerns. They are experienced rally riders who can work with you to resolve issues. In fact, if you are having an issue, your best bet is to include your scorer in your attempts to resolve it for maximum success. This is primarily for bonus collecting/app/availability things, but seriously, we want to help you with whatever it is you need help with. Reach out to us. We are available 24/7 throughout the rally. Obviously, we sleep too so if it's not important, wait until 'normal' hours. But if it's important or you're stressing a bunch, CALL US!

Meal bonuses - The intent of a meal bonus is to get the rider off the bike and have a nutritious meal. Side stand remains down for the duration. Typically, one is offered each day of the rally. You may straddle midnight, but you need to have 2/3 of the duration on the date for the bonus to be awarded. In other words, if the meal bonus is 45 minutes, 30 minutes needs to be on the relevant date. We recognize some folks have a different opinion of "nutritious." You are required to produce a receipt showing the name and address of your chosen restaurant, as well as date and time of purchase. The receipt should itemize your purchase. Don't use the credit card receipt, use the actual bill showing what you bought. You might need both to satisfy all requirements if one shows the food purchased and the other the name/address/date/time. If you are in doubt, please call your scorer. We want to give you the bonus, but if you do stuff on the road without discussing it with us, it may be denied. And seeing as we think the

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meal bonus is important, that's likely to hurt your finishing position. You may not use a meal receipt for any other bonus

Rest bonuses – the intent of the rest bonus is to get the rider off the bike and get some quality rest/sleep. While we understand that you might need to travel a little from a receipt to a resting place, this should be minimal. If it's more than minimal, you should call your scorer to discuss. As an example, if you are going to crash at a friend's place, but the nearest receipt place is 7 miles away, call your scorer. Remember, NO HOTEL RECEIPTS WILL BE ACCEPTED. EVER. You may not collect bonuses or travel during your rest bonus. You may not use a start or end rest receipt for any other bonus.

Acceptable receipts – As a general rule, receipt must be computer generated and contain the name and address of the business as well as the date and time of transaction. It is a very good idea for you to underline or circle these items as a way of reminding you to look for them and to help your scorer find them easier. Your scorer is very nice to you, it would be nice for you to do the same. 😊 If you encounter an issue with your receipt – perhaps some of the information is missing or the time is incorrect, call your scorer. We will always work with you when you include us in your decision-making process. There are many possible solutions depending on the specifics of your case but include us in the process for the highest chance of success.

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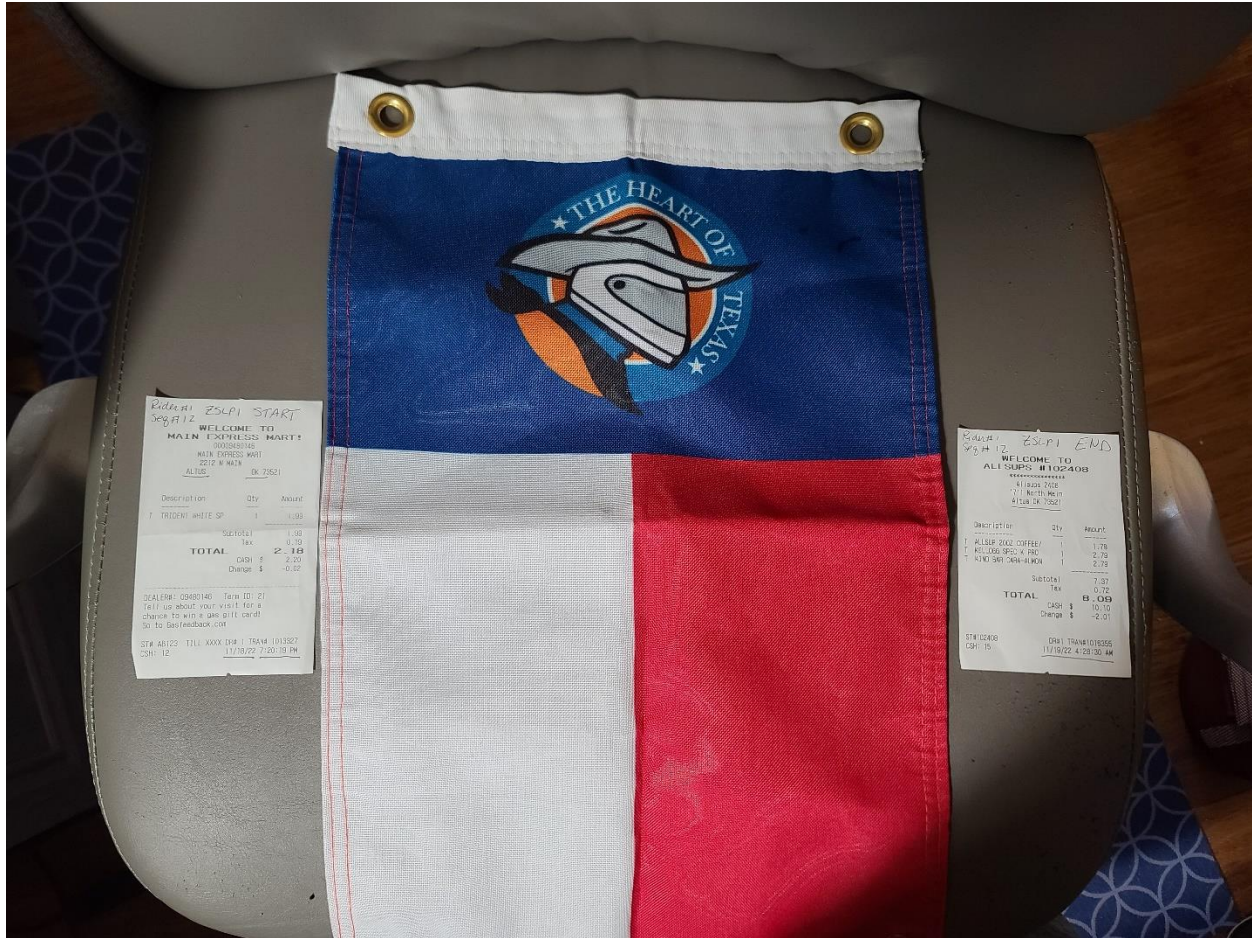
Example of receipt submission –

Meal



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Sleep



Ferries – You may use a ferry to get from one location to another. In the event your ferry offers food service, you may also claim a meal bonus during this time. You may NOT claim a rest bonus. You need to consider the kickstand-down to kickstand-up rule. If your ferry ride finishes prior to the end of your meal break, if you go kickstands up to get off the ferry, that is considered the end of the meal bonus and you must claim it as such. You cannot drive off the ferry during the meal break, even if it is only a few yards.

Taking a bonus photo – You are to endeavor to replicate the sample photo as closely as possible. You will want to stand in the same place the scouter was standing and have the same background. Not more, not less. The same. Approximately. Again, if you make an effort in all of your photos to comply with the obvious intent of this, you will have no issue. If you do not, well, we’re sorry. But you were advised of this requirement.

Rally Flag During Your rally flag MUST be in ALL photo submissions unless there is a specific statement that it is not required. If something just says “Take a photo of...” Your photo must include your rally flag. If you do not, your submission will be denied. Also be aware that your rider number must be clearly visible on your flag. If the wind blew your flag over or the flag is completely backlit or it’s backwards and looks

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like a different number, you will likely be denied. It is your responsibility to check your photo before submitting.

Two up bonus submissions The pillion's FACE must be in all photo submissions unless specifically stated otherwise. The only exception to this is meal and sleep receipt submissions. More than the pillion's face may be in the photo, but the face must be recognizable.

Losing your rally flag – Oh, this is unfortunate. We're sorry this happened to you. You now must have the object of interest plus your face in each photo. If you are a two up, BOTH rider AND pillion's face must be in each photo submission. You also lose half your points. You will be asked to present your rally flag at the finish check-in. You will not need it at scoring unless otherwise instructed.

Finding another rider's flag – LEAVE IT, DO NOT TAKE IT, MOVE IT, OR TOUCH IT. They may come back for it as has happened many times before. Only to find their flag is gone, taken by another rider. Do not take their flag. If you know who it is by the rider #, you may call the rider, or you can let your scorer know. But unless the rider or a staff member specifically asks you to do something with the flag, leave it where you saw it.

Develop Your Process – Arriving at a bonus location requires several actions you must complete, including checking the bonus requirements, taking the photo, submitting the photo, recording the stop information, and more. Many a rally tale has been told of a rider who "lost their chance" because they forgot to do something at a bonus location after being distracted. If a LD fan or other person seeks to disrupt your process, polite request they wait until you are done with your tasks, then you can respond (again refer to **Interaction with the Public**). Have a process in place, a mental or physical checklist you perform every time you stop and before you begin moving again.

Late Penalty – unless advised otherwise for a specific event or at the personal direction of the rally master, arriving late will incur penalties that get ugly fast. 2 to the power of minutes late.

Examples:

2 minutes late = $2^2 = 4$

5 minutes late = $2^5 = 32$

10 minutes late = $2^{10} = 1,024$

15 minutes late = $2^{15} = 32,768$

20 minutes late = $2^{20} = 1,048,576$

Final Thoughts:

The rallymaster's primary job is to ensure you are able to safely start and safely complete the rally event. The rallymaster's job and that of their staff is to help riders successfully claim their bonuses submissions. When in doubt, contact your scorer. You will find that 99% of all problems can be quickly resolved by a quick call or text to the staff. Texts and emails are nice but we understand typically you need an answer

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now, not when we get around to it. When in doubt, just call. Do not hesitate to call as the only dumb question is the one not asked. All matters are important because if it rises to the level you need to contact rally staff, it's important. Be patient with rally staff, with hotel staff, and with other riders. Bring issues to the rallymaster. If you involve us in the problem-solving process, we will bend over backwards to assist you. It is when a rider tries to implement a "creative" solution that bonuses are denied and issues abound.

Thank you for choosing to ride with us. Without you, the rider, rallies would not be possible.