

THE IRON BUTT RALLY

RULES, TIPS, AND INFORMATION

DECEMBER 22, 2024

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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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I. INTRODUCTION

The Iron Butt Rally (hereinafter IBR) is an eleven-day motorcycle event, typically 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 usually 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 participate in the event.¹ Information contained in Section II (Basic 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.

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 alertness², 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. Additionally, the rider will maintain a respectful demeanor when interacting with any event staff, volunteer, vendor, venue, etc. 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. Egregious behavior may result in disqualification or impact the rider's ability to participate in future events.

¹ These rules also apply to any alternative rallies conducted by the Iron Butt Rally, Inc.

² 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 for one or more legs of the rally 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 a 20% reduction in points for each leg in question. Upon notification of the Rallymaster, a team may be dissolved at completion of a leg before the bonus listings are distributed for a subsequent leg.

c. Riders who do not initially plan their routes together may form a team at any point during a leg, share routing plans, and ride together from that point forward. Using a sequence of planned bonuses provided by another rider without the intention of riding together will be considered a violation of subsection II.A.5.a. and will subject the rider to disqualification. Any riders who share routing plans for more than the next bonus location at some point during a leg automatically become a team and must immediately inform the Rallymaster. Any riders reaching the same bonus locations at approximately the same time during a 24-hour period will be presumed to be team members unless the Rallymaster or the president determines otherwise.

d. 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 and are final.

b. To the extent that written instructions issued by the Rallymaster or his/her 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, except in the case where the Rallymaster has provided alternate guidance.

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 combined single limit (CSL or SLC) in United States currency OR a policy commonly cited as \$500,000/\$500,000/\$100,000 minimum (maximum per accident, policy limit, property damage). Riders that are not US residents should contact us about meeting minimum insurance requirements;

d. Proof of medical evacuation insurance comparable to that provided by MedJet (medjetassist.com)³; and

e. Riders must always wear a U.S. DOT-certified (or higher rated) helmet while moving his/her motorcycle. This includes riding around the start and finish prior to or after the event. Mandatory riding gear will also include sturdy boots, full-length sturdy pants, long-sleeve top, and riding gloves. The Iron Butt Rally always recommends ATGATT (All The Gear All The Time) and this includes motorcycle riding pants and jacket.

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

c. A muffler in legal working order;⁶

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

³ 15-day medical evacuation insurance from MedJet is available for \$155 as of December 2024

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 bonus locations. At some bonus locations there will be a staff member recording license plate information. 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 or a GPS that was zeroed at the start of the leg is used from the point of odometer failure. 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 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."

that they can meet the performance requirement or an alternative performance requirement that the Rallymaster 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.

f. Motorcycles shall be equipped with tires meeting or exceeding OEM load rating specifications. Any motorcycle equipped with a “run flat” type of tire must be equipped with a functioning tire pressure monitoring system that will provide the rider a visual indication of low pressure when the motorcycle is being ridden during daylight hours and at night.

g. In the event of a mechanical breakdown requiring a rider’s motorcycle to be towed for repair, the motorcycle must be ridden back to the site of the breakdown and subsequent towing prior to collecting additional bonuses. Any deviation from this must be approved by the Rallymaster in advance.

C. Scoring

1. Points awarded at individual checkpoints: Riders may obtain points at individual checkpoints in four categories: rest bonuses, meal bonuses, location bonuses, and call-in bonuses. To be awarded points, the rider must (1) check-in at a designated location prior to the time that the checkpoint closes to establish an arrival time; and (2) check-in at a designated location for scoring with any and all documents that support the rider's claim for the requested points within 30 minutes of the recorded arrival time. For participants riding two-up, both the pillion rider and the primary rider must be present at the scoring table. Acceptable documentation will be explained with the bonus criteria in the rallypack.

a. Rest Bonuses: The intent of the rest bonus is to get the rider off the bike and get some quality rest/sleep. To obtain qualified credit for rest bonuses, riders must claim the bonus through the scoring app. No other bonuses may be 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 or any other conveyance. The rest bonus criteria will be announced at the beginning of each leg in the rallypack.

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

c. Location Bonuses: To obtain points for bonus locations, riders must claim each bonus through the scoring app. Points awarded for bonuses are variable. Riders must replicate the example photo as closely as practical. All photo submissions must contain the rider’s flag with the number clearly visible and legible. Photos must be taken from a similarly reasonable angle at approximately the same distance from the object of interest,

where a reference photo is provided. Failure to do so could result in denial of the bonus or point penalty if sufficiently incorrect.

d. Call-in Bonuses: Riders will have the option to submit call-in bonuses. Details will be provided in the rallypack.

2. Finisher status: A rider who arrives at each checkpoint prior to the closing of said checkpoint and who achieves a minimum number of points during the course of the entire event will usually be considered a finisher of the rally. However, some rallies may have alternative/additional requirements to achieve finisher status, such as documenting visits to a certain number of specific locations. The minimum targets will be provided to riders prior to the start of the rally or prior to the start of each leg.⁷

3. Penalties:

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

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

(ii) Prior to the start of the rally, during the rally, and after the rally without any limitation as to time, acting in a manner that may bring discredit upon the Iron Butt Rally, as determined by the Rallymaster, including but not limited to, acting in an abusive, discourteous or threatening manner to checkpoint workers, staff, vendors, or rally participants; abuse of any individual sponsor(s) with whom the rider may be affiliated; abusive or discourteous treatment of an employee of any hotel or bonus location associated with the rally; or making disparaging comments to or about any law enforcement officer;

(iii) 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, reckless driving, or other gross misconduct;

(iv) 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;

(v) Soliciting or receiving unauthorized assistance;⁸

(vi) Carrying more than eleven and one-half (11.5) U. S. gallons of fuel at any time during the rally except when delivering fuel to another participant who has run out of fuel;

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

(viii) Failing to inform the Rallymaster not later than thirty minutes after the checkpoint closing time that you will not arrive at the checkpoint on time⁹;

⁷ Beginning in 2005, if a checkpoint is missed the rider will not be considered a finisher of the event unless skipping a checkpoint was clearly stated as an option.

⁸ 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.

⁹ 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.

(ix) Operation of the motorcycle by a designated pillion rider (passenger) or anyone else at any time during the rally¹⁰; or

(x) 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

(i) Unless advised otherwise for a specific event or at the personal direction of the Rallymaster, arriving late, but before the rally/checkpoint deadline, will incur penalties of points using the following formula: x^n , where x is a constant integer, and n represents the number of minutes late. The value of x and n will be given at the rally start. The rider's final point value will never be below zero even if the penalty points exceed the accumulated bonus points for that leg.

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

(iii) **Late-report-to-scoring penalty:** A rider who fails to check-in at the designated scoring location with rally staff within thirty minutes of a rider's recorded arrival time begin accruing penalty points as if they were late and in the penalty window. The rider will still be eligible to receive subsequent leg bonus information and continue in the rally.

(iv) **Social-media-use-during-rally penalty:** For each leg, the rider will be subject to a 20% reduction in point total for that leg if any audio recordings, text messages, SPOT tracking, email, images, or other files you create between two hours before the start of the rally and the end of the rally end up being published without the prior approval of the Rallymaster. We will not accept as an excuse that someone else posted your audio, text messages, tracking, email, images, or files without your permission.

(v) **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.¹¹ In the event that a motorcycle is replaced, the replacement motorcycle must first be ridden to the location where the motorcycle it is replacing stopped being ridden. The odometer reading of the replacement motorcycle must be recorded at the exchange point and a Spotwalla ping must be dropped both before the motorcycle is towed and after the rider returns to the same location.

(vi) **Team Failure:** 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 a 20% reduction in points for each leg in question.

(vii) **Lost Flag:** Penalty charged on last leg only – point penalty will be rally specific and provided at the start of the rally.

(viii) **Lost I.D. Card:** Penalty charged on last leg only – point penalty will be rally specific and provided at the start of the rally.

¹⁰ 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.

¹¹ 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.

III. ADDITIONAL RULES AND TIPS

A. Checkpoints

Your first priority 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 as you are out of the rally. 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. The point penalties will be exponentially proportional to the number of minutes you are late, to the point that even moderate tardiness will be vastly devastating to your finishing point status. There will be a cut-off time after which you will be time-barred and considered Did Not Finish (DNF) the rally. No bonus can ever be worth the risk of missing a checkpoint.

When you arrive at a checkpoint you should first stop-the-clock by locating the rally volunteer and having your odometer read. This will initiate your stop time. Next, if you think you may need to contest your leg score report, make sure your Claimed Bonuses Form is completely filled out and take it, along with any required receipts or other items, to the scoring location within 30 minutes of checking in. If you are late and in the penalty window, you must report directly to scoring. It is the rider's responsibility to keep track of time before they report to scoring. Rally staff will not expend any effort to track down a tardy rider. If you do not report to scoring within 30 minutes, you may not contest your score for that leg. You will still be given your score report, but you may not contest anything on the report. Also see §II.C.3.b.(iii).

Note that if the odometer team or any other staff member sees you in the vicinity of the checkpoint, and you have not yet checked in, your 30 minute window begins upon that sighting.

B. Bonus locations

The rally will be constructed in a manner in which a minimum number of locations or bonus points must be visited and achieved in order for you to achieve the minimum requirements to be an Iron Butt Rally finisher. Simply riding from checkpoint to checkpoint will be insufficient to earn finisher status.

1. The basic guidelines: Prior to the start of the rally, and usually at each subsequent checkpoint, you will be given a packet containing a list of bonus locations that must and/or may be visited by you during the next leg of the event. Riders may inform family members of specific bonus locations for which they are heading 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 are 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.

You may pick up bonuses in any order, but 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 each leg of the rally as separate events.

Bonus locations referenced on, for example, the first leg of the event are usually 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 you obtain the bonus within that window.

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 will be in a variety of settings. In the past we have sent riders to police stations, morgues, museums, private homes, caves, the tops of mountains, five-mile hikes, and the ashes of the Branch Davidian compound near Waco, Texas.

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. You may not use artificial light sources and/or manipulate the exposure time and/or aperture settings in your camera/phone in order to appear to successfully claim any bonus which is time/daylight sensitive. We also suggest, but do not require, that you carry a GPS (see, §IV.E.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 or poor choices.

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 your scorer and/or the Rallymaster for assistance. IBR staff will have an open Zoom (or similar) call available to riders for a minimum of 2 hours after the conclusion of a leg start meeting. 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 – contact your scorer.

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 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.

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

All bonus locations in the Iron Butt Rally will be required to be submitted through the rally app scoring system. There may be a few exceptions, and these will be denoted in the rallybook or by the Rallymaster.

Each rider will be issued a printed identification flag (or other numbered object) 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 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 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, ensuring 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.

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.

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. You may want to supplement with items you think you might need, or just build your own.

F. 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. It is the rider's responsibility to ensure their auxiliary tank capacities are measured and verified prior to arriving at the rally start (see Appendix A for verification methods). 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 explicit permission of the Rallymaster.

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.

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(ii)].

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:

- (i) Obtaining a production or prototype motorcycle for use in the rally.
- (ii) Obtaining a prototype or production part or accessory.
- (iii) Obtaining prototype or production tires.
- (iv) Accepting contributions for your ride for expenses.
- (v) Posting a list of your sponsors and letters of thanks to them on your web site.
- (vi) 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:

(i) 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.

(ii) 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:

(i) 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.

(ii) 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).

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

(iv) 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 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 or covered prior to tech inspection.

4. Rider support:

a. Acceptable forms of support include using friends to offer expertise or physical assistance to repair or maintain your motorcycle at a checkpoint or along your route provided you are present and awake.

b. Unacceptable forms of support include 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, others in the field are at a similar disadvantage. Rallymaster has discretion in unique circumstances.

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 rules is not punitive but rather are in the best interest of the Rally and the riding community as a whole. Should you have a question, please direct it to ironbutthq@gmail.com or ironbuttsupport@gmail.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 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 lined up, you should submit in writing a list of sponsors and what exactly they are providing you to ironbutthq@gmail.com. The Rallymaster will issue a letter of approval so that both you and the IBR are clear on what help you obtained.

A. 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 and consistent speeding.

During the Iron Butt Rally, we estimate that you will encounter hundreds of 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. It takes only one accident or one highway patrolman to end your chance to finish the Iron Butt Rally.

In many states and provinces, especially states 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. If it is determined that you rode in a reckless manner during the Iron Butt Rally, you will be subject to disqualification.

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.

B. 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 riding 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, passport card or Nexus card and a valid visa, if one is necessary. If you are not a permanent resident of the U.S., you should bring your green card. Be sure that you understand what will be required at border crossings based on your citizenship and other personal circumstances.

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 the medication and that it is prescribed to you. 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 agent claims not to be 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.

C. National Parks

The Iron Butt Rally has traditionally visited national parks, monuments, and recreation areas around the United States. If you are already in possession of an America the Beautiful Pass, we recommend you bring it with you. If not, and you see there are bonus locations in National Parks, a pass can be purchased on site at any National Site charging admission, and even most that do not.

D. 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 is 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 and some cash tucked away in a secure location as back up, should you lose your wallet.** It literally happens almost every rally that a rider loses their wallet.

E. Electronic warfare Portable computers and GPS devices are recommended, but not required, 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 §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 in a few feet where you are located at any position on earth. A GPS system may be required for some bonuses.

3. Cellular phones: A working smartphone is required for the duration of the rally.

4. Radar detectors: Radar detectors, jammers, and similar devices are prohibited. They will not be installed on the motorcycle.

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).

A. Original Equipment Tanks For original equipment (OE) tanks, the manufacturer's specified capacity shall be used unless the IBR has published alternative specifications 90 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.

B. 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 recommend you 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.

C. 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:

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

D. 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

A. 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 and, when viewed from the side, no portion of the modified tank surface, from the point closest to the front of the seat to its highest point, is at an angle of more than 45 degrees above horizontal.

B. 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, determined to be of acceptable quality.¹²

C. Any auxiliary tank(s) shall be mounted in a secure manner so as to minimize the chance of its becoming separated from the motorcycle.¹³ Approval of attachment systems rests at the discretion of the Rallymaster.

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

E. An electric fuel pump, if used, must be properly wired and fused, and the refueling inlet of the auxiliary tank must be grounded.¹⁴

F. The auxiliary tank(s) must be properly vented for pressure buildup and overflow.¹⁵

¹² 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.

¹³ 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 tank. No bungee, shock cord, or similar attaching device will be permitted.

¹⁴ 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.

¹⁵ 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

G. 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.

H. 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.

1. If you have an auxiliary fuel tank that has been previously approved, especially in a previous Iron Butt Rally, provide such details to rally staff.

2. The tank must be stamped or tagged by the manufacturer with the capacity.

3. If you have another testing or certifying agency certify the capacity, it must come with a certificate of the capacity and the manner in which the capacity was measured.

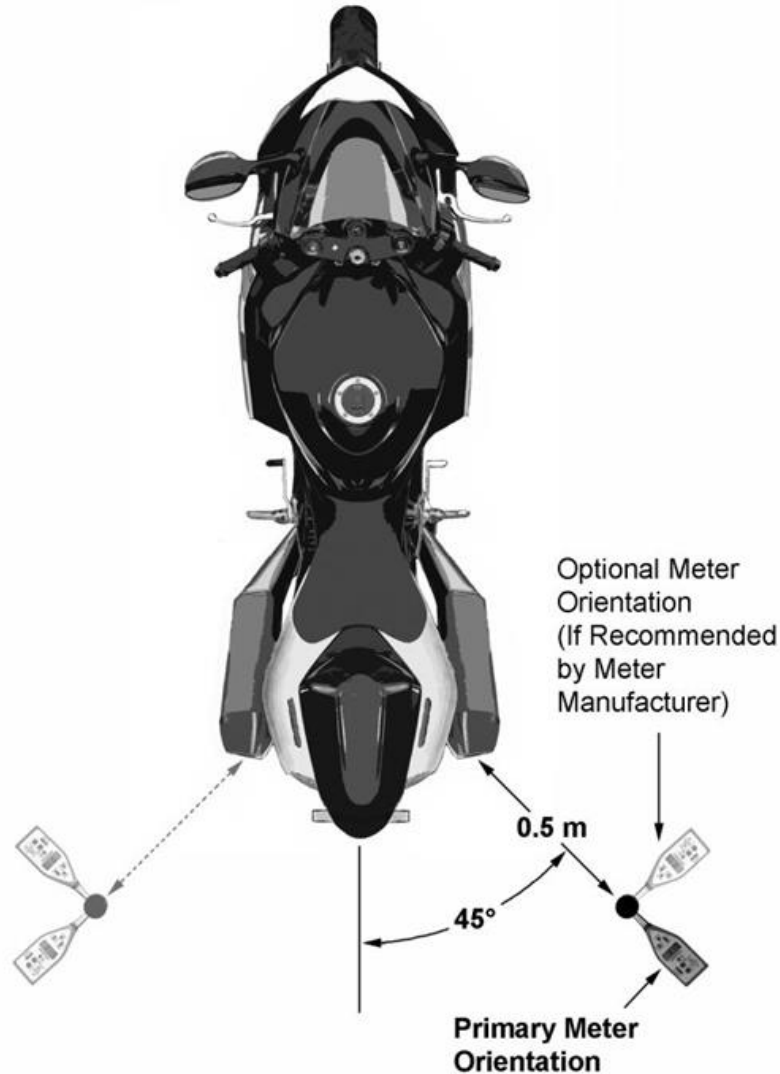
4. Failing all the above, a rider must ship the tank to the IBA approved certification facility – details available upon request.

(continuation of footnote from previous page) the highest point on the tank when the motorcycle is sitting on its sidestand. The entrance to the vent line must be flush with the top of the tank so that it is not submerged when the tank is full. 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 the requirements of the Society of Automotive Engineers (SAE) Recommended Practice J2825 (Nov 2012). The requirements of J2825 limit the sound level of motorcycles equipped with 3- or 4-cylinder engines to 100 dBA at a measurement distance of 0.5 meters (20 inches) from the exhaust outlet with the engine running in neutral gear at 5,000 rpm. Motorcycles with less than 3 cylinders or more than 4 cylinders are limited to 96 dBA at a measurement distance of 0.5 meters with the engine running in neutral gear at 2000 rpm. The position of the sound meter during testing is shown in Figure 1. Except for riders with motorcycles granted a written exemption, motorcycles that exceed the limits of SAE J2825 will not be allowed to be used in the rally.

Figure 1
Orientation of Sound Level Meter During Testing



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 meet the requirements of SAE J2825.

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 J2825, involves measuring the sound level of a stationary motorcycle running at a specified engine speed while in neutral. 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 J2825 procedure are higher than on the drive-by test; however, the ranking of vehicles is similar.

The SAE J2825 standards are based on the highest noise level recorded from a broad range of motorcycles with original equipment exhaust systems and aftermarket exhaust systems that do not increase noise levels by more than about 5 dBA. Most motorcycles equipped with original equipment exhaust systems meet this standard by a wide margin. In contrast, any motorcycle using open exhaust (straight pipes) will fail the test.

Many aftermarket exhaust systems will meet the requirements of J2825. However, to minimize the risk of last-minute disqualification, entrants with non-OEM systems should obtain a noise test well before the start of the rally. 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.

Appendix C: Rider Submission App (Iron Butt Scoring App)

The Iron Butt Rally uses an 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.

Because riders are constantly submitting bonuses as they go, staff is constantly scoring as riders gather bonuses. This makes the scoring process quick and easy. You will be expected to complete your bonus claim form as the event progresses. Staff will not collect your bonus claim form unless you choose to contest a scoring decision. You will need the bonus claim form to check against your leg scoring report.

When you report to scoring, you will be handed a printout of your scoring report. You review it and sign if you agree with it. If you think staff missed something, you will notify scoring staff. You are not eligible to dispute your scoring report without a completed claim form.

A. Troubleshooting technical issues: 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 providing back-up documentation can be helpful. Your scorer will work with you to make corrections or adjustments as needed. Reach out to us. We are available 24/7 throughout the rally. If it is imminently necessary, call rally staff, do not text.

B. Meal bonuses: The intent of a meal bonus is to get the rider off the bike and have a nutritious meal. Side-stands remain down for the duration of the meal bonus. 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. Times are tracked within the app.

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 receipts 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 make a judgement call on the road without discussing it with staff, it may be denied. You may not use a meal receipt for any other bonus.

C. Rest bonuses: the intent of the rest bonus is to get the rider off the bike and get some quality rest/sleep. You may not collect bonuses or travel during your rest bonus. You do not need receipts to document your start and end time, all of that will be done within the rally app. You must stay in one location during the duration of your rest bonus except to visit restaurants or other stores within a reasonable walking distance. Use of ride share or commercial transportation is prohibited without Rallymaster approval.