

# **THE SENIOR BUTT RALLY**



## **RULES, TIPS, AND INFORMATION**

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## **I. INTRODUCTION**

The Senior Butt Rally (hereinafter SBR) is a six-day, two bike, team motorcycle event, traversing a large section of North America. It is not a race. No benefits, actual or implied, accrue to the team who finishes the rally in the least amount of time. Finishing positions will be determined solely by the points obtained by the teams during the entirety of the event.

The following rules, tips, and miscellaneous information are designed to provide the riders with the minimum amount of background material necessary to commence the event. Information contained in Section II (Basic Rules) is deemed to be crucial. No deviation from them will be permitted. No individual other than the SBR Rallymaster or his designated representative (SBR staff) has the power to waive, modify, countermand, or otherwise interpret said rules.

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

Information in Sections IV (Miscellaneous Information) is deemed to be parenthetical commentary, designed to assist the riders insofar as accuracy permits.

## **II. BASIC RULES**

### **A. Conduct**

1. **Safety:** The Senior 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 alertness<sup>1</sup>, 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 SBR, while participating in an event organized or sanctioned by the SBR, 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 SBR will consider as an admission of violating this policy any public statements made by the participant that describe participation in unsafe activities during the SBR event.

2. **Sportsmanship:** The riders will act in a sportsmanlike manner at all times. Any attempt to cheat, even to the degree that the rules are alleged not to be understood, can result in immediate disqualification of the rider and his/her team (or such other penalty as the Rallymaster may deem appropriate).

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

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.

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.

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 Senior Butt Rally. For this reason, outside assistance with route planning is prohibited. This means obtaining assistance from a non-team member. Entrants who ride together as a team, including their pillions, may plan their routes together and must actually ride together to each bonus location. If any rider, or pillion if applicable, involved in a team effort fails to reach the same bonus location at approximately the same time as the other team members involved in the team effort, the team shall not be awarded the points for such bonus. The Rallymaster shall have sole discretion over awarding of bonus points to all teams.

c. If any member of a team, whether rider or pillion, fails to continue the rally by traveling from bonus to bonus and subsequently to the finish (in other words if any member of the team drops out during the rally), the remainder of the team may continue to ride the rally, collect bonuses if they choose, and return to the finish. However, the entire team under such circumstances will be deemed to have not finished the rally and will be declared DNF (Did Not Finish).

d. Team members may not be transported to the immediate vicinity of any bonus location or checkpoint except by riding on their motorcycle or traveling with their motorcycle while it is transported on a commercial ferry. Once in the immediate vicinity of a bonus location, team members 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. Decisions of the Rallymaster shall not be subject to review by any other person or entity.

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

## B. Equipment

1. Rider: Each rider shall have in his or her possession or within his or her immediate control at all applicable times the following items:
  - a. A valid driver's license with a motorcycle endorsement (if required by the issuing agency of the rider's domicile);
  - b. Current registration for the motorcycle;
  - c. Proof of liability insurance in the minimum amount required in the state the bike is registered during the rally;
  - d. *Proof of medical evacuation insurance (such as MedJet) is recommended but not required;* and
  - e. Appropriate riding clothing, including a motorcycle helmet<sup>2</sup>, which must be worn at all times that the motorcycle is in operation.
  
2. Motorcycle: Each motorcycle ridden in this event must be a two-wheeled, single track vehicle. Sidecars and traditional motorcycle “trikes” are permitted on a case-by-case basis if the Rallymaster 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;<sup>3</sup>
  - b. An odometer in working order;<sup>4</sup>
  - c. A muffler in legal working order;<sup>5</sup>
  - d. Fuel capacity 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.
  - e. 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 or at night.

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<sup>2</sup> Helmets must meet U.S. DOT or comparable specifications (e.g., Snell).

<sup>3</sup> 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.

<sup>4</sup> The odometer must remain functional if the rider seeks to obtain bonus location points. If the odometer fails, the rider may not collect bonus location points until it is repaired. A rider may substitute a GPS or other device to obtain mileage readings. In such a case, the rider must inform the Rallymaster of the failure of the odometer.

<sup>5</sup> 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.

### C. Scoring

Bonuses: To score a bonus the team must submit a completed bonus listing on their Claimed Bonus Sheet (provided prior to the rally start), in *addition* to receipts, photographs<sup>6</sup>, and/or other specified documentation that evidence the team having ridden to one or more bonuses during the rally within the confines of any and all parameters established for said bonuses. We will offer a small additional one-time bonus point amount for teams that email pictures each day. Points awarded for bonuses are variable.

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

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

(b) Show each rider, either together or in separate photographs, and the rider's identification flag in close proximity to the referenced landmark.<sup>7</sup> In the case of a team that includes one or more pillion riders, each pillion must appear in the picture along with his/her riding partner.

(2) In the case of a "rest bonus," the team must provide documentation indicating that the motorcycles were not moved (other than to get to and from a nearby location where receipts were available for starting and/or ending the rest bonus period) and no other bonuses were being acquired during the period when the team was supposed to be resting. Only one set of beginning and ending receipts will be required to claim a rest bonus as long as both bike odometer readings are indicated on the receipts. Rest bonuses may not be claimed while the motorcycle is being transported on a ferry. These rules apply to both bikes that make up the team.

(3) In the case where a team fails to provide all of the documentation required to score a particular bonus (e.g., rally flag missing in photo), but otherwise proves that the bonus location was reached within any specified time window, the Rallymaster may allow the points to be counted toward finisher status, but not toward the final standings. This provision may only be used once per team and only for a team that would otherwise not finish and exceeds the minimum points required to finish when the bonus points are allowed to count toward finisher status.

(4) Call-In Bonus: Points may be awarded for leaving a voice-mail message that includes the team number and current location (city/town and state). To receive points, all of the required content must be audible and the time and odometer reading when call was made must be recorded on the Claimed Bonus Sheet turned in at scoring.

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<sup>6</sup> As used herein, "photograph" includes the original version of an unmodified image recorded using a digital camera, an image recorded on a cell phone or iPad type device, or a Polaroid style instant printed image. It is the teams' sole responsibility to produce a photo (electronic or otherwise) at scoring as proof of any bonus claimed. We will offer a small additional one-time bonus point amount for teams that email pictures each day.

<sup>7</sup>For guidelines concerning photographic bonuses, see §III.C below.

(5) Finishing status: A team whose complete team membership arrives at the finish prior to the closing of the finish and who achieves a minimum number of bonus points during the course of the entire event will be considered a Finisher of the rally. The minimum point level for Finisher status will be provided to the teams prior to the start of the event.<sup>8</sup>

(6) Penalties:

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

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

(2) Acting in a manner that may tend to bring discredit upon the Senior Butt Rally or the Iron Butt Association as determined by the Rallymaster including but not limited to abuse of any individual sponsor(s) with whom the rider or team may be affiliated prior to the start of the rally, during the rally, and after the rally without any limitation as to time.

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

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

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

(6) Soliciting or receiving unauthorized assistance;<sup>9</sup>

(7) 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;

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

(9) Failing to inform the Rallymaster not later than two hours after the Finish closing time that you will not arrive at the Finish on time<sup>10</sup>;

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<sup>8</sup> Once disclosed prior to the start of the event, the required points to achieve Finisher status will not be changed either upward or downward.

<sup>9</sup> The intent of the rules is to require rally participants to ride their motorcycles to each 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.

<sup>10</sup> Even if you are out of the rally at that point, failure to call the Rallymaster jeopardizes your chance of ever riding in another Senior Butt Rally.

(10) Operation of the motorcycle by a designated pillion rider (passenger) or anyone else at any time during the rally<sup>11</sup>; or

(11) Any other act or omission which, in the opinion of the Rallymaster 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: The riders and team may have points deducted from their final score for any of the following:

(1) Penalty for late arrival at Finish: A team (including both motorcycles in the team) which fails to arrive at the Finish before the time they are due in will be deemed to have not Finished the rally (DNF – did not finish).<sup>12</sup>

(2) Replacement of motorcycle: The final score of a team which fails to ride the entire rally on the two motorcycles with which they began the event will be reduced by one-half.<sup>13</sup> 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 if that location was farther from the next checkpoint or the finish location than the location where the replacement motorcycle was obtained. The odometer reading of the replacement motorcycle must be recorded at the point it is first used and a gas receipt must be obtained from the immediate vicinity.

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<sup>11</sup> 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.

<sup>12</sup> There is no penalty window for the Finish of the SBR. Not arriving by the announced Finish time results in a DNF.

<sup>13</sup> The penalty referenced in this section will not count against a team's attempt to gain any medal or status as a finisher of the rally.

### **III. ADDITIONAL RULES AND TIPS**

#### **A. Required Unmanned Checkpoints**

Your team's first priority at the start of the event is to arrive at one or more unmanned checkpoints and perform the requirements to score that checkpoint bonus as laid out in the Rallybook information you will receive at the pre-rally rider's meeting. In terms of your team finishing the rally, not successfully obtaining any Required Unmanned Checkpoint bonus or bonuses is the worst thing that can happen to you. If you fail to score any Required Unmanned Checkpoint bonus as described in your Rallybook, your team will be classified a non-finisher, period.

Only after you can assure yourself that your team is in no danger of being time-barred at the Finish 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 the designated Finish time.

You must arrive at the Finish before it closes. In that way you avoid being a DNF for being late and time-barred.

When you arrive at the Finish your team should first check-in with rally staff that will be waiting for you outside the hotel (location will be announced) to assure you are recognized as finishing on time. Both team members and all pillions (if any) must complete this check in process. Next, fill out your Claimed Bonus Sheet and take it, along with any required receipts, photographs, or other required materials to the scoring location (location will be announced).

#### **B. Bonus locations**

In general, the easier a bonus location is to obtain, the less its value. The more distant the bonus location from the beaten path or the more difficult to obtain, the greater its' worth. The Senior Butt Rallymaster has put considerable thought into the selection and valuation of such bonus locations. You should do so as well, given the limited amount of time with which you have to analyze the various problems you will face. It will always be a matter of balancing miles and time.

##### **1. The basic guidelines:**

Prior to the start of the rally, you will be given a packet containing a list of bonus locations that may be visited by your team during the event. Riders may inform family members of specific bonus locations they are heading for but riders must not transfer or show the bonus listing or location, in whole or in part, to any other person other than another rider you are teaming with or an SBR staff member of whom you are asking questions. Your task is to decide which, if any, of the listed locations are attainable by your team during the SBR. Some of the locations might contain restrictions as to the date or time of your visit or require that you produce photographic proof of your visit. If there are such conditions, you must abide by them.

You may pick up bonuses in any order you want unless an order is specified in your Rallybook.

If there are time or date restrictions on a bonus, it is your responsibility to



ensure that the time on the receipt you obtain for proof is correct and within the guidelines given. Unless the bonus listing says otherwise, we will allow a reasonable variance (5 minutes in most cases) with the time.

Always make sure that the date on each receipt is legible. All fuel receipts that are submitted as a bonus item must be dated and show the time and location and the odometer reading of your bike at the time you scored the bonus.<sup>14</sup>

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

## 2. What you should expect:

Be prepared for anything. Bonus locations are held in a variety of settings. Riders might expect to visit police stations, morgues, museums, private homes, caves, and the tops of mountains.

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

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 in the Senior Butt Rally no latitude is given for bad weather.

When route directions are given, please consider them advisory only. While much care has been taken to make directions accurate, we cannot guarantee them. Directions are included to save you time searching for hard-to-find bonus places. We may have mistyped a direction or turn. Use common sense. If a route direction temporarily sends you in the "wrong" direction (*e.g.*, we tell you to go south when you know you should go north), consult a map, a GPS, your teammate, or call the Rallymaster to discuss the issue. If the instructions are clear you will get little help from the last option. Only in the case of a mistake in the instructions will Rallymaster aid be given.

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<sup>14</sup>Odometer readings are required to obtain bonus points. However, if the odometer fails, the rider may continue collect bonus points if a GPS-based odometer reading is substituted. In such a case, the rider must inform the Rallymaster of the substitution by calling in and reporting the failing and change in method immediately.

### 3. When things go wrong:

There are no “tricks” in the Senior 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!

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

Road construction 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. 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 sometimes riders will try 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 Senior Butt Rally will be one of the truly memorable events in your motorcycling career. You might even achieve a certain degree of fame. You should care more about being remembered as a Finisher of the rally rather than as a cheater who was caught, exposed, disqualified, and disgraced.

### C. Photo bonuses

Many of the bonus locations in the Senior Butt Rally will require documentation by a camera, occasionally one equipped with a flash. Although not required, a Polaroid-type camera, capable of producing photos on the spot, may be used if you have a source of film available. Because Polaroid-type film may not be readily available, digital cameras that meet the requirements of Appendix C may be used. Also, in the SBR you may use a camera included on a cell phone or iPad type device. At the scoring table it will be your responsibility to produce a photographic image that satisfies the requirements to document the bonus. We will offer a small additional one-time bonus point amount for teams that email pictures each day.

Each rider in the team will be issued a printed identification flag that must appear in each photo bonus picture unless the bonus instructions say otherwise. Should you desire to earn photo bonuses, the value of keeping your identification flag throughout the rally cannot be stressed enough. Each bonus photo must show each rider, either together with his/her teammate, or in separate photographs, and the rider's identification flag in close proximity to the referenced landmark. In the case of a team that includes one or more pillion riders, each pillion must appear in the picture along with his/her riding partner.

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. However, in the instance of a lost flag, since this team rally requires the rider and/or pillion to be in each photographic bonus, a penalty of half the bonus points for each bonus will be deducted if the flag is not included in any photo required to claim the bonus.

Like any piece of equipment, your camera or camera included device is subject to breakage and/or loss and you may need to spend valuable rally time repairing or replacing it. It is highly recommended that should your primary camera source break or malfunction, you have a backup plan for obtaining bonus photos.

### D. Insurance

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.

You must carry at least the minimum required insurance applicable in the state your motorcycle is registered in. It is recommended that carry a \$100,000/\$300,000 insurance coverage (or even better a \$500,000 CSL). In today's litigious society, that is a trivial amount. Good liability insurance is worth every penny it costs.

#### E. First aid kit

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

#### F. Auxiliary fuel

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

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

### **IV. MISCELLANEOUS INFORMATION**

#### A. Sponsorship

##### 1. Introduction:

The Senior Butt Rally is an amateur event, but many people try to push the sponsorship envelope. Keep in mind that the Senior 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 Senior Butt Rally is a "race," the following information seeks to clarify sponsorship issues for the SBR.

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, does not give a competitor an unfair advantage. All matters associated with sponsorship, no matter how tangential, must be disclosed to the Rallymaster in writing.

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

Please remember that any time you accept a product from a sponsor, you are

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

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

2. Forms of sponsorship:

a. Acceptable forms of sponsorship include:

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

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

b. Unacceptable forms of sponsorship include:

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

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

3. Motorcycle appearance:

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

a. Acceptable forms of appearance include:

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

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

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

(4) Displaying the logo that is part of a production product installed as part of

the production process such as the Eclipse logo on an Eclipse tank bag, the Garmin logo on a GPS, or any commercial sticker installed at the factory, such as the Shell oil sticker installed on the production line on KTM motorcycles.

b. Unacceptable forms of appearance include:

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

4. Rider support:

a. Acceptable forms of support include:

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

b. Unacceptable forms of support include:

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

When you are contemplating your support options, please remember that the Senior 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 Senior Butt Rally as a non-professional event.

5. Summary:

Please understand the purpose of these rules is not punitive but rather in the best interest of the Rally and the riding community as a whole. Should you have a question, please direct it to [seniorbuttrally@gmail.com](mailto:seniorbuttrally@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 arrive at the SBR.

After your sponsors are aligned, you should submit, in writing, a list of sponsors and what exactly they are providing to you to [seniorbuttrally@gmail.com](mailto:seniorbuttrally@gmail.com). The Rallymaster will issue a letter of approval so that both you and the SBR are clear on what help you obtained.

B. Speed

Excessive speed kills. Remember, while on the Senior Butt Rally you are representing motorcycling. The Senior 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 and we will not tolerate it if you do. Please keep in mind that you can be disqualified from the Senior Butt Rally for reckless riding or excessive speed.

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

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 Senior Butt Rally that are still within our control.

### C. Mexico and Canada

It is not the usual practice of the rally to place bonus locations in Mexico (although there could be one). Also there may be times where a shortcut through Mexico may seem advantageous, but the hassles of border crossings and insurance may make entry into Mexico not worth the effort on the competitor's part. Conversely, it is possible the Senior Butt Rally could locate bonuses in Canada and/or Alaska (which would require riding in Canada).

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.

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.

#### D. National Parks

The Senior Butt Rally could visit national parks, monuments, and recreation areas around the United States. If you plan to collect bonuses, we highly recommend that you purchase an America the Beautiful Pass which will allow you unlimited access to the parks. The pass costs \$80 and is good for one year from the date of purchase. For riders aged 62 and older (Senior Pass), the cost is only \$20. A lifetime Senior Pass is available for a one-time fee of \$80. Passes are normally available at the entrance to or visitor's center in any national park or by calling 1-888-ASK USGS, Ext. 1, or via the Internet at <http://store.usgs.gov/pass>.

#### E. Credit cards

Since you will be traveling around the country in a very short time frame, we highly recommend that you carry at least three major credit cards with you. Many credit card issuers will track routine spending patterns. When your card 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 tucked away in a secure location as back up, should you lose your wallet.

#### F. Electronic warfare

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

##### 1. Route Planning:

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

##### 2. GPS units:

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

##### 3. Cellular phones:

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

For on-the-road use, some riders claim a citizen's band radio is more useful than a cellular phone. Cellular phones do not work everywhere; depending on the



route you choose, you may not have cellular service in certain rural areas, particularly in the Western U.S.

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

#### 4. Radar detectors:

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

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

**CAUTION: SOME STATES & CANADIAN PROVINCES PROHIBIT THE USE OF RADAR DETECTORS.**

#### 5. Radar jammers:

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

Active jammers are illegal in the United States. They are extremely expensive and almost always come in kit form. Usually you have to plug two devices together to make the unit. Given the illegal nature of these devices, **THE USE OF RADAR JAMMERS ARE NOT ALLOWED IN THE SENIOR BUTT RALLY.**

### G. Motorcycle services

#### 1. Get out of jail cards:

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

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

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

#### 2. Towing services:

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

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

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

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