

# **THE BIG SKY RALLY**

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

7/30/15

Taken with permission from the Iron Butt Rally rules modified for the  
“Workin’ on the Railroad” Rally and the Big Sky Rally

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# 1. INTRODUCTION

The Big Sky Rally is a 36 hour motorcycle event traversing a large section of Montana and surrounding areas. It is not a race. No benefits, actual or implied, accrue to the rider who finishes a section (or the entire rally) in the least amount of time. Finishing positions will be determined solely by the points obtained by the riders during the entirety of the event.

The following rules, tips, and miscellaneous information are designed to provide the rider with the minimum amount of background material necessary to commence the event. Information contained in Section 2 (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 Big Sky Rallymaster 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.

## 2. BASIC RULES

### A. Conduct

**1. Safety:** The Big Sky 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 Big Sky Rally, while participating in an event organized or sanctioned by the Big Sky Rally, 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 Big Sky Rally 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 Big Sky Rally event.

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

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

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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.

#### **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 Big Sky Rally 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.

#### **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, §4.A.4 for further details.

b. The ability to plan an optimum route is key to success in the Big Sky Rally. For this reason, outside assistance with route planning is prohibited. First time Big Sky Rally riders may receive limited assistance from designated Big Sky Rally staff.

c. Riders may not be transported to the immediate vicinity of any bonus location or the finish 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 rally 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. Rallymaster decisions shall be final and shall not be subject to review by anyone.

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

## **B. Equipment**

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

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

b. Current registration for the motorcycle;

- c. Proof of liability insurance in the minimum amount of one hundred thousand dollars (\$100,000.00) per person, three hundred thousand dollars (\$300,000 per accident) in United States currency. (It's recommended to have \$500,000 combined single limit (CSL)).
- d. 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 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. A propulsion system that enables the fully loaded motorcycle with rider to maintain a cruising speed of at least 65 mph on a 7% grade under calm wind conditions at all elevations up to 4,000 feet above sea level. A motorcycle with an engine that produces at least 40 horsepower (as rated by the manufacturer) will be presumed to comply with this performance requirement. Motorcycles rated at less than 40 hp may be required to demonstrate that they can meet the performance requirement or an alternative performance requirement that the Rallymaster determines to be equivalent; and
- e. Fuel capacity (measured by the methods set forth below in Appendix A) not to exceed 11.5 U.S. gallons. If any fuel is carried in other than an original equipment fuel tank, the fuel container(s) must be plumbed directly to the fuel system and meet the requirements set forth in Appendix A.

## C. Scoring

**1. Points awarded at the finish:** Riders may obtain points at the finish in three categories: arrival, fuel, and bonus locations. (The rally instructions will discuss which of these bonuses may be available in this rally) .

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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 bonuses locations. At some bonus locations there will be a staff member recording license plate numbers. This person may not always be observed by the rider. For various reasons our staff may choose not to reveal themselves.

<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 substitution by calling rally HQ so that adjustments can be made to scoring computer software. A rider doing so may not finish in the top 4 scoring positions in the rally.

<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 or by passing tech inspection prior to the start of the rally as explained below in "Appendix B: Muffler Policy."

In each case the rider must (1) check-in at a designated location prior to the time that the finish 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 one hour 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 in each of these categories consists of:

- a. Arrival: Points may be awarded at the finish to any rider who checked in before the close of the finish time window. (If this bonus is available)
- b. Bonuses: Receipts, photographs<sup>6</sup>, and/or other documentation specified in the rally instructions that evidence the rider's having ridden to one or more bonuses during that leg within the confines of any and all parameters established for said bonuses. Points awarded for bonuses are variable.

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

- (a) Be sufficiently clear to depict that which it purports to depict; and
- (b) Show either the rider or the rider's identification flag in close proximity to the referenced landmark.<sup>7</sup>

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

(3) In the case where a rider 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 rider and only for a rider that would otherwise not finish and exceeds the minimum points required to finish by at least 5% when the bonus points are allowed to count toward finisher status.

**2. Finishing status:** A rider who arrives the finish prior to the closing and who achieves a specified minimum number of miles and bonus points during the course of the entire event will be considered a finisher of the rally.

### **3. Penalties:**

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

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<sup>6</sup> As used herein, "photograph" includes the original version of an unmodified image recorded using a digital camera on an acceptable memory card.

<sup>7</sup> Once the rider is used as the identifier in the photograph, he or she will not be allowed to revert to the use of the rally flag as an identifier. For guidelines concerning photographic bonuses, see §7 Appendix C below.

- (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 Big Sky Rally as determined by the Rallymaster, including but not limited to abuse of any individual sponsor(s) with whom the rider may be affiliated prior to the start of the rally, during the rally, and after the rally without any limitation as to time.
- (3) Acting in a manner that may endanger the general public, spectators, or rally participants, which acts include, but are not limited to, the receipt of an excessive number of traffic citations, a charge of reckless driving, or other gross misconduct;
- (4) Acting discourteously to the Rallymaster, staff, rally participants or the general public;
- (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>8</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 one hour after the finish closing time that you will not arrive at the finish on time;<sup>9</sup>
- (10) Operation of the motorcycle by a designated pillion rider (passenger) or anyone else at any time during the rally<sup>10</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**

- (1) Late arrival penalty: A rider who fails to arrive at the finish before the time he or she is due in without penalty will be penalized, unless otherwise specified, until such time as the finish closes.

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<sup>8</sup>The intent of the rules is to require rally participants to ride their motorcycles to the finish 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.

<sup>9</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 Big Sky Rally.

<sup>10</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.

(2) Time-barred penalty: A rider who fails to arrive at the finish before it closes is considered to be time-barred, will not be considered a finisher of the event.

(3) Replacement of motorcycle: The final score of a rider who fails to ride the entire rally on the motorcycle with which he or she began the event will be reduced by one-half.<sup>11</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 finish 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.

*See the rally instructions for the actual penalty point values.*

## **3. ADDITIONAL RULES AND TIPS**

### **A. The Finish**

Your first priority at the start of the event is to arrive at the finish before time penalties begin accruing. In terms of your score on the rally, being time-barred is the worst thing that can happen to you. You lose every point you might otherwise have gained for 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 the finish.

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

When you arrive at the finish you should first stop the clock by locating the scoring computer, checking-in and presenting your identification card to the timekeeper. Next, complete any and all rally paperwork as directed by the rally instructions and take it, along with any required receipts and photographs or memory cards, to the scoring location.

### **B. Bonus locations**

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

In general, the closer a bonus location is to a straight-line route from where you start the ride to the finish, the less its value. The more distant the bonus location from the beaten path or the more difficult to obtain,

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<sup>11</sup>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.

the greater its worth. Rallymasters historically have put considerable thought into the selection and valuation of such bonus locations. You should do so as well, given the limited amount of time with which you have to analyze the various problems you will face. It will always be a matter of balancing miles and time.

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

Prior to the start of the rally, you will be given rally instructions containing a list of bonus locations that you may visit during the next leg of the event. Riders may inform family members of specific bonus locations they are heading for but riders must not transfer or show the bonus listing or location, in whole or in part, to any other person other than another rider you are teaming with or a 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 the rally. 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 as long as you comply with the requirements set forth in the rally instructions.

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.* However, since nearly every fuel outlet in the United States issues computer-generated receipts, we would immediately be suspect should you turn in a great many receipts that bear no date stamps.

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

### **2. What you should expect:**

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

You should carry a flashlight for bonuses that you may be required to visit after dark or in conditions without good lighting, natural or artificial. We also suggest, but do not require, that you carry a GPS (*see*, §4.F.2 below). Many bonus locations will be difficult or impossible to find without a GPS.

At the Rally HQ 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. No latitude is given for bad weather.

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

### **3. When things go wrong:**

There are no “tricks” on the Big Sky 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 Rally HQ on your route, ensure that the description of the location of each bonus matches your map (*e.g.*, is Chicago really near Interstate 90 in northeast Illinois?). If it does not, ask a Staff member and/or the Rallymaster for assistance. A Big Sky Rally official will be available the night before the start until 12:00am to field questions. That is why you should understand the approximate location of each bonus you might potentially visit and have a route planned for the entire leg before leaving on your route.

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

Road construction during the summer can easily interfere with our best plans and yours. If you tried to visit a bonus location at the southern tip of Bryce Canyon National Park and found that the only access road to it was closed due to construction, you would go to the “Road Closed” sign and take a picture (*see*, § 3.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 Montana. We have several people visit each site in the weeks prior to the rally, but no matter how carefully we try to ensure the accuracy of our instructions, things are going to go awry. Where possible, the rally will make adjustments as needed. We have done our best; we expect that you will do yours as well.

### **4. Yielding to temptation:**

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

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

Your participation in the Big Sky 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 Big Sky Rally will require documentation by a camera, occasionally one equipped with a flash. Digital cameras that meet the requirements of Appendix C may be used. The Big Sky Rally is a Digital Photo only event.

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

If you lose your identification flag, you may still collect photo bonuses by placing yourself so that you may be readily 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.

Like any piece of equipment, your camera is subject to breakage and/or loss and you may need to spend valuable rally time repairing or replacing it. It is highly recommended that should your primary camera

break or malfunction, you simply replace it with a digital camera that uses one of the memory cards specified in Appendix C.

## **D. Insurance**

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

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.

Some riders object to the applicable \$100,000/\$300,000 requirement. In today's litigious society, that is a trivial amount. Good liability insurance is worth every penny it costs. (It's recommended to have \$500,000 combined single limit (CSL)). Riders will not be allowed to ride in the rally without fulfilling this requirement. Sorry, No Exceptions.

## **E. First aid kit**

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

## **F. Fuel**

### **1. Auxiliary fuel:**

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

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

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

JAZ Products: [www.jazproducts.com](http://www.jazproducts.com)

Summit Racing Equipment: [www.summitracing.com](http://www.summitracing.com)

Fuel Safe: [www.fuelsafe.com](http://www.fuelsafe.com)

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

# 1. MISCELLANEOUS INFORMATION

## C. Sponsorship

### 1. Introduction:

The Big Sky Rally is an amateur event. Keep in mind that the Big Sky 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 Big Sky Rally is a “race,” the following information seeks to clarify sponsorship issues for the Big Sky Rally.

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 the Big Sky Rally. All rider conduct rules apply equally to treatment of your sponsors. If you abuse a sponsor, it can be grounds for disqualification [§2.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 Big Sky 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 Big Sky 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 or covered prior to tech inspection.

**4. Rider support:**

**a. Acceptable forms of support include:**

(1) Using friends to offer expertise or physical assistance to repair or maintain your motorcycle 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 the rally HQ 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 least 75% of the field is at the same disadvantage as you.

When you are contemplating your support options, please remember that the Big Sky 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 Big Sky 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 us via the Contact page at <http://thebigskyrally.com/>.

## **B. Speed**

Excessive speed kills. Remember, while on the Big Sky Rally you are representing motorcycling. The Big Sky Rally 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 Big Sky Rally for reckless riding or excessive speed.

During the Big Sky Rally, we estimate that you will encounter approximately 20 law enforcement officers looking for traffic violations. If you plan on coming to the Big Sky Rally 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 Big Sky Rally.

In many states, 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 records, and redact, rewrite, or otherwise amend any and all published stories about that rider's participation on the Big Sky Rally that are still within our control.

## **C. Canada**

The Big Sky Rally may locate bonuses in Canada (which would require riding in Canada). If you are serious about winning the Big Sky Rally, you should be prepared to enter Canada during the event.

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

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

You should also carry a "Canada Card," available from your insurance agent. This card is evidence that you have valid insurance while riding in Canada. If your agents claim that they are not familiar with it, call the home and/or corporate office of your insurer and work with them. These cards are usually limited to certain dates. Obviously, we recommend that you include the dates that the rally is in progress when declaring the dates you need the card to be valid.

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

## **D. National parks**

The Big Sky Rally may visit national parks, monuments, and recreation areas. If you plan on collecting bonuses, we highly recommend that you purchase an America the Beautiful Pass which will allow you unlimited access to the parks. The pass costs \$80 and is good for one year from the date of purchase. For riders aged 62 and older, the cost is only \$10. 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 Montana in a very short time frame, we highly recommend that you carry at least three major credit cards with you. Many credit card issuers will track routine spending patterns. When your card begins to be used in several states in one day, the company may temporarily put a hold on your credit line. To protect yourself, we recommend that you first contact your card issuers at least one week before the rally and notify them that you will be on a road trip and such usage should be allowed. We highly recommend also that you keep one card tucked away in a secure location as back up, should you lose your wallet.

## **F. Electronic warfare**

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

### **1. Route Planning:**

Riders may use either paper maps or mapping/routing programs running on laptop computers. However, as noted in Section 2, 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 unit may be required for some bonuses.

## **3. Cellular phones:**

Carrying a cellular phone is strongly recommended. Be aware that you may be riding into rural areas where cellular service is not available on all carriers, if at all. Also be aware that if you ride into Canada, a U.S. cell phone may not work there, and usage charges (especially for data) may be astronomical. You should carry a spare battery or a means for recharging your cell phone while in motion, as it almost certainly will not make it through the rally on one charge.

## **4. Radar detectors:**

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

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

## **5. Radar jammers:**

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

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

## **6. SPOT trackers:**

Unless stated otherwise, a functional SPOT unit is mandatory for the duration of the event. You must provide rally staff with a Spotwalla link that indicates your position and time. This will be requested by staff prior to the event. You will be provided instructions on how to join a password-protected group rally page at that time. A SPOT exercise will be performed at the turn-around point on your odometer check ride. Details will be provided during the check-in process.

# **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:

- a. 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.
- b. BP Motor Club: Like AAA, BP includes a bond card (\$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 Towing Services, 800-999-7064 (702-597-2881 outside the U.S.) or online at <http://www.mts-towing.com>. 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.

# **5. Appendix A: Fuel system capacity and auxiliary tanks**

## **A. Fuel System Capacity**

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

### **1. Original Equipment Tanks**

For original equipment (OE) tanks, the manufacturer's specified capacity shall be used unless the Big Sky Rally 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 Big Sky Rally, the highest capacity published by the manufacturer shall be used. For example, in the case of the

BMW R1100RT, the highest capacity specified by the manufacturer is 7.26 U.S. gallons, which our measurements confirm is the correct capacity.

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

The capacity of all non-OE elements of a fuel system shall be determined by the amount of fuel required to fill an empty system (including lines, pumps, filters, etc.). We will 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 by reading the volume displayed on the fuel stations pump.

## **B. Auxiliary Fuel Tanks**

1. Expansion of the stock (OEM) fuel tank is permitted, provided that such expansion is of similar material, gauge, and construction as that of the stock fuel tank.
2. Non-OEM main fuel tanks and auxiliary tanks are permitted if they are NASCAR-, IHRA-, or NHRA-approved or, at the discretion of the Rallymaster, determined to be of acceptable quality.<sup>12</sup>
3. Any auxiliary tank(s) shall be mounted in a secure manner so as to minimize the chance of its becoming separated from the motorcycle.<sup>13</sup> Approval of attachment systems rests at the discretion of the Rallymaster.
4. All fuel lines must be routed so as not to interfere with the operation of the motorcycle.
5. An electric fuel pump, if used, must be properly wired and fused, and the refueling inlet of the auxiliary tank must be grounded.<sup>14</sup>
6. The auxiliary tank(s) must be properly vented for pressure buildup and overflow.<sup>15</sup>

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<sup>12</sup>For a list of auxiliary systems that will meet rally specifications, see §3.F. Metal containers are allowed. However, thin-walled containers such as those used in marine or snowmobile applications are prohibited.

<sup>13</sup>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.

<sup>14</sup>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.

<sup>15</sup>A vented gas cap is not sufficient unless it is determined that sufficient vapor space exists in the auxiliary tank, after it has been filled to capacity, to prevent the expulsion of liquid fuel when the motorcycle sits in the sun on either the centerstand (if so equipped) or the side stand. Unless there is sufficient vapor space to prevent the expulsion of liquid fuel from the vent, there must be a hose attached to a vent located at the highest point on the tank when the motorcycle is sitting on its sidestand. Vent hoses must be routed in such a manner as to prevent any expelled fuel from coming into contact with any part of the motorcycle or from being expelled into the path of a tire or onto a tire.

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

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

## **6. 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 Big Sky Rally will be limited to motorcycles capable of meeting the requirements of the official Big Sky Rally Technical Inspector. This means that the Technical Inspector uses completely subjective techniques to determine if your exhaust sounds too loud. The Technical Inspector's decision is final. So if you want to participate, put those baffles into your after market exhaust.

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 Rallymaster, will be required to meet the requirements of the Technical Inspector.

## **7. Appendix C: Digital Camera Policy**

Riders using digital cameras must provide the camera and blank memory card. One memory card will be required for the rally. Should a camera or memory card fail or be lost during the course of the rally, riders may switch to a backup camera and/or memory card.

At the scoring location, riders must present digital images for all bonus photos.

All digital images must be unmodified originals.

All digital images submitted must be JPEG format, recorded on a memory card, or downloadable via USB cable. Bonus photos will not be accepted unless they are in JPEG format.

Waypoints may be provided to riders electronically on thumb drives. In that case, the thumb drives must be turned in at the scoring location. Penalty points will be incurred by the rider for failing to turn in the thumb drive.

*See rally instructions for the actual penalty point values.*

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

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

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

### Olympus Stylus SW Model Comparison

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

## 8. APPENDIX D: Sample packing list

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

### Wallet, documents, and reminders:

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

### General list:

- Extra pair of glasses or contact lenses
- Helmet
- Earplugs x 11 sets (replace daily)
- Radar detector
- Bungee net or cords
- Towel for windshield
- Windshield cleaner
- Small flashlight
- America the Beautiful Pass (for national parks)
- Tape or digital recorder for notes
- Digital camera with flash
- Memory card large enough for 100 images at 640 x 480 resolution
- Backup point-and-shoot digital camera
- Rain suit or waterproof riding suit
- Rain boots or waterproof riding boots
- Balaclava (a silk face mask)
- Lawn/garden bags (protection, laundry)
- Cellular phone with A.C. adapter
- Phone card with Canada/US minutes (Costco \$20)
- Sun hat (for hikes)
- Water bottle
- Screamin Meanie alarm/timer
- Computer
- Power supply for computer

### Toiletries:

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

Clothes:

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

Tools (in addition to stock tool kit):

Pocket multi-meter  
Large tie wraps  
Small tie wraps  
Tire irons (for tube type tires)  
Flat repair kit (is glue fresh?)  
CO<sub>2</sub> cartridges or electric pump  
Electrical tape  
Wire strippers  
Wrenches for Allen-head fasteners  
Wrenches for hex-head fasteners  
Sockets for hex-head fasteners  
Ratchet  
Ratchet extension  
Duct tape  
Pliers  
Needle nose pliers  
150mm adjustable wrench  
Flat screwdriver  
Phillips screwdriver  
Vise grips, small and large  
Stainless steel wire

Motorcycle preparation:

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

Medical supplies:

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

Maps:

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