



PNW GTx Rally Rules

The rules contained in this document will apply to all PNW GTx events unless otherwise stipulated by the Rally Master.

Any questions regarding the rules may be directed to the Rally Master prior to the start of the event. Questions are encouraged – it is better to ask now than to be surprised later!

Ignorance is not bliss! Ignorance of the rules due to a poor decision to not review the entire document will not be accepted as a valid excuse for lack of compliance and the perpetrator will be referred to the AssHat rule.

As a point of clarification, the term “Rally Master” also means “Rally Masters” in the likely event there is more than one. Also, “Rally Staff” means anyone who is helping support the rally. Finally, the term “Rally Master Discretion” actually means “We will try to find a way to make it work.” However, when the Rally Master makes a decision, it is final.

1. **Safety.** Nothing is more important than you arriving home safely after the Rally. Full stop. This statement overrides anything else in this document. Prior to the start of the rally, you will formally agree to remove yourself from any unsafe situation and immediately inform the Rally Master of any unsafe condition.
2. **Disrespect (aka the “AssHat” Rule).** Treat Rally Staff, other riders, law enforcement, our hosts, and the public with respect. All of us are ambassadors for the long-distance riding community.
 - a. Disrespect towards others will not be tolerated and we will handle it on a case-by-case basis. Serious issues may result in disqualification and refusal to allow participation in future events. We will share these episodes with other Rally Masters for their consideration.
 - b. The majority of the general public does not understand our passion. How you interact with them will shape their future opinion. Be courteous, answer questions and feel free to refer them to the rally website if they desire to contact us. Be a good ambassador!
 - c. Being tired is not a valid excuse for being an AssHat.
 - d. In short, don’t be an AssHat.
3. **Cheating.** Don’t do it. If you don’t understand, or there seems to be some gray area, ask first. We don’t try to trick riders, so if there is some question about what is required, ask for clarification. Ignorance of intent is not a valid excuse. We build the rally to be easily understandable by a typical rally rider. If we believe that you intentionally tried to cheat, we will disqualify you from the event, bar you from future events and let every Rally Master know about it. This is a small community. If you have any questions, refer to rule number 2.
4. **Refund Policy.** Running a rally is a huge financial responsibility. We do not do it to make a profit, and any excess funds will be put into future events or donated to charity. Every expense is planned and budgeted for. We are not the Federal Government – we cannot simply print money.
 - a. There will be a final payment cutoff date established as the start of the rally approaches.
 - b. We will refund your entire pre-registration fee if you pull out before the cutoff date.
 - c. **No refunds will be given of any entry fees after the cutoff date.**

- d. If you fail to meet the requirements of the rules, you will not be allowed to participate. This will be considered a withdrawal after cutoff and no refund will be issued.
 - e. ***Please read this entire section again...in case you skimmed it.*** Why? Because we incur costs that cannot be offset at that stage of rally planning, and none of us wants to deplete our savings if it can be avoided.
5. **Spotwalla.** We require every rider to have an active Spotwalla account for this event.
- a. We DO NOT require a specific type of tracking device (you can use cell based or satellite based). As long as it talks to Spotwalla, we don't care.
 - b. Your tracker must be active while the bike is in motion. You do not have to have the tracker active while taking your rest bonus.
 - c. Failure to maintain active tracking throughout the event will result in loss of the tracking bonus points.
6. **Helmets and Gear.**
- a. You must wear a DOT certified motorcycle helmet anytime you are on your bike and moving. This rule applies in the parking lot, on the open road, and even in states that do not legally require a helmet.
 - b. You must wear appropriate footwear while you are on your bike and moving. Yes, even if you are just moving your bike in the parking lot. What is appropriate footwear? Too many examples to list here, but flip-flops and crocs are great examples of what is NOT appropriate footwear.
 - c. Other gear – we always recommend ATGATT (All The Gear All The Time). You are all grownups, what you consider safe riding gear is up to you.
7. **Minimum Required Insurance.** Your motorcycle must carry liability insurance with a minimum of \$500,000 Combined Single Limit (CSL) for the duration of the event, including time needed for you to ride to and from the event. We are not insurance experts, so please contact your insurance company if you are unfamiliar with this term or what it means. This policy change can usually be made online easily and the change in cost is not normally large. You will have to provide documented proof of insurance during the check-in process. *You will not be allowed to ride in the event, and will not receive a refund, if you cannot provide proof of the required minimum insurance.*

8. **Rally Staff Communication.** Official rally information will be sent out via e-mail. YOU are responsible for making sure our e-mails land in your inbox and not your Junk folder.
- a. We **strongly** recommend adding the rally email address to your address book. The official rally e-mail address is rallymaster@pnwgtx.com.
 - b. You are responsible for responding to Rally Master requests for information promptly. We will assume you have withdrawn if we cannot reach you after repeated attempts. No refunds will be given if you ghost us. (See Rule 2)
 - c. You must update us if your contact information changes prior to the rally. Bottom line – we need to be able to contact you as the rally approaches.
 - d. You must update us if your Emergency Contact information changes prior to the rally. We will have you confirm the information provided during check-in.
 - e. "I didn't see that e-mail" is NOT a valid excuse. If you think you should know something or wonder if you are missing something, contact us.
9. **Meetings.** Efficient conduct of the rally relies on punctuality by both staff and riders. We plan to do our part. You need to understand your part.
- a. Show up for meetings on time. You will know what meetings are required before you leave home for the rally hotel. Don't be late or you will be sad. Once the doors close, they stay closed until the meeting is completed and your very own personal meeting will happen at a time chosen by the Rally Master.
 - b. Show up for tech inspection and odometer check early in the window. If we ask you to fix something on your bike, it would be better to have more time to fix it.
 - c. You are responsible for additional information provided by Rally Staff during meetings. This could include updates, clarifications, or additions to the rally book. Ignorance is not an excuse.
 - d. Come prepared. Bring a pen, some paper, and a good attitude. None of those will be provided by Rally Staff.
 - e. DO NOT electronically record any portion of any rider meeting or any other non-public portion of the rally without explicit approval of the Rally Master.

10. **Odometer Checks.** All riders will be required to complete an odometer course during the check-in process.

- a. You will be provided paper instructions for the route and must complete the route as outlined. Failure to complete the route correctly will require a second attempt. And maybe a third. And heaven help us, maybe a fourth.
- b. If you are a 2-up team, the pillion must participate in the journey.
- c. How long is the course? We are not going to tell you the exact mileage, but you should come with enough gas for an hour of riding at interstate speeds. Note – anyone who runs out of gas on the odometer course will be ridiculed at every opportunity. This is an exception to our “Everyone Has Fun” rule.
- d. Please, please, please arrive at the odometer check with knowledge of how to zero your trip meter. Seriously. Like a warning on a hot cup of coffee, we wouldn’t say it if it hadn’t happened...
- e. We do not require you to use a GPS system, but if you do, we will ask you to zero one of the trip meters on your GPS.

11. **Mishaps and Mayhem.** We all do our best to avoid them, but it happens.

- a. You must contact the Rally Master if you are involved in an accident, regardless of the impact on your ability to finish. Make sure your Emergency Contact has our contact information so they can call if your injuries prevent the call from coming from you.
- b. Contact us if you are unable to make it to the start.
- c. Contact us if you will not make it to the finish on time. We understand you may be pushing hard to get to the finish and don’t think stopping for a 30 second phone call is a good use of your time. Do it anyway. If we haven’t heard from you after the DNF cutoff time, your Emergency Contact is getting a phone call to make sure you are OK.
- d. Flat tires happen. Get the equipment to plug and refill a flat tire. Practice on an old tire. Be ready!
- e. Contact us anytime you have a question or need help. Seriously. Even at night. We score the event nearly real-time and there is always someone awake and ready to answer the rally phone. How about if you are just feeling lonely? There are plenty of 900 numbers you can call if lonely.

12. **Social Media.** We do not have any specific prohibition against social media use during the rally. We do argue it is not a good use of your time. Do not publish any rally details (bonus list, locations, etc) online. All files will be available to the public AFTER the rally concludes (that means until the finish banquet is complete). Violators will be referred to Rule 2. Please note: This is done for your, and your fellow riders, safety. We don't need people staking out bonus locations. The current level of crazy is at an all-time high. We consider posting rally details online to jeopardize other riders' safety. Do not be an AssHat.
13. **Outside Assistance.** Riders must not receive any assistance in route planning or execution during the event. This is a competitive event. You might be competing against other top riders, or you might be competing against yourself and your own expectations, but you ARE NOT competing fairly if someone else is helping you develop your route!
- a. 2-up bikes are considered as one for this rule. It would be funny to have them develop individual routes, but not really fun for them.
 - b. We are trying to attract new rally participants to our event. We recognize that new rally participants have unique hurdles and may require some help to get going. Rally Staff will be available after the start banquet to help new riders discover their route. We plan to provide a 2-Day "Guided" route that may assist new rally riders. There will be no "Guided" route provided for 4-Day riders. You should have an idea of how to develop a route before signing up for a 4-Day event.
 - c. Rally Staff will be available to answer rally book questions for several hours after the start banquet.
14. **Motorcycle Preparation.** We do not perform a safety inspection of your bike – you are solely responsible for proper maintenance and operation of your bike. We will point out any obvious issues we encounter while verifying your information. If your tire is showing cord or there is oil dripping from your engine, especially during the odometer check, we will point it out and may require the issue to be addressed before completing our checks. All disputes will be resolved by the Rally Master.
- a. Your motorcycle registration must be current and valid through the end of the rally. We will check the VIN on your registration against the bike during check-in.
 - b. Your insurance must meet the minimum requirements listed previously. We will check the VIN on your proof of insurance against your bike during check-in.

- c. Your driver's license must be endorsed for motorcycle use and be valid through the end of the rally.
- d. Auxiliary Fuel Tanks. We follow Iron Butt Association guidelines. In short, your combined capacity must not exceed 11.5 gallons and your aux tank must be solidly mounted to the motorcycle. ***We do not allow temporary fuel containers of any type to be used or carried during our rally.*** Note – we will NOT do formal volume checks, and our acceptance does not imply you have completely met IBR guidelines. If the tank looks “big” we may do some simple exterior measurements to verify volume.
- e. Modified Exhaust Systems. “Loud pipes save lives.” Not in this rally. Loud pipes do not make you a good ambassador when riding through a neighborhood at 11pm to claim a bonus. We may ask you to start and run your bike if after-market pipes are installed. Who decides if it is too loud? The Rally Master does. Subjective? Yes. Avoidable? Also yes.
- f. You cannot advance your position except under the motorcycle's power. For example, if your motorcycle requires a shop repair and is towed there, you must return to the location of the breakdown to restart your rally.

15. Speeding and Safe Riding.

- a. Speeding is not tolerated or endorsed. Rally Staff are adept at recognizing the signs of excessive speed on Spotwalla. We will investigate, and if you show signs of excessive speed, you may receive a phone call from the Rally Master. If it continues, you will be having a conversation with the Rally Master when you return. And just to be clear, you will not be happy with the outcome.
- b. You are responsible for operating your motorcycle in a safe manner. You must assess your own physical condition and make decisions about rest, food and hydration. We prioritize safe operation and riding above all other concerns.
- c. Excessive mileage has a direct correlation to excessive speed and limited rest. Neither of those are acceptable to us. This rally will reward efficient routing. Brute force is not a good approach on this rally. The incentive will be provided in the Rally Book.
- d. Do not stop your motorcycle in a dangerous location to get a picture of the bonus object. We put a lot of effort into scouting locations that allow a safe area to pull off and get the picture. If you have to stop somewhere unsafe, you are almost certainly not in the correct location.

- e. Do not operate your motorcycle on any surface not designed for a motor vehicle. No sidewalks, no grass fields, areas posted 'No Trespassing', etc. You may be required to navigate through a dirt parking area to reach the correct location for your picture.

16. Claiming a Bonus.

- a. You are required to use a phone with a camera for this rally. Your phone must be able to email JPEG images (not RAW, DNG, GIF, HEIC, or any other crazy format your camera might be able to take that's somehow superior to a JPEG.).
- b. Your Rally Book will have all the information you need to find and claim a bonus. You should be making every attempt to match the provided sample image as closely as possible.
- c. Your rally flag must be in every picture submitted (unless the description of the bonus in your Rally Book specifically says otherwise). Your flag number must be legible in every picture.
- d. Your motorcycle does not need to be in any picture (unless the description of the bonus in your Rally Book specifically says otherwise). If the Rally Book requires your motorcycle in the picture, we must see enough of the bike to recognize it as yours (I.e. no windshield shots).
- e. You will be provided instructions on how to submit a picture as the rally start approaches. We encourage you to practice ahead of time. We expect to have a system in place that allows us to score pictures nearly real-time.
- f. Your picture must be sent in from the location you took it. In the event there is no cell signal, you must send the picture as soon as you return to service. You are responsible for remembering to send it in as soon as you can.
- g. You must claim each bonus on your provided bonus claim form (provided with the Rally Book).
- h. No sandbagging! Send the picture when you take it. Sandbaggers may be penalized by the Rally Master up to the value of the bonus claimed.
- i. I can't get to the bonus! You must document the closure that prevents you from reaching the bonus object. If there is more than one way to the bonus, you must attempt all routes or document all routes are inaccessible. Note – a time restricted

bonus is not “inaccessible” because you showed up after closing time or before opening time!

- j. Time restricted bonuses require you to visit and take your picture while the window is open. 5 minutes late? Poor planning or execution will not induce sympathy on the Rally Staff’s part. Don’t forget that if we have suspicions about when you actually visited a bonus, we can always pull up Spotwalla and see when your track was there...
 - k. Instructions for claiming meal bonuses and rest bonuses will be provided in the Rally Book. In general, finishing well without collecting rest bonuses will be very, very difficult. You may not collect any other bonuses while completing your rest bonuses.
 - l. You keep mentioning this dated business receipt (DBR) thingy, what do you mean? An acceptable DBR includes a legible date, time and physical location on it. You are responsible for making sure your receipt meets these simple criteria. Check before you leave so you are not sad at the scoring table!
 - m. The DBR used to start and stop your rest bonuses must be obtained in close proximity to each other. For example, you could start your rest bonus with a gas station receipt on Main Street, ride a half mile to your hotel for the night, and then use a second DBR from the Denny’s next to the hotel when you enjoy a hearty breakfast of heartburn inducing, low quality food. In short, the two receipts do not need to be from the same business, but both receipts have to be reasonably close together.
 - n. Pictures at night. It is a fact of rally life that you will be taking pictures at night. It is your responsibility to adequately illuminate the bonus object in a manner that allows us to see the object and your flag clearly. This is not easy. You should practice. What if I lost my flag and want to take a picture at night (with my face present)? Say some prayers and hope for the best. Warning - “I tried my best!” isn’t good enough if we cannot see all required elements.
17. **Scoring Criteria.** Try to match the sample picture as close as possible. We’re not looking for a pixel-by-pixel recreation, but please don’t be lazy. The following criteria will be used to judge your submission:
- a. Is the rider clearly taking the photo at or near the GPS coordinates specified in the bonus listing?
 - b. Can the scorer clearly see and identify the item specified in the bonus listing?
 - c. Is the number on the rider’s rally flag clearly visible?

- d. If riding 2-up: Is one member of the team in the photo?
- e. Unless specifically stated, all bonuses may be claimed at any time during the rally. However, it may be difficult or impossible to adequately light some of the bonuses at night. With that in mind, item b above bears emphasizing: ***If we cannot clearly see the subject of the bonus, you will not get points.***

18. I Lost My Flag!

- a. It happens, don't panic. You can still complete and finish this rally. But it will hurt.
- b. If you lose your flag and cannot find it, you may continue by including your face in every picture as a replacement for your flag. If riding 2 Up, both riders must be in every picture. Yes, both.
- c. You will be penalized 50% of every bonus and combo claimed after your flag is lost. Once your flag is lost, it's lost. If you subsequently find your flag, you will still be penalized 50% of every bonus and combo after you claimed your lost flag.
- d. If you stumble across another rider's flag, **DO NOT TOUCH IT!** Leave it in place and let the Rally Master know where it was found. We will contact the offending rider and let them know where their flag was left.
- e. You will be required to present your flag at the scoring table when you claim your bonuses.

19. **Arriving Late Penalties.** You will be provided a deadline to return to the finish. Riders arriving one second or more beyond the official finish time for the rally will not be scored and will not be a finisher in the rally. Again, don't be late.

20. I Really Want To Be A Finisher.

- a. You must accumulate a minimum number of points and safely return to the finish to be considered a finisher. The minimum number of points will be provided at the start banquet.
- b. You must ride the same motorcycle throughout the rally.
- c. The safe "Guided" route provided with the Rally Book will be provided to help new rally riders an opportunity to complete their first rally without the stress of developing a

complicated route. We encourage all riders to develop a route – the “Guided” route is there for 2 Day riders as a backstop. There will not be a “Guided” route for the 4 Day rally.

21. Unfortunate Details.

- a. No allowance is given for road conditions, including but not limited to construction, traffic delays, law enforcement activity or community events that close roads. Do not intentionally ride through or around a blocked road.
- b. No allowance is given for weather impacts. This is a part of riding and you are responsible for assessing your risk and making decisions that keep you safe.
- c. If route details are provided in the Rally Book, consider them advisory in nature and verify your plan independently.

Final Thoughts. Rally Staff are putting this event on for **YOU**. It is not for us (although many of us enjoy this process). We have not intentionally tried to trick you or mislead you. Our priority is safe riding, and we want the event to be enjoyable for every single person.