

THE TRADITION CONTINUES



UTAH 1088

RALLY NUMBER _____

Welcome to the 14th annual UTAH 1088! In the next few pages we will attempt to give you a general understanding of how the UTAH 1088 operates. We hope that when you have finished reading this paperwork, you will not only know what you can expect from us during rally weekend, but also what is expected of you during that time.

We continue to refine this package, so I would strongly suggest that you read it very carefully. Most of you, especially the first time riders, will probably have these next few pages committed to memory by rally weekend. But for those of you that like to wait until the night before you leave for Utah to open the rally pack, please make sure you read everything very carefully. Thanks to the overly creative minds of some of our earlier participants in this event, we have had to modify or change a few of the rules. These modifications are in no way meant to hinder your experience while here at the 1088. In fact, they are designed to enhance and hopefully improve your overall experience by making sure there is a level playing field for all of the riders. If you read this paperwork and there is something you don't understand. . .please ask for clarification.

OVERVIEW OF THE RALLY:

The 2005 UTAH 1088 will return to its roots by staging a 24-hour event that will be competitively scored and have a base route of at least 1088 miles. The main route of the rally will be approximately 1141 miles, and exclusive of construction zones, will be on paved highways. Bonus legs of varying lengths and degrees of difficulty will be available for those riders who decide that the base route mileage is not enough riding during the 24-hour event. Bonus destinations **may** leave paved highways, **may** require the use of a Polaroid camera and/or a GPS, and may require trapping skills as well. Approximate film use will certainly exceed two packages, and could be much higher if you are a poor photographer or are very aggressive in the bonus chasing department.

We will once again have multiple routes for your riding pleasure. These routes will vary both in mileage and degree of difficulty. For those of you that are challenged in the lighting department, we will once again have a route that is almost certain to please you beyond description. Last year it was multiple laps around Temple Square in downtown Salt Lake. It will certainly be something different this year, but it will be equally unique. At last count there were more than two alternate routes, but less than six.

We do emphasize riding the rally's main route because it offers great scoring opportunities, the chance to fully experience and appreciate the camaraderie that this event is known for, but also because it gives the rider a chance to bail out and head for the finish line if his/her plans don't work out. If your approach to riding a rally runs along the all or nothing path, then you will certainly want to explore the possibilities of the alternate routes. Each route will have its strong and weak points. . .and each will be different in what they require you to do to earn points. One route will **not** have an advantage over the other routes in what is required. . .but one route may be easier for you to ride than the other routes because it plays right into your own individual style of riding. One of the alternate routes most certainly will offer significantly higher points than any of the other routes. . .but at what price?

When you receive your route instructions on Saturday morning please read all the information carefully, and then make your decision. If you decide to ride one of the alternate routes you are required to notify us prior to the start of the rally that you are seeking fame and fortune on a path other than main route. Our resident psychiatrist and a priest will be available for general counseling for those riders that choose one of these alternate paths of rally life.

To be eligible for a finishers award, the participants must have traveled at least the minimum mileage of the main route, stop at the mandatory checkpoints within the specified time windows, miss no more than one checkpoint, and return to the finish line within the allotted 24 hours.

OVERVIEW OF THE RALLY cont.:

You must finish the rally on the same motorcycle that you started on, and all motorcycles will have only **ONE** operator.

An odometer check is required prior to the start of the rally so that we can calculate the actual mileage the rider travels during the rally. The mileage figures are then certified and forwarded on to the **Ironbutt Association** so that any of you that are looking to get that Saddlesore or Bun Burner certificate need only apply. Failure to complete the odometer check prior to the start of the rally will result in the participant not receiving a finisher's award because we could not certify the mileage.

The 2005 UTAH 1088 will continue the tradition of being a competitively scored rally. What that means folks is really pretty simple. The top five (5) positions in the single rider category, **AND** the top three (3) finishing positions in the couple's category will receive position plaques. All other finishers will receive a finisher's award.

THE START OF THE RALLY:

The rally packs will be handed out at 0715 on Saturday June 25, 2005. Riders will be free to leave the staging area at 0800 on Saturday June 25, 2005.

SCORING OF THE RALLY:

The rally is scored by earning points for going to various bonus destinations, and arriving at checkpoints within allotted time windows. The point values for each bonus destination, location of each bonus destination, and all checkpoints and their locations will be on the route paperwork that you receive prior to the start of the rally. Bonus locations and checkpoints will be listed in the order of occurrence. The single rider and couple that have the highest point total will be declared the winner of their class.

TIME:

The rider, or couple, **has 24 hours** to travel at least the main route mileage to successfully complete the rally. All participants will be considered a non-finisher at **24 hours and one (1) second** of the official starting time of the rally. Much has been written about my fixation with people being punctual. . .and it is all true! Yes, I have disqualified a rider for being 6 minutes late to the finish line. . .and I was the best man at his wedding! Everyone is treated the same here. One of the best suggestions I can give you about how to run the 1088 is to not be late to any of the checkpoints, or especially to the finish line. No bonus points will be awarded, or penalty points assessed, for early arrival at the checkpoints or the finish line

BONUS QUESTIONS:

All questions on the rally will be bonus questions. Riders are not required to go to any bonus location. If a rider only wants to be a finisher in the 1088, then all they have to do is make the mandatory checkpoints within the allotted time windows and get back to the finish line within the allotted 24 hours. If however, a rider wishes to ride more miles than the base route, and increase his/her point total then they will go to the bonus locations.

Point values for bonus locations will vary by difficulty and miles traveled. All bonus locations will be listed in order of occurrence, with correct directions on not only on how to get to the bonus location, but also on what is required to satisfy the requirements of this bonus when you get there.

No attempt will be made to trick the rider into going to bonus locations, or doing something incorrectly when they get there. It is however very strongly recommended that the rider **READ** the paperwork **VERY CAREFULLY** before making any route decisions, or answering a bonus question.

In addition the 30 plus bonus locations that will be available on the main route, we will also be offering at least two additional routes for you to choose from. These alternate routes will be longer in distance than the main route, but will require fewer stops to gather points than if you traveled the main route. In addition to the bonus locations that are required on these alternate routes, the rider may also stop and secure the points from any non restricted bonus on the main route, provided they complete **100%** of the requirements for the alternate route that they are riding. I.E., You can't say you're going to ride alternate route 2 and not do what is required on route 2 while you are gathering bonus points from the main route.

Additionally, some bonus questions will require the use of a GPS or a Polaroid camera in order for the rider to earn the points for that bonus. Owning a GPS or a Polaroid camera is not a requirement for entering the rally, but you must have one if you answer the bonuses that require it. Riders may **NOT** share cameras or GPS units.

All bonus questions will require at least three correct entries to receive credit for that bonus; the correct answer, receipt, or picture that is required for that bonus, the time of day that you arrived at that bonus, and your odometer reading while at that bonus location. If any of the three are not written in the appropriate place on your paperwork you will not receive credit for that bonus question. Partial credit will not be awarded.

CHECKPOINTS:

There will be a minimum of two (2) checkpoints on the base route for the 2005 rally. The checkpoints will be open during specified time periods, and it is the riders responsibility to arrive at the checkpoints within those time windows and get their paperwork signed by checkpoint personnel. A point value will be assigned to each checkpoint, and these points will be combined with any bonus points for the rider's total score.

A RIDER IS ALLOWED TO MISS ONE (1) CHECKPOINT DURING THE RALLY AND STILL BE CONSIDERED A FINISHER OF THE RALLY IF HE/SHE TRAVELS AT LEAST THE MINIMUM MILEAGE OF THE BASE ROUTE, AND MAKES THE OTHER CHECKPOINTS WITHIN THE SPECIFIED TIME WINDOWS. IF A RIDER MISSES A CHECKPOINT, HE/SHE WILL BE ASSESSED A 1000 POINT PENALTY, AND WILL LOOSE THE POINT VALUE OF THAT CHECKPOINT.

All checkpoints will be listed in the rally paperwork in the order of occurrence, and will be well marked.

If the alternate route does not require the rider to stop at one of the checkpoints, but the rider decides to stop and visit with his fellow riders or the checkpoint worker, no points will be awarded for stopping at that checkpoint.

DISQUALIFICATIONS:

Please, take the time to read this section of the paperwork very carefully. It will not only make your rally experience a lot more enjoyable, it will also make the Rallymaster a lot happier. And everyone knows that if the Rallymaster is happy, well then everyone is happy.

This is not a very pleasant subject, but one that we believe needs to be addressed. We want everyone to have a great time at the 1088, and we believe one way to help achieve that is to make sure all riders are playing on that proverbial level playing field. It is not our intention to limit the amount of fun the riders can have during the rally, just to make sure that everyone has an equal opportunity at that elusive brass ring that they are trying to grab.

A rider will be disqualified for any of, but not limited to, the following reasons.

1. Failure to offer assistance, during the course of the rally, to any participant, or citizen who may require it. Riders who render aid to a participant or citizen during the rally will not be penalized for late arrival at a checkpoint or the finish line if the delay can be verified.
2. Riding at any time during the rally without a helmet, boots, or gloves.

DISQUALIFICATIONS cont.:

3. The use of ***any*** controlled substance during the rally.
4. Allowing someone other than the original rider to operate the motorcycle during the rally unless it is an emergency.
5. Answering bonus questions for another participant, riding to a bonus location for another participant, or giving receipts, photographs, Keno tickets, etc. to another participant. The UTAH 1088 is an individual discipline in the truest sense; it is not designed as a team sport.
6. Requesting and/or receiving ***any*** outside assistance in answering ***any*** bonus question.
7. Being discourteous or abusive to checkpoint or staff personnel. . .period! Attitudes and poor behavior will not be tolerated.
8. Bringing your wife **AND** your girlfriend, or husband and boyfriend to any of the functions. Please, bring one or the other. Not both!

If you violate any of the above-mentioned rules, you will be immediately disqualified from the 1088, you will be barred from entering all future MERA events.

The UTAH 1088 has never been a place for whiners, snivelers, pissers or moaners. We've threatened execution of such offenders by rattlesnakes, scorpions, and even an angry mob of polygamists. Hell, one year we even asked ol' Bubba out at the prison if he would take any offenders to the Friday night dance. All we're saying is that we will come up with a suitable punishment for any offender, and it will probably not be something you'd enjoy. Just plan to come to the 1088 prepared to have a great time and everything will be just fine.

RIDER REQUIREMENTS:

1. All riders must possess a valid drivers license with motorcycle endorsement if required by the state where the rider resides.
2. Helmet, boots, and gloves are to be worn at **all** times during the rally. This rule applies to both rider and passenger.
3. It is the rider's responsibility to notify rally headquarters if you are dropping out of the rally. Please don't make us send out the Utah Highway Patrol to try and find you. . .just let us know that you won't be continuing on. If you drop out of the rally you are still welcome at the awards banquet on Sunday, providing you called and let us know that you were dropping out. If you didn't call, well, have a great trip home.
4. Signed acknowledgment of risk prior to starting the rally. Both members of a couple's entry must sign the acknowledgment of risk.

MOTORCYCLE REQUIREMENTS:

1. Tool kit. You're not expected to have enough tools to rebuild the motorcycle alongside the road, but you do need to have enough tools to do minor repairs. Factory tool kits are usually adequate.
2. Minimum of one (1) working flashlight. Two is much better.
3. Any item/items that will give you 30 minutes of emergency roadside lighting. This can be flares, battery powered strobes, etc.
4. Tire repair kit and method of inflation.
5. First aid kit consisting of the following items:
 - a. Compress bandage or wrapped Kotex.
 - b. Roll of Gauze.
 - c. Antiseptic cream or ointment.
 - d. Triangle bandage or large bandanna.
 - e. One (1) sharp knife or a razor knife.

NOTE: A BMW first aid kit may be substituted for everything except the knife.

6. **Current registration and proof of insurance.**

AUXILIARY FUEL TANKS:

While auxiliary fuel tanks are neither required or recommended for riding the 1088, if they are used they **MUST** conform to the following rules.

1. Construction must be of metal (aluminum, stainless steel, etc.), **OR**, be an approved racing type fuel cell. **This does not mean outboard motor fuel tanks, or the fuel tanks that are used in your snowmobile.**
2. If auxiliary fuel tanks are stored in saddlebags or trunk they must be vented to the outside.
3. Exterior mounted fuel tanks should have provisions for catching any overflow.
4. All tanks **MUST** be bolted or strapped in place. **Bungee cords and cargo nets are fine for your leather jacket, but not for securing fuel cells in place.**

Total capacity of fuel on the motorcycle is not to exceed eleven and a half (11 ½) gallons. That means that the capacity of the main tank, plus the capacity of the auxiliary tank cannot exceed eleven and a half (11 ½) total gallons of fuel.

Routing of fuel lines, fuel pumps, electrical wiring, etc. shall be secure and not interfere with the operation of the motorcycle. **GAS CANS OF ANY TYPE, PLASTIC OR METAL, ARE NOT ALLOWED.**

TECH INSPECTION:

All riders must complete tech inspection prior to conducting the odometer check. You will need to bring all your safety equipment, any required motorcycle equipment, riding gear, GPS, camera, drivers license and proof of insurance to the check in area in the parking lot when you are ready to start tech inspection.

MILEAGE CERTIFICATION

Many of you will apply to the Ironbutt Association for your Saddlesore or Bunburner certificates after the 1088 is in the record books, and we will help you in securing that certificate by supplying the IBA with certified mileage figures from the rally. It will still be up to you to apply to, and send your check to IBA if you want your Saddlesore or Bunburner certificate.

REFUNDS:

The refund deadline is March 1, 2005. All refunds will be charged a \$50.00 handling fee.

2005 UTAH 1088 SCHEDULE

THURSDAY JUNE 23, 2005

1700 TO ? HOURS

Bar B Q at the house.

FRIDAY JUNE 24, 2005

0630 or 0700 TO 1200 HOURS

2nd Annual UTAH 1088 Golf Tournament

1300 TO 1800 HOURS

Safety inspection will be conducted in the cordoned off area of the east parking lot. You will sign your acknowledgment of risk, let us know how many are coming to the banquet with you on Sunday, get your rally shirt and other goodies, and do the odometer check. After you've completed the odometer check you're free to wander and meet folks.

1900 HOURS

Rider meeting will be held in the parking lot. This meeting will probably last 30 to 45 minutes.

SATURDAY JUNE 25, 2005

0700 HOURS

Mandatory rider meeting will be held in the parking lot where tech inspection was held. All riders are required to attend. At the end of this meeting that you will receive your rally pack and make the decision as to which route you will be traveling for the next 24 hours. The meeting should last approximately 15 minutes.

0800 HOURS

The 2005 UTAH 1088 is officially underway. Riders are free to leave the starting area at their own pace.

SUNDAY JUNE 26, 2005

0600 HOURS

Finish line officially opens.

0800 HOURS

Finish line is officially closed. Riders finishing after 0800 HOURS will be considered time barred, and will not be eligible for finishers awards unless time delay can be verified. All participants are welcome at the awards banquet however.

1300 HOURS

Awards banquet starts in the banquet room at the hotel. The banquet normally lasts about 1 ½ to 2 hours. Finishing positions, plaques, door prizes, and a few surprises will happen during the banquet.

2005 UTAH 1088 HOTEL INFORMATION

We're going to once again use the Holiday Inn as rally headquarters. Over the years they have treated us very well. . .and keep asking us to come back which with this group, and the size of the banquet is remarkable. The hotel is located just off of I-80, so it offers easy access

The room rate is \$59.00 per night for 1-4 people in a room. When you make your reservations, **and it is your responsibility to make your own reservations**, make sure you tell them that you are with the 1088. This will not only guarantee your room rate, but will see that your room is with the rest of the 1088 folks.

I would suggest that you make your reservations as soon as possible. The hotel only sets so many rooms aside for the 1088, plus it fills up with other guests. So if you wait until the last minute to try and make your reservations you're apt to find the hotel full.

As we have done the past few years, the majority of the east parking lot will be cordoned off for motorcycles only. If you are towing to the rally you will need to park your tow vehicle in the back or south end of the hotel parking lot. The hotel will provide 24-hour security so your bikes will be safe.

For those of you joining the 1088 for the first time, the Holiday Inn is very easy to find. They are west of downtown Salt Lake City on I-80 at exit 113. You can see the hotel from the interstate.

Their direct telephone numbers are 801-537-7020 and 800-522-5575.

UTAH 1088 GOLF TOURNAMENT

While celebrating at the local watering hole at the conclusion of the 2003 1088, a discussion was started about having a golf tournament prior to the start of the 2004 rally. Now I'm sure that the amount of alcohol consumed had nothing to do with that discussion, or any of the outlandish claims some of the riders brought forth, but the challenge was noted and in 2004 we had our first tournament.

In fact, the scores from that inaugural event are still talked about today. . .not necessarily proudly, but they're still talked about none the less.

A great time was had by all who ventured out on that early June morning. Such a good time in fact, that we are going to do this again.

If you're interested in playing in a 9-hole golf tournament Friday morning prior to tech inspection at the course near the hotel just let us know **PRIOR** to May 1, 2005 so that we can make arrangements with the pro shop. If you will be renting clubs, I'll need to know that as well. Approximate cost with cart will be about \$20.00 per person for the 9 holes. Club rental is additional.

Wives, husbands, significant others are encouraged to enter as well. This is just not for the riders.

Results, as well as prizes, for this incredible event will be announced at the awards banquet on Sunday afternoon. Bribes will be accepted from those riders that have far too much pride to have their scores announced in a group of their peers.

Let us know if you're interested. And you too could be part of the legend that is now known as the UTAH 1088 Golf Tournament.

BAR B Q

Jeniell and I will once again be hosting one of the worlds best Bar B Q's at the house Thursday, June 23, 2005 from 1700 hours to whenever. All participants, their spouses or significant others are cordially invited to attend. Children, neighbors, friends, your mechanic, and your third ex spouse will have to stay home.

We will be having pulled pork sandwiches. . .potato salad. . .cole slaw. . .green salad. . .and mud pie for desert. We will supply soft drinks for everyone, but if you want anything stronger you'll have to bring it with you. Also, if you have any special diet requirements then you will have to bring the food with you.

The Bar B Q is a great time to get to know one another. . .certainly to learn a fair amount about the rally from the veterans. . .see old friends. . .make new ones. . check out what everyone does to their bikes. . .and probably even tell a lie or two. Most of the veterans haven't started putting on their game faces yet, so it's pretty laid back. We really have a good time, so try to attend if you can.

When you get to the house I would ask that you either park in our driveway, or at least in front of our house. . .70-75 bikes in front of the neighbors place really tends to strain things a bit.

Also, if you are planning on attending this shindig, you will need to RSVP in writing no later than June 1, 2005. . .no RSVP, no groceries at the Bar B Q. To make this as easy as possible for you, just fill out the bottom of this page and either fax, snail mail, or Email it to me.

We'll see that the food is waiting for you. . .just let us know you're coming by June 1, 2005.

NAME_____

RALLY NUMBER_____

TOTAL NUMBER ATTENDING INCLUDING YOURSELF _____

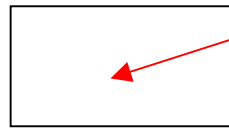
Fax number 801-252-0662

Email: stevechalmers@comcast.net

N

Rally Headquarters

Holiday Inn



I-80

5
6
0
0
W

South on 5600 W. to 3500 S.
West on 3500 S. . .approximately
.4 of a mile past the True Value Hardware
store is Feulner Drive (6620 W.). . .go south
on Feulner Drive to 6623

USH-201

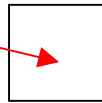
Super Wal Mart



Carl's Jr



K Mart



McDonalds

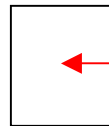


Church



3500 S.

F
U
E
L
N
E
R



True Value
Hardware

6
4
0
0
W



6623 W Feulner Drive