

2010 Iron Butt 5000 Rally, Day -1  
Sunday, August 15, 2010

### The Pressure is On

The problem identified yesterday with Connie Gabrick's auxiliary fuel cell was successfully resolved, as was another fuel cell mounting problem with Michael Boge's ST1300. Because Boge was using an oddly shaped custom cell, an actual capacity measurement was also required.

Rob Jaime was the rider experiencing the biggest mechanical problem of the day. After getting through Tech Inspection yesterday without incident, he decided to take a short trip to Rocky Mountain National Park before finishing the check-in process today. At the Park, Rob's Gold Wing had some sort of drive train failure, apparently a U-joint. After making arrangements to have the bike towed, Rob identified a local trike conversion company that might be able to fix the bike tomorrow.

Rob showed up at the banquet tonight and asked whether he could start late tomorrow. After a brief discussion with a few IBR staff members, Lisa Landry delivered the bad news that we just can't let riders compete who have missed important elements of the check-in process, including the riders meeting at which standards of conduct were discussed at length. Rob was gracious, understanding the difficult position rally staff found themselves in and offered his assistance at the checkpoint. He may not be in the rally, but he scored big points with the IBR staff.

Other riders under pressure today were Jim and Donna Phillips and Doug Barrett. After getting through Tech Inspection without any problem they flunked the check of the memory card in their cameras. The cameras themselves were fine, but they weren't using one of the approved memory cards. The rules state:

*All digital images submitted must be 640 x 480 resolution JPEG format recorded on one of the following types of memory cards: Compact Flash, Compact Flash II, SD, SDHC, miniSD, miniSDHC, MultiMediaCard (MMC), MMCplus, MMCmobile, RS-MMC, RS-MMC Dual Voltage, Memory Stick, Memory Stick Duo, Memory Stick PRO, Memory Stick PRO Duo, SmartMedia, xD, xD Type M, or xD Type H.*

Micro-SD is not on the list, but that's what these riders were using. We deliberately didn't include Micro-SD cards on the list because they are too difficult for staff to mark with the 3-digit rider number required for the Iron Butt Rally. Jim Fousek was able to write a 2-digit number on the Micro-SD cards, but a decision was made to not accept the Micro-SD cards without penalty points because the rules are clear and at least one other rider asked in advance to be able to use a Micro-SD card and was told "no."

It's an understatement to say that Doug Barrett was a little upset. He tried calling a number of local retailers and was not able to find anyone that had a Mini-SD card in

stock but never went out exploring. He may be taking a 250 point penalty for using the wrong card on Leg 1. Jim and Donna Phillips took what would seem to be a much less efficient approach. Instead of calling around trying to find a Mini-SD card, they got on their motorcycle and started riding around looking for camera stores. It took a total of seven stops, but they finally came up with the two cards they will need for both legs. Both stores they were able to purchase a card from only had one in stock.

## Riders' Meeting

The Riders' Meeting started today at 4:00 p.m. Lisa Landry provided information regarding the schedule for the evening banquet and arrangements that had been made for riders being able to get breakfast early tomorrow morning as well as checkpoint details.

Dale Wilson explained the procedure for the start tomorrow morning, during which odometer readings will be recorded and rider identification tags will be punched. Riders were advised that "you need to be at your motorcycle at 7:00 a.m." Anyone who shows up late won't be cleared to leave until after the others have left at 8 a.m.

## 2-Up Couples Stand to Get Special Bonus Photo Instructions at the Riders Meeting



As the current custodian of the Iron Butt Rally rules, I spent quite a bit of time reviewing the most important provisions of the rules and describing a few deviations from the written rules that will apply during the Iron Butt 5000. The highlights of what the riders were told are as follows:

Electronic Waypoints – As in the 2009 Iron Butt Rally, bonus locations are being provided in digital form on a thumb drive. At the beginning of each leg, each rider will receive a thumb drive containing the bonus locations for the leg in three different

formats: gdb, gpx, and txt. All of the riders have had the opportunity to practice with sample versions of waypoint files to make sure they know how to load them into their mapping program.

Routing Assistance – Prior to the 2009 IBR, the rules allowed riders to receive routing assistance from “a trusted friend with a computer.” Some riders ended up using a small army of friends who assumed total responsibility for route planning, giving the rider extra time to sleep. Because this fundamentally changed the concept of the Iron Butt Rally as being a competition between individual riders, the rules have been modified. The current rules state that “outside assistance with route planning is prohibited.” First time Iron Butt Rally riders are allowed to receive limited assistance from designated IBR staff, but staff assistance will be focused on helping plan a conservative route, not a winning route. The prohibition against outside assistance with routing was stressed.

Teams – Under the new rule banning outside assistance with routing, two or more riders can still work together to plan a route provided they inform the Rallymaster in advance that they are riding as a team for one or more legs of the rally. Once a team is formed, the team members must actually ride together to each bonus location. For the Iron Butt 5000, if any rider involved in a team effort fails to reach the same bonus locations as other riders involved in the team effort, then each rider in the team loses 25% of their points for the leg. Upon notifying the Rallymaster, a team may be dissolved at completion of a leg before the bonus listings are distributed for a subsequent leg.

As soon as the new rule regarding teams was published there was a flurry of questions regarding how it would be interpreted. Riders have asked whether all team members receive a penalty if one team member is unable to continue because of some extraordinary reason. At the Riders’ Meeting, it was made crystal clear that the penalty applies regardless of the reason, whether it’s a mechanical failure, an accident, an illness, or voluntary withdrawal from the rally. Riders must either succeed as a team or fail as a team.

Digital Photographs – Since the 2009 Iron Butt Rally, riders have been allowed to use digital cameras. When I asked how many riders were NOT using a digital camera, no hands were raised. To eliminate the need for scorers to deal with a variety of different memory cards, an additional step has been added to the scoring process. Before going to the scoring table, riders will first take their memory card to a table where IBR staff (Dave McQueeney and Bill Shaw) will collect the memory cards and copy the files to the thumb drive on which the rider received the waypoints for the leg.

A few other minor changes in this year’s scoring process were also explained. I ended my comments with a sobering message on the importance of knowing when to quit, directed at the rookies who have never competed in a multi-day rally.

At the end of the Rider’s Meeting, the thumb drives containing the waypoint files were distributed to the riders (without the bonus listings) and everyone was told to let IBR staff know immediately of any problems encountered loading them into their mapping program.

## Banquet

The banquet buffet began at 6:00 p.m.

As riders, guests, and staff were finishing their dinners, Mike Kneebone welcomed everyone and then asked Lisa Erbes, Eddie James' fiancée, to come to the podium and call each rider to a table in the front of the room where Mike Kneebone handed each rider their Leg 1 bonus listing and I.D. card. Each rider was called to the podium by rider number. Rider numbers were assigned in reverse order of each rider's Iron Butt Association number. In other words, rider number 1 was assigned to the rider who most recently became a member of the Iron Butt Association by having their first documented ride certified. Dave Hembroff, American Motorcyclists Association Road Riding Manager, got the honor of the number 1 flag.

### **Lisa Erbes at the Pre-Rally Banquet**



I then highlighted a few items in the bonus listing for the riders and informed them that the target point level for finisher status was 1,900 points on Leg 1.

The Leg 1 Bonus Listing

In recent years, there has been a “theme” for each rally put on by the Iron Butt Rally, Inc. In 2007, it was National Landmarks. In 2005, it was lighthouses. In 2009, it was crime scenes. As noted in my first report, the Iron Butt 5000 is a tribute to Eddie James and the vast majority of the bonuses are what riders could have expected to see in a rally designed by Eddie James. Some of the bonuses are taken directly from some of Eddie’s previous rallies. Others are new, but somehow related to Eddie.

In addition to a fuel log and Call-In bonus, there are 50 separate bonuses that riders have to choose from on Leg 1. Point values range from 36 to 2,206.

The biggest single bonus on Leg 1 is Morro Rock:

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* * * * *
Morro Bay, CA                2206 points          Available Daylight hours
Morro Bay State Park
N35 22.340 W120 51.566

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Take a photo of Morro Rock. At 565 feet tall, it’s really hard to miss. A photo of Morro Rock from another location is acceptable, provided the entire above-water portion of the rock is in the photo.

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Odometer: \_\_\_\_\_ Code: MOR Approved: \_\_\_\_\_

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With only 38 hours to get to the first checkpoint, the 2,400 mile ride to the Morro Rock bonus and back to Denver requires a Bun Burner Gold pace for 38 straight hours. There are several other bonuses a rider could get that are right along the way. There are several riders in the rally who are capable of completing this route; hopefully, they are smart enough not to try it; it’s a good example of how not to start off on a 5-day rally.

There are however, far worse choices for riders to make. Check out the following two beauties printed on the next page that are listed right next to each other on the bonus listing to make it easy for riders to see the high number of points available for the combination:

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Packwood, WA 1442 points Available Daylight Hours  
Mount Rainier National Park  
N46 54.852 W121 38.559

Visit Mount Rainier National Park and take a photo of the Sunrise Visitors Center. The Sunrise Visitors Center is located at the end of the White River Entrance road to Mount Rainier National Park. The White River entrance is located on the east side of the park approximately 3 miles north of the intersection of WA-410 and WA-123. From there, follow the road to the visitors center.

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Odometer: \_\_\_\_\_ Code: MTR Approved: \_\_\_\_\_

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Randle, WA 1228 points Available Daylight hours

Mt. Saint Helens National Volcanic Monument  
N46 14.995 W122 08.181

Ride Forest Service Road 99 located inside Mt. Saint Helens National Volcanic Monument on the east side of the park and take a picture of the "Windy Ridge Viewpoint" sign. All roads are paved.

Note: There are hundreds of very steep stairs to reach the sign. Jeff Earls whined. A lot.

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Odometer: \_\_\_\_\_ Code: WND Approved: \_\_\_\_\_

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The combination of the Sunrise Visitor Center in Mount Rainier National Park and Windy Ridge Viewpoint at Mt. St. Helens National Volcanic Monument is a whopping 2,670 points. This would be a ridiculous choice for anyone. It's 2,566 miles just to the Visitor Center and back, ignoring the miles required for the side trip to Windy Ridge Viewpoint, the road to which is a goat trail.

## Chris Sakala Begins Working on His Leg 1 Route



Tonight 65 riders are struggling with some difficult choices for where they will be riding for the next two days. Hopefully, they will find some more realistic options than those described above. At 8:00 a.m. tomorrow, we will know who is headed where.

Tom Austin  
August 15, 2010  
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