

2010 Iron Butt 5000 Rally, Day 1  
Monday, August 16, 2010

### Leg 1 Begins

During a walk through the impound area before the start, I asked most of the riders where they were headed. Most said they were heading north into Wyoming and Montana. None declared that they are heading for any of the far-flung bonuses that require a Bun Burner Gold pace for the entire 38 hours of Leg 1. The IQ distribution curve for this group may be shifted more towards triple digits.

### **The Impound Area About an Hour Before the Start**



Among the motorcycles queued up for the start, were 23 Hondas, 19 BMWs, 13 Yamahas, 3 Suzukis, 3 Harleys, 1 Buell, 1 Victory, and 1 Triumph. The oldest bikes were Jeremy Loveall's 1977 BMW R75/7 and Scott Thornton's 1978 Yamaha XS1100. At the other end of the spectrum, Iron Butt Rally veteran Art Garvin is riding a 2010 model Gold Wing which already has over 20,000 miles on the clock.

We have as much variation in riders as we do in motorcycles. The youngest rider is 23 year old Brian Bray who is riding a Suzuki SV650S. Brian's application for the IB5000 indicates that he has never previously competed in a rally.

The oldest rider in the rally is 66 year old Buford (B.B.) Neely (who looks in damn good shape for 66). Neely, a veteran of the IBR and numerous other rallies, is riding a BMW R1200RT.

A list of all of the riders and motorcycles appears below.

Rider No.	First Name	Last Name	MC Year	Make	Model
1	Dave	Hembroff	2007	Yamaha	FJR 1300
2	Darrin	Hicks	2006	HD	Electra Glide Ultra
3	Brian	Bray	2006	Suzuki	SV650S
4	Brant	Monteelall	2008	Yamaha	FJR1300A
5	Aaron	Konecky	2009	HD	XR1200
6	Mike	Allen	2006	BMW	R1200GS
7	Perry	Karsten	2007	Yamaha	FJR1300
8	Bryan	Neagle	2007	Honda	ST1300
9	Jerome	Byrd	2006	Yamaha	Majesty 400
10	Doug	Barrett	2006	Yamaha	FJR1300
11	John	Stamps	2006	BMW	R1200RT
12	Connie	Gabrick	2009	Victory	Vision
13	Robert	Wilensky	2007	Suzuki	DL1000
14	John	Tubb	2003	Honda	Gold Wing
15	Jim	Abbott	1999	Triumph	Trophy
16	Jack/Marlene	Backer	2008	Honda	Gold Wing
17	Shane	Mead	2005	Honda	Gold Wing
18	Michael	Mehaffy	2005	Yamaha	FJR1300
19	Bob	Rippy	2007	BMW	R1200RT
20	Jim	Weaver	2002	BMW	R1150RT
21	Jeremy	Loveall	1977	BMW	R75/7
22	Kurt	Dix	2003	Kawasaki	Concours
23	Derek	Dickson	2005	Yamaha	FJR 1300
24	Neil	Hejny	2002	Honda	Gold Wing
25	Wayne	Boyter	2008	BMW	R1200RT
26	Greg/Pat	Blewett	2002	Honda	Gold Wing
27	Kirsten	Talken-Spaulling	2009	BMW	R1200RT
28	Scott	Thornton	1978	Yamaha	XS1100
29	Peter	Delean	2004	Yamaha	FJR 1300
30	Chris	Carr	2007	Buell	Ulysses
31	Michael	Relph	2008	Honda	Gold Wing
32	Mike	Jackman	2008	Honda	Gold Wing
34	Dave/Melanie	Legnosky/MacInnis	2008	Honda	Gold Wing
35	Tony	Hudson	2006	Honda	ST1300A
36	Kenny	Seay	2002	BMW	R1150GS
37	Bobby	Fox	2009	BMW	R1200RT
38	Betsy	Young	2010	HD	Ultra Classic
39	Karl	Snell	2005	BMW	R1200GS
40	Brian	Johnson	2003	BMW	K1200 LT
41	George	Barker	2004	Honda	Goldwing
42	Dan	Legg	2001	Honda	ST1100
44	Nels	Gebben	2006	BMW	K1200GT
45	Art	Reitsma	1992	Honda	ST1100A
46	Patrick	Hochberg	2001	BMW	R1150GS
47	Allen	Wilson	1999	BMW	R1100RT

48	Cameron	Sanders	2003	Honda	ST1300
49	Robert	Bolger	2008	Kawasaki	Concours 1400
50	Cathy	Davies	2001	Honda	Gold Wing
51	Joel	Rappoport	2009	Yamaha	FJR1300
52	Greg	Rice	2009	Honda	Gold Wing
53	Kevin	Lechner	2007	Honda	ST1300A
54	Buford	Neely	2009	BMW	R1200RT
55	Andy	Kirby	2004	Honda	ST1300A
56	Peter	Behm	2004	Yamaha	FJR1300
57	Peter	Murray	2007	Yamaha	FJR1300
58	Don	Catterton	2007	BMW	R1200GSA
59	Dennis	Powell	2008	Honda	Gold Wing
60	Mike	Senty	2003	BMW	R1150RT
62	Art	Garvin	2010	Honda	Gold Wing
63	Michael	Boge	2008	Honda	ST1300
64	Chris	Sakala	2007	BMW	R1200RT
65	Jim/Donna	Phillips	2003	Honda	Gold Wing
66	Jim	Winterer	2004	Suzuki	DL650
67	Joe	Zulaski	2003	Honda	ST1300ABS
68	John	Coons	1994	BMW	R1100RSL
70	Corey	Nuehring	2008	Yamaha	FJR1300A

**Dale Wilson Gives Last Minute Instructions Regarding the Start**



The IQ distribution curve for the IBR staff was called into question by one of the photos taken just minutes after the 8:00 a.m. start. Bill Shaw literally risked his life to get this shot. It may not be obvious from the photo, but our fearless photographer is standing in between the 2-lane on ramp and the multiple lanes of traffic speeding by just to the right of the photo. How did he get there? No problem; he climbed over the wall separating the freeway from the parking lot of the Marriot Denver Tech Center and dodged traffic as he ran across to the “Jersey Wall” separating the on-ramp from the freeway.

### **Heading North on Interstate 25 Minutes after 8:00 a.m.**

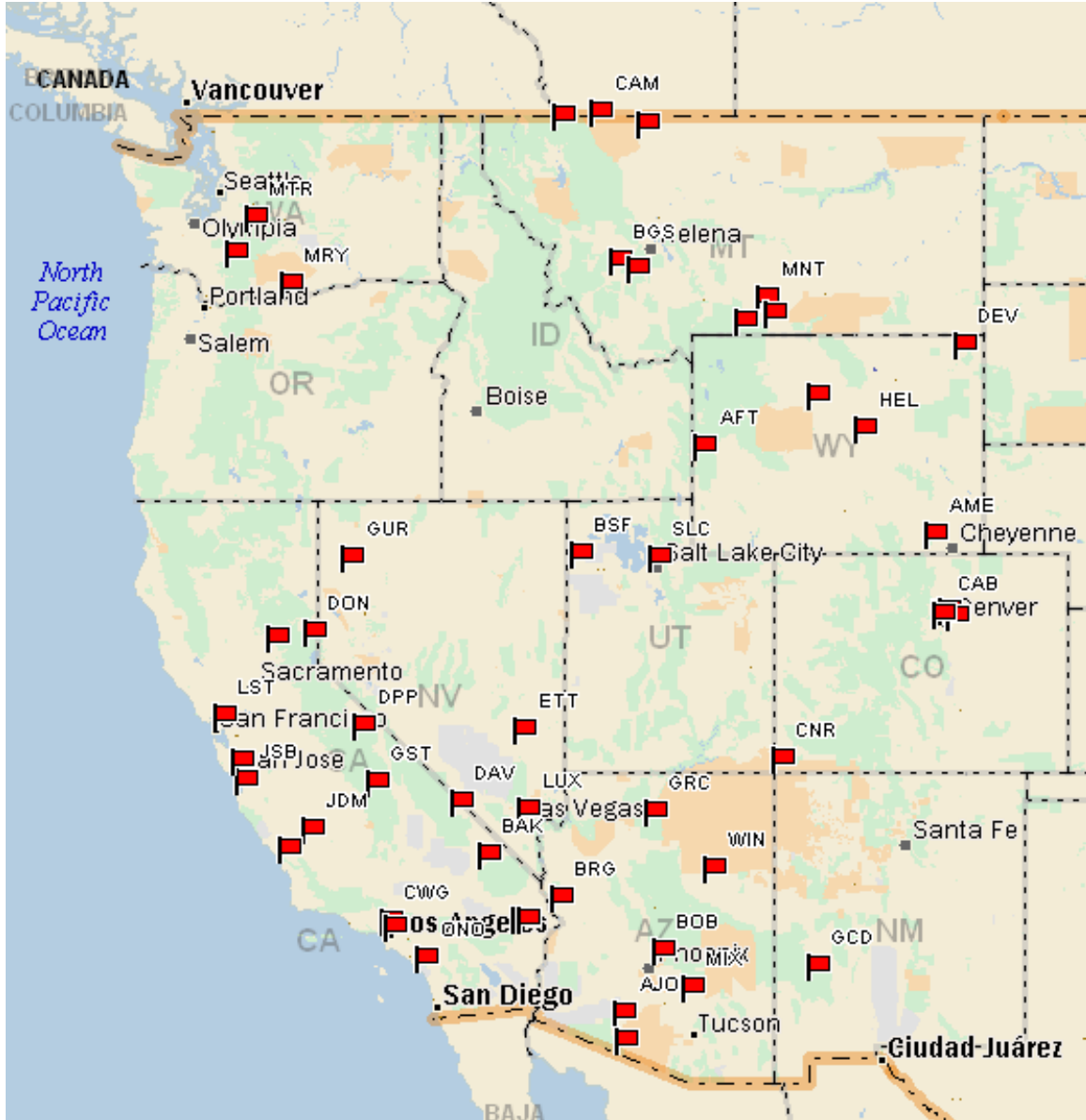


#### **Leg 1 Bonus Options**

As shown in the figure below, there are 50 different bonus locations available on Leg 1 that are spread all over the western U.S. As far as we know, no one is headed for the Pacific Coast. Certainly, nobody is headed for the three bonuses in the Pacific Northwest that were used as an example of what NOT to do during the banquet last night. It’s a bit of a surprise that no one appears to be headed to Gerlach.

A few riders are headed toward the southwest to pickup bonuses at 4-corners and the Grand Canyon. However, as noted above, most of the riders are headed toward Wyoming and Montana.

## Leg 1 Bonus Locations



The five bonuses shown in Wyoming are Devils Tower National Monument, Hell's Half-Acre, Afton, Ames Monument, and Thermopolis. Each of these has been popular choices. The three bonuses clustered together in southern Montana are also popular choices, they are Absarokee, Cooke City, and Red Lodge. Perhaps the most popular of the three is Cooke City, which is a classic Eddie James style bonus.

\*\*\*\*\*

Cooke City, MT                      544 points              Available Noon --10pm--or so, maybe...  
Miner's Saloon  
208 Main Street/US-212  
N45 01.177 W109 56.019

What do you get when you feed an attorney Viagra? You get a taller attorney!!  
Take a photo of the 4' tall wood statue inside of the Miners Saloon on Main Street

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

\*\*\*\*\*

Kevin Lechner has put together a very nice looking route plan based around several of the Wyoming and Montana bonuses described above. He first heads to the Ames Memorial in southeast Wyoming and then for Thermopolis, Wyoming. From Thermopolis, he will aim for the three bonuses in southern Montana. He then plans to head back to Afton, Wyoming, on the western edge of the state. This requires a ride through Yellowstone Park but it won't be during the peak time for tourists. From Afton, he will shoot for the soap box bonus in Salt Lake City. The whole route is just under 1,700 miles, which would normally be a piece of cake for an experienced rider like Kevin, but it could be slow going dodging the bison while riding through Yellowstone. If things go well, he will be coming into the checkpoint with over 3,000 points.

Not surprisingly, Chris Sakala is biting off a more challenging ride. He is headed for the two bonuses closest to the Canadian border in northern Montana. They are the Chewing Bones Campground in St. Mary and the Polebridge Mercantile on western side of Glacier National Park. It is a "daylight hours" bonus and, as shown below, requires travelling over some unpaved roads.

\*\*\*\*\*

Polebridge, MT                                      1110 points                      Available Daylight hours  
Polebridge Mercantile  
265 Polebridge Loop  
N48 45.894 W114 17.087

Take a photo of the Polebridge Mercantile.

Roads leading to Polebridge are unpaved; Eddie loved riding in the dirt.

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

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The combination of Polebridge and St. Mary is 2,010 points. There are numerous opportunities for other bonuses along the way, making a 3,500 point Leg 1 ride possible. One potential route based on Polebridge and St. Mary is about 2,100 miles. It looks doable for several of our top riders assuming they don't experience significant delays

getting in and out of the Park on Tuesday morning. Depending on the side trips planned, there is even time for four hours of sleep before getting the daylight only bonus in the park.

#### Tomorrow's Report

Riders will begin arriving at Checkpoint 1 tomorrow evening. Because the checkpoint doesn't close until midnight, the scoring process won't be completed until early Wednesday morning. IBR staff will be burning the midnight oil to make sure that I can have a report containing the Leg 1 results ready to post at 5 a.m. on Wednesday, the same time that the riders will get the results for Leg 1.

Tom Austin  
August 16, 2010  
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