

2010 Iron Butt 5000 Rally, Day 2
Tuesday, August 17, 2010

John Coons is in first place with 3,612 points at the end of the first leg of the Iron Butt 5000 Rally. John, who is riding a 1994 BMW R1100RSL, scored a total of 11 bonuses in addition to the gas log and Call-In bonus. Just 56 points back, Chris Sakala is in second place with 3,556 points. Chris scored a total of 10 bonuses, in addition to the gas log bonus and the Call-In bonus. Close behind John and Chris in third place are Jim and Donna Phillips with 3,502 points. The Phillips rode a route almost identical to Sakala's but didn't stop at the Casa Bonita restaurant bonus on the way to the checkpoint.

John Coons' Mug Shot During the Check-In Process



It's not a big surprise to see Coons in first place. He has won the Minnesota 1000 Rally three times and twice finished in the top 5 on the multiday "Butt Lite" rallies.

Mike Senty and Jim Winterer, who are riding as a team, and Cameron Sanders are all tied for 4th place with 3,418 points. Scott Thornton, on the ancient XS1100 Yamaha, is in 7th

place with 3,376 points. Greg Rice is in 8th place with 3,306 points. Dan Legg is in 9th with 3,280 points. Rounding out the top ten is Kevin Lechner with 3,248 points.

The current standings for all of the riders are listed in the following table:

Position	First Name	Last Name	Make	Model	Miles	Points
1	John	Coons	BMW	R1100RSL	2,078	3,612
2	Chris	Sakala	BMW	R1200RT	2,256	3,556
3	Jim/Donna	Phillips	Honda	Gold Wing	2,192	3,502
4	Mike	Senty	BMW	R1150RT	1,800	3,418
4	Jim	Winterer	Suzuki	DL650	1,800	3,418
4	Cameron	Sanders	Honda	ST1300	1,892	3,418
7	Scott	Thornton	Yamaha	XS1100	1,998	3,376
8	Greg	Rice	Honda	Gold Wing	1,730	3,306
9	Dan	Legg	Honda	ST1100	1,825	3,280
10	Kevin	Lechner	Honda	ST1300A	1,773	3,248
11	Don	Catterton	BMW	R1200GSA	1,892	3,236
12	Nels	Gebben	BMW	K1200GT	2,073	3,232
13	Mike	Jackman	Honda	Gold Wing	1,717	3,132
14	Peter	Behm	Yamaha	FJR1300	2,076	3,126
15	Michael	Boge	Honda	ST1300	1,756	3,106
16	Jim	Abbott	Triumph	Trophy	1,843	3,068
17	Kurt	Dix	Kawasaki	Concours	1,930	3,036
18	Buford	Neely	BMW	R1200RT	1,817	3,032
19	Michael	Mehaffy	Yamaha	FJR1300	2,150	3,009
20	Brian	Johnson	BMW	K1200 LT	2,078	2,960
21	Brant	Moteelall	Yamaha	FJR1300A	1,557	2,944
22	Shane	Mead	Honda	Gold Wing	1,736	2,928
23	Dave	Hembroff	Yamaha	FJR 1300	1,505	2,890
25	Perry	Karsten	Yamaha	FJR1300	1,542	2,824
24	Brian	Bray	Suzuki	SV650S	1,559	2,824
26	Robert	Wilensky	Suzuki	DL1000	1,608	2,796
28	Michael	Relph	Honda	Gold Wing	1,504	2,783
27	Peter	Delean	Yamaha	FJR 1300	1,576	2,783
29	Jim	Weaver	BMW	R1150RT	1,568	2,738
30	Karl	Snell	BMW	R1200GS	1,634	2,696
33	Mike	Allen	BMW	R1200GS	1,533	2,658
32	George	Barker	Honda	Goldwing	1,540	2,658
31	Doug	Barrett	Yamaha	FJR1300	1,617	2,658
34	Dennis	Powell	Honda	Gold Wing	1,560	2,600
35	Darrin	Hicks	HD	Electra Glide	2,095	2,567
38	Cathy	Davies	Honda	Gold Wing	1,332	2,558
37	John	Stamps	BMW	R1200RT	1,390	2,558

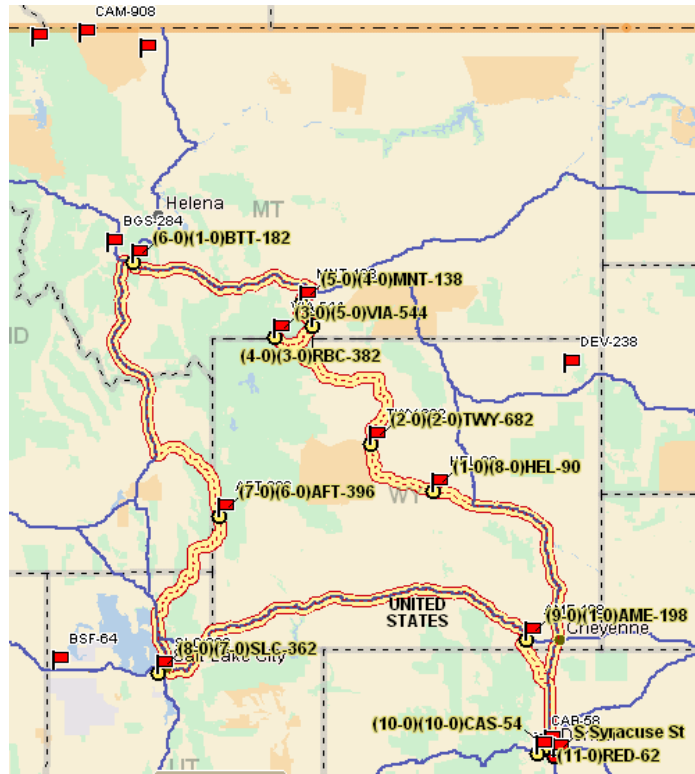
36	Joel	Rappoport	Yamaha	FJR1300	1,430	2,558
40	Chris	Carr	Buell	Ulysses	1,461	2,552
39	Corey	Nuehring	Yamaha	FJR1300A	2,052	2,552
41	Betsy	Young	HD	Ultra Classic	1,452	2,550
42	Dave/Melanie	Legnosky/Macinnis	Honda	Gold Wing	1,542	2,546
43	Andy	Kirby	Honda	ST1300A	2,010	2,516
44	Art	Garvin	Honda	Gold Wing	1,395	2,420
45	Bob	Rippy	BMW	R1200RT	1,335	2,360
46	Jack/Marlene	Backer	Honda	Gold Wing	1,527	2,276
47	Neil	Hejny	Honda	Gold Wing	1,503	2,252
49	John	Tubb	Honda	Gold Wing	1,511	2,242
48	Aaron	Konecky	HD	XR1200	1,515	2,242
50	Jeremy	Loveall	BMW	R75/7	1,560	2,229
52	Robert	Bolger	Kawasaki	Concours 14	1,699	2,214
51	Connie	Gabrick	Victory	Vision	1,707	2,214
53	Greg/Pat	Blewett	Honda	Gold Wing	1,648	2,184
54	Joe	Zulaski	Honda	ST1300ABS	1,678	2,119
55	Wayne	Boyter	BMW	R1200RT	1,601	2,090
56	Bobby	Fox	BMW	R1200RT	1,623	2,068
58	Kenny	Seay	BMW	R1150GS	1,528	2,055
57	Bryan	Neagle	Honda	ST1300	1,694	2,055
59	Tony	Hudson	Honda	ST1300A	1,811	1,951
60	Allen	Wilson	BMW	R1100RT	1,470	1,653
61	Jerome	Byrd	Yamaha	Majesty 400	1,083	1,336
62	Patrick	Hochberg	BMW	R1150GS	1,134	1,050
63	Kirsten	Talken-Spaulding	BMW	R1200RT	959	588
DNF	Derek	Dickson	Yamaha	FJR 1300	0	0

As can be seen in the above table, a total of 59 riders made the 1,900 point target to be on track to be considered a “finisher.”

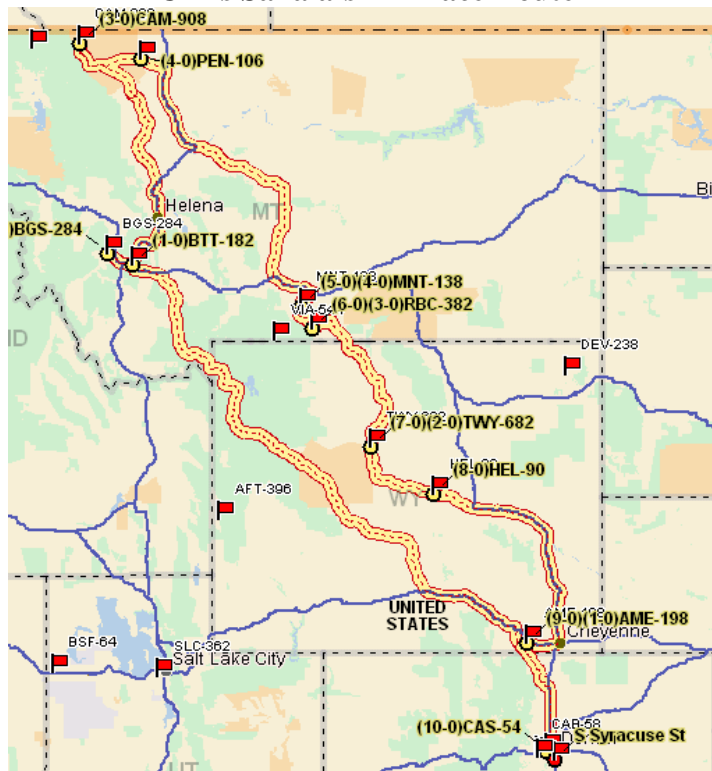
The following two figures show how Coons’ route compares to Sakala’s route. (These aren’t necessarily the exact routes; they are routes generated by Street Atlas when the bonus locations each rider scored are entered in chronological order.)

Coons headed north into Wyoming and then northwest toward Butte, Montana, scoring bonuses in Hell’s Half Acre and Thermopolis, Wyoming, along the way. In Butte, he turned south, riding to Afton, Wyoming, through Yellowstone. From Afton, he continued south to Salt Lake City and then headed east to pick up the Ames Monument bonus near Laramie, WY, before turning south to Denver. He covered a total of 2,078 miles.

John Coon's First Place Route



Chris Sakala's 2nd Place Route



In contrast, Sakala had a significantly longer, 2,256 mile ride. He didn't make his first bonus stop until Butte, MT. After taking a photo of "The Big Stack" in Anaconda, MT, he headed north for the Chewing Bones Campground bonus in St. Mary, MT, near the Canadian border. From St. Mary, he scored the "The World's Largest Penguin" bonus in Cut Bank, MT, and then headed south to pick up bonuses in southern Montana and Wyoming on the way back to Denver.

Chris Sakala, in 2nd Place, Being Scored by Helen Austin



All riders are accounted for at the end of Leg 1, but, as noted on the above table, Derek Dickson is a DNF. He is banged up from an encounter with a moose while riding through Yellowstone at night. Derek has some cracked ribs but is going to be okay.

Tony Hudson bagged a deer and wrecked his bike. Fortunately, he was not injured. Tony was late to the checkpoint but still within the time window. He is continuing on a rented Harley-Davidson.

Another close call was had by Kirsten Talken-Spaulling while riding her BMW R1200RT. Just outside of Casper, Wyoming, she ran over some road debris and did major damage to her front tire and rim. Given the lack of BMW dealers in vast areas of

the western U.S., a major effort by Bill Watt, Dennis Bitner and Ira Agins was required to get her back on the road. She is 1,000 points short of the “finisher” target, but it’s possible to make that up on Leg 2.

Kirsten Talken-Spalding’s Front Wheel and Tire



Yamaha Majesty rider Jerome Byrd is continuing on without the benefit of a windshield. Stuck on a pass with road construction, deep mud caused his bike to slip out from under him. He tried to catch it and mistakenly grabbed his windshield, tearing it loose. He rolled into the checkpoint with the windshield tied onto his top box, ubiquitous duct tape holding the fairing together.

Wheel and tire issues were a problem for several riders during the 38 hours of Leg 1. Patrick Hochberg left the parking lot knowing his front tire was losing about 5 pounds of pressure per hour. When a full can of Fix A Flat didn’t solve it and there was no apparent puncture, he limped back to Denver BMW for a tire replacement before bagging more bonuses.

Other mishaps included Corey Nuehring hitting gravel on the road to the Gila Cliff Dwellings bonus and running his FJR1300 into a canyon wall. The damage was minor enough that he was able to continue on but he has some concerns about it.

Joe Zulaski also had trouble in the construction mud and dumped his ST1300. The damage is apparently limited to a bent brake lever and a muddy riding suit.

Tomorrow's report will include some information on the bonus options for Leg 2. This leg is going to require significantly more time for most riders to come up with a good route. In addition to the fuel log and two call-in bonuses, there will be 85 bonus locations to choose from and they are literally all over the lower 48 states.

Tom Austin

August 17, 2010

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