

One rider has made Iron Butt history by catching lightning in a bottle for the second time. Jim Owen has become the only rider to ever win the Iron Butt Rally twice. He collected his second win with a strong performance, managing to lead the points total on every leg.

Jim knew he missed the Leg 2 call-in bonus window by a few minutes, but he had a monster leg and felt good going into Leg 2 scoring. He did not realize he transposed a letter on one bonus code on his score sheet until he was at the scoring table, where no changes could be made. That small administrative error cost him the bonus multiplier for that string. He lost around 6700 points.

Even with that hit, Jim still had enough points to start Leg 3 in the lead. Some riders might have been discouraged or dejected after taking such a huge hit at the scoring table, but Jim took it in stride, refocused, and executed another great ride on Leg 3. That is what winners do. He came into the finish 1 hour and 40 minutes late, incurring a 2000 point penalty, but built enough strings, sequenced to apply the multiplier to large point values, to maintain his lead.

Jim won his first IBR in 2009. Many will recall that in 2005 Jim was within about 200 miles of the finish, in the lead, and on the way to becoming the winner before his BMW failed. He finished 2nd in 2007 and 5th in 2015. To say that Jim Owen has been one of the most dominating riders in the history of the IBR is clearly an understatement.

Jim's final leg route to Newfoundland included recognizing the string possibilities, riding big miles, plotting the critical timing for ferry crossings, the stress of drawbridge delays, dark roads through moose country, and the need to visit the bonuses in the proper sequence to maximize the string multiplier.

The next two places were earned by two other riders who chose to ride to Newfoundland. Bob Lilley worked the string multipliers to get the highest point total on Leg 3 and moved up 10 positions to finish in 2nd place.

Ken Meese returned from serious crashes and DNFs in both 2011 and 2013 to finish a strong 3rd, moving up two places in the last leg.

Paul Tong and Peter Green, the first all male two-up team in the IBR, affectionately dubbed 'Team Almond Joy', managed to work together for 11 days to become the highest finishing two up team in the history of the IBR, apparently enjoying every minute of it.

Eric Lipps, another strong competitor, rode consistently and made good choices throughout the event. He took a chance on Newfoundland on Leg 3 and it paid off with a 5th place finish.

John Coons rode his 1994 BMW past 200,000 miles, including collecting bonuses in Nova Scotia on Leg 3, to finish in 6th place. We're not sure how his 23 year old bike stays together but they had a great run.

Wendy Crockett got stronger each leg, rising from 19th on Leg 1 up to 7th on Leg 2 and took the chance to make the ferries and go to Newfoundland, riding over 13,000 total miles to maintain 7th place.

Ken Aman plotted a strong loop through NYC and Canada on Leg 3 to become the highest finishing rookie in 8th place.

Mike Heitkamp overcame an irreparable flat tire on July 4th to finish in 9th place.

Daniel Roth plotted a serpentine route through the Appalachians and NYC to finish in 10th place.

The 2017 hopeless class proved to not be hopeless after all.

Rookie Dylan Spink, the youngest rider in the rally, rode his 40 year old '77 Gold Wing to finish in 17th place. Dylan had no doubts about his bike at the start. We have no doubts about Dylan at the finish. Well done.

Jerry Anderson rode his 1974 two-stroke GT750 to the finish, in 78th place. He corrected my earlier speculation about picking a route to avoid altitude jetting issues and noted that he had no problem getting over 10,000 foot passes. He may be the only one not surprised that the bike made the trip. It was a very impressive ride.

Kurt Worden was not considered part of the hopeless class, but riding a near stock Ninja 250 with over 100,000 miles on it to 21st place is a notable accomplishment.

John Carrel, Tim Hayosh, and Timothy Mahoney of Team Rescue Dog became the first three-rider, three-bike team to finish the IBR. Their 41st place finish is a testament to their ability to either avoid or overcome the many personal and mechanical issues that can make team riding difficult. Yes, they are still friends after 11 days of rallying together.

The Boge family became the first three person family team to finish the rally on a sidecar. Their placement in the standings is not as important as the adventure they shared together. Laura has some very special parents and memories to last a lifetime.

Place	First Name	Last Name	Total Score	Total Miles	Year	Make	Model	Medal
1	Jim	Owen	135527	12885	2015	BMW	R1200RT	Gold
2	Bob	Lilley	131569	13124	2016	BMW	R1200GSA	Gold
3	Ken	Meese	128557	11826	2009	BMW	K1300GT	Gold
4	Paul Peter	Tong Green	127046	11533	2012	Honda	GL1800	Gold
5	Erik	Lipps	122435	12307	2012	Yamaha	FJR1300	Gold
6	John	Coons	122039	10560	1994	BMW	R1100RSL	Gold
7	Wendy	Crockett	117402	13083	2005	Yamaha	FJR1300	Gold
8	Ken	Aman	116899	11492	2016	Yamaha	FJR1300	Gold
9	Mike	Heitkamp	114225	11088	2014	BMW	R1200GSA	Gold
10	Daniel	Roth	112845	9985	2011	BMW	R1200GSA	Gold
11	Wolfe	Bonham	111958	9578	2003	BMW	R1150GSA	Gold
12	William	Connacher	111427	11871	2016	BMW	R1200GSA	Gold
13	Eric	Bray	111129	11446	2015	BMW	R1200GSA	Gold
14	Craig	Brooks	110222	11623	2011	BMW	R1200GS	Gold
15	Andrew	Hall	109934	10859	2013	Honda	GL1800	Gold
16	Mark	Crane	109022	11568	2015	BMW	R1200GSA	Gold
17	Dylan	Spink	106378	10073	1977	Honda	GL1000	Gold
18	Scott	Madson	105196	10974	2007	BMW	R1200RT	Gold
19	Gerhard	Memmen- Krueger	103779	9448	2014	BMW	R1200GSA	Gold
20	Matt	Wise	102185	10535	2015	BMW	R1200GSA	Gold
21	Kurt	Worden	100677	9690	2003	Kawasaki	EX250	Gold
22	Bob	Bowman	100155	9511	2007	Honda	ST1300	Gold
23	Brian	Walters	97631	11494	2014	Yamaha	FJR1300	Silver
24	Andy	Mackey	96044	9084	2009	BMW	R1200GSA	Silver
25	Michiel	Kerkhof	92723	11575	2014	HD	Ultra Classic	Silver
26	Paul	Slaton	91771	11428	2008	Honda	GL1800	Silver
27	Mike	Myren	91087	11250	2015	Yamaha	FJR1300	Silver
28	Don	Duck	89063	10420	2014	Triumph	Trophy	Silver
29	Mike	Riley	88227	9382	2012	Kawasaki	Concours- 14	Silver
30	Allen	Hatcher	87702	10153	2009	Honda	ST1300PA	Silver
31	Chris	Comly	87293	9085	2006	HD	Sportster	Silver
32	Robert	Koeber	86632	8910	1996	Honda	ST1100	Silver
33	Michael	Turnpenny	86355	11397	2017	Yamaha	FJR1300	Silver
34	Connie	Gabrick	85985	8893	2009	Victory	Vision	Silver
35	Eric	Edelman	85781	9610	2014	Yamaha	FJR1300	Silver
36	Ken	Cook	85472	9790	2008	BMW	R1200RT	Silver
37	Garry	Springgay	85078	9902	2005	Honda	ST1300	Silver

38	Dale	Liechty	84933	8970	2015	BMW	R1200GSA	Bronze
39	Kevin & Lynda	Weller	84121	9123	2014	Yamaha	Super Tenere	Bronze
40	Kirsten	Talken-Spaulding	83047	10740	2009	BMW	R1200RT	Bronze
41	Tim John Timothy	Hayosh Carrel Mahoney	82932	9280		Multiple		Bronze
42	Cliff	Wall	82838	9285	2006	Honda	GL1800	Bronze
43	Robert	Bolger	82701	9737	2008	Kawasaki	Concours-14	Bronze
44	Christopher	Ross	82528	10153	2012	BMW	R1200GSA	Bronze
45	Greg	Farmer	81911	10543	2016	Honda	GL1800	Bronze
46	Kevin	Blevins	81388	9459	2017	HD	Road Glide	Bronze
47	Jeffery	Wilson	81046	10582	2010	BMW	R1200RT	Bronze
48	Dave & Danielle	Legnosky	80958	7725	2003	Honda	GL1800	Bronze
49	Greg	Fizer	80954	10635	2014	Honda	GL1800	Bronze
50	Justin	Long	80752	8602	2015	Yamaha	FJR1300	Bronze
51	Chris	Purney	80587	10036	2016	Yamaha	Super Tenere	Bronze
52	Kit	Chunhawong	80116	9811	2013	Yamaha	FJR1300	Bronze
53	John & Nadine	Huval	79987	10431	2012	Honda	GL1800	
54	Tina	Venters	79762	8723	2015	BMW	R1200GSA	
55	Yohinori	Ishii	79449	9059	2008	Suzuki	Bergman 400	
56	Michael	Hutsal	79152	10553	2013	BMW	K1600GT	
57	Jim	Burriss	79104	9228	2013	Victory	XCnty Tour	
58	Bucky	Dent	78638	9577	2014	Yamaha	Super Tenere	
59	Phillip	O'Connor	78141	9363	2008	Yamaha	FJR1300	
60	Lonnie	McCoy	77953	9369	2015	Yamaha	FJR1300	
61	Steve	Diederich	77415	9631	2013	Honda	GL1800	
62	William	Buskell	76392	10502	2017	HD	Road Glide Ultra	
63	Felipe	Salman	75729	9795	2015	Yamaha	Super Tenere	
64	Dan	Crowley	74962	9080	2000	Cagiva	Gran Canyon	
65	John	Cooper	74797	9517	2006	Honda	GL1800	
66	Jim Lisa	Winterer Erbes	74597	9526	2008	Yamaha	FJR1300	
67	Gregg	Lenentine	74471	9640	2010	Yamaha	FJR1300	
68	Danny	Dossman	73622	10262	2010	Honda	ST1300	
69	Margaret	Peart	73506	9600	2007	BMW	R1200GS	

70	William	Cumbie	71741	7434	2017	BMW	R1200GSA	
71	Martin	Cover	71655	8518	2016	BMW	K1200GTLE	
72	Peter Conny	Ihlo Schneiter	71546	8279	2003	Honda	ST1300	
73	Martin	Little	71249	8839	2005	BMW	R1200RT	
74	Maura	Gatensby	71147	9818	2008	Honda	ST1300	
75	Lyle	Monroe	70590	9664	2014	Honda	GL1800	
76	Sjef	Vanderaa	70178	9620	2009	Kawasaki	Concours- 14	
77	Dace 'Raven'	Park	69405	6183	2006	Aprilia	Caponord	
78	Jerry	Anderson	68857	8670	1974	Suzuki	GT750	
79	Ian	McPhee	68664	9888	2000	BMW	R1100RT	
80	Dale	Bundy	67426	8855	1990	Honda	GL1500	
81	Patrick	Ford	67046	9306	2007	Honda	GL1800	
82	Rob	Jaime	65310	8320	2014	Honda	NC700XD	
83	Paul	Partin	64007	7703	2008	Honda	GL1800	
84	Chuck	Lackey	63781	7547	2008	Yamaha	FJR1300	
85	Jeff	Parker	62553	8770	2002	BMW	R1150RS	
86	Michael, Anavel, and Laura	Boge	60387	7095	2006	HD	Road King	
87	Troy	Martin	38496	10025	2016	Triumph	Trophy SE	
DNF	Philip	Weston	32334	5282	2014	Triumph	Tiger 800	
DNF	Jon	Kerr	31466	5351	2013	Yamaha	FJR1300	
DNF	Scott	Miller	31337	4553	2016	BMW	R1200RT	
DNF	Sam & Sydney	Liles	30237	4411	2016	BMW	R1200GSA	
DNF	Nancy	Lefcourt	29208	5043	2013	BMW	R1200RT	
DNF	Brian	Church	22878	4940	2015	Yamaha	FJR1300	
DNF	Greg Rob	Rice Wilensky	22403	3123		Multiple		
DNF	Olaf	Moon	15023	2908	2014	BMW	R1200GSA	
DNF	Richard	Snyder	13986	2600	1995	BMW	R1100GS	
DNF	Steven	Bracken	13437	2666	2005	Yamaha	FJR1300	
DNF	Andrew	Byrd	13138	2290	2012	Kawasaki	Concours- 14	
DNF	Roy	Kjendal	12729	2405	2015	BMW	K1600GTL	
DNF	Tom	Spearman	11091	2085	2013	BMW	K1600GTL	
DNF	Rob	Nye	10020	2658	2015	BMW	R1200RT	
DNF	George	Doughty	9437	2525	2016	BMW	R1200GSA	
DNF	Ed & Linda	Schleman	9406	2239	2014	BMW	K1600GTL	
DNF	David	Walls	2000	2830	2014	Yamaha	FJR1300	

There will be an epilog with more details and photos of the last leg of the rally as they become available.

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