

2011 Iron Butt Rally, Day 2 and Early Day 3
Tuesday, June 21, 2011

To make up for being so late with the Day 2 report, this report includes a more-up-to date preliminary report on what's been going on during the first half of Day 3.

Based on the access we have to "Spot" tracking systems, that most of the riders are using, things are progressing about as expected. About half of the field went to Blaine, Washington to pick up the first of the Four Corners. Most of the other riders are just concentrating on states and capitals. We only have access to a Spot tracker for one of the Hyder-bound riders, but, as discussed below, all three riders made it to Hyder and are back in the lower 48.

As far as we know, all riders are doing okay as of the end of Day 2. There have been a few mechanical problems, but nothing that couldn't be fixed.

Terry Neale has had to have a rear tire replaced due to a non-repairable flat.

Earl Damron's KLR 650 apparently broke a chain in Montana. He was towed 40 miles back to Missoula where the dealer repaired some damaged stator wires and replaced the chain and chain guard. Earl is now on the road again.

Brian Jack had his drive shaft go bad in Harden, Montana. His wife brought a replacement part and he was back on the road at 2:53 a.m. Wednesday morning. How do we know that? Because he called Lisa Landry to share the great news (at 2:53 a.m.).

The Range of Leg 1 Route Options

Before each Iron Butt Rally, I make estimates of which routes riders are likely to take based on a lot of trial-and-error routing with Delorme Street Atlas. I deal with rest breaks and time spent at checkpoints separately. For the time that riders are not resting or at checkpoints, I do my route planning assuming that an efficient rider can maintain a Bun Burner Gold pace (62.5 mph) on the Interstates and 55 mph on 2-lane roads in rural areas. (I use the default speeds in Delorme Street Atlas for average speeds in urban areas.) While many of the riders in an Iron Butt Rally can do better than this on a "certificate ride," I found that these are reasonable average speeds for the top 25% of the field when the time required to document bonus locations has to be accounted for.

For the riders sticking to the base route and just picking up those capitals that are right on the route, it's a 3,700 mile ride to Checkpoint 1 and they have 4.3 days (103 hours) to do it. That's 860 miles per day. Based on the average speeds I use for checking routes, riders can be off their bikes for about 10 hours each day, which is plenty of time for a solid eight hours of sleep.

The schedule is completely different for those riders that have bitten off Alaska. Just adding Hyder, Alaska to the base route increases the mileage from 3,700 to 5,700. Not including rest breaks, I estimated that 99 hours would be required to make it to Hyder and then get to Checkpoint 1 by using the base route. That only leaves 4 hours for rest.

Something beyond a BBG pace is clearly required to have adequate time to sleep. It goes without saying that a ride of that magnitude of difficulty on Leg 1 is a risky proposition.

The BBG3000

The Bun Burner Gold 3000 is one hell of a tough ride. It's two Bun Burner Golds (1,500 miles in 24 hours) back-to-back, 3,000 miles in 48 hours. Less than 100 riders have every completed this ride. Those that have completed a BBG 3000 invariably used a route that was almost 100% Interstates or lightly traveled two-lane highways in the Western states. No one in their right mind would even think about trying to do a BBG 3000 that involved border crossings, travel through metropolitan areas, or travel over roads with speed limits less than 65 mph.

So why am I mentioning the BBG 3000 when I'm supposed to be describing Day 2 and Day 3 of the 2011 Iron Butt Rally? Because it looks to me like Ken Meese has just travelled about 3,000 miles in 48 hours on a route that included two border crossings and a trip to Hyder, Alaska.

As I noted earlier, it's about 5,700 miles from Seattle to Checkpoint 1 with a side trip to Hyder. That's assuming a rider sticks to the base route after returning from Hyder. Meese isn't sticking to the base route. It's looking to me like Meese is going to log more than 6,000 miles during the first 4.3 days of this rally if he makes it to the checkpoint on time. If he makes it, it may be the biggest leg 1 ride of all time. Time will tell if it's the smartest.

Dick Peek has also made it back from Hyder, but he was significantly delayed crossing the border back into the U.S. He was in Missoula, Montana at 3:23 p.m. Pacific Time today. Dick appears to be about 700 miles behind Ken Meese. I don't see how he is going to make it to New York in time.

Just minutes after the call from Dick Peek, John Ryan made a post to the IBDONE list that he has also heard from Roger Sinclair and that Roger is back in the U.S. and on schedule to make Checkpoint 1. I don't have a specific location on Roger.

Update on the List of Bikes and Riders

As noted in my Day -2 report, the make and model of each motorcycle in the rally was based on information provided in each rider's original application. Following is the updated list in alphabetical order and by rider number.

- 57. Steve Aikens is riding a 2007 BMW R1200 RT
- 20. Kathleen Allen is riding a 2010 BMW R1200 GSA
- 21. Roger Allen is riding a 2011 BMW R1200 GSA
- 67. Jennyfer Audet is riding a 1999 Honda CBR1100XX
- 84. George Barker is riding a Honda Gold Wing
- 6. Doug Barrett is riding a 2006 Yamaha FJR 1300
- 43. Peter Behm is riding a 2004 Yamaha FJR 1300
- 34. Greg and Pat Blewett are riding a 2002 Honda Gold Wing

- 33. Michael Boge is riding a 2008 Honda ST1300
- 71. W Boyter is riding a 2008 BMW R1200RT
- 26. Brian Bray is riding a 2007 Suzuki SV 650
- 65. Cameron Brister is riding a 2006 Yamaha FJR 1300
- 48. Robert Chadwick is riding a 2011 Harley-Davidson Road Glide Ultra
- 82. Patrick Clark is riding a 2001 Yamaha Road Star
- 44. John Coons is riding a 1994 BMW R1100 RSL
- 7. Mark Crane is riding a 2005 BMW R1200 GSA
- 8. Wendy Crockett is riding a 2005 Yamaha FJR 1300
- 3. Shane and Annette Cudlin are riding a 2007 Honda Gold Wing
- 35. Earl Damron is riding a 2009 Kawasaki KLR 650
- 61. Peter Delean is riding a 2004 Yamaha FJR 1300
- 22. Kurt Dix is riding a 2003 Kawasaki Concours
- 27. Stan Dulemba is riding a 2011 BMW R1200 RT
- 70. Howard Entman is riding a 2008 Yamaha FJR 1300
- 80. David Fick is riding a 2011 BMW R1200 GSA
- 72. Bobby Fox is riding a 2008 BMW R1200 GSA
- 85. Jeff and Carol Fremder are riding a 2004 BMW R1100RT
- 37. Wallace French is riding a 2004 BMW R1150 RT
- 55. Jim Frens is riding a 2010 Honda Gold Wing
- 58. John Frick is riding a 2009 BMW K1200LT
- 59. Art Garvin is riding a 2010 Honda Gold Wing
- 9. Jon Good is riding a 2006 BMW R1200 RT
- 62. Colin Goodall is riding a 2005 Yamaha FJR 1300
- 86. Curt Gran is riding a 2007 Honda ST1300
- 4. Greg Guillermo is riding a 2008 Yamaha FJR 1300
- 10. Alex Harper is riding a 2008 Yamaha FJR1300
- 2. John Harrison is riding a 2007 Honda ST1300
- 5. Neil Hejny is riding a 2002 Honda Gold Wing
- 60. Dave Hembroff is riding a 2007 Yamaha FJR 1300
- 63. Darrin Hicks is riding a 2006 Harley-Davidson Electra Glide Ultra
- 69. Tony Hudson is riding a 2005 Honda Gold Wing
- 83. Brian Jack is riding a 2005 BMW R1150 GSA
- 23. Mike Jackman is riding a 2008 Honda Gold Wing
- 41. Rob Jaime is riding a 2003 Honda Gold Wing
- 11. Eric Jewell is riding a 2007 Honda ST 1300
- 87. Robert Joers is riding a 2006 Honda Gold Wing
- 45. Brian Johnson is riding a 2003 BMW K1200LT
- 64. Perry Karsten is riding a 2007 Yamaha FJR 1300
- 38. Andy Kirby is riding a 2004 Honda ST1300
- 49. Michael and Betty Ligons are riding a 2007 Honda gold Wing
- 12. Tom Loftus is riding a 2007 Honda ST1300
- 36. Jeremy Loveall is riding a 2007 BMW R1200 RT
- 13. Andy Mackey is riding a 2009 BMW R1200 GSA
- 73. Tim Masterson is riding a 2008 BMW R1200 GSA
- 42. Dean Mccurdy is riding a 2010 BMW R1200 RT
- 14. Ken Meese is riding a 2009 BMW K1300 GT
- 50. Michael Mehaffy is riding a 2005 Yamaha FJR 1300

- 19. Gerhard Memmen-Krueger is riding a 2010 Honda Gold Wing
- 51. Aaron and Rena Miller are riding a 2008 Honda Gold Wing
- 46. Brant Moteelall is riding a 2008 Yamaha FJR 1300
- 15. Bryan Neagle is riding a 2007 Honda ST 1300
- 16. Terry Neale is riding a 2008 Yamaha FJR 1300
- 53. BB Neely is riding a 2009 BMW R1200RT
- 31. Corey Nuehring is riding a 2008 Yamaha FJR 1300
- 17. Chris Ogden is riding a 2006 BMW R1200 GS
- 39. Nancy Oswald is riding a 2006 BMW R1200 GS
- 78. Dick Peek is riding a 2006 Yamaha FJR1300
- 32. Dennis Powell is riding a 2008 Honda Gold Wing
- 52. Bob Rippy is riding a 2007 BMW R1200 RT
- 28. Daniel Roth is riding a 2005 BMW R1200 GS
- 40. Chris Sakala is riding a 2007 BMW R1200RT
- 1. Rod Schween is riding a 2009 BMW R1200 GSA
- 81. Roger Sinclair is riding a 2002 BMW R1150 GSA
- 29. Karl Snell is riding a 2005 BMW R1200 GS
- 54. Don Speck is riding a 2004 Harley-Davidson road Glide
- 18. Tom and Rosie Sperry are riding a 2008 Honda Gold Wing
- 24. John Stamps is riding a 2006 BMW R1200RT
- 30. Kirsten Talken-Spaulding is riding a 2009 BMW R1200RT
- 74. Bill Thweatt is riding a 2004 Honda ST1300
- 68. Jacques Titolo is riding a 2004 Kawasaki XZ12R
- 56. Bill Wade is riding a 2009 BMW R1200 GSA
- 75. Cliff Wall is riding a 2006 Honda Gold Wing
- 79. Cletha Walstrand is riding a 2011 BMW F650 GS
- 76. Philip Weston is riding a 2005 Yamaha FZ1
- 66. Robert Wilensky is riding a 2007 Yamaha DL 1000
- 47. Jim Winterer is riding a 2004 Suzuki DL 650
- 25. Shuey Wolfe is riding a 2010 Honda ST 1300
- 77. John Young is riding a 1969 Triumph Trident

Additional Day 3 Information

The Call-In bonus window is from noon to 11:59:59 p.m. on Wednesday. I'll post a summary of what is reported by early Thursday morning.

Tom Austin

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