

2021 Senior Butt Rally
Sunday, September 26, 2021
Day 1

“And they’re off”, or so goes the racing term. And, while we all know that motorcycle scavenger hunt rallies are not races, it’s the best term I could come up with to describe the riders leaving the start hotel. The riders exit is the furthest thing from the start of a race as can be since most riders slowly lumber off the starting line in a deliberate move aimed at not dropping their bikes, something that is never forgotten by anyone in attendance or watching the video. The video of the SBR/JBR start has been posted on Facebook, so I will not repost it as part of this report, but if you dig around you can find it.



Final Rider’s Meeting – 0730 – Sunday, September 26, 2021



“Revenge of the Chicken” theme unveiled.

George Barnes, winner of the 1999 Iron Butt Rally, receiving his “Rally Flag” at the Start Banquet Saturday night.

But let's not get ahead of ourselves. I promised at the close of the Day -1 report that you would be introduced to the field. At the starting line this morning were riders from nineteen different states. One rider, Marc Beaulac, could actually claim he came from Canada since he maintains dual citizenship there and in the US. In the official records he listed his residence as Arizona. The largest contingent is from Texas (no surprise) with nine riders. The second largest contingent is from Colorado at five with North Carolina coming in third with four. There are a host of states in the three's, two's and one's, but the one's take the prize with thirteen states presenting only one rider. Here is a list of the riders, their locations, choice of bike and team name:

Team #	Rider	Location	Motorcycle	Team Name
18	Al Greenwood	Mount Holly, NC	1989 Honda GL1500	The Bearded Blunders
	Cory Ure	Taylorville, UT	2008 Yamaha FJR 1300	
136	Dennis Cunningham	Fontana, CA	2012 BMW K1300S	Team Body Odor
	Steve Kotlarz	Durango, CO	2014 Yamaha FJR 1300	
146	George Barnes	Covington, WA	2006 BMW K1200LT	Bucky & Barnes
	Bucky Dent	Herndon, VA	2015 Yamaha FJR 1300	
245	Leon Begeman	Brooksville, FL	2009 Kawasaki Versys 650	2 ∞ & Beyond
	Steven Rufo	Washington, MI	2019 BMW R 1250 GSA	
281	James Owen	Easton, PA	2018 BMW R 1200RT	Top Guns
	Greg Rice	Topton, NC	2019 BMW R 1250 GSA	
505	Marc Beaulac	Gilbert, AZ	2019 Honda GL1800	Team Big Chungas
	Jim Handley	Belton, TX	2014 BMW K1600 GTL	
519	Danny Dossman	Belton, TX	2021 BMW R 1250 GSA	Test Dummies
	Matt Wise	Rowlett, TX	2015 BMW R 1200 GSA	
541	John Cooper	Longmont, CO	2009 Honda GL1800	AZCO Crew
	JD Smith	New York, NY	2021 BMW R 1250 GSA	
544	Peter Green	Colorado Springs, CO	2012 Honda GL1800	Team CoTex
	Dannette Sifford	Colorado Springs, CO	Pillion	
	James Jackson	Temple, TX	2013 Honda GL1800	
	Bobbie Jackson	Temple, TX	Pillion	
572	Dan Crowley	Charlotte, NC	2018 Honda GL1800	Dan D Lion
	Lionel Ramos	Falls Church, VA	2021 BMW R 1250RT	
575	Marty Cover	Annapolis, MD	2016 BMW R 1200 GSA	The Ancient Mariners
	Jack Airlie	Perdido Key, FL	2018 Honda NC750XD	
590	Paul Meyer	Herington, KS	2016 Kawasaki Concours 14	Team Perfecto
	David Uhl	Parker, CO	2021 HD Road Glide Limited	
594	Ken Andrews	Benton, AR	2021 HD Road Glide	The Ken Dolls
	Ken Cowart	Alexander, AR	2020 HD Road Glide Limited	
634	Mike Hall	Collinsville, OK	2018 BMW R 1200RT	The Chuckleheads
	Troy Martin	Covington, LA	2017 Triumph Trophy SE	
901	Scott Durham	Alexander City, AL	2019 Honda GL1800	The Dukes of Haphazard
	Herakles Boardman	Troutville, VA	2019 Suzuki DL650	
902	Jesse Alexander	Buda, TX	2019 HD Ultra Limited	The Texonlina Two Steppers
	Chris Rasmussen	Charlotte, NC	2017 BMW R 1200 GSA	
903	Dan Lessert	Carrollton, TX	2014 Honda CTX 1300	Bitdog
	Glenn Royal	Seabrook, TX	2019 BMW R 1250RT	
904	Jim Craig	Wildwood, MO	2016 BMW R 1200 GSA	Team Chaos
	Russell Black	Manvel, TX	2002 Honda GL1800	

If you are a bike counter there are 15 BMW's, 10 Honda's, 4 Harley's, 3 Yamaha's, 2 Kawasaki's, 1 Suzuki and 1 Triumph. That was at the start of the day. In motorcycle rallies, things often change and change quickly. It didn't take long for that to happen in the 2021 edition of the SBR.

Some days the scribe's job is spent looking for an angle or a story to report on. Some days it is just handed to you. Thank you, Team Perfecto. Today before they could even bag their first bonus, said team, comprised of IBR vets Paul Meyer and David Uhl decided to have a little adventure. When a call comes in to the Rallymaster and the first words spoken are to ask what the penalty for changing bikes is, you know things are going to get interesting. I asked Paul Meyer to send me some details so I could juice it up a little and make a good story out of it. His report is too good for me to improve on so I'll just pass it on:

"My fork mounted Darla light became dismounted, and while swinging from the wire it bashed the radiator several times puncturing the radiator multiple times releasing a torrent of scalding antifreeze. The bike started getting hot and we pulled over at the first available wide spot on the road. After a quick assessment of the damage, a game plan was formulated and I sent my manservant Dave Uhl, on his reliable Harley Davidson, to procure supplies, while I stayed behind in the hot Texas desert sun to start disassembling my now not so reliable Kawasaki. We were 12 miles south of Lamesa, TX on highway 87. Dave was to bring back antifreeze and Stop Leak. Sometime later Dave returned and I attempted to squeeze shut the punctured cores on the radiator with pliers. After fashioning a funnel from one of the SBR log sheets we prepared to pour in the Stop Leak when we discovered Dave had purchased engine oil stop leak. Please understand, he is a Harley guy. Not wanting to pour that in the radiator, we decided to pour the antifreeze in and make a run for the part store with the broken bike. After stashing all the removed parts in the Big Green Box, we poured the antifreeze in the radiator using the paper funnel, fired it up, and made a run for town. We arrived at the AutoZone with minimal drama where we purchased the correct radiator Stop Leak. After adding all the ingredients, we started the bike and it commenced to squirting fluid out at an even greater rate. At this point, we realized we would have to employ more drastic measures. We attempted to contact several radiator repair shops, and also tried finding a Kawasaki dealer that would be open before Tuesday. Ultimately, this proved to be futile. While I called the Rallymaster to inform him of our misfortune, Dave started making calls to find someone to haul his spare rally ready Harley from Parker CO, down for me to finish the rally on. We enlisted the help of our good friend Ryan Rahjes, IBA 624, to bring us the bike. We got a hotel room and moved the bikes to the hotel where Ryan would arrive in about 9 hours. We walked across the street and enjoyed some stellar McDonald's food. While enjoying our fine dining and in great spirits, we decided that since we had not yet claimed a bonus it was time to do our EMAIL1 bonus so we would at least be on the board. Once back at the now derelict Kawasaki, by now sitting in a pool of its own juices, we posed out chicken and took a selfie so we had something to email. Stay tuned for the continuation of our unfolding saga."



Well, while I would probably say it doesn't get any better than that when it comes to rally disaster stories, it got even better as the evening unfolded. After explaining to Paul that changing bikes would mean a penalty of the loss of half of their final score which would mean they would for all intents and purposes be unable to do well in the rally (they would however be able to keep their total points to achieve Finisher status, assuming they ever actually scored any bonuses), he said they were going to think through their options and get back to me.

Not too much later they did. David joined Paul on the phone with me. David wanted to hear for himself that the penalty Paul had explained to him was indeed the correct penalty. Once they were both assured of that fact, Paul began to explain that they had come up with yet another plan. When the replacement bike arrived, they intended to ride to Paul's house in Kansas and exchange the replacement bike for one of Paul's other bikes. The question they needed to know was whether that would incur yet another 50% penalty on top of the original penalty. I quickly scoured the rules and could not find any mention of how to handle a double bike replacement. Therefore, I made a Rallymaster call and told them that since they were already going to be toast, I saw no reason to double the misery.

Paul then asked the obvious final question. "So you're saying that since we're already screwed, that we can't get any more screwed than we already are?" Yep, that is what I am saying Paul. However, it is only Day 1.

I cannot top that, so I think end the Day 1 report. Tomorrow we will see what the news brings and fill you in on some of the mechanics of the rally puzzle.