

2007 Iron Butt Rally, 2007 Iron Butt Rally, Day 10
Wednesday, August 29, 2007

Jim Frens called from Grande Prairie, Alberta, at 4:41 p.m. Central Time. At that point, he had covered at least 5,875 miles in just under 109 hours since the bonus listings were distributed last Saturday at 4:00 a.m. Central Time. He has been averaging slightly over 1,300 miles per day. If he can maintain his current pace, he will make it back to Chesterfield, MO, EXACTLY on time. Whether he wins or not, it's going to have been one hell of a ride.

Jim reports that, if he has time, he's going to try to snag the bonus in Two Harbors, Minnesota, on the way back. That would add 18,674 points to the minimum of 170,731 points he has already gotten for Watson Lake and Homer. Two Harbors could put him ahead of the highest point rider who went to California. Even if he comes straight back to Chesterfield, he is going to have over 12,500 miles for Leg 1 and Leg 2 combined.

ATGATT

If you ride a motorcycle and you don't know what ATGATT stands for, you should: All The Gear, All The Time! We have one rider who especially appreciates the importance of ATGATT tonight.

Early this afternoon, Leg 1 leader David Derrick, who has been plagued with mechanical problems on the current leg, was involved in an accident on Interstate 80 in the vicinity of Rock Springs, Wyoming. According to the state trooper who went to the scene, David ran into the rear end of a slow moving vehicle. He has several fractures that will need time to mend, but the preliminary information we have is that there was NO head trauma and he will make a full recovery. The trooper on the scene commented, "It's a good thing he had the right gear."

IBA member Frank Taylor, a resident of Salt Lake City, is providing major assistance on the scene. Frank is meeting David's wife at the airport tomorrow and she will be staying with Frank tomorrow night. Frank also offered to make arrangements to deal with what's left of the R1100RT David was riding.

Other News

Nine days on the road is starting to wear on both riders and their machines.

Jim Owen called in from Glacier Point, where he had just taken his picture of Half Dome. He says he isn't running his normal rally pace because he's nursing a rear tire with two punctures. He had to plug the tire a second time when the first set of plugs blew out. He said he

wasn't sure whether he was going to Bristlecone and he may have to head for Las Vegas for a new tire. Later in the day, Lisa saw his Star Traxx signal at Bristlecone.

Jim called in later to say that he experienced a third puncture on the way to Bristlecone, but he is still "gingerly" moving along.

Chris Sakala is the THIRD BMW rider to experience a final drive failure on this rally. His R1150GS Adventure is broken down in Leadville, Colorado. Chris is carrying a huge number of bonus points which obviously overloaded the final drive. He is going to do everything possible to get back here by Friday morning because he thinks he has a good chance to place highly even with some down time for repairs.

Mark Collins is back on the road after spending celebrating his 55th birthday in a Harley dealership yesterday waiting for his rear wheel to be repaired. Mark says that he is having to hold his speed down because the base gasket on the rear cylinder is leaking a lot of oil.

Paul Allison and Bill Watt had a fairly miserable ride over the Cassiar Highway on their way to Hyder and back. They ran into lots of road construction and had to travel part of the way on dirt. Paul broke the seat on his rental Gold Wing. After a particularly tiring stretch of riding over the rough road, they parked the bikes along the side of the road and just laid down on their backs in the dirt. Paul turned to Bill and said, "I think I may have just violated the terms of my rental agreement."

After one of several close encounters with wildlife, Paul called back later to tell Lisa that "At the border crossings into Canada, there should be a sign that says, 'Welcome to Canada - F'ing Big Animals Are F'ing Everywhere!'"

Evidence of the wear on the riders is apparent in some of the phone calls we are receiving. Before his final drive failure, Chris Sakala called in with an interesting scoring question, "If I fill up with Diesel, but then drain the tank, do I still need to turn in the receipt?" Fortunately, it was only the auxiliary cell that Chris filled during a fuel stop in Wendover, Nevada. I think we are probably going to offer extra points if necessary to get that receipt. I desperately want it for my presentation at the IBA National Meet next year.

It wasn't the normal, chipper tone in Chris Cimino's voice when he called in today. Chris said, "I wish I had a funny story to tell you; I really do. I wish I had something to make me laugh."

Bob Collin called from a parking lot in Las Vegas after dropping his bike while sitting at an intersection. He has hit the wall and doesn't

think he can continue. He called Rally Central and said he will head straight for a hotel.

Matt Watkins called from Wendover, NV. He has apparently lost track of time. Matt said, "It's day eight. I'm ready to come home. <pause> Is it day eight or is it day nine? <pause> Day nine; it's day nine." No Matt, it was day nine yesterday.

During Art Garvin's call-in bonus, he expressed his disappointment that Fire Station #6 in Livermore, CA, was unexpectedly closed when he arrived. At that location he was supposed to sign in and take a picture of the Centennial Light Bulb that has been burning since 1901. Usually, when a bonus location is closed, a rider is allowed to document the closure and still get the points. At this particular bonus, you had to wait if the firemen were out on a call. Art couldn't afford the time.

While some riders are heading for the barn, others are working their tails off. Tom Skemp was in 73rd place at the end of Leg 1. Since bagging Lick Observatory yesterday, he also scored the big bonus points available at Mono Hot Springs. This morning, he called from Glacier Point in Yosemite where he was waiting for the sunrise. Then he was headed for Bristlecone pine.

The ideal motorcycle for Bristlecone, assuming the final drive doesn't fail, is a GS Adventure, the one with the extra suspension travel. This morning, Tom and Rosie Sperry were headed for Bristlecone 2-up on a K1200LT. Fortunately, Rosie can take a lot of punishment. I've seen her handle a Smith & Wesson 500 magnum with no problem; I'm sure she can handle the Bristlecone goat trail.

Jim and Donna Phillips are also headed for Bristlecone 2-up on a 900 pound Gold Wing. They should be able to make it too. They didn't finish in 11th place in 2005 by only getting the easy bonuses.

Maura Gatensby also attempted Bristlecone on one of the heaviest sport-touring bikes on the planet, a 700+ pound ST1300. The elation in her voice when she called in after making it was in stark contrast to how she sounded during earlier calls.

At least five separate riders, Karol Patzer, Tony DeLorenzo, Michael Boge, Stephan Bolduc, and Richard Buber, had an interesting encounter with a Nevada state trooper on Interstate 80. They each were sweating bullets as the cruiser pulled up beside them and rolled down the window. The officer then held up a clipboard with a sign on it reading, "Tell Kneebone hi for me." He sometimes held up a second sign saying, "Good Luck!"

Listed below, in order of the time that they called in, is the location

and next destination for each rider. All times are Pacific Daylight Savings Time.

12:07 a.m., Brian Roberts was in a place unknown headed for Wendover, NV
2:57 a.m., Terry and Lynda Lahman were in Elko, NV, headed for Wendover.
3:41 a.m., Donald Jones was in Oakdale, CA, headed for Yosemite.
3:45 a.m., Jim Simonet was in Fargo, ND, headed for New Salem, ND.
3:45 a.m., Carl Stark was in Fernley, NV, headed for Gerlach, NV.
4:06 a.m., Rick Miller was in Bakersfield, CA, headed for Baker, CA.
4:07 a.m., Jeff Earls was in Clovis, CA, headed for Mono Hot Springs.
4:18 a.m., Jim Mulcahy was on the Vancouver Island ferry headed for Olympic National Park.
4:38 a.m., Alex Schmitt was in Oakdale, CA, headed for Yosemite.
4:51 a.m., Dick Peek was in Bakersfield, CA, headed for Trona, CA.
4:58 a.m., Chris McGaffin was in Indian Springs, NV headed for Las Vegas.
5:08 a.m., David Bordeaux was in Richfield, UT headed for the Grand Canyon.
5:10 a.m., Chris Cimino was in Indian Springs, NV, headed for Las Vegas
5:12 a.m., Jim Bain was in Tracy, CA, headed for Sacramento.
5:35 a.m., Bill Thweatt was in Winnemucca, NV, headed for Wendover, NV.
6:15 a.m., Tom Skemp was at Glacier Point, headed for the Ahwahnee Hotel.
6:18 a.m., Bob Collin was in Las Vegas where he may be sleeping for about a week.
6:52 a.m., Brett Donahue was in Ballard, UT, on his way to Dinosaur Monument.
6:53 a.m., Tom and Rosie Sperry were in Lee Vining, CA, headed for Bristlecone.
7:01 a.m., Karol Patzer was in Sacramento going for a local area bonus.
7:12 a.m., Jim Owen was at Glacier Point, hopefully headed for Bristlecone.
7:14 a.m., Jim and Donna Phillips were in Livermore, CA, headed for Bristlecone.
7:15 a.m., Steve Branner was in Battle Mountain, NV, headed for Wendover.
7:15 a.m., Kevin Healey was in Bishop, CA, headed for Bristlecone.
7:18 a.m., Paul Allison was at Lake Louise headed for Bena, Minnesota.
7:20 a.m., Stephan Bolduc was in Livermore, CA, headed for Aspen, Colorado.
7:22 a.m., Bill Watt was at Lake Louise headed for Bena, MN.
7:24 a.m., Tony DeLorenzo was in Sacramento headed for a local bonus.
7:41 a.m., Gerhard Memmen-Krueger was in Tonopah, AZ headed for San Antonio, TX.
7:51 a.m., John Tomasovitch was in Hammond, CA, headed for Baker, CA.
7:51 a.m., Marty Leir was at Dinosaur headed for Split Rock Monument.
7:53 a.m., Curt Gran was in Wadsworth, NV, headed for Wendover.
7:54 a.m., Peter Leap was in Three Rivers, CA, headed for Baker, CA.
8:14 a.m., Reiner and Lisa Kappenberger were in Wells, NV, headed for Wendover.
8:25 a.m., Rebecca Vaughn was at Lake Havasu headed for Kingman, AZ.
8:25 a.m., Matt Watkins was in Wendover headed for Salt Lake City, UT.
8:54 a.m., Mark Collins was in Bismark, ND, headed for Bena, MN.
9:19 a.m., Ken Morton was in Fernley, NV, headed for Wendover.
9:26 a.m., Gregg Burger was in Wendover headed for Salt Lake City.
9:26 a.m., Glenn Pancoast was in Lusk, WY, headed for Mount Rushmore.
9:31 a.m., Paul Peloquin was in Medford, OR, headed for Bly, OR.
9:51 a.m., Art Garvin was in Battle Mountain, NV, headed for Laramie, WY.
10:06 a.m., Rick Martin was on his way from Death Valley to Las Vegas.
10:10 a.m., Kendall Anderson was in Jensen, UT, headed for Rocky Mountain Park.
10:43 a.m., Dennis Powell was in Idaho Springs, CO, headed for Rocky Mountain Park.

10:54 a.m., Richard Keegan was in Lovelock, NV, headed for Wendover.
11:15 a.m., Jack Shoalmire was in Elko, NV, headed for Wendover.
11:48 a.m., Don Catterton was in Mono Hot Springs headed for Sequoia National Park.
1:29 p.m., Chris Sakala was in Dinosaur, CO, headed for Independence Pass.
1:31 p.m., Greg Marbach was in Vernal, UT, headed for Split Rock Monument, WY.
2:06 p.m., Michael Boge was near Winnemucca, NV headed for Bayard, NE.
2:13 p.m., Rick Neeley was in Boulder City, NV, headed for Jack Rabbit Trading Post.
2:41 p.m., Jim Frens was in Grande Prairie, AB, headed for Two Harbors, MN.
2:59 p.m., Mike Getzendanner was in Beatty, NV, headed for Las Vegas.
3:04 p.m., Vicki Johnston was in Meeker, CO, headed for Independence Pass.
3:47 p.m., John Langan was in Winnemucca, NV, headed for Wendover.
3:52 p.m., Maura Gatensby was in Big Pine, CA, headed for Las Vegas.
6:04 p.m., Fred Droegemueller was in Edmonton, AB, headed for the barn.
6:07 p.m., Joe DeRyke was riding with Droegemueller.
6:15 p.m., Bob Mueller was in Rock Springs, WY, headed for Split Rock Monument.
6:29 p.m., Dick Fish was at Mount Rushmore headed for Wall Drug
7:02 p.m., Tom Melchild was Crowley, CO, and headed for Idaho Springs, CO.
7:11 p.m., Alan Barbic was riding with Melchild.
7:22 p.m., Mike Senty was in Wendover and headed for Salt Lake City.
7:23 p.m., Jim Winterer was riding with Senty and Buber.
7:23 p.m., Richard Buber was riding with Senty and Winterer.
7:24 p.m., Bob and Silvie Torter were in Billings, MT, headed for Sioux Falls, SD.
7:28 p.m., Eric Jewell was on his way to the Colorado passes from Salt Lake City.
7:37 p.m., Andy Mills was on his way to Tennessee Pass from Utah.
8:20 p.m., Lisa Stevens was in Steamboat Springs, CO, headed for Milner Pass.
8:38 p.m., Tobie Stevens was still keeping up with Lisa.
8:43 p.m., Joel Rappoport was in Scott's Bluff, NE, headed for Alliance, NE.
9:11 p.m., Mike Hutsal was in Casper, WY, headed for Bena, MN.
10:09 p.m., Mike Evans was in Las Vegas headed for a local bonus.
11:49 p.m., Doug Bailey was in Kramer Junction, CA, headed for the barn.

Riders missing the second call-in bonus included George Barnes and Don Kulwicki, who are trying to make it back from Homer, AK, and Rob Nye, who called the Rallymaster to say that he has given up on trying to score enough points to finish and is headed back to Chesterfield. Vance Keeney, Mike Langford, and Peter Murray also missed it.

There will be just a short report tomorrow as we prepare to score the longest leg in the history of the Iron Butt Rally and continue to provide assistance to riders who are stranded on the road. I also hope to post some good news for my fellow BMW riders making plans to ride in 2009.

Tom Austin

August 29, 2007

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