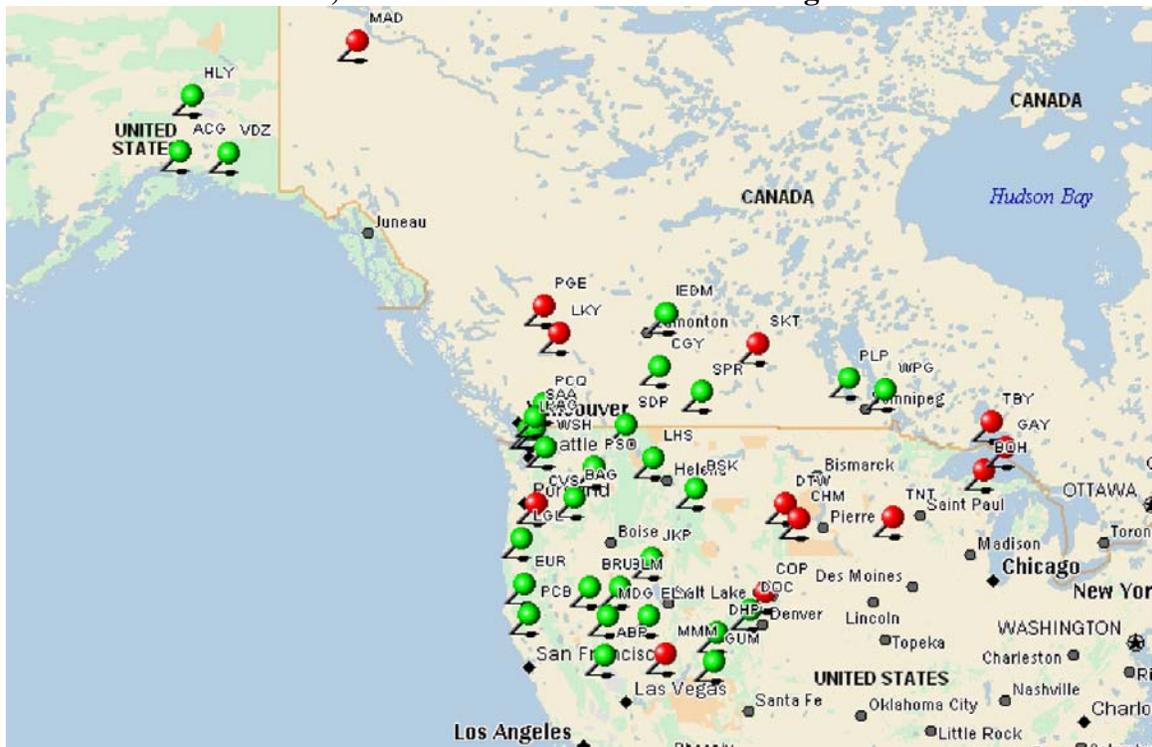


2009 Iron Butt Rally, Day 9
Tuesday, September 1, 2009

Yesterday's snapshot of the bonus locations showed 100+ bonus locations spread all over the map. Below is a simplified look at the bonus locations showing only those that are above 1,000 points. The red pushpins in the figure identify the bonus locations above 3,500 points. The bonus codes and the point values associated with the red pushpins are as follows: MAD (22,577), GAY (7,921), TBY (7,668), BOH (7,221), DTW (5,837), CHM (4,980), MMM (4,835), COP (4,568), SKT (4,563), LKY (4,184), TNT (3,588), PGE (3,578), and CVS (3,576). These 13 locations will obviously receive a lot of attention.

1,000+ Point Bonus Locations on Leg 3



As pointed out in yesterday's report, going for the giant 22,577 point bonus in Eagle Plains, Yukon Territory would be insane, but a route with a turnaround at the 7,921 point "Gay Bar" bonus in Gay, Michigan is doable for the top riders. As indicated on the map, there are two other 3,500+ point bonuses in the same vicinity. The bonus coded "TBY" is Thunder Bay, Ontario. It may look close to Gay, Michigan on the map, but it's a very long ride around Lake Superior to get there. In contrast, the bonus coded "BOH" is not far off the route to Gay. BOH is the 7,221 point bonus for Little Bohemia Lodge in Manitowish Waters, Wisconsin.

The other red pushpins that look like they might be reachable on a ride to Gay, Michigan and then back to Spokane are labeled MMM, COP, TNT, CHM, and DTW. MMM is the

4,835 point bonus at the Mountain Meadows Memorial on UT-18 between Enterprise and Veyo, Utah. COP is a 4,568 point bonus in Rand, Colorado. TNT is a 3,588 point bonus in Trent, South Dakota. CHM is a 4,980 point bonus in Crazy Horse Mountain, South Dakota. DTW is a 5,837 point bonus in Devil's Tower, Wyoming.

The seven red pushpins that appear to be reachable on a route turning around in Gay, Michigan are worth 38,950 points. Added to the 10,503 points available for a gas bonus, rest bonus, and two Call-In bonuses, that's almost 50,000 points, already 20% above the target level for finishers. There are a number of lesser point bonus locations that can be added to the route with a minimal increase in miles.

The problem with a route based on Gay, Michigan for most of the riders is that the base route is over 4,000 miles before any side trips for other bonuses are added. In addition, there is no Interstate highway running to Gay, Michigan. There are over 600 miles of 2-lane roads on the way to and from Gay. However, there are many options for exceeding 50,000 points without the miles involved in getting to Gay, Michigan or Manitowish Waters, Wisconsin.

Forgetting about Gay, Michigan and Manitowish Waters, Wisconsin, a turnaround at the TNT bonus in Trent, South Dakota provides the makings of one possible 40,000+ point leg. Other options include a route up the West Coast and into Canada to the bonus labeled PGE, which is a courthouse in Prince George, British Columbia. A few more high point Canadian bonuses can be bagged before returning to the U.S. with a total trip distance of just over 3,500 miles.

Another option involves going for bonuses in Nevada first and then heading for the West Coast.

Three More Riders Are Out

We don't have details, but Mark Dieck had an accident somewhere in northeastern Arizona and has sustained a broken leg. He is obviously out of the rally.

Bob Lyskowski hit a deer near Laramie, Wyoming, and the bike went down. Bob is bruised, but nothing is broken. The only Harley-Davidson in the Rally has more than bruises. Bob says it is totaled.

Something went wrong with Margaret Peart's GS yesterday and she limped into Grand Junction, Colorado for a damage assessment. Margaret was unable to explain exactly what the problem was when she called the Rallymaster, but she is out of the rally.

Bambi is Out, Bob St. George is NOT

Bob St. George hit a deer about 5:30 this morning near Craig, Colorado. Fairing plastic is damaged and the right saddlebag was torn off of his FJR1300 but Bob kept the bike up and he is uninjured. Bob was unable to start the bike and called for a tow. When the towing service arrived, they were able to get the bike running with a jump start. Apparently the battery was depleted because Bob didn't turn off his auxiliary lights and

other accessories after the deer strike. Bob has used duct tape to put the bike back together and is back on the road. This is no surprise to me or the Rallymaster. For those who don't know him, Bob is one of the riders with True Grit. He will not give up unless it's truly impossible to continue.

Tomorrow

Tomorrow's report will include a summary of what is learned from the Call-In bonus that ends at midnight tonight.

Tom Austin

September 1, 2009

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