



*Rain cover and waterproofing testing Saturday night. IBR technical testing is nothing if not thorough*

### **Day -1 Game Face, Ritual & Tradition**

Sunday before the Iron Butt is a transitional day. Saturday is about camaraderie. Sunday is about Game. Monday is all business.

Ken Hatton would sleep sitting atop his motorcycle, feet over handlebars, hat over face, with the peace of a criminal finally caught. He'd say it was his most relaxing time. Eddie James, the Iron Butt's immortal mischief-maker, once spent 3 hours on Sunday methodically covering his oversized GS fuel tank with strips of black electrical tape. "Reflects radar," he'd tell rookies. (I learned it does not). Jim Owen routinely disassembles his BMW just to time how long it took. Rick Morrison would sign autographs. Eric Jewell and Mark Crane wait until the last minute on Sunday to check in. All Big Dogs sniff.



Thanks to Terry Lahman's abundant preparations, he had extra fuel cell foam for Will Barclay to solve for his auxiliary tank baffling. Tech completed, Will then felt the need to disassemble his H-D, reportedly to polish the back sides of the fairing. "Improves the MPG," he said. Somewhere, Eddie James is smiling. WOOF!

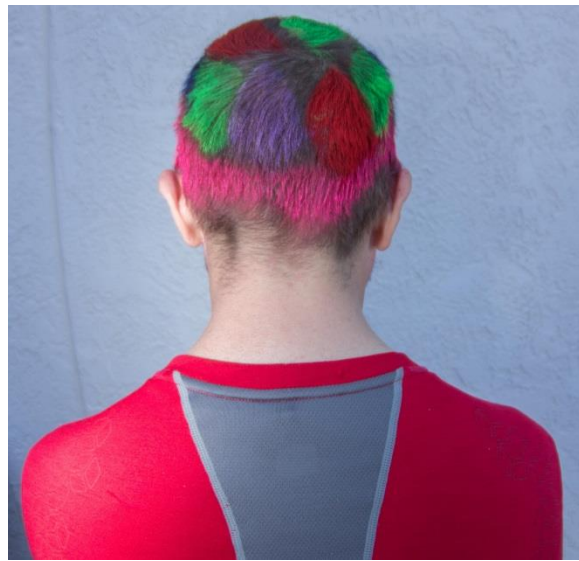
Andy Mackey resumed his off-again, on-again search for an electrical gremlin in his 2009 R1200GS that allows the auxiliary driving lights to work just fine during the day, but not at night. With 201,612 miles on the ODO, the driving lights may be the least of his worries.



Rookie Eric Edelman's FJR has been renamed the Munro Special. Eric shipped the bike ahead and flew in yesterday from Concord, California only to learn his FJR had been damaged in shipping, like Bert Munro's famous Indian. After 5 hours of welding and reassembly, Bobby J's Yamaha had him back in the game, with Eric wondering why he didn't just ride the damn 1000 miles from his home in the first place. (left) Warchild identifies the BMW-riding sons of bitches from the shipping company.

Unfortunately, Aussie Peter Hogan has had to drop out due to a back injury. Peter wrenched his back Saturday when his FJR started to fall into the Gold Wing parked next to him. He categorically denies the rumors that his loss of balance was associated with late night drinking with Marc Beaulac and Chris McGaffin, who appear to have their own ritual for rally prep. While Peter averted what would have been minor damage to both bikes, he aggravated an existing back injury, leaving him unable to sit, something that the rest of the field will be doing for hours upon hours for the next 11 days. Peter will still have a place setting at the banquet, but no chair. At least he can be drugged for the 24 flight home to Dangar Island, Australia.





Nineteen courageous (?) riders volunteered for to have their heads spray painted with lead-based paint manufactured-in-China, basically just non-FDA approved hair dye all to curry favor with the sadistic Warchild to earn the opportunity to leave the parking lot first in the morning, gaining a strategic advantage of exactly zero over the field. Ah, such are the trappings of ritual.

With Registration complete, 87 riders plus 5 pillions, straddling 87 motorcycles are poised to leave the Sheraton Uptown at Albuquerque at 10:00 AM (MDT) for the Start of the 2015 Iron Butt Rally. The starting riders are as follows:

First_Name	Last_Name	MC_year	Make	Model	Age	Veteran
Jim	Owen	2015	BMW	R1200RT	59	Y
Kirsten	Talken-Spaulding	2009	BMW	R1200RT	48	Y
Chris	Sakala	2013	BMW	R1200GSA	55	Y
Greg	Rice	2012	Honda	Gold Wing	58	Y
Josh	Mountain	2006	Yamaha	FJR 1300AE	42	Y
Tom	Loftus	2015	BMW	R1200GSA	60	Y
Bob	Lilley	2011	BMW	R1200GS ADV	52	Y
Eric	Jewell	2007	Yamaha	ST1300	51	Y
Craig	Brooks	2011	BMW	R1200GS	46	Y
Eric	Bray	2007	Yamaha	FJR1300	43	Y
Kurt	Worden	2003	Kawasaki	Ninja 250	52	N
Matt	Wise	2012	BMW	K1600GTL	46	Y
Jeff	Wilson	2010	BMW	R1200RT	59	N
Phil	Weston	2013	Triumph	Tiger	65	Y
David	Walls	2014	Yamaha	FJR1300	52	N
Paul	Tong	2012	Honda	Gold Wing	38	N
Jonathan	Tan	2014	Honda	NC700XD	38	N
Mark	Starrett	2006	Honda	Gold Wing	57	Y
Garry	Springgay	2005	Honda	ST1300	56	N
Nahum	Sloan	2010	BMW	R1200GSA	71	N
Paul	Slaton	2008	Honda	Gold Wing	52	N
Robert	Scott	2013	Harley-Davidson	Road Glide	49	N
Rod	Schween	2013	BMW	R1200GSA	48	Y
Daniel	Roth	2011	BMW	R1200GSA	36	Y
Christopher	Ross	2012	BMW	R1200GSA	39	N
Christopher	Rooney	2013	H-D	Road Glide	40	Y
Mike	Riley	2012	Kawasaki	Concours	61	Y
Chris	Purney	2014	Harley-Davidson	Street Glide Special	53	Y

Margaret	Peart	2007	BMW	R1200GS	66	Y
Glenn	Pancoast	2013	BMW	K1200GT	69	Y
Anthony	Osborne	2005	Yamaha	FJR 1300	53	Y
Jim	Orr	2007	Honda	Gold Wing	58	N
Phillip	O'Conner	2008	Yamaha	FJR 1300	51	N
Brant	Moteelall	2008	Yamaha	FJR1300	35	Y
Olaf	Moon	2014	BMW	R1200GS ADV	59	N
Lyle	Monroe	2014	Honda	Gold Wing	59	N
Gerhard	Memmen-Krueger	2014	BMW	R1200GS ADV	58	Y
Larry	Meeker	2014	BMW	R1200GSA	63	Y
Ian	McPhee	2000	BMW	R1100RT	51	Y
Chris	McGaffin	2003	Yamaha	FJR1300	45	Y
Steve	McCaa	2012	Triumph	Tiger	48	N
Tim	Masterson	2013	BMW	R1200GS ADV	64	Y
Troy	Martin	2013	Triumph	Trophy SE	47	Y
Andy	Mackey	2009	BMW	R1200GS ADV	56	Y
Jeremy	Loveall	2014	Yamaha	FJR1300	38	Y
Erik	Lipps	2012	Yamaha	FJR1300	34	N
Sam/Sydney	Liles	2015	BMW	K1600GTLE	0	Y
Gregg	Lenentine	2010	Yamaha	FJR 1300	55	Y
Dave	Legnosky	2003	Honda	Gold Wing	51	Y
Nancy	Lefcourt	2009	BMW	R1200RT	55	N
Mike	Langford	2013	Triumph	Trophy SE	66	Y
Terry	Lahman	2013	BMW	R1200GSA	61	Y
Lynda	Lahman	2013	BMW	C650GT	62	N
Michiel	Kerkhof	2014	H-D	Ultra Limited	66	Y
Perry	Karsten	2007	Yamaha	FJR 1300	49	Y
Scott	Jones	2007	BMW	R1200RT-P	63	N
Rob	Jaime	2014	Honda	NC700XD	61	N
Neil	Hejny	2012	Honda	Gold Wing	55	Y
Allen	Hatcher	2003	BMW	K1200LT	55	Y
Joe	Green	2008	Yamaha	FJR 1300	60	N
Jon/Ande	Good/Bergman	2013	BMW	K1600GTL	0	Y
Pat/Rebecca	Ford/Martinez	2007	Honda	Gold Wing	0	N
Greg/Wini	Farmer	2006	Honda	Gold Wing	0	N
Eric	Edelman	2014	Yamaha	FJR1300	44	N
Don	Duck	2014	Triumph	Trophy	62	N
George	Doughty	2004	BMW	R1150GS ADV	70	N
Danny	Dossman	2014	H-D	Ultra classic Ltd	63	N
Drew	Dill	2012	H-D	CVO Road Glide	45	N
Brian	Dent	2014	Yamaha	Super Tenere	48	N
Mark	Crane	2015	BMW	R1200GSAW	58	Y
Tonie	Cowan	2012	Yamaha	Super Tenere	40	Y
John	Cooper	2006	Honda	Gold Wing	55	N
Chris	Comly	2006	H-D	Sportster	51	N
Alex	Ciurczak	2013	BMW	R1200RT	42	Y
Kit	Chunhawong	2013	Yamaha	FJR1300	54	N
Al	Holtberry	2008	BMW	R1200GS	79	Y
Eric	Chernin	2012	Honda	Gold Wing	58	N
Jack	Cheasty	1995	BMW	R100GSPD	67	N
Jerome	Byrd	2010	Honda	NT700V	70	N
Brian	Bumpas	2001	Honda	Gold Wing	57	N
Bob	Bowman	2007	Honda	ST1300	53	N
Robert	Bolger	2008	Kawasaki	Concours	47	Y
Greg/Pat	Blewett	2008	Honda	Gold Wing	0	Y
Ted	Black	2012	Honda	Gold Wing	54	N
Barry	Bertram	2006	BMW	R1150GS ADV	38	Y
Marc	Beaulac	2008	Honda	Gold Wing	58	Y
Will	Barclay	2014	Harley-Davidson	Ultra Classic	55	N

The motorcycles will be arranged in the staging area for tomorrow's departure, with no bikes in or out after 8 AM until the Start at 10. Somewhere in that selection of (33) BMWs, (22) Hondas (16) Yamahas, (8) Harley-Davidsons (5) Triumphs and (3) Kawasakis, there is guaranteed to be at least one that will need fuel in the morning. So sad.

Equally sad (at least for my purposes) is the lack of entries in the Hopeless Class, traditionally the designation reserved for the entries so poorly suited for reliable long distance riding as to be devoid of any hope of finishing. Prior members of distinction have been Leonard Aaron's 1946 Indian Chief in 2001 (after 3 prior attempts); Joel Rappaport's high mileage BMW R60/6 in 2009 and, of course, the granddaddy Ed Otto with his Honda Helix 250cc scooter, Floppy, in 1995. The last Hopeless Class entrant was 2011's 1975 Triumph Trident piloted by John Young from the United Kingdom, finishing 73<sup>rd</sup> much to the chagrin of Las Vegas odds makers. For this year, only three entries seemingly fit the bill: Jack Cheasty's 1995 BMW R100GSPD and Kurt Worden's Ninja 250. Both riders are IBR rookies. Cheasty's Beemer is pristine and he reportedly is carrying a spare drive shaft, that model's Achilles Heel. Worden's Ninja has seen IBR duty before in 2013, although DNF'd – it's the rider, not the bike, as Kurt freely volunteers. The models themselves are not necessarily suspect as similar models have certainly finished in the past. But it would be rude to suggest hopeless riders...

*"Okay. Before we start, nobody's on the line here yet. What I'm about to propose to you happens to be both highly rewarding and highly difficult. If that doesn't sound like your particular brand of vodka, help yourself to as much food as you like and safe journey. No hard feelings. Otherwise, come with me." – Danny Ocean*

The Sunday banquet is another tradition. Part business meeting, part last meal for the condemned, a ritual dating to feudal times when lords, having pretty much ruined the prisoner's day, would honor the condemned with a final meal. The gesture was based in the superstition that if the prisoner accepted their last meal, they would not return as a ghost to haunt those responsible for their execution.

Once the last 3 course meal any of the riders will eat in the next 11 days is consumed, the meeting gets down to business with recognition of the many, many people it takes to make an Iron Butt Rally happy, followed by introductions of each rider and assignment of rider number. Jim Owen, as the only former winner (2009) in the impressive field, is honored this year with the coveted Number 1. After the introductions, the theme for this year's event will be confirmed as National Parks. Riders will receive their rally packs with bonus information and the game will be afoot.

Once the riders have started in the morning, I will provide more information on the theme with description of bonuses and requirements to be considered a finisher in this year's event. Between now and then, I am certain to have more fodder for additional reports.

*Chris Cimino  
Iron Butt Scribe  
Iron Butt Rally©*

Correction: I inadvertently referred to 2011 Finisher Neil Hejny as rookie in yesterday's report. My apologies to Neil. No disrespect was intended.