

## Iron Butt Association UK Bun-Burner 2,500KM Gold Rules

**WARNING:** Before you can apply for Bun Burner Gold certification (2,500km+ in 24 hours), you must have at least completed one of the following; a SaddleSore 1000, a Bun Burner 1500 (1,500 miles in 36 hours), a SaddleSore 2000 (or other similar IBA ride), The Brit Butt Rally, The Brit Butt Light Rally. Please note: Other 24 and 36 hour rallies qualify. If you are unsure if a rally you finished is acceptable, please contact [verifications@ironbutt.co.uk](mailto:verifications@ironbutt.co.uk)

You may also complete the ride two-up. In these cases, the Iron Butt Association issues two certificates; one for the rider, one for the passenger. There is no additional charge for a passenger, however, if they would like a pin or plate frame, you will need to add that in on the fee schedule.

There are five steps to earning a Bun Burner GOLD award;

- 1. Choose a route**
- 2. Get 2 start witnesses**
- 3. Collect and track receipts**
- 4. Get 2 end witnesses**
- 5. Copy and submit your documentation.**

Since safety is our primary concern, no pre-registration of your ride is needed. Our goal is to give you added flexibility to decide on any given day whether the combination of weather, your motorcycle and most importantly, your attitude, are ready for a big ride.

### STEP ONE, Choose a SAFE route

Your ride needs to be completely documented (steps outlined below) and cover a minimum distance of 1,500 miles in 24 hours or less.

**IMPORTANT NOTE:** Unless your speedometer has been calibrated, do NOT depend on your own odometer readings for official mileage! Most Japanese motorcycles register five to ten percent more miles than actually travelled. Over the course of a 24 hour period, this error can be quite severe - as much as 40 miles. IN ALL CASES, mileage will be verified with either Auto route (a computer atlas), Map source, Google Earth or an Automobile Association atlas.

If you choose a circular route, you will need to obtain a dated receipt at each "corner" to show that you did not take a short-cut. For example, if you choose to ride the circular route of London, Newcastle, Glasgow, Cardiff, London, we would expect to receive receipts from each of those cities (in addition to the guidelines that follow).

If you choose a route where you ride 500 miles and then turn around and come back, you must get a dated receipt at the turn around point. For example, if you were to start in Dover and ride to John O'Groats and back to Dover, we would expect a detailed receipt from JOG (in addition to the guidelines that follow).

We strongly discourage, and in some cases may reject, routes that are repetitive in nature. For example, we would not accept a claim that you rode around the M25 9 times, a distance of only 117 miles a time.

If this is your first attempt at a 2,500KM day, we highly recommend that you study the Iron Butt Association's 25 long distance riding tips located at: 25 Tips.

Please note that it is possible to ride over 1600KM in less than 24 hours and submit this ride as a SaddleSore 1600KM. In other words, these rules can also be used to obtain a SaddleSore 1,600KM if you find your motorcycle or the weather is not cooperating and you miss the 24 hour 2,500KM deadline.

## STEP TWO: Get TWO start witnesses

In order to document your ride, the Iron Butt Association requires that obtain TWO eyewitnesses to document the start of your ride. Witnesses for the Bun Burner GOLD may be a friend (but not one on the ride with you), spouse or even gas station attendant willing to answer a letter from the IBA about your start or end time. If a passenger is on the ride with you, please ask your witnesses to sign the form for them also.

Make sure that you inform potential witnesses that the Iron Butt Association may be auditing certain aspects of your ride and may be sending them a letter with a copy of the page they signed asking them to verify the information provided. Receipts are your primary concern, however, a good witness has "saved" many rides, so try to pick the best witness possible to see you start or end your ride. Keep in mind that a witness who doesn't bother to respond to an audit letter or phone call is as good as having no witness at all!

If a witness someone you know, a short thank you note after you complete your ride is always appreciated. Besides, many of them will be waiting to hear how you did.

Try to remember that you are a salesperson each time you approach someone to sign your witness form. If someone doesn't want to provide their home address - suggest they give a business address. According to experienced riders, taking a few minutes to explain your ride to potential witnesses will get them involved. Most people will actually feel honoured to sign your witness form. However, attitude plays a key role, if someone refuses to sign your book, don't argue, move on to the next person.

## STEP THREE: Collect and track receipts

Fill up your fuel tank and obtain a computer printed Fuel receipt with a legible date and time stamp (bank ATM receipts with time/date are also acceptable).

**\* \* \* THE COMPUTER TIME STAMP WILL BE YOUR OFFICIAL STARTING TIME \* \* \***

The following log entries and completed witness forms are mandatory:

Log entries must be made at each gas stop (sample attached). A log entry includes the following information; DATE, TIME, LOCATION (i.e. London) and ODOMETER reading. A receipt must accompany each log book entry (please note, that the receipts from these gas stops, where possible should include a date stamp).

In order for the verification team to account for your time (important for the verification work they do), log entries must be made at each stop longer than 30 minutes (for example you decide to stop at a roadside rest stop for a nap or get a motel room during the ride). Each entry for extended stops must include the approximate length of the stop or the start time and ending time. Meals that take longer than 30 minutes are considered rest stops - where possible please try and obtain a restaurant receipt. Obviously, many types of stops, for example a stop in a rest area, will not generate any kind of receipt - this is acceptable, but please account for the time in your trip log.

If your route includes any toll roads or bridges, where possible try and obtain a receipt. Please NOTE: We realize many toll ways have you riding a few miles and then stopping at a toll gate so please do not waste time trying to pick up these kind of receipts or making log entries. Just grab either the first or last receipt and log it along with your other gas or misc. receipts.

WARNING: If your motorcycle is equipped with a large fuel-tank, please note that you must stop at least once every 350 miles for fuel (this is purely for documentation for your ride). Although we know it is possible to ride greater distances non-stop, we will not accept a claim of this type.

At the end of your ride, before the 24 hour time period is up, obtain a computer printed fuel receipt with a legible date and time stamp.

\* \* \* THE RECIEPT WILL BE YOUR OFFICIAL ENDING TIME \* \* \*

STEP FOUR: *Get TWO end witnesses:*

After you get the gas receipt, find at least two eyewitnesses to document your ending time. Like the start, Bun Burner GOLD witnesses may be a friend (but not one on the ride with you), spouse or even fuel station attendants willing to answer a letter from the IBA about your start or end time. However, you may want to use the same rules that apply to more extreme Iron Butt Association rides as outlined above.

STEP FIVE: *Prepare Copy and Submit your documentation.*

Find a map (an old, or photocopied one is acceptable) and circle the cities you stopped in (don't forget the start and ending points) for fuel/food/etc (a copy of a map is acceptable). This map to assist the person verifying the routes. The best map is one that shows your route on one or two pages. *Please do not send in multi-page route sheets from mapping programs or an Auto club.*

COPY your receipts and number the copies to correspond to your trip log.

COPY your witness forms and log.

\* \* \* Retain your original documentation - only send copies! \* \* \*

If needed, write a short note about any problems with your ride, for example, "The receipt from Clacket Services does not have the correct date. I had the attendant write the correct date. The stations number is 0206 123 1234

We strongly caution that out on the road it may not be possible to follow these guidelines to the letter. If that happens, please explain any problem you encountered and we will do our best to work out a solution. For example, 23 hours and 35 minutes into this ride, one person could not find a gas station with a computer generated receipt (obviously, our favourite type), so he got a few locals to witness the time he arrived. His other documents clearly supported his claim of riding the distance in the time-frame he claimed so we did not hesitate to process his award.

COMPLETE the attached form. Basically, this is information where to send the awards, what name and motorcycle you want on the certificate and the basic route you would like the award to note.

FINALLY, send it to:

Or email scanned documents to

[verifications@ironbutt.co.uk](mailto:verifications@ironbutt.co.uk)

You will receive confirmation of your documentation being received.

No Fee is due at this stage

When we get your ride documentation, one of several people will start the verification process. Due to the extensive work involved (keying data into mileage spreadsheets, map verifications, witness contacts where needed and custom certificate preparations) and the fact that 100% of the labour involved with producing these awards is performed by volunteers, it will usually take a minimum of 1 month before your certificates will be ready for signature and mailed to you.

We realize this is a long time to wait for your certification. However, our certification process is very thorough. In fact, the entire certification process is what gives your certificate value. It would be very easy for the Iron Butt Association to simply take money and print up a generic "you rode a 2,500KM day" certificate, however, the value of the entire certification program is in the fact that not just anyone can get an Iron Butt Association ride certification. The downside is this process takes time... We can only offer that when you receive your certification you know that not only you earned it, and so did any other rider that you meet with the same certification. Before we can issue your certification, you may be asked to clarify certain aspects of your ride and/or documentation by either e-mail, phone or letter. Additionally, certain aspects of your ride are subject to audit by yet another set of IBA volunteers charged with insuring only people that rode the miles get the award. Should your package get tagged for that audit, it too may delay the final determination of your claim for the award.

If you have any questions about this ride, you may send e-mail to [verifications@ironbutt.co.uk](mailto:verifications@ironbutt.co.uk)

Make sure you are 100% certain you understand these rules BEFORE you start your ride

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