

SaddleSore 1000 Rules

Date last revised: October, 2021

Following are the guidelines for earning a Certificate of Completion for a 1,000 mile (or more) ride in 24 hours (SaddleSore 1000) .If you are not currently a member of the Iron Butt Association, completion of this ride will provide you with IBA membership.

You may also complete the ride two-up (with one person doing the piloting, the other being a passenger the entire distance - you may not share piloting duties!). In these cases, the Iron Butt Association issues one certificate, with both rider and passenger on it, but we provide two copies of it; one for the rider and one for the passenger. There is NO additional charge for a passenger.

There are three steps to earning a SaddleSore .

- 1. Choose a safe route,**
- 2. Collect and track receipts,**
- 3. 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 1,000 miles in 24 hours or less (SaddleSore 1000).

Please keep in mind, 24 hours is wall time, not riding time. So if you start your ride at 5:00 pm on June 1st, you must finish it before 5 pm on June 2nd.

The majority of riders will cover their 1,000 miles in about 22 hours (including all stops).

IMPORTANT NOTE: Unless your speedometer has been calibrated, do NOT depend on your own odometer readings for official mileage! Most Japanese motorcycles register at least four 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 Garmin Basecamp, or Google maps.

We strongly discourage, and in some cases may reject, routes that are too repetitive in nature. For example, we would not accept a claim that you rode Cork to Dublin 7 times a distance of 157 miles each time.

No preregistration is needed for the SaddleSore rides. We feel this removes the pressure to complete the ride should you become tired or otherwise feel unsafe. While group SaddleSore rides bring with them the safety of group travel, they can also increase your risk by encouraging you to press on when you might otherwise stop.

Be sure riding styles of others in your group match your style. When planning

a ride, keep in mind that group rides are only as fast as the slowest person in the group. This can extend your riding day many hours pushing you toward fatigue.

Motorcycling comes with risk and riding 1,000 miles or more increases your risk. It is imperative you understand the risk you are taking and minimize the possibility of an accident by practicing safe motorcycle habits. No one, not even the most experienced long distance rider, can safely fight off fatigue. If you are tired, the only option is to stop and rest. Ignoring the symptoms of fatigue can be fatal. The SaddleSore rides enjoy a fantastic safety record, but to continue this record requires you to do your part. If you are tired, having a bad day, or facing other hurdles that are impacting your riding skills, please stop and rest so that you may enjoy motorcycling another day!

Please remember that the Iron Butt Association is dedicated to the sport of safe, long-distance motorcycle riding. It does not condone nor will it tolerate unsafe activities such as excessive speed (in many counties, riding more than 20 miles per hour above the speed limit may also get you charged with dangerous driving. Dangerous driving is a serious charge in any jurisdiction. Few experiences in motorcycling are more memorable than an appearance in traffic court, particularly if your license hangs on the outcome), reckless motorcycle operation, riding while fatigued or otherwise impaired, the use of stimulants to maintain alertness, or any other activity that results in riders exceeding their personal limits. Any rider found to have engaged in these or other unsafe activities, as determined in the sole discretion of the IBA, will have their certification refused. If the certification is already issued and we find out about these infractions after the fact, the certification will be revoked (if you read Motorcyclist Magazine, you may have seen them burning an IBA certification when we revoked the certification of a noted staffer's ride). For these purposes, the IBA will consider as an admission of violating this policy any public statements made by the participant that describe participation in unsafe activities during a ride subject to certification.

STEP TWO: Collect and track receipts

Before the start, you will want to try gas stations to find one that has a receipt with a good Location, time and date on it to document the start of your ride.

IMPORTANT NOTE: Date and time is most important for your start and end receipts. They are much less critical on the other ride receipts. We know there are mistakes on many station clocks - spend your time concentrating on the start and end receipts.

Fill up your tank and obtain a computer printed gas receipt with a legible date and time stamp.

AT THE START OF THE RIDE, PHOTOGRAPH YOUR STARTING RECEIPT ALONGSIDE YOUR MOTORCYCLE ODOMETER.

***** 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 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 fuel stops, where possible should include a date stamp - we do NOT care about time stamps on these receipts, do not waste time worrying about time stamps, the only time stamps that are critical are the start and finish receipts!).

Log entries will be required for turning points in your route. Remember that we calculate your route distance using the location of your receipts. Make sure you obtain receipts from important turn points. Eg: if you rode from Cork to Dublin via Limerick, you need a receipt from Limerick. Therefore, it is beneficial to try to plan a route with as large a distance as possible from point A to B to C etc. This will reduce the number of receipts required.

In order for the verification team to account for your time, **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 Hotel 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.

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 gas receipt with a legible location, date and time stamp.

AT THE END OF THE RIDE, PHOTOGRAPH YOUR FINAL RECEIPT ALONGSIDE YOUR MOTORCYCLE ODOMETER.

***** THE RECEIPT WILL BE YOUR OFFICIAL ENDING TIME *****

STEP THREE: Prepare Copy and Submit your documentation.

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

COPY your COMPLETED log.

PRINT THE START & FINISH RECEIPT/ODOMETER PHOTOS

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

If needed, write a short note about any problems with your ride, for example, "The receipt from Letterkenny does not have the correct date. I had the attendant write the correct date. The stations number is 0207 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 took a photo of his GPS Sat nav showing the location and time.

COMPLETE the attached form.

FINALLY, send it to:

IBA Ireland, Chris McGaffin, 10 Kilraughts Road,
Ballymoney, Co. Antrim, N. Ireland.

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 1,000 mile 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 or phone. 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 admin@ibaireland.org.
Make sure you are 100% certain you understand these rules BEFORE you start your ride

Iron Butt Association Ireland
October 2021

IBA Ireland SS1000



RIDE INFORMATION

Start of ride	
Rider Name:	
Pillion Name:	
Date:	
Time:	
Location:	
Odometer:	
End of ride	
Date:	
Time:	
Location:	:
Odometer:	

IBA Ireland SS1000

LOGSHEET



RECEIPT #	DATE	LOCATION	TIME	FUEL Litres	ODOMETER
1 – start receipt , remember to take photo as well					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20 – end receipt, remember to take photo as well					

Checklist of documents needed for Iron Butt Association SS1000:

- ___ Copy of Rider form
- ___ Copies of Receipts, completed logsheet (do not send originals!)
- ___ 2 photos - start receipt in front of motorcycle Odometer, Finish receipt in front of motorcycle odometer
- ___ Explanation of any problems encountered.

FEE SCHEDULE

No payment is due when you submit your paperwork. If your ride passes the verification process you will be informed and then instructed to forward payment .

SS1000 certificate only	£23 (€27)
SS1000 Pin Badge (if desired)	£6.70 (€8)
IBA Ireland Pin Badge (if desired)	£6.70 (€8)

Additional copy of certificate if desired: £4 (€5)

Address to mail certificates to:

Contact phone number(s), best time to reach you:

your e-mail address: _____

If you have completed an Iron Butt Association ride before, what is your IBA#? _____

Name you want on certificate: _____
(For example, Jonathan J. Smith, SR or John Smith)

Your age (only used for statistics): _____

Did you do this ride with anyone else or in a group? Y/N If so, who:

Date of start: _____ (for example, 05 August 2007)

Motorcycle make/model ridden: _____
Note: this is used on your certificate. For example, do you want us to list your Honda Gold Wing as a Honda GL1500 or do you want us to list it as a Honda Gold Wing. You may also include a model year if you want, for example; 1993 Honda Gold Wing.

Miles Ridden according to your odometer: _____
Note: These will probably be changed by the verification team.

If you used a GPS Sat Nav and noted your Mileage, please enter that reading here: _____

NOTE: The following is used only for the people that do the certificates to make them more understandable. Answer the following questions to make your certificate reflect your ride.

Sample wording of a SS1000 Certificate (please keep this format in mind as you answer the following questions):

This is to certify that on the 4th June 2009, Paddy O'Sullivan rode a Honda ST1300 a total of 1,017 miles in less than twenty-four hours starting in Castlebar and continuing to Dublin, Wexford, Cork, Limerick, Letterkenny , Coleraine, Belfast, Dublin and Galway before returning to Castlebar, while participating in the Ireland SaddleSore 1000.

Name of start Point _____

Intermediate Points: _____

Intermediate Points: _____

Intermediate Points: _____

Name of end Point: _____

Finally, you must certify that what you are telling us is accurate:

I (print name): _____, hereby certify that the Statements in this application for certification are true to the best of my knowledge and belief.

Signed: _____ Date: _____

Send the package to:

**Chris McGaffin
IBA Ireland
10 Kilraughts Road
Ballymoney
Co. Antrim
N. Ireland
BT53 7HL**

Remember no payment is due at this stage.

Should you decide to tackle the SS1000 We wish you the best of luck and look forward to hearing about your ride!