



## SaddleSore 1000/Bun Burner 1500 Rules

Version No. 3.4

**Date last revised: April 21, 2012**

### SaddleSore History

Prior to 1993, the Iron Butt Association did not certify 1000-in-1 rides. To that point we referred riders to other organizations. Unfortunately, that occasionally turned out to be a mistake. In some cases, organizations that claimed to have rides didn't, while others took riders' money and never delivered promised awards.

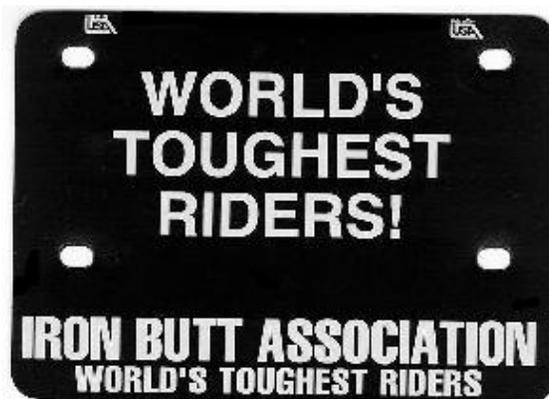
Although it was never the Iron Butt Association's intention to certify 1000-in-1 rides, the number of letters we received asking to do so had become staggering. With some serious pushing from our members, we agreed to certify a variety of long distance rides. At that same time, the IBA had been working closely with Les Martin at the California Motorcycle Touring Association (CMTA) for ride certifications taking place in California, Nevada and Oregon. As it turns out our decision to gear up for ride certifications came about the same time Les Martin had announced he was retiring (1993). With Les moving on to a (hopefully!) more relaxed lifestyle, we were sad to see the rich history of the SaddleSore and Bun Burner rides he had been working so hard on for so many years to be lost. It only took a few minutes of discussion with Les about our plans before he decided to donate both the SaddleSore and Bun Burner names to the Iron Butt Association. During the CMTA days, the SaddleSore was 1,000 miles in 24 hours day certification and the Bun Burner was 1,500 miles in 36 hours. The IBA renamed the rides slightly, the SaddleSore became the SaddleSore 1000 (1,000 miles in 24 hours) and the Bun Burner became the Bun Burner 1500 (1,500 miles in 36 hours). At the same time, we created the Bun Burner GOLD (1,500 miles in 24 hours) as so many riders had "unofficially" been documented since the early 1980s.

We hope that we can continue the quality and tradition of the ride to which Les Martin devoted so many years of his life.

### The SaddleSore 1000 Guidelines for Certification

Riders that successfully have a SaddleSore or Bun Burner ride certified receive a certificate, an Iron Butt Association pin and a plastic license plate back with our logo "Iron Butt Association - World's Toughest Riders."

Every time I read these guidelines, they seem overly complex. However, they were developed by one of our members involved in record keeping for various sporting events. There is no doubt that the documentation requirements for these certification are tough, but when you hang your certificate on the wall, you can rest easy knowing that we just don't hand these out to anyone. When the ride is over, you have survived not only a very tough ride, but you'll have the documentation to back up your claims. How many riders can say that?



When you read the following guidelines, keep in mind that our goal is to see a well documented ride. If you cannot follow the guidelines exactly, feel free to drop us a line with a proposal. We will be happy to review your plans and possibly accept changes to this format.

*Michael Kneebone*  
*President*  
*Iron Butt Association*

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**Iron Butt Association Guidelines for the SaddleSore 1000 or Bun-Burner 1500.** - Last Revision: February 25, 2012

IMPORTANT NOTE: The guidelines for a Bun-Burner GOLD (1,500 miles in 24 hours) are located at: [Bun Burner GOLD Guidelines](#).

Following are the guidelines for earning an Iron Butt Association Pin and License Plate Back and a Certificate of Completion for a 1,000 mile (or more) ride in 24 hours (SaddleSore 1000) or 1,500 miles in 36 hours (Bun-Burner 1500). It is possible to complete both the SaddleSore 1000 and Bun-Burner 1500 on the same ride. For example, in the first 24 hours you ride 1,000 miles and then continue on the second day and ride another 500 miles or more.

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, however, if they would like a pin or plate frame, you will need to add that in on the fee schedule page.

There are five steps to earning a SaddleSore or Bun Burner 1500 certification; 1. Choose a safe route, 2. get a start witness, 3. collect and track receipts, 4. get an end witness and 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 1,000 miles in 24 hours or less (SaddleSore 1000), or 1,500 miles in 36 hours or less (Bun Burner). In order to keep these rides from becoming a race, mileages in excess of 1,800 miles in less than 24 hours will not be published.

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 SaddleSore and Bun Burner do NOT require you to speed. The majority of riders will cover their 1,000 miles in about 18 to 20 hours (including all stops). For every hour you are on a major highway riding, you put approximately 20 minutes of "off" time in your time bank that can be used for resting. Use that time wisely as it does not come off the 24 hour clock!

Although this is not much of an issue in the USA and Canada, please note: We do not certify rides where the maximum speed limit is too low to support the average speed necessary to complete the ride within the time limit.

A safe ride should be your primary goal. If this is your first attempt at a 1,000 mile day, we highly recommend that you study the Iron Butt Association's 25 long distance riding tips located at: [25 Tips](#). Additionally, U.S. riders will find that the Interstate Highway system offers the safest and quickest way to cover the miles. With efficient time management, many riders leave early in the morning and are home in time for a late dinner. Other riders will split the SaddleSore and Bun Burner rides in two parts, riding through the day and stopping for a motel room and continuing the ride after a long rest stop (obviously, with 36 hours available, the Bun Burner offers a little more motel time).

**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 traveled. 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 Microsoft Streets and Trips, [Google Maps](#), Google Earth or in some cases, paper maps or other sources as required.

We recommend you put your route in to [Google Maps](#), it works in most parts of the world and allows you to easily change your route by dragging it on alternate roads. Additionally, it allows you to save your route and send it to us (using the LINK icon - which resembles a chain link to the right of the Get Directions button).

From a documentation standpoint, the best route is one where you take a straight line ride from point to point (for example, start in Chicago, Illinois and finish in Denver, Colorado). However, we realize that many riders cannot afford to devote this kind of time to their ride. With that in mind, you may choose any route you wish using the following guidelines:

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 Chicago, Illinois to St. Louis, Missouri to Kansas City, Kansas to Des Moines, Iowa and back to Chicago, 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 Denver, Colorado and ride to Omaha, Nebraska and back to Denver, we would expect a detailed receipt from Omaha (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 five round-trips between Daytona Beach, Florida and Jacksonville, a distance of only 95 miles...

No preregistration is needed for the SaddleSore or Bun Burner 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. Group rides can also encourage aggressive riding. 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 a 1,000 miles or more increases your risk substantially. 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 and Bun Burner 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 states, riding more than 20 miles per hour above the speed limit will also get you charged with reckless driving. Reckless driving is a serious charge in any jurisdiction. In many cases your motorcycle can be impounded and you will be required to return to court for a personal appearance at a hearing, irrespective of the distance you have to travel to appear or the hardship that it might entail. 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: Get a start witness**

In order to document your ride, the Iron Butt Association requires that obtain an eyewitness to document the start of your ride. Witnesses for the basic SaddleSore 1000 and Bun Burner 1500 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. If you can read .pdf files (Adobe Acrobat) and want to see a deluxe "Thank You" letter, click [here](#). Most thank you letters are not that deluxe!

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 honored 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.

Many IBA members also volunteer to be witness, you might want to check <http://www.saddlesore.com/witness/witness.htm> to see if there are any close to your start or end points.

#### **STEP THREE: 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 gas tank and obtain a computer printed gas receipt with a legible date and time stamp. NOTE: Many gas stations in both the United States and in Europe are printing an "invoice number" which is actually the time of the transaction for example, you might see Inv# 113557 which means 11:35:57 am. You may also elect to use a bank ATM receipt with a time and date stamp for your start time but please leave with your tank full.

\* \* \* 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, TIME ZONE, LOCATION (i.e. Moline, IL) 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 - 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!).

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 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.

WARNING: If your motorcycle is equipped with a large fuel-tank, please note that you must stop at least once every 300 miles for gas (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 (or 36 hour for the Bun Burner) time period is up, obtain a computer printed gas receipt with a legible location, date and time stamp.

\* \* \* THE COMPUTER TIME STAMP BE YOUR OFFICIAL ENDING TIME \* \* \*

#### **STEP FOUR: Get an end witness:**

After you get the gas receipt, find at least one eyewitness to document your ending time. Like the start, the basic SaddleSore 1000 and Bun Burner 1500 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.

#### **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 gas/food/etc (a Xerox of a map is acceptable). This map to assist the person verifying the routes and is meant to give a good overall picture of your ride. You do not actually have to find the small towns you stopped in, just circle the approximate area. 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 they are to hard for the verification team to get a good overview of your ride.*

If you use a SPOT messenger, please feel free to include that map also.

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 Valentine, Nebraska does not have the correct date. I had the attendant write the correct date. The stations number is 555 555-1234.

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 favorite 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.

CALCULATE the fee. We offer several options. You can just get the paper certificate for the ride, or in combination with Iron Butt Association pins and "World's Toughest Riders" plate backs.

**FINALLY, send it to:**

Iron Butt Association, P.O. Box 9450, Naperville, IL 60567-9450 USA Please make your check payable in US funds to the "Iron Butt Association". Please note that we do not make any money on this ride, this is our approximate cost of administrating the Saddlesore and Bun-Burner program. NOTE: If you are located outside the United States or Canada and obtaining a check in US Funds is difficult please send e-mail to [kneebone@ironbutt.com](mailto:kneebone@ironbutt.com) for possible alternate payment methods.

Please try and avoid Federal Express, UPS or Certified mail - although it may seem faster to use these services, we are at our full-time jobs during the day and sometimes it can take weeks to take time off from work to pick up your "speedy" package. If you are concerned we received your documents and live in the U.S., we recommend "Delivery Confirmation" (a 35 cent product offered by the Post Office that allows you to track a letter or package via an 800 number, e-mail or the internet).

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 approximately 60% of the labor involved with producing these awards are performed by volunteers, it will usually take a minimum of 2 to 3 **months** 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, 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 write to the Iron Butt Association at P.O. Box 9450, Naperville, IL 60567-9450 or send e-mail to [kneebone@ironbutt.com](mailto:kneebone@ironbutt.com).

**The following forms are available in easy to print [Witness and Logs in Adobe PDF format](#)**

EYEWITNESS FORM for START of RIDE

Date: _____	Local Time: _____ AM/PM
License Number: _____	Odometer Reading: _____ Miles (Kilometers)
License State: _____	Make & Model: _____ _____

This witness form is for: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 (Riders Name and address)

The location of this stop is: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

First Witness (Please Print)    Second (optional) Witness

Witness Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

(Note: Obtaining a phone number where we can contact your eyewitnesses will speed up the issuing of your award)

Signature: \_\_\_\_\_

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EYEWITNESS FORM for END of RIDE

Date: \_\_\_\_\_

Local Time: \_\_\_\_\_ AM/PM

License Number: \_\_\_\_\_

Odometer Reading: \_\_\_\_\_ Miles  
(Kilometers)

License State: \_\_\_\_\_

Make & Model: \_\_\_\_\_  
\_\_\_\_\_

This witness form is for: \_\_\_\_\_

\_\_\_\_\_

(Riders Name and address)

The location of this stop is: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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The following Application form is available in easy to print [Application form in Adobe PDF format](#)

Checklist of documents needed for Iron Butt Association Saddlesore 1000, Bun Burner 1500 certifications:

- \_\_\_ Copies of Witness forms (starting and ending, others)
- \_\_\_ Copies of Receipts (do not send originals!)
- \_\_\_ Map (may be photocopy) showing route with towns stopped in circled
- \_\_\_ Explanation of any problems encountered, for example, "In central Illinois, at my third gas stop, I was unable to get a dated receipt. I asked the attendant to sign his name on the back but he refused to do so. The phone number of the station is (555) 555-1212 - he will verify that I was there at 10 a.m. on August 4, 2001."

Also, please complete the following information for your certificate (it goes to the person that does the certificate and not the verification team):

Ride you completed (circle): SaddleSore 1000 or Bun-Burner 1500

**FEE SCHEDULE**

Please use the following fee schedule to calculate the cost of awards:

SaddleSore or Bun-Burner (complete package, verification, pin, plate back and certificate)  
 (savings of \$2.00) over individual pricing: \$45.00

*If you have completed both the SaddleSore 1000 and Bun-Burner 1500 on the same ride, there are some savings for us in postage and administrative costs that we can pass on to you.*

Additional certification (Bun-Burner with SaddleSore)	\$20.00
Additional SaddleSore ride pin if desired:	\$ 7.00
SaddleSore ride patch if desired:	\$ 7.75
Bun Burner ride patch if desired:	\$ 7.75
Additional Bun Burner ride pin if desired:	\$ 7.00

Additional World's Toughest Riders plate back if desired: \$ 5.50

Additional copy of certificate if desired: \$ 4.00

Total Enclosed: \_\_\_\_\_

OR

If you already have or do not want pins or plate backs, or want additional items, please use this list

SaddleSore or Bun-Burner (certificate only): \$35.00

*If you have completed both the SaddleSore 1000 and Bun-Burner 1500 on the same ride, there are some savings for us in postage and administrative costs that we can pass on to you.*

Additional certification (Bun-Burner with SaddleSore) \$20.00

SaddleSore 1000 pin if desired: \$ 7.00

SaddleSore ride patch if desired: \$ 7.75

Bun Burner 1500 pin if desired: \$ 7.00

Bun Burner ride patch if desired: \$ 7.75

World's Toughest Riders plate back if desired: \$ 5.50

Additional copy of certificate if desired: \$ 4.00

Total Enclosed: \_\_\_\_\_

Harley-Davidson owners: Plate backs do not fit all models of Harley-Davidsons. We attempt to send the best fit possible (we have 2 versions), please see <http://www.saddlesore.com/harleyplates/index.html> for some of the challenges some Harley's present.

DO NOT SEND CASH! If you are from a country outside the United States please write [kneebone@ironbutt.com](mailto:kneebone@ironbutt.com) for alternate methods of payment!

Address to mail certificates to:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

If you have one, your e-mail address: \_\_\_\_\_

Have you ever completed an Iron Butt Association ride before? \_\_\_\_\_

Name you want on certificate: \_\_\_\_\_  
 (for example, Jonathan J. Smith, SR or John Smith)

Your age (only used for statistics): \_\_\_\_\_

Circle One (only used for statistics): Male Female

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

\_\_\_\_\_

Date of start: \_\_\_\_\_ (for example, January 5, 2001)

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.

NOTE: If you are applying for both a SaddleSore and Bun Burner, please indicate mileages for both rides and start/end and mid point cities for both rides (you can do this on this part of the form or duplicate this page with the information).

Miles Ridden according to your odometer: \_\_\_\_\_

Note: These will probably be changed by the verification team.

If you used a GPS (Global Positioning Device) and noted your mileage, please enter that reading here: \_\_\_\_\_

Cities/towns your route included:

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

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

This is to Certify that on May 15, 2001, John J. Rider rode a BMW K1200LT a total of 1,310 grueling miles in less than twenty-four hours starting in Chicago, Illinois continuing onto St Louis, Missouri and Oklahoma City, Oklahoma before ending in Omaha, Nebraska while participating in the SaddleSore 1000.

Name of start city: \_\_\_\_\_

Note: for the **\*\*certificate\*\*** you may substitute a large city nearby (if you want); for example, if you start in DesPlaines, Illinois, (a suburb of Chicago), it is acceptable to put Chicago as the starting

point for the certificate.

Name of end city for SaddleSore: \_\_\_\_\_

Note: Same rules apply to these cities as noted above.

Name of end city for Bun Burner: \_\_\_\_\_

Note: Same rules apply to these cities as noted above.

Your certificate will highlight up to three cities as midpoints.  
Please list UP TO THREE cities that helps highlight your route for your certificate:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Note: Some of these cities may be listed on your certificate and the same rules apply to these cities as noted above. For example, we might want to say, Jerry Jones started in New York, New York continued onto Daytona Beach, Florida before ending her ride in Little Rock, Arkansas.

Please note that this is only an attempt to make your certificate more readable - do not stop 60 miles short of Los Angeles and expect us to create a certificate that reads Los Angeles. This is to make the certificates more readable so that when you display them, your riding friends will better grasp the immense ride you took.

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, along with a check for US funds to (PLEASE DO NOT USE A STAPLE ON YOUR CHECK) to:

Iron Butt Association  
P.O. Box 9450  
Naperville, IL 60567-9450

DO NOT send CASH! Please contact [kneebone@ironbutt.com](mailto:kneebone@ironbutt.com) if you are from outside of North America and need alternate means of payment!

Should you decide to tackle the SaddleSore or Bun-Burner, we wish you the best of luck and look forward to hearing about your ride!

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