



## IBA Ride Guidelines - Iron Butt Association

The following pages contain the **rules for certification** of IBA rides by IBA Benelux.

Please remember that the **Iron Butt Association** is dedicated to the sport of **safe**, long-distance-motorcycle riding.

Our **primary** concern is rider **safety**.

It is therefore **not possible** to register a ride in advance. This allows each rider to choose a day for his ride when the combination of weather, the condition of the motorbike and particularly the rider's own condition are **ideal** for an IBA ride.

It also takes the **pressure off** the rider to have to start or complete a ride when all the circumstances make this **inadvisable**.

**All** Iron Butt rides and events **require** the participant to be of **legal age**.

Riding in a **group** can provide greater safety. **However**, it can also increase the risk to the individual if it makes him **exceed his personal limit** in order to keep up with the group.

For group rides, therefore, it is essential to **clarify beforehand** whether the group members have similar attitudes towards riding style, breaks, distances, speed and rules. Group rules should also be defined in advance, e.g. what to do if a group member gets tired and wants to take a break, and so forth.

Motorbike riding is **inherently risky**, so it is essential that you **reduce** the probability of an accident by riding **carefully** and with **foresight**.

**No one**, not even the most experienced long-distance rider, can safely fight off fatigue. Whenever you feel signs of fatigue while riding, there is only one option: **Stop immediately and rest!**

Under **no** circumstances will the **Iron Butt Association** tolerate conduct such as:

- non-compliance with **traffic regulations** (e.g. **speeding**)
- **reckless** motorcycle riding
- riding when **tired, exhausted** or **unfit to ride** for any other reason
- riding under the influence of **stimulants** or similar substances
- motorcycle rides that **exceed your personal limit**.



Any rider who is proven to have engaged in these or similar types of **misconduct** will be **disqualified** from not only the event in question, but also all future events of the Iron Butt Association.

A **disqualification** of this kind can also be **imposed retrospectively** if, for example, infringements are only identified after the end of the event in question.

The **Iron Butt Association** will also take action if a participant in an event organized or approved by the IBA speaks publicly after the event about **possible misconduct** that he engaged in.

This will be **assessed** and **evaluated** solely at the **discretion of the IBA Benelux**.

## Kilometer-based rides

The following rides are designated **only** for countries that use the **metric system** (kilometer):

- Saddle Sore **1600K** (1600 kilometers in maximum of 24 hours)
- Saddle Sore **2000K** (2000 kilometers in maximum of 24 hours)
- Bun Burner **2500K** (2500 kilometers in maximum of 36 hours)
- Bun Burner **GOLD** (2500 kilometers in maximum of 24 hours)

The **certifications** of all mile-based rides are of course also carried out by **IBA Benelux**.

Go to [www.ibabenelux.org](http://www.ibabenelux.org) for an overview of all the rides.

Because the "**Bun Burner GOLD**" counts as one of the "**Extreme Rides**", you need to have already **successfully** ridden a "Saddle Sore 1600K", "Saddle Sore 2000K" or "Bun Burner 2500K".

All rides can be completed with a **passenger** (pillion). However, there must be **only one pilot** for the **whole** ride. The pilot and pillion are **not allowed** to take turns at piloting.

In this case, the **Iron Butt Association** awards a certificate issued to **both** the pilot and the pillion.



**Five steps** are needed for successful planning and implementation of an IBA ride:

1. Plan a **safe** route
2. Document the **start** of your ride
3. Collect **all** documentation and fuel receipts
4. Document the **End** of your ride
5. Prepare the **documentation** and send the copy to the IBA Benelux.

## 1. Plan a safe route

Because the IBA clearly **distances itself** from road racing, there are **no** mileages of more than 2,800 km in less than 24 hours.

Please note that 24 hours refers to the total time, **not** the net riding time.

So, for example, if you start your Saddle Sore on 1 June at 5.00 a.m., you need to have finished it before 5.00 a.m. on 2 June.

Most riders take **about 18 hours** for the Saddle Sore 1000 (including all stops).

All rides are designed so that they do **not require** you to ride at high speeds.

For **every hour** that you ride on a motorway, you should theoretically have **around 20 minutes** break time.

A **safe ride** should be your primary goal. If it is your first attempt at a 1600 km, we strongly recommend the popular "**Iron Butt Association's 29 Long Distance Riding Tips**". You can find this at [www.ibabenelux.org](http://www.ibabenelux.org).

**Multi-lane roads** such as motorways are the **safest** and **most effective** way to ride long distances. With effective time management, it is possible to set out on the Saddle Sore 1600K in the early hours of the morning and be home again in time for a late dinner.

Other riders **split** their SaddleSore or Bun Burner into two parts, riding during the day and stopping for a few hours 'sleep (e.g. in a hotel), then riding the second half. This method is particularly suitable for the BB2500K over 36 hours.

**Don't** rely on the **standard mileage counter** on your motorbike. Many motorbikes register up to 4% more miles than actually travelled. On a Saddle Sore over 24 hours, this can lead to inaccuracies in route length of up to 60 km.

**Your route** (and therefore the route length) is calculated using **only** your **submitted fuel receipts**. This is done by calculating the shortest sensible route between two fuel receipts: the total gives the route length. The time on your **starting receipt** is the official start time of your ride, and the time on the **final receipt documents** the official end time.

The fuel receipts are **often not sufficient** to map the entire length of the route precisely.

For example, at crest points, turning points or corner points of a route, further receipts are often needed, known as "**tactical receipts**".

These tactical receipts can be **additional fuel receipts** or other **machine-printed receipts** clearly showing the address, date and time.

From the point of view of documentation, the best route is a **point-to-point route** (e.g. Düsseldorf – Madrid).

During a 24 or 36 hours ride, each stretch of a route may only be ridden **once in one direction**. We will **refuse** certification if you ride up and down one 400 km stretch of the A3 four times.

On **multi-day rides** such as the SS2000, however, you are allowed to ride the same stretch as the first day on the second day (i.e. during the second 24 hours).

## 2. Document the start of your ride

Every IBA ride **starts** with a **fuel receipt**.

The start of the ride must also be **additionally documented**.

One way to do this is with an **eyewitness**. You need an eyewitness of legal age who attests with their name, address and signature that you were indeed at the place specified on the fuel receipt at the stated time. The eyewitness must also provide their e-mail address or mobile phone number, as the certification team who checks your ride may contact him or her. You can **download** and print the required eyewitness form at [www.ibabenelux.org](http://www.ibabenelux.org).



### 2b. Foto-Method

From **1.1.2017**, there is a further **favoured** option (called **Foto-Method**)

The eye-witnessing form can be dispensed with if a photo is taken during **each** refueling (also start and finish), which shows the respective mileage of your motorcycle and the respective **complete** tank receipt. Please make sure that the date and time are set correctly in the camera before the start.

This rule also applies for IBA rides where an eyewitness is **required for stopovers** (e.g. Bun Burner Gold 3000).



## 3. Collect all documentation and fuel receipts

**After the ride**, you must prepare the **ride documentation**.

To create the Ride documentation you will need:

- all gas receipts (start, finish, during the ride) and “tactical receipts”
- any receipts for longer breaks and overnight stays
- Coordinates of the gas stations (also tactical receipts)
- Mileage of the bike at the respective gas stations
- Photos of gas receipt and mileage with each refueling (or alternatively eyewitnesses)

**You can find exact instructions for creating a correct Ride documentation at [www.ibabenelux.org](http://www.ibabenelux.org) (-> IBA Documents).**

**The document is called "Creating the Ride Documentation.pdf".**

**All** eligible receipts must be **machine-printed** and include the **place**, **date** and **time**. All fuel receipts must also show the **quantity of fuel**.

While the fuel receipts at the start and end must be **100% correct** without exception, it is less critical if one piece of information (such as the time or quantity of fuel) is wrong on one fuel receipt in the middle of the ride. We know that the tills at filling stations are not always correctly set up. In this case, the information must be corrected by hand and the phone number of the filling station noted on the receipt.

Do **not**, therefore, waste any valuable time if the time on a fuel receipt is incorrect. It is only on the fuel receipts at the start and end that all details are binding and required in machine-printed form.

Even if your motorbike has an extra-large tank, **you need to refuel at least every 560 km**. This is necessary for precise documentation of your ride. We know that it is possible to ride greater distances, but for the certification of your IBA ride, **we cannot accept this**.

With group rides too, each rider must have his own receipts. **Group receipts will not be accepted**.

Submitting the receipts of co-riders is regarded as **attempted fraud** and will lead to the rides of everyone who took part in this ride being disqualified.



## 4. Document the end of your ride

**Every** IBA ride ends with a fuel receipt.

The end of the ride must also be additionally documented (eye-witness or Foto-Method, please see 2.)

### **Please note, Emergency plan:**

For your IBA ride to be **successful**, you need to **plan the destination filling station before** starting your ride and check whether it is actually open at the time you plan to arrive there.

If the filling station is unexpectedly closed or you cannot supply a correct fuel receipt, you can **still save** your ride by doing the following:

- Get **another machine-printed** receipt (e.g. ATM)
- Take a **photo** showing the **kilometer reading** of your motorbike and this **substitute receipt**
- Take another photo of the gas station and the pump with your motorcycle (important !!)

Of course, the replacement receipt must also be within the timetable.

And make sure all your photo's are sharp and all information is readable.



## 5. Prepare the documentation and send a copy to IBA Benelux

**Document** your ride. A guide can be found at [www.ibabenelux.org](http://www.ibabenelux.org) in the download area (IBA Documents).

### **IMPORTANT:**

**Never** send the **original receipts** to the IBA: **only send copies.**

Once we have **received** your **ride documentation**, we will start checking your ride.

Due to the **highly time-intensive work** involved and the fact that this work (checking of receipts, calculation of the route, contacting eyewitnesses if necessary, completing the certificate etc.) is done **voluntarily and during people's free time**, it may take around **6–10 weeks** until you receive your confirmation of the certification by email. In this email you will find the next steps to receive your certificate on paper.

**We know the waiting time can feel long.** However, we would like to point out that it is the thoroughness with which the certification team carries out these checks which gives the certificate its true worth, i.e. not just anyone can get a certificate and become an IBA member, and you cannot "**trick your way in**".

**Every rider** who has one of these certificates knows **how hard it was to earn it.**

If you have **any questions on the rules**, please do not hesitate to ask.

Send an **e-mail** to [info@ibabenelux.org](mailto:info@ibabenelux.org) or visit our **forum**: [forum.ironbutt.org](http://forum.ironbutt.org) or visit our Facebook group "Iron Butt Association".

If you are thinking about tacking a SaddleSore or Bun Burner, we would like to **wish you success.**

We look forward to **hearing from you.**