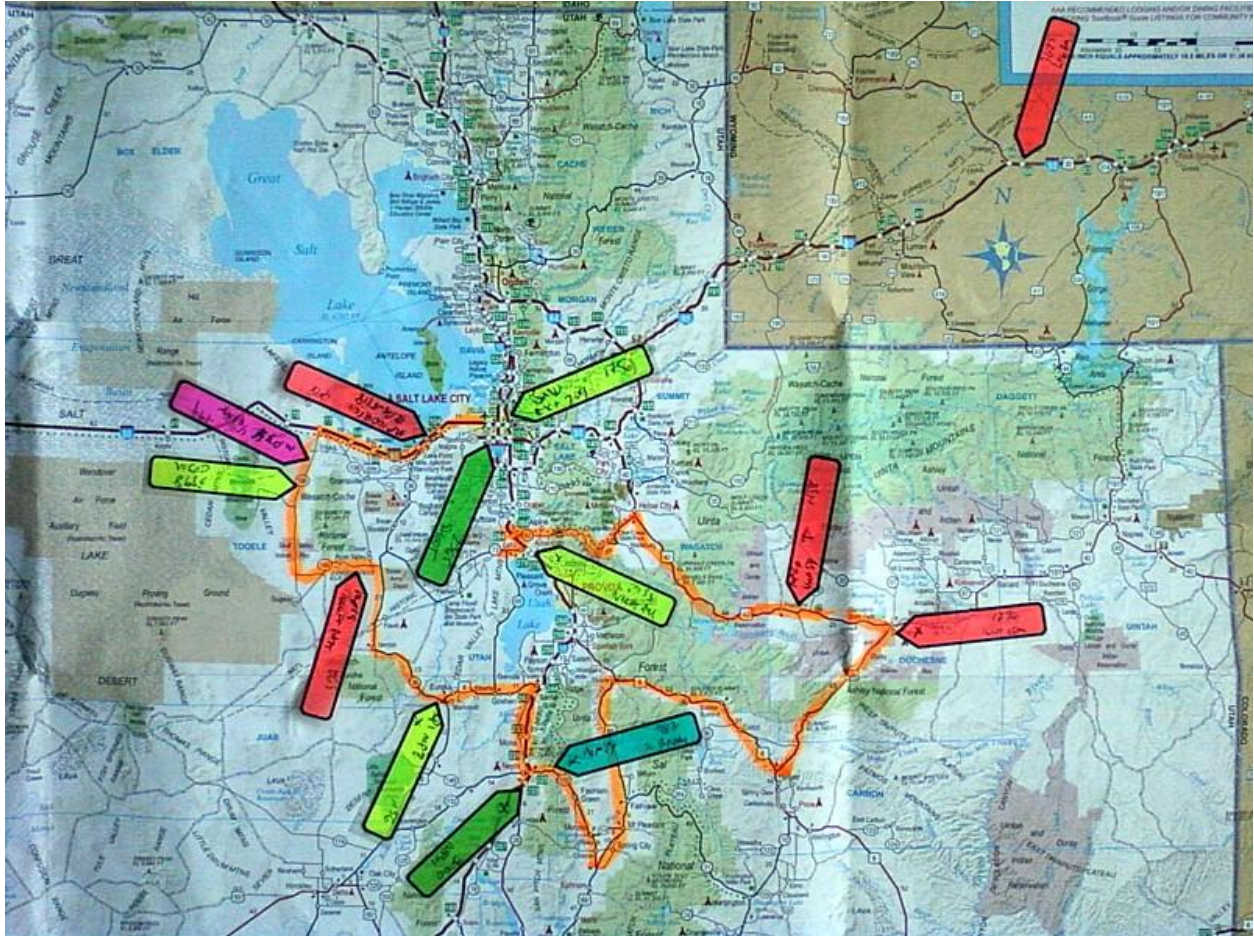


## Utah 1088 12-Hour Rally, June 25, 2011 7:00AM - 7:00PM



We were ecstatic when Steve Chalmers, Rally Master of the [Utah 1088](#), gave us the rally packet at the rider's meeting the night before the start. We had practiced our 'quick and dirty' routing strategies, and although we had no intentions of staying up all night if he did give it to us in advance, we knew that to really hone a pleasing route solution was going to require considerably more than 15-minutes.

***“I have a cunning plan that cannot fail” – Baldrick***

As everyone grabbed their packets and headed up to their rooms to work out routes on their computers and netbooks, we broke out our 'route kit' and laid out our Utah AAA map over the tank of our DL650.

We poured through the rally packet and highlighted the base route in, and then pointed out the checkpoint 'Nephi' and bonus locations with point values on Post-it arrows. We used a Garmin Nuvi 1490t to calculate route times, but you should note that the very useful 'analog' portion of our route planning strategy came courtesy of [Ken Morton's 2006 Utah 1088 Ride Report](#).

The base route was fantastic. The three winning routes (in our opinion) all involved following the base route almost verbatim in the morning. We were able to add a quick visit to the shooting range south of the airport and a backtrack to downtown at the beginning, and still managed to arrive at the morning checkpoint before it 'opened'.

The afternoon had three options to consider for a 'competitive' finish, two of which we quickly ruled out... *first, being '2-Up'; secondly, it being Lisa's first rally experience (from a rider's perspective); and third, 12-hour rallies offer little time to recover from errors or route problems.* The two aggressive strategies involved outlying bonus locations far off the base route. Adding Little America in Wyoming to the base route required over 11 hours of saddle time. St George, along a more predictable I-15 route, was nearly the same amount of time, but with fewer points (since you had to drop the two eastern base route bonuses). The third option (which we selected) was just under 9 hours of saddle time and involved dropping the afternoon base route in favor of turning back at the Nebo Loop junction, grabbing the Dinosaur mural at Thanksgiving Point in Lehi and then on to Little America in Wyoming. The points lost from not picking up the two eastern bonuses on the base route (Duchesne and a state trooper memorial) were covered (and then some) by the Little America bonus.

It was a solid route that gave us plenty of time to keep ourselves in check (and nourished), and as it turned out no one went for one of the two more aggressive routes (which we had dubbed 'Meese1' and 'Meese2'), so we ended up with the high score overall. In addition, half the starting riders of the 12-hour rally DNF'd ('Did Not Finish'), several from simply going overtime by a few minutes.

We were able to reach the finish in about [10 hours and 50 minutes](#). Could we have completed one of the more aggressive routes? I kind of doubt it. It would have certainly made for a different rally experience. First there would have been no 'hamburger time' like we enjoyed in Little America, the detours in Lehi would have been excruciatingly stressful, and the lack of 'buffer' time may have compelled me to push myself unnecessarily. It was a fun day, Lisa got hooked, and we had a satisfying day watching our plan succeed. If anyone had achieved a higher score we would not have been disappointed in the least.

++ Craig (& Lisa) Chaddock