

## **IBR 2017 June 30 Day 05      Storms, stress, and scoring**

### **On the way to CP1**

Riders felt a huge sense of relief when returning from the dry desert southwest or oppressively humid south, dismounting their bug encrusted steeds, and stepping through the door into the cool, air-conditioned comfort of the scoring room in the Courtyard Marriott in Allen, Texas. In much the same way, Rally Central emerged from a relative desert of reliable information on what happened on Leg 1 into a sudden avalanche of information and stories from the road as riders arrived by the dozens ahead of that infernal 10:00 p.m. Tuesday deadline.

Additional information surfaced about Connie Gabrick's bike tip over incident reported earlier: Connie saw IBR rider Scott Madson ride by as she was stopping for fuel. So after the tip over and fuel spill, with no one there to help her lift the massive Victory, she borrowed a phone called Scott for assistance. Scott turned around from his route to the next bonus, rode back to her location, and assisted with picking up the bike. Connie, not one to waste time, walked over and collected the bonus she was after while waiting for her fellow Team Strange rider and knight in shining armor to arrive.

Nancy Lefcourt reported being on the receiving end of a road rage incident in Pueblo, Colorado. Her lane merged due to construction and, being in rally mode, she passed a slow moving truck prior to merging. The truck driver apparently was very unhappy to have a motorcycle pass him and proceeded to swerve toward Nancy, while yelling and gesturing out the window. She was able to apply a rotational motion to the right grip and leave the moron to stew alone in the miserable heat.

Nancy also arrived with a nail in her tire at the checkpoint. After check-in, she tried fixing it, but the sealant she used did not work. IBR vet Bobby Fox had her spare wheel staged nearby, because he was planning to bring it to her at the second checkpoint. They were able to swap wheels, so she should be good to go.

Unfortunately, Maura Gatensby's difficulties did not end with the loss of the seat on her ST enroute to the start. She has also lost her I.D. tag (500 point penalty) and her cruise control stopped functioning. The heat and humidity is wearing on our Canadian friend. She was looking for a throttle lock and hoping to regroup for a good Leg 2. It was reported that someone loaned her a throttle lock, but we don't have the name of her knight.

Dave and Danielle Legnosky suffered from a number of electrical issues on Leg 1. Dave is resourceful and was able to resolve all of them. Then he dropped his cell phone while underway. He pulled over, walked back up the road searching for it, finding it within about a

half mile. The recently purchased Otter case was money well spent, as the phone was still operational.



Felipe Salman is the first rider from Mexico to compete in the IBR. He arrived at the checkpoint intact, but with a broken screen and mirror on his Super Tenere. A replacement had been procured by the LD community and was waiting for him. Eric Vaillancourt, Bill Thweatt, and others assisted with the repairs. However, the story about how the bike fell over was more intense than first reported.

The incident was not just a simple tip-over. Felipe was riding from Rapid City, South Dakota when he saw a massive storm looming ahead. The wind gusts rapidly increased, to the point that he was having difficulty controlling the bike. He decided it would be prudent to turn around and get closer to the city and seek shelter.

The fast moving storm quickly engulfed Felipe. He pulled to the shoulder, dismounted, and was holding his bike from the side, braced and leaning into it like a pro football player trying to keep a defensive lineman off of his quarterback, desperately trying to keep the bike upright. Felipe is a big, strong man, but the bike went over anyway. A driver in a truck stopped and yelled at him to get inside the cab before he got hit by flying debris.

When he got inside and out of the wind, he said that the truck felt as if it was going to be lifted off the ground. Unidentified debris was swirling everywhere. No funnel cloud was spotted, and there were no reports of demolished trailer parks, but the weather radar looked pretty intense.

The storm subsided within a few minutes and Felipe continued his rally on a damaged, but rideable, bike. Those rally riders familiar with the Cape Fear Rally might suspect that Jim Bain could not be very far away if something resembling a tornadic supercell occurs near riders during a rally. Yep, Jim is at the IBR checkpoint, serving as a scorer. What is it with rallymasters and the weather?

Several spectators and cheerleaders were on hand to welcome the riders to the first Texas checkpoint. Canadian and multi-time IBR finisher John Ferber was the first staff volunteer to greet the arriving riders and record their odometer readings. The riders were then supposed to stop the clock inside the hotel with Bill Thweatt. At that point, another clock started and they had one hour to get their bonus claims in order and present themselves for scoring.

Nancy Collins organized the scoring packets, having the riders confirm that they had everything they needed for scoring. Betsy Young managed the number of riders queued up to enter the scoring room and verified that they understood there was no going back after entering scoring. Thankfully, Texan Betsy also did not need anyone to translate my L.A. accented instructions for how scoring should work to keep the riders moving. Donna Fousek transferred rider packets in the scoring room for better efficiency.

Dave McQueeney, Ira Agins, and Eric Vaillancourt processed the rider's camera cards. The individual rider scoring was handled by IBR veterans Brian Roberts, Jim Bain, Bob Rippy, Dennis Bitner, Tim Masterson, Chris Sakala, Scott Thornton, Jim Fousek, Cletha Walstrand, and Geoffrey Green. Jeff Earls and Kathy Engholm compiled the results.

Mr. Green frequently assists with various stage productions in his Tennessee hometown, so he understands the urgency of production schedules. When his laptop died just prior to scoring, he did not allow that to stop the show. He immediately went to Best Buy and bought a new laptop.

Many of the riders came in looking fresh and rested, which bodes well for their need to think clearly when planning Leg 2. Those who arrived looking like the proverbial 'meat on a stick' may regret pushing too hard for too few points during Leg 1. This happens during every IBR and every scribe laments the choices made by riders that do not know, or have forgotten, just how far into the depths of their souls riders will need to reach to be successful on the last leg of this adventure.

All of the riders were finished with scoring by 10:19 p.m., less than 20 minutes after the penalty window closed. When a scoring team performs this well, with such speed and accuracy, it really benefits the riders. They have additional time to sleep prior to the start of Leg 2. Thanks to all of the efforts and patience of the great volunteers at Checkpoint 1.



IBR vet, roadracer, and Texan Allen Dye showed up at the checkpoint with everything need to assist riders in need of wrenching or tire changes.

### Leg 2 Rider's meeting



The rider's meeting started at 4:00am. Mike reminded the riders of a few key issues that came up during the scoring process to help them avoid being disqualified at upcoming checkpoints. The floor was then turned over to Routemaster Jeff Earls, who revealed the new twists on the bonus collection for Leg 2.

Strings are still in play, with the bonus count per string raised to four. The point value of the final bonus in the string will now be tripled, if all of the bonuses are collected properly.

However, instead of every bonus in the string being from the same group, on Leg 2, each bonus in each string must be from a *different* group.

Yohinori Ishii arrived late to the rider's meeting, but Kit Chunhawong and Paul Slaton missed the meeting entirely. Kit showed up just as the meeting ended at around 4:30 a.m. Paul called

Lisa at 7:20 to inform her that he slept in, as if we weren't already aware. Paul did not pick up his packet until 7:30 a.m. Guess those big miles on Leg 1 took their toll.



Kit Chunhawong picks funny locations to hang his rally flag. Such creativity is always amusing.

Peter Ihlo and Conny Schneider are from Bach, Switzerland, and riding a 2003 ST1300. They have not had any bike issues or routing issues that we are aware of, but are getting a mention in the daily report because somewhere along the IBR registration process, Conny's name was entered in the IBR data system as Connie. Her nametag is correct, but the misspelled version has propagated through some of the spreadsheets and posts. Her only request so far in the rally has been to have her name spelled correctly. The staff is, of course, happy to correct this error. It is very impressive for a two-up team from overseas to be in the states, running this rally, and not have any reported issues or requests beyond this.

More than half the bikes in the field were still in the parking lot at 7:30 a.m. There were still three bikes remaining at 11:30 a.m. Jeff's Leg 2 puzzle apparently offered quite a challenge to the riders. Those relying on spreadsheet based programs are finding it much more difficult to find a route than riders that are able to look at a coded set of bonuses on a map and "see" a route.

## Start of Leg 2



Thursday morning, Phillip O'Connor came out to load his darksider FJR bike and found the rear tire flat. After several unsuccessful attempts to plug it, a request for help was sent to Rally Central for assistance. Your scribe was happy to step away from the keyboard and actually get to work on a motorcycle to help a rider out. The tire was quickly plugged and holding air when he departed on Leg 2.

Rob Nye, a very smart and experienced rider, withdrew from the rally this morning. He came to Rally Central this morning and let Jeff know that he felt the number of things not going well during Leg 1 were outweighing things that were going well. Rob said that he needed to break the string before it got worse.

Pulling the plug on something that has taken so much effort and preparation is difficult and disheartening. But there is a time when doing so is the right choice no matter how difficult that choice may seem. Rob was clearly at that point this morning in Rally Central. We have great respect for his self assessment and although we understand his decision, he will be missed during the remaining days of this rally.

Kevin and Lynda Weller from the UK suffered a massive fuel leak on their Super Tenere shortly after departing the checkpoint. The bike was towed to a nearby dealer. Reports indicate that the fuel line and quick disconnect may have suffered prior damage and day one of Leg 2 was the day for it to fail. The dealer ordered some parts, but there was no guarantee they would arrive in time to salvage something from Leg 2.

IBR vets Kevin Sawatsky, Eric Vaillancourt, and your rally scribe are all Super Tenere owners and have offered assistance. We discussed options for a quicker solution to the Weller's problems than what was offered by the powersports dealer. Eric rode to the dealership to evaluate the

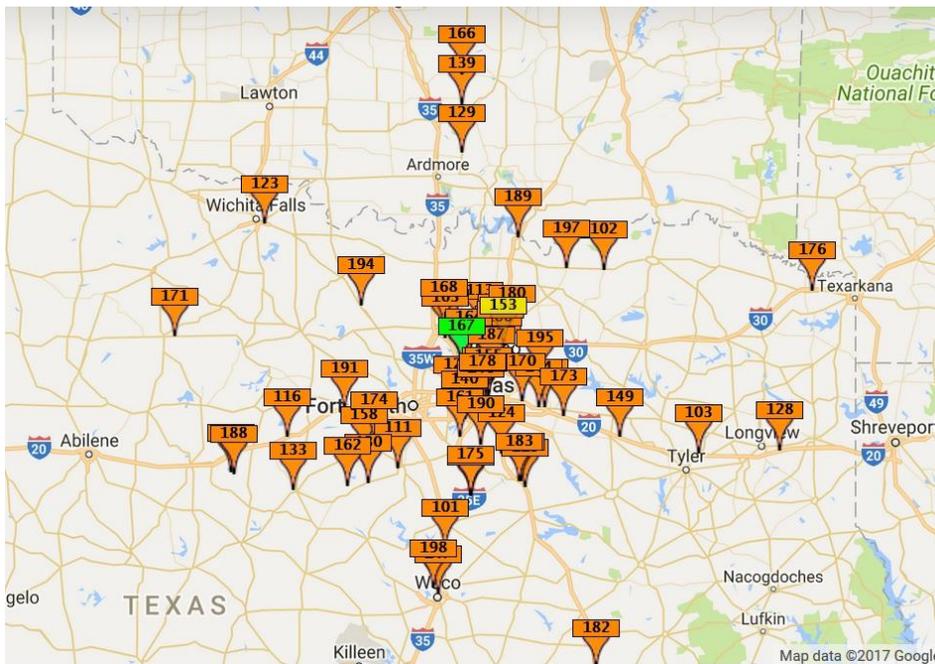
bike. He is a machinist by trade and an experienced bike farkler, not to mention having parts on his own Super Tenere available if necessary. Eric was able to create a fix that he believes will get the Wellers back on the road and through Leg 2, until their new parts arrive here in Dallas, hopefully in time for their arrival at Checkpoint 2.

Ian McPhee, who needed a Garmin replacement on Leg 1, is having additional problems. The shock failed on his BMW. Fortunately, a take-off from a salvage bike was found locally and he is under way again.

Thursday morning, as the riders were departing, Facebook showed a news report of an accident on I-45. A hog truck had overturned and caught fire. The interstate was closed and some hogs were walking through the stopped traffic. No word on whether any riders stopped for bacon.

The latest reports indicate that Marty Cover was a bit sheepish when he called the Rallymaster to admit he arrived at the group photo bonus two days early. His embarrassment was mitigated somewhat, as two other riders were also there with him. No word on their identities ... yet.

Rally Central is watching the spot tracker and awaiting news from the upcoming call-in bonus.



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*Photos by John Harrison, Tim Masterson*