

Sunday June 23 Day 7 Regroup

Andy Mackey called in to Rally Central and lamented the hardest part of the rally, so far, was the “walk of shame” to find Lisa at the hotel across the street after missing the rider meeting yesterday.

Of the successful call-ins during the second opportunity for easy points, it was clear Lynda and Terry Lahman tailored their messages to get the attention of the scribe. Lynda reported asking Terry to talk to her because she was bored. Now that statement itself might raise questions for a therapist like Lynda. However, it is beyond the scope of the IBR daily report to get into the depths of spousal team dynamics, so we will just let that go.

In any case, Lynda reported Terry proceeded to tell her the story of John Harrison, the 1700’s British clockmaker, who invented the marine chronometer, a portable clock which first allowed the accurate calculation of latitude and longitude. This allowed accurate long-range navigation of the oceans, leading to the expanded exploration of the late 1700’s.

https://en.wikipedia.org/wiki/John_Harrison

Your scribe learned the story of this historical John Harrison from the most famous IBR scribe of all, Bob Higdon, many years ago. I knew immediately what she was talking about. So yes, the Lahman’s clever gambit to get their call-in mentioned in the daily reports was successful. Where is that smiley emoji when you need it? Also, as vets should be able to do, Terry and Lynda both successfully record all 5 required info items. It did take Terry two attempts, as the first ended in “Aw crap, what’s the name of this town?”

However, many of the other call-in attempts were not as successful. There were 27 fails for the riders’ second opportunity to get points for a phone call. The vast majority of those lost points were due to riders not reading the bonus time window correctly. It was clearly given in Eastern Daylight Time (EDT) and most riders were in the Pacific Daylight Time Zone. It was specifically noted during the rider meeting as well. Many of those riders could not afford to lose an easy 1000 points.

There were 5 riders who lost their Leg 1 Tracking Bonus for various rules infractions. Losing 2500 easy points is not the way to finish Leg 1 of the IBR. For some, the start of the final leg does not appear to be much better.

Lisa Erbes and Jim Winterer, affectionally know and Team Wintererbes, called and left a message for Rally Architect Jeff Earls claiming the points for Forks of Salmon Post Office were not high enough for the effort required to traverse the narrow, winding road required to get there. They had to drop other planned bonuses as a result of the unexpected time sink.

Jon Kerr informed us that Vancouver Island was beautiful and had “relatively” few deer.

Rookie and points leader after Leg 1, Steve Gallant, noted Highway 299 was perhaps his favorite road ever and he was enjoying a great adventure.

Jim Burriss needed a front tire in the unicorn size 130/70-18. The word went out and he soon had one. He said the tire was “cheap at twice the price.” It certainly kept him in the rally.

Dylan Spink, on the vintage 650 Silverwing, suspected a bad tank of fuel. His vintage bike was down on power and barely maintaining 40 m.p.h. After numerous checks, finding no problems, he pulled the air filter. It looked clean, but it was soaked with fuel and oil. The engine was starving for air. He replaced the saturated paper filter with a an Under Armour sock from his luggage, which restored the power and got him to back to Kennewick.

Jeff Earls announced in the rider meeting that one bonus, the Dee Wright Observatory near McKenzie Pass, was worth zero points; the road was closed due to snow. He did not want anyone to attempt it, so he reduced the points to zero and told all the riders not to go there. Somehow, several riders managed to forget this important announcement.



Eric Bray hit a deer on the route to the Point of Salmon bonus. He did not crash and the only damage to the bike was a broken driving light. He is fine and still riding. Perhaps he should swing down to Las Vegas while he is still on a hot streak.

Mike Heitkamp had a large insect make it past his windscreen, under his slightly open face shield, splattering on the bridge of his eyeglasses. The resulting bug guts in his eye blinded him temporarily with burning pain and he is fortunate he did not crash.

The opportunity for a second group photo bonus at Cape Disappointment, Washington, saw 13 riders show up. John Kerr arrived around 45 minutes early. He said he decided to take the extra minutes to get a tank of fuel at a nearby station. When he tried to restart his bike, the electronic fob would not allow him to start the engine. To add insult to injury, without the fob, he was unable to open his saddlebags to retrieve his phone. He guessed it might be the battery in the fob, so he ran a few blocks to a store to get a battery, or five. As a result of the delay, he was 2 minutes late returning to the photo bonus site and missed out on the points. He was still disappointed and frustrated when we talked after he arrived in the Kennewick parking lot, but, as usual, Jon maintained a great attitude.



Wing and a prayer...that the key fob will work to start the bike.



Greg Dennett and his old school ST1100.



Eric Jewell and his not so old school ST1300.



Mike Heitkamp arriving at hotel looking strong.



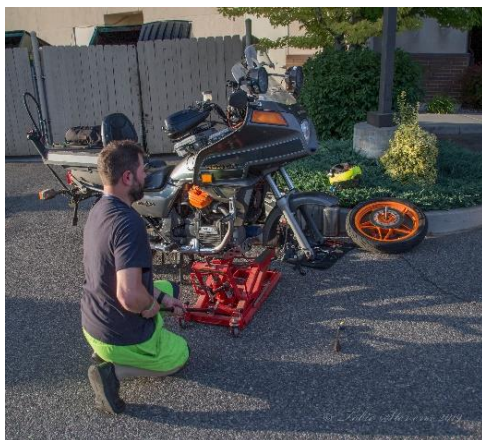
Mike's Dad assisted with tire changes.



Jeffrey Gebler lost his windscreen and half of his dash mounted hula girl last Wednesday. Daniel Dyer assisted Jeffrey with installing a new FireCreek screen.



Wendy Crockett arrived with a bee in her pants stinging her!
"Mike! Get it out NOW!" ...well, maybe something like that.
But it did not stop the ace mechanic from getting her tire changed quick, fast, and in a hurry.



Dylan Spink was changing tires, but not the custom Under Armour air filter.



When a brake pad replacement turns into major surgery.
Marc Beaulac struggling with a rounded off allen-head brake caliper pin.
When all else fails, use a hammer.



When an IBR vet's broken BMW makes desperately needed foot pegs available for Martin Cover.



The Matt and Rusty show! Many riders benefitted from their generosity and expertise.



Jim Winterer added thicker soles to his boots to make it easier to steady the tall FJR against sudden gusts of gravity. But when custom boots blow out, gorilla glue and duct tape to the rescue.



Danny Dossman in quite possibly the only photo ever captured with his hair standing up! Danny reported having an absolute blast on the roads less traveled.



Nancy Lefcourt getting ready for a tire change.



Steve Snell arriving after a long day of hustling his Wing back to Kennewick from Yosemite.



Local WA volunteer Jeff Seitz, IBR vet and staff member Ira Agins, and Leg 1 leader, rookie Steve Gallant.

Riders who did not choose to go north and then did not get back to Kennewick before 8:00 p.m. were left with only a few options, all of them unattractive.

The super nice two-up team of John and Nadine Huval have had to withdraw, due to personal reasons. Mike Riley was not able to get back to Kennewick in time and has withdrawn. Don Stadtler has also withdrawn after arriving just minutes past the deadline at the Kennewick hotel Sunday evening.

The remaining riders are chasing bonuses based on the provided latitude and longitude locations (along with written directions from some of those coordinates), although they are using satellite GPS units instead of 1700's analog chronometers for their remaining cross-country voyage toward Greenville, South Carolina.

Photos by John Harrison and Tobie Stevens (the really good one are Tobie's)

*John Harrison
IBR Scribe
Iron Butt Rally©*