

Day 8 - Where the Weird Stuff Starts to Happen



The group photo bonus at Andrew Johnson National Historic Site was a washout.

40 riders scored the Andrew Johnson group bonus at 5:30 in heavy rain and then rode the 38.7 miles to the Meadowview Conference Center for the start of the second checkpoint. The parade of riders was greeted with applause and cheers by LDriders from around the region who had gathered at the resort. Some of the non-motorcycling guests were also caught up in the excitement. After the initial rush, there was a steady stream of incoming riders until all 81 had checked in. Five riders arrived in the penalty period, with Don Duck the last man in at 8:25.



As described in my report after the first checkpoint, the scoring process is the frenzy of activity. Upon arrival under the porte cochere, riders are met by John Ferber, Dennis Bitner, Joey Lawson and Sal Terranova, who check the rider's odometer and send the rider inside to stop the rally clock with Ira Agins, where the rider must produce his or her identification card. As we began the penalty period, riders were directed to see Ira to stop the clock first and come back for the ODO check. Afterward, the rider is accompanied to the scoring check-in table, managed by Kevin Smart. Once presented for scoring, the rider has 60 minutes to return with all paperwork in hand for

scoring. Some riders chose to wait until closer to the 8 PM deadline before penalty to start the 60 minute clock, giving more time to review paperwork, clean up and eat. Runners Kevin Lechner, Mike Jackman and John Langan ushered riders and paperwork to and from the scoring area. Mary Smart received riders in the scoring room staffed by 14 experienced scorers. Every effort is taken to ensure the integrity of the scoring process. All are volunteers either buying goodwill to be considered for future rallies or just enjoying being a part of the overall experience. Again, John Harrison did a phenomenal job of directing this particular ballet, with the last rider scored completed by 10:18 PM.



Left – Josh Mountain and Erik Lipps avail themselves of the parking lot shuttle.



Below – Robert smells a big tip from Tim Masterson



Left - Bob Bowman has a lot to smile about. He jumped from 26th to 14th place with a strong Leg 2. Here scoring volunteer David E. B. Smith checks over every detail.

After scoring was reconciled, the standings as of the end of Leg Two are:

Place	First Name	Last Name	Leg 2 Points	Total Points	Total Miles	Total Parks	Total States
1	Joshua	Mountain	27,586	50,595	7,595	50	16
2	Eric	Jewell	24,865	48,030	6,929	49	16
3	Rod	Schween	25,055	43,589	6,352	49	15
4	Jim	Owen Talken-	22,343	42,765	6,829	52	13
5	Kirsten	Spaulding	24,094	42,366	7,114	41	17
6	Eric	Bray	20,986	42,006	6,561	46	17
7	Brant	Moteelall	21,874	41,760	6,323	43	17
8	Erik	Lipps	18,846	40,952	6,971	47	19
9	Jim	Orr	20,401	40,428	6,352	41	13
10	Barry	Bertram	21,312	40,246	6,500	45	16
11	Marc	Beaulac	20,277	39,269	6,567	44	14
12	Paul	Slaton	20,670	39,050	6,280	40	20
13	Tom	Loftus	19,442	38,288	6,146	40	16
14	Bob	Bowman	19,923	38,227	5,669	38	15
15	Jeremy	Loveall	18,345	37,927	5,665	44	18
16	Jon/Ande	Good/Bergman	17,991	37,597	6,021	47	18
17	Tim	Masterson	17,562	37,464	6,304	44	18
18	Bob	Lilley	16,679	36,870	6,754	46	21
19	Andy	Mackey	17,031	36,450	5,690	44	18
20	Daniel	Roth	19,039	35,958	6,141	36	18
21	Olaf	Moon	17,900	35,596	6,040	37	16
22	Paul	Tong	17,340	35,434	5,990	46	18
23	Eric	Edelman	16,701	35,334	5,660	45	17
24	Mark	Crane	18,262	35,237	7,243	37	23
25	Craig	Brooks	15,696	35,091	6,907	57	25
26	Steve	McCaa	16,494	34,472	5,646	41	18
27	Greg	Rice	16,340	34,409	6,004	46	20
28	Ian	McPhee	16,518	34,395	5,816	39	18
29	Anthony	Osborne	15,863	33,783	6,743	44	18
30	Greg/Pat	Blewett	18,283	33,616	6,097	39	22
31	Robert	Scott	15,971	33,560	5,438	37	18
32	Gregg	Lenentine	15,722	33,371	5,566	40	17
33	Perry	Karsten	13,807	33,352	6,074	46	20
34	Lynda	Lahman	16,841	33,280	5,129	33	17
35	Terry	Lahman	16,841	33,264	5,154	33	17
36	Will	Barclay Memmen-	18,738	33,188	7,780	33	21
37	Gerhard	Krueger	14,242	32,767	5,641	40	19
38	Chris	McGaffin	14,787	32,765	6,108	39	15
39	Tonie	Cowen	18,601	32,573	7,082	36	21
40	Philip	Weston	14,990	32,174	6,168	33	11
41	Christopher	Ross	16,876	31,858	5,755	38	19
42	Jeff	Wilson	12,721	31,353	5,606	39	15

43	Don	Duck	13,482	30,756	6,170	27	15
44	Garry	Springgay	17,499	30,611	6,321	30	18
45	Nancy	Lefcourt	14,745	30,048	5,401	39	16
46	Kit	Chunhawong	14,786	29,759	5,507	36	19
47	Joe	Green	12,747	29,699	5,382	37	19
48	Dave	Legnosky	16,497	29,656	5,207	33	13
49	Matt	Wise	17,704	29,638	5,944	39	19
50	Danny	Dossman	12,231	29,483	5,448	36	17
51	Larry	Meeker	15,111	28,860	5,621	39	17
52	Phillip	O'Connor	12,543	28,844	5,766	32	19
53	Drew	Dill	15,264	28,459	5,226	34	16
54	Alex	Ciurczak	11,629	27,733	5,442	34	19
55	Chris	Comly	11,581	27,390	5,063	28	15
56	Allen	Hatcher	8,231	27,328	???	27	13
57	Pat/Rebecca	Ford/Martinez	17,258	27,268	5,720	33	17
58	Chris	Purney	11,937	27,226	5,835	32	17
59	Kurt	Worden	14,234	27,095	5,229	42	17
60	Mike	Langford	12,734	26,706	5,554	36	19
61	Eric	Chernin	15,730	26,556	5,717	36	17
62	Michiel	Kerkhof	11,576	26,456	5,557	38	17
63	Scott	Jones	16,497	26,413	5,318	36	18
64	Mike	Riley	12,977	26,385	5,620	31	13
65	Greg/Wini	Farmer	13,813	25,735	5,320	39	17
66	Rob	Jaime	11,751	25,330	4,502	39	12
67	Lyle	Monroe	11,921	24,972	5,257	39	18
68	Glenn	Pancoast	13,722	24,025	5,732	34	17
69	Neil	Hejny	12,916	24,013	5,019	36	16
70	Robert	Bolger	11,849	23,165	5,138	33	18
71	Jonathan	Tan	13,307	23,051	5,949	32	19
72	John	Cooper	12,816	22,307	6,315	32	19
73	Christopher	Rooney	12,224	20,612	4,998	31	16
74	Al	Holtberry	10,091	20,567	4,945	26	16
75	Brian	Dent	11,230	20,495	5,609	31	19
76	David	Walls	11,313	20,411	6,000	29	17
77	Jerome	Byrd	8,744	19,926	4,773	23	15
78	Ted	Black	10,584	19,835	5,039	26	17
79	Jack	Cheasty	11,662	18,527	4,884	24	16
80	George	Doughty	7,678	16,481	5,516	24	14
81	Brian	Bumpas	6,248	12,987	5,182	21	13

Seven of the Top Ten riders from Leg 1 remain in the Top Ten today with some minor reshuffling. Despite their efforts, none established such a lead that it can't be undone in this final leg. Rod Schween and Kirsten Talken-Spaulling had the strongest performances jumping from 23rd and 27th to 3rd and 5th, respectively. But even they know that things can change in a New York minute in the Iron Butt. Barry Bertram also climbed from 19th to 10th, giving the others someone new to think about. Of all the riders, only Craig Brooks has already collected enough states and parks to be a finisher. If he chose, Craig could simply ride straight back to Albuquerque, check in Friday morning and put this year's rally in the books. But, I'd bet my last shot of Tequila that he has other

plans in mind. Unlike the rest of the field, Brooks can go WHEREVER HE WANTS for the next 5 days. I suspect that thought will fill the helmets of a number of riders who may just be gunning for 2nd... Over the next few days, we will be analyzing the routes taken by the leaders to see who is where and why that makes sense or doesn't.

The Weather Holds True to Iron Butt Rally Tradition

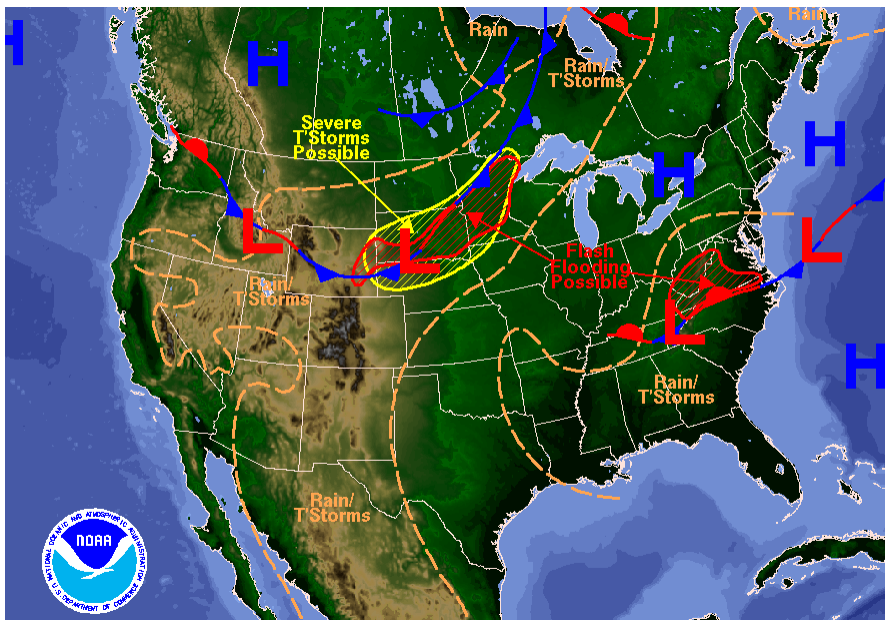
All of the riders reported riding in just unbelievably heavy rain in the last 48 hours, the kind of deluges that make you wonder if there might be some truth to this impending end-of-the-world stuff. Toad strangler. Rain that soaks your bones and permeates every storage cavity. Biblical rain. Even the most durable of riding gear was tested and failed in the repeated downpours.



The Rally van encountered some of the same

conditions on the drive out. You know it's a serious situation when John Harrison won't smile. A more affable a man there never was. But, when we drove into a supercell torrential downpour in Nashville, Harrison became all business. As the van hydroplaned, John remained smooth as glass. He and Steve Hobart fell quickly into pilot-copilot with Steve working dash controls so John could

maintain focus. It was like being a passenger in a World Rally Car with the two up front communicating in 1-2 word commands. If it was nerve-racking for us, imagine how riders dealt with similar conditions.



Many reported issues with GPS units and other electronics, including some surface-mounted satellite tracking units. Sadly, the weather pattern is forecast to continue throughout Leg 3. It wouldn't be an Iron Butt Rally

without it.

In addition to weather, weather and more weather, the checkpoints continue to be the pits for needed repairs. The smell of WD-40 was in the air as many riders were wiping down parts, trying to dry connections and generally wringing out clothing in the parking lot.

In other repair news, the oil leak on Chris McGaffin's FJR turned out to be a deteriorated O-ring for the oil filler cap and has been fixed, much to the disappointment of many, many BMW riders who were hoping to take some of the focus off the tarnished roundel. Also, as a correction from the last report, McGaffin's FJR is not a high mileage bike as initially reported.

The Airhead Beemers Club came to Hopeless Jack Cheasty's rescue tonight and the mighty R100GS lives to fight on another leg. It turned out that Jack's battery issue earlier in the weekend was being caused by a worn starter drawing down too much power. Local Airheads Howard Etkind and his wife Jill came to Jack's rescue bringing a replacement starter and tools to do the swap in the Meadowview parking lot. By 11:30 PM, Jack was bedding down for some much needed rest although he still overslept and missed the rider's meeting. Despite his challenges on Leg 2, Jack managed to climb a rung in the standings to 79th. He still needs one more park and nine new states than he's bagged in the first two legs combined. But, the venerable GS seems up to the challenge.

Robert Bolger held his standing at 70th place. But, he had been having wobble issues with the front end of his Concours 1400 that left him with right turns only. That may have been fine in the south. But, Bolger will have to head to DC for parks and will need the ability to turn left. More



smoke signals were sent and LD rider John Bailey delivered a replacement wheel and tire that will hopefully resolve the issue. Steve McCaa worked through an issue with the fuel pump solenoid shut off valve for his auxiliary fuel cell on his Triumph Tiger Explorer. Hammy Tan finally picked up a replacement cap for his fuel tank. Now he can return the peanut butter jar cap he had been using to the open jar of peanut butter in his saddlebag.

Allen Hatcher completed Leg 2 on the FJR loaned to him in the middle of the night Friday by LD rider Steve Bracken. It is unclear if the starting mileage on the FJR was recorded at the time of the swap. While the penalty points for swapping motorcycles will be assessed at the finish, Allen still needs to collect 23 parks and 12 states to complete the rally.

Pay Attention to What the Architect Says...

At the last rider's meeting of the 2015 Iron Butt Rally, John Harrison reminded riders to review bonus book instructions and check their photos for the required elements before leaving the park. Harrison advised that reading the instructions would pay dividends at the scoring table. Rally architect, Tom Austin gave this single piece of advice:

"Reading comprehension is very important if you are going to the District of Columbia."

LBME

Lyndon Baines Johnson Memorial Grove on the Potomac
Travelling north on I-395 in Arlington, VA, take Exit 8B (Washington Blvd.
- Pentagon); ride past the Pentagon then take the exit marked "To 110"
and "Pentagon North Parking Entrance" and drive to the coordinates
provided.

Washington, DC

Coordinates: 38.8786 -77.0536

6a-10p



From this distance the seat of national power appears pristine across the river, so President Johnson came here often when he needed to escape from the stresses of building a Great Society. After he died, his wife chose this place for his memorial.

Take the footbridge over the channel then walk to the east-southeast about 350 feet and take a picture of the stone monument.

Mike Kneebone read the Top Ten standings as well as Al Holtsberry's 74th position. Al is attempting to be the oldest person to finish an Iron Butt Rally. At 79, he's already the oldest rider to start an IBR, surpassing Garve Nelson who started but did not finish the 1999 IBR at the age of 75. Nelson remains the oldest finisher, having completed the 1993 IBR at 69 years old. Garve beat his own record in 1995 but was disqualified for lending his rally flag to another rider. Al has an uphill battle to reach his goal. He needs to collect at least 24 more parks in at least 9 new states. Every year riders and watchers alike adopt a rider to cheer on and Al is certainly that rider this year. We will be watching him closely as he zeroes in on his dream.

There are a lot of riders in Al's predicament. 18 riders, including Rod Schween and Jim Owen, need 10 or more states to finish. Phil Weston, trapped in Texas on Leg 1, is farthest behind on states and needs at least 14. 10 riders need at least 20 parks. Very few motorcycles had left the parking lot by 7:30 AM, despite Lisa Landry's efforts to push riders into the wind. Chris Rooney overslept and missed the rider's meeting and then sat to talk with Sam and Sydney Liles before Lisa pointed to the door and said "You. Go." Jack Cheasty followed, as did Pat Ford and then Rob Jaime. All came with good questions the Rallymaster quickly answered and pointed to the door.

*"You can have a whole lot of things go right and a few things go wrong and it's still
50% luck."*

George Barnes, 1999 Iron Butt Rally winner

Chris Cimino

Iron Butt Scribe

Iron Butt Rally©