IBR 2017 July 05 Day 10 Heartbreak, Barns, and Boats

We are sad to report that Sam and Sydney Liles are out of the rally. They had a low speed get off while exiting a rest area and each is nursing a broken shoulder. Other than that, and being sore, they are OK. They were able to ride the bike to the hospital. The doctors have released them from the hospital, but would not release them to ride. They have requested assistance with collecting their bike.

After their trials and tribulations in 2015 (taken out of the rally by an ECM failure on a new BMW K16) and now, after they reported having already collected enough points to be a finisher, to not be able to ride to the finish is truly heart breaking. The Monday of the rally start was their 18th wedding anniversary. They are clearly in it for the long haul and we hope to see them back after the pain and disappointment gives way to clear skies.

Phillip Weston reportedly hit something on the road in California and damaged both wheels beyond repair on his Triumph 800 triple. Jeff Wilson came across Phillip and rode ahead to access help. Phillip managed to get transported to a shop, bought a BMW R1100GS, and is seeking enough points to salvage his rally.

Mike Myron seems to be doing well. Why would that make the daily report? At the last Butt Lite, Lisa was scoring when Mike came in looking like meat-on-a-stick. He was discouraged and told Lisa that he wanted to withdraw his application from the IBR. He must have reconsidered after some recovery time.

Brian Walters left a rather cryptic message for Lisa: "... screwed up, but I am gonna finish this rally." We do not know what, or why, he believes he has screwed up.

Perhaps Brian's story would be a good interview topic for Justin Long after they finish this rally. Justin hosts Longriders Radio, a monthly podcast devoted to long distance motorcycling. He may have enough material from just the last few days to keep him busy for several episodes.

Scott Miller was in Pennsylvania and ran out of a critical medication. Fortunately, his sister had a supply of the same medication and was close enough to deliver it to Scott to save his rally. That is what family does.

Chris Ross seems to be having a good rally so far. Especially for a man who recently married his high school sweetheart. It is reported that Mikki is quite a good pillion. Perhaps they will be a two up team in 2019?

Greg Lenentine located a rear shock for his FJR, but it was not accessible in time for him to stay on schedule to get the points he needs. He stopped at home, off loaded some extra weight

(tools, etc), and emptied his aux fuel tank to remove as much weight as possible from the rear of the bike. He is heading to the barn while trying to minimize the hobby –horsing due to the blown shock.

Dale Bundy called in and asked if there was an allowance for roads being closed in NYC for the July 4th celebration clean up. He wanted to collect a daylight only bonus, but the delay and rerouting had him arriving at night. You may be able to guess the answer that he received.

The speedometer/odometer has failed on Wolfe Bonham's BMW GS. Fortunately for him, he zeroed his GPS at the start of Leg 3 and will be able to use the GPS as his odometer.

Jerry Anderson on the hopeless GT750 two-stroke, with 77,000+ miles on it, is meandering up the Front Range and doing well as far as we know. We suspect that staying out of the Rockies and potential altitude jetting issues is one consideration for his choice of route.

Brian Church is out of the rally. He had some issues with his FJR after a wheel swap at Checkpoint 2, but was able to continue. However, he reported that a debilitating case of neck pain caused him to abandon his ride.

Veteran Craig Brooks may be hoping to stay out of the reports by running a smart rally, but alas, he gets a mention for taking the most photos per leg, by far, of any rider in the rally. He averaged 4.5 photos per bonus on Leg 2.

John Coons called the rallymaster outside of the call-in window, just to relate a story. He was at a fuel stop in Maine. A rider approached John at the pumps and said that John looked like someone who could witness the end of the rider's first IBA Saddlesore 1000.

John was a bit ahead of schedule and not heading to a timed bonus, so he said "Sure, I can sign your form." John ended the call noting that the excited rider "fared better than Jason". You may recall Jason Jonas' brief encounter with a stressed John Coons in an earlier report. How many SS1K riders can say they had their paperwork signed by a rider competing in the IBR?

Speaking of Jason Jonas, whose Spotwalla animations and tracking pages are mesmerizing this community and most likely reducing the national workplace productivity numbers, spectators are reminded that not all of the riders in the rally chose to have their tracks shown on the public page.

Following the animation page of Leg 3, it appears that many of the riders have reached their apogee. Their rubber band trajectories, starting in Dallas, spreading to the north, south, east, and west, have maxed out and are now rebounding. Many of the riders at this point in the rally are on the way back to the barn.

It seems somehow fitting that Jason collects and posts great photos of rustic old barns while out riding his motorcycle, yet creates a high tech means to allow us to watch IBR riders 'heading for the barn'. How many of those will have enough of that indefinable "it" left in themselves to pick up the one or two bonuses, or perhaps one last string, to move them up just one or more places in the standings?

The excerpt below is from a post on ADV Rider by vet Rob Nye. He is an experienced sailor and knows the Newfoundland area well enough to explain, better than I could, the situation that five IBR riders were facing as they approached the ferry (yes, the public Spotwalla only showed four making that run):

Right about now the riders headed to the Northeast are feeling the burn. It's been almost 37 hrs since they were scheduled to receive the rally pack and this group has gone almost 2,400 miles in this time.

By now it's safe to believe they're on their way to Newfoundland. To pull this off they need to be in North Sydney by 23:45. In reality you need to be there before 23:45 but by how much? Each rider has likely made or had a spouse try to make a reservation on the boat. Even so there's the scheduled departure time and the time the ramp goes up. Miss this boat and you cool your heels for 12 hrs. You may as well turn around because chances are the points on Newfoundland are daylight only so you'll get there at dusk instead of dawn, losing another 12 hrs for a combined total of 1 full day down the drain.

The ferry crosses the Cabot Strait which can be a bit shall we say "lumpy." The current marine forecast for tonight is as follows:

Showers ending this evening then partly cloudy. Wind north 20 km/h gusting to 40 becoming light overnight. Low 6.

Waves are forecast at 1-2 m which is 6' waves. That's 30+ kts of wind and waves that are 12' from top to bottom. Sleeping on deck won't work. Sleeping in a recliner will work pretty well as these riders will sleep anywhere right now.

15 minutes ago the rider with the most distance to the dock has approximately 255 miles to go and five hours to do it. Pretty easy on day one. Not so much today.

Once you get to the boat you gotta get on. The crew will know the forecast and they'll want the bikes strapped. Some riders will encounter some stress when a guy in a red jumpsuit and hardhat wants to throw a four inch strap over the bike, some may have their own straps out already. Next up compete with every other passenger on the boat for a spot to sleep. Again some riders will have an edge here as they will appear almost zombie like and nobody will want to A) Deny them sleep of B) Make them angry. If you choose a spot on the upper deck with your

mattress pad and bag you might regret it.

Hopefully you are able to fall asleep (you will) well and long enough to wake up 6 or even 7hrs later. The strongest will awake with no alarm. 6' seas and 30kts could have many feeling a bit queasy. If your screaming meanie is what wakes you it will be a shock to you and the passengers around you.

If everything goes according to plan you'll be "on the rock" by 08:00 with the next boat off at 11:45 or 23:45 that day or again at 11:45 the day after. 3.75, 15.75 or 27.5 hrs of time on the island. As an aside looking at a map of NFL if one were to make a point at what would be the furthest away you might go from the dock the round trip is only 1,135 or so miles. You can't take a rest bonus on the boat but you can on Newfoundland. Depending on what the bonus locations are and how many we could see riders coming back on the last boat today or the first boat tomorrow. I doubt it would be worth it to take 13hrs of ferry for 3.5 hrs on shore.

Rob may not have realized until later that during this time of the season, once per week, on Wednesday, there is a special sailing at 6:30 a.m. to return from the island. That special sailing is the ferry the riders caught to return. Depending on how long the trip took to get to the island, they were on the island for about 24 hours. It also appears that they were not all collecting the same strings, which makes it even more interesting.

LNL

Harbourside Park Water St near Queens Cove St John's, NL 47.5671, -52.7029 24 hours Take a photo of the dog statues.

These two statues represent the dog breeds named for this province; Labrador and Newfoundland. The statues were created by artist Luben Boykov and placed in Harbourside Park with a view of The Narrows and the Atlantic Ocean beyond.



The largest point value on Leg 3 is located in Newfoundland at 7266 points. If a rider puts that bonus at the end of a legitimate string, the point value will become 29,064. That is more points that many riders collected on Leg 1 and Leg 2 combined. This is an example of why smart and experienced riders know better than to over extend themselves on Leg 1 of the IBR.

However, the potential strings in Newfoundland, by themselves, may not be enough points to win. Calculating riders will want to seek string opportunities along the way, there and back.

Those spectators that have been watching Spotwalla closely have seen signs that the riders that went to NL are likely to have other targets as well.

Watching Spotwalla indicates that one rider that will go unnamed, at least for now, took a ride on three ferries today!

There are also numerous, significant, string multiplier possibilities on the western side of the continent. About half the field chose to roam the open and scenic territory to the west, rather than plow through the eastern holiday traffic, or coordinate ferry schedules, will anyone vacuum up enough string multipliers on that side of the country for a winning total?

John Harrison IBR Scribe Iron Butt Rally©