

Saturday June 22 Day 6 Community

The last leg of the IBR did not start as planned for quite a few riders. Chris Rooney called the Rallymaster early Friday evening saying he was already too tired to continue and had to get a motel room. However, he was excited to find Mike Kneebone and Eddie Otto staying at the same location, along with another rally competitor. Later, we learned he found enough energy to go out to dinner with Mike and Eddie...instead of sleeping and getting ready to ride. In the IBR, riders who are not making forward progress by riding, or recovering by sleeping, are wasting time, even if it's by spending time with Lord Kneebone.

Gregg Lenentine had a crash around 2:00 a.m. Saturday, near Willow Creek, California. The bike was reported to have launched a bit after hitting a chunk of concrete in the road. The bike landed on top of Gregg and pinned his right foot under the bike. Gregg was able to activate his InReach satellite emergency beacon, which was great, as he had no cell service. Riders Paul Meyer and Greg Fizer were returning from the HYAMP bonus when they arrived at the scene and stopped to help. They were able to lift the bike and free Gregg's foot. EMS transported Gregg. It was a 1.5-hour trip to the nearest hospital.

Gregg has a fractured clavicle and a rib fracture. He still has a sense of humor, as he noted the back pain he was experiencing since the start of the rally feels rather minor now. He is also very thankful to Paul and Greg for stopping and rendering assistance. Paul was in the top 10 after Leg 1 and, of course had no hesitation to stop his ride and help a fellow rider. Once they knew EMS was enroute, Gregg wanted them to get back to their rally, but both riders refused and stayed with Gregg until EMS was on scene. Gregg is working with Medjet to have his bike transported. He plans to fly to Greenville to be at the finish and cheer for his friends in the rally. He signed off by saying "...and I was having so much fun."



The left photo is Gregg L's FJR taking a nap, but the photo of good Samaritan Greg F at the scene, waiting with Gregg L for the EMS crew, created some question as to who experienced the get off!

Ian McPhee called Lisa to declare he and Wendy Crockett were NOT a team. They were on a ferry together and were expecting to hit the same bonuses for the next 8 hours, so he wanted to make sure they did not become categorized as a team based on the tracking data. It is good they are not a team, because even though they are both doing well at this point, it appears Wendy made the return ferry, but Ian did not. He will have to catch the next one. Late update, we have not received word on Ian's plans, but speculation is rampant that he may not have missed the ferry, but perhaps changed his ride plan on the fly.

Corey Nuehring called on Saturday morning to report snow blocking the road to the Devil's Post Pile bonus near Yosemite in California.

Chris Purney was taken down by a flatbed truck turning into his path in California late Saturday evening. Chris is tough and is alright. His Super Tenere is a tough bike too, but it came out on the losing end of the truck encounter. Chris is not a quitter, so he put out a call for assistance and the search for a replacement bike ramped up quickly. IBR vet Erik Lipps was about four hours away from Chris and just happened to have a rally prepped FJR sitting in his garage which he told Lisa he could deliver to Chris.

When Lisa called Chris to tell him a loaner bike had been found and would be on the way, did Chris ask Lisa what kind of bike? No, he did not. Did he tell Lisa he would need to think it over? No, he did not. His only, immediate response was "Great, thank you so much!" Since it would take Erik 4 hours to arrive, Chris had the opportunity to some sleep, adjust his plan for the unexpected delay, and got ready to swap his gear over to the FJR, a platform he is very familiar with, having ridden one for many miles.

Erik's wife followed him to the hotel in her car to give Erik a ride back home. That is over 8 hours round trip, with a few minutes notice, to help a fellow IBR rider in need of assistance. Erik is awesome for stepping up and Chris is grateful and humbled by the generosity of this community. But while noble and generous, it is not really an unusual thing, it is just what the we do for each other.

Erik warned Chris the only thing the bike might need would be a battery...and the fork seals were weeping a bit. Chris was simply grateful for the opportunity to get a bike and stay in the rally. He told your scribe he would have taken a scooter. To get Erik's rally prepped FJR was beyond awesome. Late report, the FJR did need a new battery, as it died on him on the way, but the Matt and Rusty show at the Kennewick hotel had one waiting on Chris when he arrived, well before the time window closed for the bonus. Late note, Matt pulled the battery from his own FJR to help Chris out.



Ummmm, FJR goood! Ummmmm, with volts better!

The Wellers, our ever jolly 2-up team from the UK, called to say they experienced a rear tire blow out north of Klamath Falls, Oregon, on US-97. Kevin thought the issue was the grooved road surface, then the rear end started oscillating violently side to side. They reported the bike did not go down and they are both shaken but O.K. The following is an excerpt from one of the messages Kevin sent to us:

"I have absolutely no idea how I kept it upright but I suspect brown adrenalin had a large part to play. I didn't dare touch the brakes as, while I suspected we had a rear puncture, I wasn't sure as the sliding from side to side was quite severe. When we'd slowed a bit Lyn said "Well done!". I reassured her saying "We're not out of the woods until we've stopped" as the rear end was still doing something 'orrid. Anyway, stop we eventually did."

<snip>

"The rear rim is missing a large chunk which would explain the bike's behaviour so I suspect we're going to be stuck for a while. I think we must have got a puncture which caused the front end shaking then the rim broke and the bike contracted St Vitus' Dance; it all happened very quickly."

The rear rim on the Super Tenere was damaged too badly to mount another tire. The call went out to the long distance community and a replacement rear wheel was found and delivered to Kevin and Linda. Thanks to a lot of behind the scenes coordination and support, we expect them back in Kennewick in time to collect the bonus and continue with their rally. Late report, they arrived safely. But that was one expensive rear wheel!

At the request of the staff, IBR vet and volunteer Jerry White stationed himself at Alice's Restaurant bonus on Skyline Boulevard in Woodside, California on Saturday. Riders were to have their photos taken with Jerry. The following is the report Jerry sent us, along with some photos:

"It was sunny and warm at Alice's Restaurant. The entire Bay Area agreed that it was a good day to come up for lunch. The parking lot was packed and active, with all manner of cars and bikes to challenge the parking skills of our riders.

This conversation was repeated with many riders:

Us: "How's your rally going?"

Them: "The riding's been great, but my rally sucks. I've made so many mistakes. Now I'm just trying to salvage what I can."

*One notable variation on this answer came from Connie Gabrick. "You can tell Jeff. This rally is f***ing tough." {edited} We obliged by texting that message to Jeff immediately. He seemed pleased.*

The most dramatic moment happened when Bill Cumbie posed for his picture in front of Alice's, and Dave Biasotti snapped the shot. Dave said, "Your camera says No Memory Card." Instant panic hit all three of us as Bill opened up his camera and confirmed it. No memory card is installed. Bill tore into his gear and eventually found his memory card. He remembered taking it out of the camera at the checkpoint. Hopefully the camera has some magical internal memory with his bonus pictures saved. Otherwise poor Bill will leave a day and half's worth of bonus collecting on the table.

Lots of riders came to Alice's from Lick Observatory. Margaret Peart had no G-rated words for "that %#&% road."*

Dave and Jerry commented on the lack of urgency from many of the riders. So many people spent way more time at this bonus than should be normal at IBR pace. Not that we complained, we were happy to chat with Ken Andrews as long as he wanted to chat. A friendlier guy you will not find. Urgency exception noted in the case of Team Wintererbes. They were all business, in and out in the fastest time.

The last rider in was Billy Connacher, who ran up the stairs to find Jerry at 1:59:59. The judges decided he was within the time limit, and so he was duly signed in. All together, 40 riders claimed this bonus."



Was rookie Michael Baker on the phone with IBR vet Tina Baker?
"Yes dear, but I don't have time to stop and get milk. Yes, dear, of course."
"Now what did I do with my flag?"



Alice's Restaurant - Kurt Worden all smiles with Jerry.



Alice's Restaurant – Lyle Monroe looking serious with Jerry.



Alice's Restaurant – Craig Brooks ("Where are my shades?") with Jerry.



Alice's Restaurant – Chuck Lackey all smiles with Jerry.



Alice's Restaurant – Hopefully Jesse Lucas has another photo with Jerry...with his flag showing!



Alice's Restaurant – Basecamp guru Maura Gatensby all smiles with Jerry White.



Alice's Restaurant – Hopefully Eric and Shirley have another photo with Jerry...with their flag showing!
"I thought you had it! No, I thought you had it! Well where is it?"



Alice's Restaurant – Kenneth Andrews all smiles with Jerry.



Margaret is smart, she is in the shade instead of the sun. Be like Margaret!



Alice's Restaurant – Grinnin' Greg Rice with Jerry.



Alice's Restaurant – Mike Riley with Jerry.

Mike Riley activated his emergency beacon this morning. He was on a very remote dirt road in California, not far (as the crow flies) from where Gregg Lenentine crashed earlier. There was no cell service and no one close. Rally staff worked behind the scenes to get him some help. We do not have all the details but were able to confirm Mike got the help needed and were very relieved when he was moving again. Unfortunately, it may be difficult to get to Kennewick on time.

Dan Crowley reported a visit an Urgent Care for some meds, but he is better and on the bike.

Jim Owen also reported a brief visit to a medical facility but is also back on the bike.

Ken Aman called from the Yukon Territory to report a crash. He is OK, but the bike has some damage and Ken reported he was probably finished. Lisa gave him one of her infamous, somewhat brutal pep talks, along with solid suggestions on how to get the bike functional and back in the rally. We hope Ken is successful in following her advice.

Jeff Earls made a very strong suggestion during the rookie meeting in Greenville to listen to Lisa when she offered guidance. Having the ability to be resourceful when in remote areas is a valuable skill for long distance riders. The riders in every IBR since the 90's have received a copy of the old Ron Major packing/tool/spares list, however, few of today's riders seem to follow those recommendations.

Riding a motorcycle to remote locations without carrying spares for vulnerable parts is usually not a good plan. In addition to the items on the provided list, a few riders pack replacements for parts which tend to be easy to break and difficult to source, such as shift levers, brake levers, and clutch levers. They do not take up much room and having a replacement has saved many a rider's rally after an unexpected bike nap.

Marty Cover is reported to have need of additional foot pegs for his BMW. Metal fabricator extraordinaire Ernie Azevedo called to let staff know he has lined up donor pegs for Marty. The source for the pegs is an interesting tale. When Ken Meese rode to the checkpoint to spectate, he was riding his BMW in the parking lot when it made a rather loud noise and stopped all forward progress, at least under its own power. Apparently, there was some sort of driveline failure, locking the rear wheel. The

upside to this failure would be the dead BMW having the correct foot pegs needed by Marty...and now available for donation. We are sure Marty will be pleased to learn of Meese's generous offer.

Chris (Kaz) Kasdorf got a flat tire on his Honda ST1300 on Saturday morning. He plugged it, resumed forward progress, then had a second flat. He plugged and slimed it, resumed forward progress, then had a third flat. Whatever caused the third flat rendered the tire unrepairable, so he called for assistance.

Rally staff began making calls to Utah motorcycle shops looking for the elusive 170/60-17 rear tire. A suitable tire was found at Monarch Motorsports in Orem, Utah, located 200 miles from Kaz and the bike. Staff contacted the shop 45 minutes before closing and spoke with owner, Bob Morgan. Unlike Don Stadtler's experience with the HD dealer in SLC, Bob said he knew all about the IBR and wanted to help get Kaz back in the rally.

Mechanics Kyle and Devon were packed and ready to leave after work to ride bikes in Moab. They unselfishly adjusted their plans to go to Kaz's aid, going over and above all expectations, bringing food, water, and the new tire. With the clock ticking, Kaz had his rear wheel removed when they arrived. The tire was mounted and Kaz was back in the rally, thanks to the generosity of the owner and staff of Monarch Motorsports.

Reno John and his precocious daughter Grace met vet Kurt Worden on near Fallon, NV, with dinner and encouragement. According to RJ, "Grace and Kurt are good buddies, it was fun having a very brief rendezvous, took him a McDonalds grilled chicken salad (what he likes, not our choosing)."



*John Harrison
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