

Tuesday June 18 Day 2 Cross Country

We would like to apologize for the delay in publishing the Day 1 report yesterday. There was an unanticipated problem with the file upload to the server being used to accommodate the high level of web traffic being generating during the rally. With Dale traveling (and enjoying the friendly, efficient, and accommodating experiences available at modern airports, which we have all come to love), it took staff a little longer than we would all prefer to implement a work around. Thanks to Dale for assisting with the resolution, even while in the midst of his airline adventure. We do not expect this to be an issue again, meaning the file upload. However, we do expect additional frustration when utilizing various airports to make this rally happen for the riders.



Two of the least farkled, minimalist bikes in the rally and they are both orange V-twins.



Two Harleys capable of producing a close approximation of daylight.



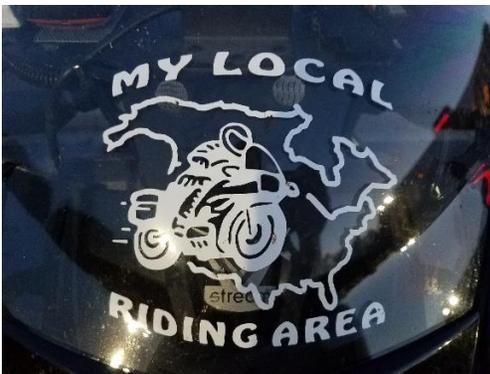
Brothers Corey and Brian Neuhring are not twins, but their FJR's match.



A seasoned world traveler chose to run a knobby on the front.



Is the camera angle making the trunk look larger than it really is? Maybe, but it is still a massive box!



Bill Thweatt provides these stickers to the long distance community and he provided his Super Tenere to Cliff Wall for the rally when Cliff's Wing could not be repaired in time for the start. Kudos again to Bill.





1974 Suzuki 750 3 cylinder 2-stroke triple, aka, "Water Buffalo".
Jerald Anderson will try to finish the rally on this one.
Do not doubt him. He finished the '17 IBR on a similar one.



Bill Cumbie's FLIR infra-red camera and a view of the screen, helps a lot when riding in fog.



Move it on over!

Today and tomorrow are travel days for about half of the rally staff, as we relocate Rally Central from Greenville, SC, to Kennewick, WA. It is also a cross-country travel day for most of the rally riders. It is about time for them to wrap up bonus hunting in the east and get themselves moving west. As those of you following Spotwalla know, the riders are spread out all over the nation, just as Earls had planned, despite the relatively low number of bonuses available on Leg 1.

Some riders chose to gather at the base of the Fontana Dam, in the mountains of western North Carolina, for the first group photo bonus. The rally pack instructions directed the riders to approach from the south, via a series of tight, twisty mountain roads. A quick scan of a map would seem to indicate a much easier access from the north side, however, any rider taking time to zoom in closely would find there is no connecting access, along with quite an elevation difference. According to the Spotwalla tracking, at least one rider may have learned this the hard way.

The riders below arrived at the correct location in time for staffer Dennis Bitner to include them in the group photo. Staffer John Ferber is on the far right, holding honorary flag number 106.



Even with modern technology, we never have as much information about the riders as we might prefer. Rally staff knows where the riders are as long as their satellite trackers are functional, we have periodic call-in bonuses for riders to check in for points, friends sometimes post information online, and there are spectator sightings from time to time. Lisa receives calls with updates from them. Unfortunately, those are usually reporting news of a problem. Many of the calls today have relayed disappointing news for the riders.

Tom Spearman, returning for a second attempt to achieve finisher status, had an overheating issue with his 2013 BMW K1600GTL. He was reported to have taken a 250+ mile detour to his home to formulate a

repair. We expected him to remain in the rally after taking steps to correct the problem. However, late word confirms he has withdrawn.

Rookie Michael Moore, riding a 2018 Gold Wing is out of the rally, citing personal reasons.

Veteran Lonnie McCoy, riding a 2018 BMW GSA, is out, due to health concerns. The rally staff wishes him all the best.

Giel Kerkhof, riding a 2014 HD Ultra experienced multiple perforations of his rear tire near Tallahassee, Florida, on Day 1. He reported to Lisa he was happy to have kept the bike upright as he muscled it to the shoulder of I-10. Rookie Bruce Edwards saw Giel on the side of the interstate and stopped to assist. The tire damage was not repairable roadside, so he had the bike towed to the local HD dealership, which was already closed. Giel was, at last report, hoping to get the tire replaced and continue west following a revised bonus track.

This morning, Bruce Edwards experienced a “blowout” on his own 2017 BMW R1200RT, while still heading west on I-10. He reported being OK and had a tow truck in route. A late check in confirmed he was back on the road and stopping in San Antonio for fuel.

As we go to publish, one last rider update. Again, not what the rider wanted to call and report:



Wolfe Bonham reported venturing five miles down a slippery dirt road before his bike took a nap. The bonus description stated, in part:

“ATTENTION: Reaching <bonus> will involve riding many miles of unimproved gravel and dirt road.”

Wolfe reported limited damage, which included bent handlebars and a bruised ego. The poem inside his right boot was undamaged. Five miles on greasy mud may have seemed like “many miles”, but sadly, the bonus itself was much further past the point of retreat. Wolfe is still in the rally.

Late word, the airlines are having huge problems today and several staff members have been delayed. Their problems are making Dale’s hassles yesterday look like a walk in the park. We hope the riders are making better progress.

More information as we know it.

Photos by John Harrison, unless otherwise noted.

John Harrison

IBR Scribe

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