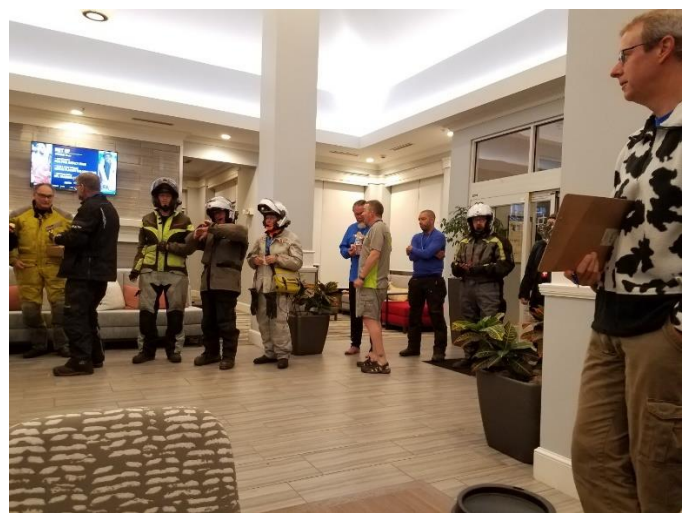




There was no rider meeting at the Kennewick hotel on Monday morning. Breakfast was available at 3:30 a.m. and riders were required to check out with the Lisa Landry or Jeff Earls before departure. The earliest time any rider could check out was 4:00 a.m. Several riders were waiting and ready to ride, planning to maximize the time available to collect much needed points on the final run back to the finish on Friday morning in Greenville, South Carolina.



The next posting of rider standings and scorecards will be at the finish. There was no scoring of riders at the return to Kennewick. While most riders were still referring to the ride from Kennewick to the available bonuses and back to Kennewick as Leg 2; and the ride from Kennewick to Greenville as Leg 3, that is not technically accurate.

When departing Kennewick the first time, on Saturday, they had all the bonuses for the rest of the rally. The return to Kennewick was not a second checkpoint, with scoring and then new bonus opportunities distributed, it was a bonus with arrival and departure constraints designed to give riders an opportunity to sleep.

There is no Leg 3, just a long Leg 2.



Wolfe Bonham's BMW was producing a rather ominous rattle from within the oil head opposed twin as he was departing the parking lot this morning at 9:00 a.m., more than 5 hours behind those who were ready to depart as early as possible. Eric Jewell, Don Duck, Mark Starrett, Ken Andrews, Nancy Lefcourt, Chuck Lackey, Chris Comly, Pat Smith, Marc Beaulac, Stephen and Tamara Vook, Kit Chunhawong, and Michael Best were among those who seemed to be following Wolfe's idea for a late departure.

Considering the dearth of points some riders have collected and the end of the rally marching ever closer, the rally staff was a bit puzzled by the number of riders willing to burn hours of on-the-clock-time this morning. Perhaps more concerning for some of these riders, the clock burning was not used for route planning. Some spent their time wandering around the hotel lobby and parking lot. Some were talking and visiting, enjoying more than a few cigarettes, with no apparent sense of urgency. We hope these riders have plans to acquire enough points to be finishers and do not find themselves needing those wasted hours as they near the Friday deadline.

















How many rookies will have enough points to finish and become 3 digit IBR "Doners"?

Late update tonight on Merrill Campbell, the lone KTM rider in the rally. He was having a fuel problem at the second Kennewick stop. He made it to Salt Lake City, where he had to stop and effect a solution to be able to continue. A \$65 Lyft ride, a borrowed truck, a new fuel filter, a new pickup screen, and some lost time seem to have combined to return the KTM to normal running condition.

Speaking of SLC, we have seen reports regarding the HD shop which was mentioned in an earlier report. The dealership may have been slow to get started on the repair but seems to have done their best to help things along on a very old machine, which had more than a few issues complicating what should have been an easy fix.

As the riders close in on the finish, we will be able to reveal more about the options available, as well as who went north and what was drawing them to the frontier. Stay tuned.

Photos by John Harrison and Tobie Stevens (the really good ones are by Tobie)

John Harrison

IBR Scribe

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