

## Day 5 - Reset & Replay

It was a classic Iron Butt Rally checkpoint. In the three hours before the check in window opened, the skies opened and dump biblical amounts of rain, sometimes blowing sideways. Lightning lit up the sky in rapid succession and thunder exploded. Just about the same time as riders lined up on approach from the north, backed up I-25 from Albuquerque to the Colorado state line, the National Weather Service a flash flood warning for the same area. At one point, rider speeds on I-25 dropped into the 50's then the low 20's as the storms rolled through. One by one, sometimes back to back, riders arrived to applause, odometer checks by John Ferber and Dennis Bitner, and hugs from the Grand Dame of sMiles, Voni Glaves, IBR veterans all. Upon arrival, the riders checked in with 1999 IBR veteran Ira Agins and Donna Fousek to stop their rally clock. From that point, the riders had 60 minutes to arrange their documents and present themselves to Kathy Engholm and Karen Van Santen for scoring by one of the 13 volunteer scorers, under the skillful direction of two-time IBR finisher John Harrison. The rider could not leave the scoring table once the scoring process had started.



At the end of yesterday's report, we were anxiously watching three riders projected to push up against the penalty period. Tonie Cowen arrived at 8:08 nursing her damaged rear tire. 2011 IBR veteran Steve Aikens had already arranged for Sandia BMW to effect repairs after hours and, once Tonie was checked in, he shuttled her to and from the dealer for repairs.

*(Left – John Ferber checks ODO reading on Cowen's Super Tenere)*

Steve had likewise arranged for the dealer to service the K1600GTLE of Sam and Sydney Liles with intermittent starter issues, reportedly caused by a systemwide computer failure on the top of the line German feat of engineering. Hopefully, the Liles will be able to join Leg Two without too much delay. A rental Harley may be in their future as they strive to earn Sydney her three digit number.

*(right – Sam & Sydney Liles at the Start Monday. Oh, happier days!)*



Margaret Peart rolled in 62 minutes into the penalty period after pushing nearly 400 miles with sore ribs and wrist. She could hardly stand up straight and certainly was in need of some Advil. But after a good meal, a hot shower and still decent scoring, Margaret was feeling much better and ready to go Friday morning. Margaret personifies the IBA's World's Toughest Motorcycle Riders slogan.

Brian Bumpas was the last rider to arrive, rolling up 80 minutes late, but not time-barred. Brian had been waylaid Thursday morning with what turned out to be a faulty battery ground strap rattled loose by 15 miles of gravel county road north of Lamar, Colorado. Unable to diagnose or fix the problem himself, Brian lost precious with repairs, then having to return to the scene of the tow to resume his ride. After adjusting for late arrival penalties, Brian starts Leg 2 in last place but still with 11 parks and 8 states under his belt and still in the hunt to be a finisher.

Troy Martin, however, will not be a finisher this year, despite finishing Leg 1 in 4<sup>th</sup> place. As reported yesterday, Troy had a low speed get-off near Ft. Defiance, Arizona, followed by a surreal deer encounter later that night in Nevada, both leaving his Triumph Trophy covered in duct tape. Unfortunately Troy's IBR ride ended with a collision on I-25 just 30 miles from the checkpoint. He still made it in time and was scored. But the damage sustained to his Triumph Trophy was just too severe to repair and he withdrew from the IBR, joining Nahum Sloan as the first two DNF's. We hope to see them both at the starting grid in the future.



As is customary for Iron Butt Rally checkpoints, repairs and tire changes are often performed in the parking lot, regardless of conditions.

*(left - Rookie Chris Ross)*



Hopeless Class (and rookie) Kurt Worden uses the centerstand on his Ninja 250 to change a rear tire...



...while veteran Neil Hejny takes a slightly different approach with his Gold Wing

Three time IBR finisher Chris Sakala works the flashlight while former BMW MOA president, and two-time IBR finisher Paul Glaves helps resolve a nagging issue with Sakala's two GPS units.



Many veterans and volunteers reported the scoring process for this year's IBR was vastly improved over prior years, entirely to the credit of Tom Austin's revised software. Rider scoring was completed within an hour of the final rider checking in. Below are the standings at the end of Leg 1:

Place	First Name	Last Name	Leg 1 Score	Leg 1 Miles	Parks	States
1	Eric	Jewell	23165	4,027	28	10
2	Joshua	Mountain	23009	4,330	27	10
3	Eric	Lipps	22106	3,937	30	10
4	Troy	Martin	21601	3,939	27	10
5	Eric	Bray	21020	3,877	28	10
6	Jim	Owen	20422	3,981	31	6
7	Bob	Lilley	20191	3,758	28	9
8	Jim	Orr	20027	3,790	24	10
9	Tim	Masterson	19902	3,594	27	10
10	Brant	Moteelall	19886	3,768	25	10
11	Jon/Ande	Good/Bergman	19606	3,609	24	8
12	Jeremy	Loveall	19582	3,307	27	9
13	Perry	Karsten	19545	3,726	28	9
14	Chris	Sakala	19519	3,862	19	6
15	Andy	Mackey	19419	3,280	26	9
16	Craig	Brooks	19395	3,968	31	11
17	Allen	Hatcher	19097	3,535	19	10
18	Marc	Beaulac	18992	3,779	26	7
19	Barry	Bertram	18934	3,620	26	10
20	Tom	Loftus	18846	3,691	23	10
21	Eric	Edelman	18633	3,406	25	9
22	Jeff	Wilson	18632	3,390	25	6
23	Rob	Schween Memmen-	18534	3,618	27	8
24	Gerhard	Krueger	18525	3,167	23	7
25	Paul	Slaton	18380	3,717	21	10
26	Bob	Bowman	18304	3,376	22	9
27	Kirsten	Talken-Spaulding	18272	4,285	21	12
28	Paul	Tong	18094	3,647	23	9
29	Greg	Rice	18069	3,537	25	10
30	Chris	McGaffin	17978	3,734	21	7
31	Steve	McCaa	17978	3,295	22	8
32	Anthony	Osborne	17920	3,659	24	11
33	Ian	McPhee	17877	3,125	21	8
34	Olaf	Moon	17696	3,378	22	9
35	Gregg	Lenentine	17649	3,212	21	8
36	Robert	Scott	17589	3,230	23	10
37	Don	Duck	17274	3,750	17	8
38	Danny	Dossman	17252	3,225	19	8
39	Philip	Weston	17184	3,487	19	5

40	Mark	Crane	16975	4,227	21	12
41	Joe	Green	16952	3,340	21	10
42	Daniel	Roth	16919	3,557	19	9
43	Lynda	Lahman	16439	2,910	19	8
44	Terry	Lahman	16423	2,915	19	8
45	Phillip	O'Connor	16301	3,431	17	9
46	Alex	Ciurczak	16104	3,262	19	10
47	Chris	Comly	15809	3,024	16	7
48	Mark	Starrett	15453	3,485	19	9
49	Greg/Pat	Blewett	15333	3,542	17	11
50	Nancy	Lefcourt	15303	3,069	25	7
51	Chris	Purney	15289	3,458	17	9
52	Christopher	Ross	14982	3,367	16	9
53	Kit	Chunhawong	14973	3,162	21	9
54	Michiel	Kerkhof	14880	3,174	26	8
55	Will	Barclay	14450	4,694	18	16
56	Mike	Langford	13972	3,245	21	9
57	Tonie	Cowen	13972	4,327	14	13
58	Larry	Meeker	13749	3,348	19	9
59	Margaret	Peart	13672	3,686	13	8
60	Rob	Jaime	13579	2,367	25	4
61	Mike	Riley	13408	3,338	17	8
62	Drew	Dill	13195	2,909	21	8
63	Dave	Legnosky	13159	3,053	17	10
64	Garry	Springgay	13112	3,913	15	10
65	Lyle	Monroe	13051	2,977	22	8
66	Kurt	Worden	12861	3,024	24	8
67	Sam	Liles	12686	2,576	20	7
68	Matt	Wise	11934	3,546	19	10
69	Greg/Wini	Farmer	11922	3,122	20	8
70	Robert	Bolger	11316	2,982	17	8
71	Jerome	Byrd	11182	2,859	14	8
72	Neil	Hejny	11097	2,898	21	7
73	Eric	Chernin	10826	3,342	16	7
74	Al	Holtsberry	10476	2,704	14	8
75	Glenn	Pancoast	10303	3,348	15	10
76	Pat/Rebecca	Ford/Martinez	10010	3,251	18	9
77	Scott	Jones	9916	3,020	17	8
78	Jonathan	Tan	9744	3,612	15	8
79	John	Cooper	9491	3,860	15	10
80	Brian	Dent	9265	3,189	17	10
81	Ted	Black	9251	3,217	14	10
82	David	Walls	9098	3,479	17	9
83	George	Doughty	8803	3,088	14	7
84	Christopher	Rooney	8388	2,763	19	6
85	Jack	Cheasty	6865	2,896	11	8
86	Brian	Bumpas	6739	3,235	11	8



The long arc into Kansas City paid off for five time finisher Eric Jewell as he sits atop the standings going into Leg 2. Eric also rode 303 fewer miles than 2013's Runner Up, Josh Mountain, despite Josh's aggressive move deep into Texas territory on Day One. Jewell also collected one more national park than Josh. *(left – Eric Jewell makes sure four time IBR finisher Jeff Earls gives him credit for riding through a tornado in Kansas City)*

Rookie Erik Lipps and veteran Eric Bray likewise pounded out stellar Leg 1 rides, finishing 3<sup>rd</sup> and 5<sup>th</sup> respectively. “I perfectly executed a very bad plan,” said Bray when he arrived. Not looking so bad now, eh, Eric?

2009 winner Jim Owen delivered a strong performance at 6<sup>th</sup> place, with 31 parks visited but in just 6 states. Jim said he “had a good plan and executed it to a T.” He should have ample opportunity in the next two legs to overcome his state count deficit while still nipping at the heels of the leaders.

*(right – Jim Owen relaxes as Lisa Stevens scores his ride. Nothing seems to rattle this rally veteran.)*



No stranger to being in the Top Ten, Bob Lilley is well within striking distance, as are rookie Jim Orr and vets Tim Masterson and Brant Moteelall. Other notable performances in Leg 1 include veteran Chris Sakala's 14<sup>th</sup> place standing, notable because Chris would have been seven places higher had he not failed to claim two bonuses on his scoring form. The error is not fatal and he should be able to overcome the deficit as the point values are likely to increase in Legs 2 and 3. Chris also arrived at the checkpoint with failing GPS units. Legendary bench wrencher, and two time IBR finisher, Paul Glaves was on hand to help Chris sort through the issues. Veteran Chris Brooks is currently in 16<sup>th</sup> place, although tied with Jim Owen for most parks visited at 31. Big Dogs Tom Loftus, Kirsten Talken-Spaulding and Greg Rice are all still well within the hunt, as are a wide mix of rookies and veterans. After all, this is just Leg 1.



It's clear that pilot Will Barclay can ride. He hammered out 4,694 miles in Leg 1, surpassing 2<sup>nd</sup> place holder Josh Mountain by 364 miles for sheer distance covered. But with just 18 parks, 16 states and 14,450 points, the Hoka Hey winner is sitting in 54<sup>th</sup> place at the end of the Leg. Barclay may need to adjust his strategy going into Leg 2 if he wants to climb up the ranks in this crowd. *(Right – Bob Higdon goes over the IBR rules with Will Barclay as Helen Austin scores)*



Several other rookies with strong riding resumes like John Cooper, Ted Black, Scott Jones and Brian Dent to name just a few, may also need to rethink their approach if they want do more than just finish. After all, 79 year old Al Holstberry is currently placed ahead of them and he has to stop five times a day to nap. Of course, Al is a three time finisher of this event and experience counts for a lot, as these rookies are finding out. Dent would have been higher if had arrived for scoring on time. You would have thought having been late to the Rider's Meeting on Sunday would have drilled home the importance of time management for this talented rookie. Hopefully, the points penalty assessed for late scoring will get the message through.

That's it for today. On the way to the Kingsport checkpoint, we will be analyzing the very different approaches our Top Ten contenders took in the first leg and what they have in store for the next. Look for more updates as information comes into Rally Central.

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