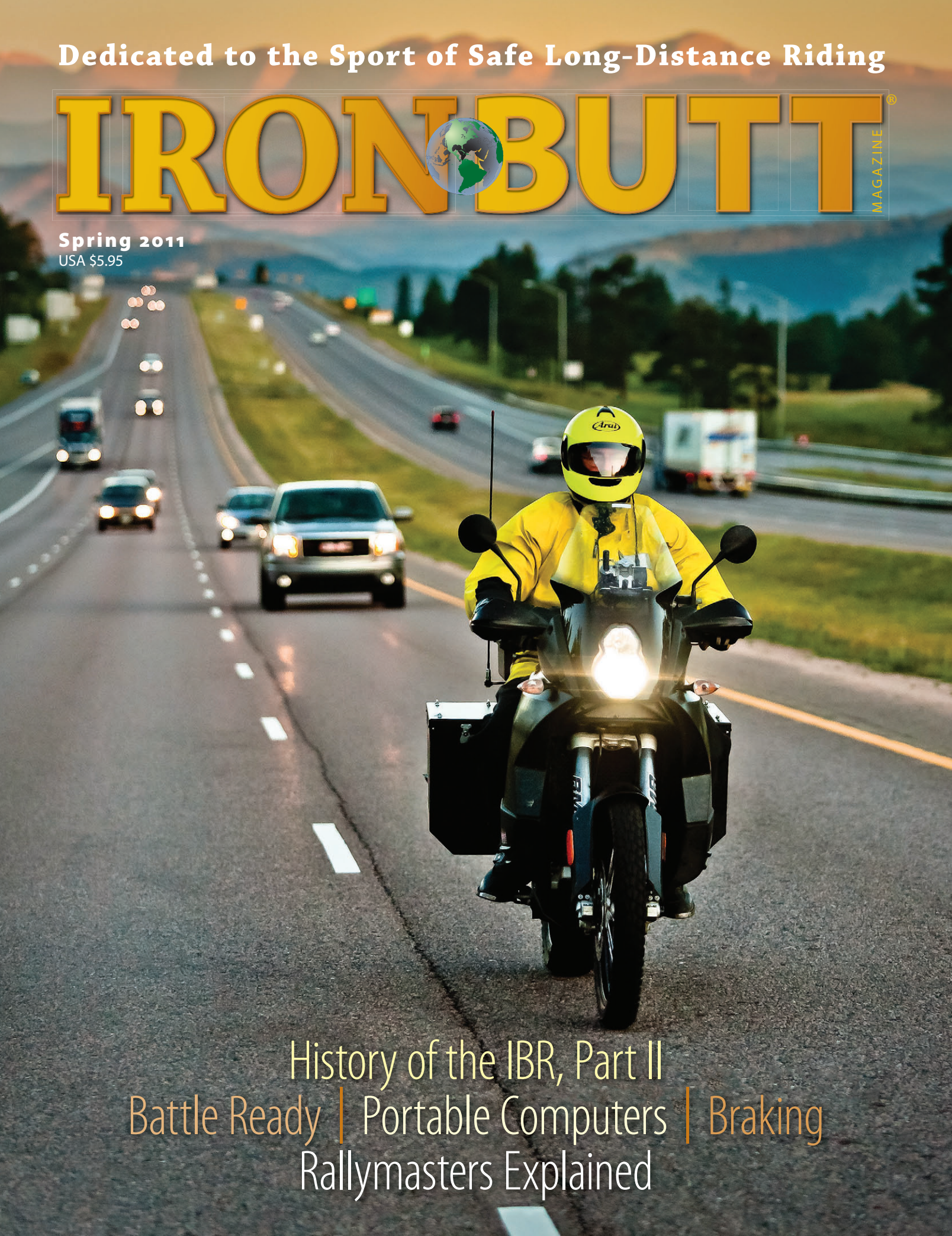
Dedicated to the Sport of Safe Long-Distance Riding

IRON BUTT® MAGAZINE

Spring 2011
USA $5.95



History of the IBR, Part II

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Participation in the sport of long distance motorcycle riding requires preparation. Whether that experience is positive or negative is often determined by equipment choices for both the machine and its rider.

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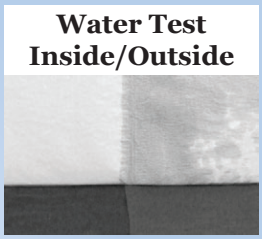

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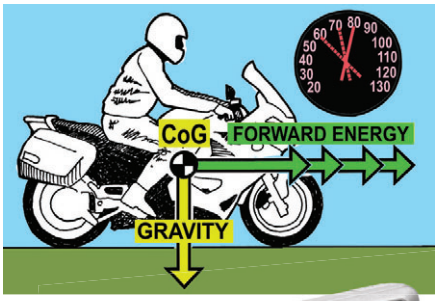

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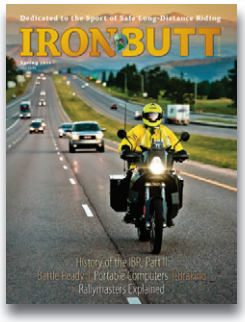

IBR Veteran Bill Watt is photographed riding his KTM 990 Adventure on I-70 during the 2010 IBA National Meet in Denver, Colorado. The photograph was taken with a Nikon D3, 102 mm lens, 1/3200 @ f2.8, ISO 1600. Photograph by Steve Hobart.

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Submissions should be mailed to the Iron Butt Association's office or editor@ironbutt.com. All contributions are welcomed from current IBA members. The IBA assumes first serial publication rights, as well as permission to use the submitted article and any attachments on the IBA web site and in any future compendium of articles. No payments will be made and submissions will not be returned. The IBA reserves the right to refuse, edit or modify any submissions. Full details about submitting articles can be found on our web site.

Change of Address notification and ***Membership*** inquiries should be made to the IBA office. IBA Premier Membership is $40/year and includes the *Iron Butt Magazine,* which is only available to IBA Premier Members. Other benefits of Premier Membership include private areas in the IBA forum (www.ironbutt.com) where only Premier members can participate, emails with frequent "insider information" about the IBA, and advance notice about and early registration for IBA events including the Iron Butt Rally. Interested members can register through Paypal. Send $40 to premier@ironbutt.com and please include your IBA number in the Note column.

By Bill Shaw, Editor-in-Chief

ISO: The Ultimate LD Bike

One rider's quest for the perfect long-distance motorcycle

NOT UNLIKE THE Quest for the Holy Grail or our search for the meaning of life, looking for the *perfect* long-distance mount can be a long, frustrating and expensive process. I've been at it for more than 20 years and have yet to find the one all-purpose LD bike that meets my every need.

My experience has led me to conclude that searching for the right motorcycle is a two-part process. The first part centers on evaluating the reason(s) for the purchase, which often involve selling one bike to make room for another. These reasons can include increased maintenance costs, reliability concerns, few dependable repair facilities, an inadequate dealer network, or a change in our riding style.

The second part of the process involves researching and finding a new (or new to us) motorcycle. While the reasons we select a particular make or model might be more subjective than our reasons for wanting one, they are no less important. Some of these reasons include brand loyalty, recommendations from trusted friends, online or motorcycle magazine reviews, cost, past experience with a particular manufacturer, dealer or manufacturer support, or it will meet our anticipated riding requirements.

Several of these reasons were at play a couple of months ago when I sold my 2008 BMW K1200GT and purchased a leftover 2008 Honda ST1300ABS. Although I had the Beemer for 50,000 (almost) trouble-free miles, my first serious thought of selling it occurred, ironically, on a trip I took last year to the BMW Motorcycle Owners of America (MOA) International Rally in Redmond, Oregon. While en route to the rally, I realized at one point just how vulnerable I was if I needed dealer assistance – there wasn't a BMW dealer within 500 miles of me!

My search for another LD motorcycle began shortly thereafter and it didn't take long before I settled on the Honda. What made me look closer at this particular bike was seeing all those STs lined up at the start of last year's Iron Butt 5000. I knew that the ST1300 is an older platform, having been first introduced in the U.S. in 2003. I also knew that it didn't have the latest technical marvels like electronic-controlled suspension, traction control, Xenon headlights, or a tire pressure monitoring system. However, having borrowed one of the many ST1300s belonging to IBR veteran Tom Loftus, as well as reaching out to a number of friends who also own one, I knew they were comfortable, extremely reliable, got phenomenal gas mileage, and came with Honda's extensive dealer network.

Lest you think this is going to be a BMW-bashing editorial, it's not. I have two other BMWs, and I am a BMW Ambassador as well as an MOA Life Member. I love the BMW motorcycling community and its culture and, frankly, I am excited about the future of the marque and the new K1600. But will I ever own a BMW as my *dedicated* LD mount? Reluctantly, the answer is no — at least not until BMW expands its dealer network in the U.S.

The issue for many riders and prospective owners is, simply, that BMW's dealers are few and far between: There are only 139 authorized BMW dealers in the U.S. I should point out BMW is not alone in this regard. There are at least four other manufacturers that, in my opinion, do not have a dealer network adequate to support long-distance riders — Ducati, KTM, Triumph and Moto Guzzi. However, it's BMW's failure to expand its dealer network that is unfortunate on many levels, not the least of which is its dealers have, almost without exception, the best customer service and service departments!

Is there is a practical solution to this problem? I think so. BMW should establish independent service centers with less stringent requirements than those imposed on its traditional retail dealers—dedicated floor space for clothing, mandatory procurement of diagnostic equipment, expensive signage, and so on. I believe BMW would better serve its customer base by allowing technicians to retain their certification if they decide to branch out on their own. By establishing independent service centers with *certified* technicians, BMW would not only realize an increase in sales and gain a foothold in new areas, but it would also be an unexpected and atypical move that could generate more goodwill than any Madison Avenue marketing campaign.

So, will the ST1300 finally be the one bike that'll fill all my motorcycling needs? Probably not. But it wasn't meant to be since, fortunately, I have a couple of other bikes to help fill any void. However, the ST1300 will more than meet my long-distance requirements for the foreseeable future. And with 1200+ dealers in the U.S., it will also give me peace of mind for those times when I'm traveling through the nether regions of North America.

Plan your ride. Ride your plan.

IBA Staff Contact Information

The Iron Butt Association is primarily a volunteer organization. Hundreds of members work on IBA events, maintain records, design products, and of course, the ride certification program. The IBA would not exist if it weren't for a group of very dedicated people who make sacrifices beyond measure. Each provides an invaluable service by working quietly behind the scenes without any fanfare or the expectation of special recognition.

The following members are the face of the organization and serve as primary contacts in each of these areas.

Ira Agins, *ira@ironbutt.com*

IBA RELATIONS COORDINATOR

Ira answers questions on such diverse topics as routes and documentation, status of certifications and membership qualification. Ira has ridden many IBA rides and competitive rallies including finishing the Iron Butt Rally in 1999. He is also the Routemaster for the Land of Enchantment long distance rally.

Donna Fousek, *donna@ironbutt.com*

ASSOCIATION MANAGEMENT

Longtime rider Donna Fousek (her first SaddleSore 1000 was in 1997) has been part of the IBA staff since 1991. A jack of all trades, Donna works on ride certifications, witness interviews and most importantly, has designed many of the IBA products used the world over.

Lisa Landry, *lisa@ironbutt.com*

IRON BUTT RALLYMASTER AND EVENTS COORDINATOR

Lisa's responsibilities include the management of the Iron Butt Rally, IBA International Meet, the annual IBA Daytona Bike Week party and other events. She is an accomplished LD rider having completed several Bun Burner GOLDs, the Cognoscente Group's "BLISTER" where she rode her Gold Wing a staggering 3,146 miles in less than 48 hours, a 50CC, 48 States Plus and the 2001 Iron Butt Rally.

Bill Shaw, *shaw@ironbutt.com*

COMMUNICATIONS DIRECTOR AND EDITOR, *IRON BUTT MAGAZINE*

Bill is responsible for creating the first magazine dedicated to long distance riding – the *Iron Butt Magazine*. Bill is a regular contributor to *Motorcycle Consumer News* and writes for motorcycle periodicals like *Rider, Backroads,* and *BMW Owners News.* He rode in the 2003 IBR, finished in a Gold Medal position in the 2005 IBR, and has completed numerous other rallies and long distance challenges. Bill is also responsible for distributing press releases, maintaining media contacts, and communicating with businesses, clubs and organizations about the IBA.

Jeanne Bauhart, *storemanager@ironbutt.com*

IBA ESTORE

Jeanne brings professional management to the IBA estore (www.ibaestore.com) and despite long hours at her day-job, she manages to manage the status on over 145 different products.

Tom Austin, *austin@ironbutt.com*

TECHNICAL ADVISOR

Tom has served as the IBA's Technical Advisor since 1998 and is solely responsible for the development of several technical standards used throughout the long distance riding community. He is the author of the Exhaust Noise standard and measurement procedure, the Fuel Capacity measurement procedure, and the Minimum Performance standard that applies to all IBR entrants beginning with the 2003 rally. Tom's LD experience includes finishing the 1999 IBR in the Gold Medal standings as well as numerous other rallies and IBA-recognized individual rides.

Dale "Warchild" Wilson, *webmaster@ironbutt.com*

WEBMASTER AND CHIEF TECHNICAL INSPECTOR

In mid-1998, Dale assumed IBA web developer duties in addition to his IBR Chief Technical Inspector responsibilities. He is well known throughout the long distance riding community for his mechanical and technical expertise, Dale finished an impressive 5th Place finish in the 1997 Iron Butt Rally and although he has retired from active competition, in 2008 Dale successfully completed 10 consecutive Bun Burner Gold rides in 10 days.

Bob Higdon, *higdon@ironbutt.com*

IRON BUTT ASSOCIATION LEGAL ADVISOR

Bob, a "recovering" Washington, DC trial attorney, is a widely recognized and published motojournalist whose articles have appeared in *Motorcyclist, Rider, Motorcycle Consumer News* and other national motorcycle magazines. Although Bob has over 1 million miles on BMW motorcycles, traveled to every county courthouse in the contiguous U.S., ridden around the world in 2004 and finished the 2001 Iron Butt Rally, ironically he does not consider himself to be long distance rider in the truest definition of the term.

Michael Kneebone, *kneebone@ironbutt.com*

PRESIDENT, IRON BUTT ASSOCIATION

Mike founded the IBA in 1986 and has worked endlessly to spread the word to anyone who will listen about how special the long distance community is and how unique these riders really are. He oversees all areas of the Association. Mike has finished two IBRs, set three Guinness World Records, and is an accomplished journalist in his own right having written long distance articles for *Motorcycle Consumer News* and *Motorcyclist* magazine.

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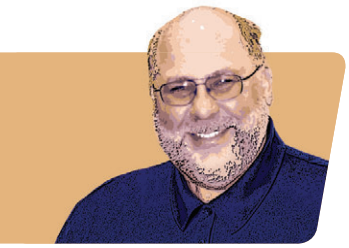


By Michael Kneebone

Spreading the Word

THE CONTINUED GROWTH of the long-distance riding community is not driven by slick advertising campaigns — it is happening because of passionate members like you. Whether you are looking to expand the number of friends you ride with or to show the rest of the motorcycling world that it *is* possible to safely ride more than 300 miles in a day, it all starts with you.

We receive a lot of emails with questions about planning rides to introduce new riders to the IBA. At least 80% of them are proposals for 1,000-mile days and of these, most of the proposed rides involve a small group of one or two close friends.

When you ask what is important for a successful ride, we first point you to the Archive of Wisdom page. But much of our time and effort is spent actually *asking* questions about your ride in order to help you think through your goals so you will be successful in reaching them. It is fairly easy to say you are going to ride a 1,000-mile day, but that is just the very beginning of the process. To help you get started, I've summarized some of the advice we give members who want to introduce LD riding to friends or acquaintances.

• Keep it exciting. Your ride should target your riding friend's interests, not yours. As you can probably guess, many SS1000 rides are based on riding a long distance to try an exciting food dish, or to visit a particular destination. For instance, one popular and irresistible temptation for East Coasters who love to scrape pegs is the Tail of Dragon in Tennessee—318 curves in 11 miles. So consider using a ride theme. It will help keep everyone alert and motivated throughout the ride with the ultimate reward of getting back home safely to a comfortable bed.

• Choose the right season. Before you whip out the maps, you need to select the time of year, possible dates, and even the time of day you want to start. If you live in Minnesota or Finland, you can pretty much forget about starting a planned ride in winter. Which is why most Northern Hemisphere rides take place in the summer and fall. On the other hand, if you live in a southern state or the Middle East you probably don't want to plan a ride during the summer because of the oppressive heat or humidity. This is why we see a lot of Florida rides taking place in the spring and fall.

• Consider the conditions. Riding in the cold can be dangerous. Most of us own specialty gear and electric clothing that we use to stay warm. We also carry it on every ride, even in the middle of summer, since riding at night and in virtually all weather conditions is commonplace. Experience has taught us how best to deal with riding in extreme conditions. Your friends are not as likely to be well prepared to deal with the cold or knowledgeable about what to do to offset hypothermia.

• Timing is everything. If the time of the year is important, the hour you start may be even more so. Think twice about a four o'clock in the morning start if your friend's idea of getting up early is ten o'clock. Pushing the clock a bit is acceptable, but there must be a significant incentive to turn a late-morning rider into a very-early-morning rider. Some people have suggested starting rides at the end of the workday or leaving at midnight, but we *always* recommend maximizing riding in daylight hours.

• Know everyone's fuel range. When you register for a Motorcycle Tourer's Forum (MTF) ride, they ask for your fuel range. This is an important number when organizing a ride. It sets the guidelines for how often you have to start looking for fuel and obviously can influence the choice of the route. That sexy Sportster tank that can only safely make 90 miles will bring fuel planning to a whole new level.

• Keep the route simple. This makes it less stressful if the group becomes separated. With that in mind, you don't necessarily want to burn down I-10 to El Paso, Texas and back either. That can get boring if your riding friends routinely ride I-10. Even the draw of eating at Chuy's in Van Horn, Texas may not be enough to overcome the boredom. What you really want is to plan a ride with no more than eight major route changes—four is ideal. If it gets too complex, riders become fatigued and the fun factor is lost on everyone involved.

• Finally, recruit a volunteer to monitor your ride. This person will be responsible for handling all facets of safety and communications for the group. In addition to relaying messages to the leader and individual riders, a home-based monitor can also field calls from family members and update them on the progress of the ride. The rider's job is to *ride*. A good communications person keeps the group focused on the goal instead of worrying about what's going on at home.

These are pre-ride suggestions to help get the wheels turning. If this sounds complicated, it's not. You would be doing the same things you probably did on your first SaddleSore. For those looking to spread the long-distance passion, there is nothing more rewarding than giving another rider a taste of big mileage days. Even if they never do another 1,000-miler, they will have learned important lessons on the right way to cover a lot of ground safely while having fun. And it all starts with you!

Letters to the IBA

Here are some questions and comments we've received online, reprinted to inform — or at least entertain. By Ira Agins

CAN YOU GET the Gold patch for doing the 1500 miles under 24 hours and the patch if you complete an additional 500 miles for 2000 mile run? I am going for the 2000 and trying to finish the first 1500 in under 24 hours. If so do I fill out two forms? I already have the patch for 1000 miles in under 24. Thank you.

The basic rule is that if one ride by definition is completed within another, we only issue one certificate. For example, everyone who completes a BunBurner GOLD has by definition completed a Saddlesore 1000.

Because one can complete a SaddleSore 2000 without necessarily completing a BunBurner GOLD, then we can award both certificates. We only need one set of documentation, but be sure to document the time and your location at the 1,500-mile point with a fuel receipt and log entry. Also, be sure to include a note indicating you want both certifications and include the additional fee.

Good luck and ride safely!

JUST A QUICK question…

Is it possible to complete the Coast-to-Coast-to-Coast starting in the middle of the country?

For example… I live in Tulsa. Would a ride from Tulsa to San Diego, then crossing to Jacksonville, and finally back to Tulsa count?

No. That's why it's called the Coast-to-Coast-to-Coast, not The Middle of the Country-to-Coast-to-Coast-to-Middle of the Country.

WE ARE A motorcycle club planning a group ride. Do you have any tips?

Here are a few tips for a safer and more efficient group ride:

Plan a route that is at least 20-30 miles longer than the calculated 1,000-mile point just to be on the safe side. We wouldn't want you to fall a few miles short!

The simplest route is one that goes 1,000+ miles from Point A to Point B, or 500+ miles and turns around and comes back to the start. All interstate, while not very exciting, is the most straightforward way to go.

Get receipts at critical points. For example, if the route is out-and-back, we require a receipt at the turnaround point. If a "square" route, we require receipts at the corners. Remember, you need to require sufficient documentation to demonstrate the rider rode the ride they claim without taking shortcuts.

Have a common starting time for all riders, but let riders ride at their own pace, as opposed to attempting to ride as a single, monolithic group. This is the safest and most efficient way. In most cases, riders of the same skill level, bladder size, and stamina will tend to ride together anyway. Your group should sign them out and then confirm their arrival at the end by signing them in.

Continually remind the riders that it is not a race and speed is not the key - consistency in the saddle and minimizing stops is. Preach safety. If a rider is tired, they should stop. If a rider has a mechanical problem that is a safety issue, they should stop. Tomorrow is another day, and the ride is not worth injury or death.

I AM GOING on a ride with a friend who has already completed the 1000-mile ride in 24 hours. He wants to complete the 1500/24 for the Gold. I am going with my friend (for support) on another bike. I see that I will not be eligible for the 1500/24 as I have not completed a 1000/24 or 1500/36. If we complete the ride, may I apply for the 1000/24 and the 1500/36, even though I may have completed the 1500/24 ride or do I have to show more than 24 hours for the 1500.

The reason we have that rule is because too many folks were attempting the BunBurner GOLD as their first long distance ride and ended up biting off more than they could chew. For that reason alone, we would suggest that you rethink your plan of going along with your friend.

JUST GOT BACK for my friend's attempt at the 1500 miles in 24 hours and my 1000 in 24 or 1500 in 36. If my email doesn't make much sense it is because I am still getting caught up on my rest. Weather, construction and wind conspired against us and it was apparent that he would not to get his 1500 in 24 hours. With 130 miles left to go, we ran into rain and it became readily apparent that the 1500 in 24 was out so my friend switched to Plan B to ensure we both had a leisurely and safe trip back. I couldn't wait to tell you, that the AOW is right on. I packed rain gear just in case, packed light meals and plenty to drink, and packed some vitamin flavored water drinks. I had one Diet Coke with my homemade chicken salad sandwich at lunch. The rest of the snacks were the flavored water drinks, diced peaches and other fruits in cups. They worked great and kept me well hydrated. And above all, you are absolutely right about fatigue. As soon as I got flashed for not dimming my brights by another vehicle opposite direction, I remembered what I read in the AOW about clues of fatigue and stopped at the next station and took a 30 minute nap. My performance was much improved after that. I will be send the documentation in for the 1000 in 24 or 1500 in 36 — I am thrilled with that and feels it's a good accomplishment. I stand by and agree with your main rule about not doing the 1500/24 for your first ride. There is a learning curve, and boy I learned a lot. Above all — SAFETY FIRST. Thanks again for your assistance and safety tips. They made the difference in having a safe experience versus not getting back at all.

Congratulations on your ride and thanks for the note. I'm glad you found both my advice and the AOW valuable and that it provided you with the information to complete your ride in a safe and enjoyable manner. You can now appreciate just how tough a ride the BunBurner GOLD is.

Yes, safety is primary and both you and your riding buddy did the right thing in cutting the BBG short. Tomorrow is another day, and you'll both be there to give it another try.

By Ron Ayres

Diamonds, Deserts, and Dunes

Travel by Gravel in Namibia

WHEN I WAS preparing to relocate to South Africa in 1998, I began studying maps of the region. I learned where places with such familiar names as Botswana, Mozambique, Tanzania, and Kenya were located. It was during this time that I also became aware of the existence of Namibia, a large country bordering South Africa and Botswana. I consider myself well-traveled, so it was humbling to realize that my ignorance of African geography was extensive enough to miss a country as large as Namibia. I didn't feel as bad when I realized that most of my American friends hadn't heard of it either. It wasn't until Brad Pitt and Angelina Jolie took up temporary residence there that Namibia became better known.

Here are some interesting facts that I've since learned: Although Namibia is about the size of Texas and Oklahoma combined, its population is only 2 million people (approximately the population of Houston). It's the second least densely populated country in the world, after Mongolia. The country's economy is primarily agriculture-based, but it's one of the world's leading producers of gem-quality diamonds.

I soon learned that Namibia is one of the best-kept secrets in the world of global motorcycle travel — especially for riders who enjoy "adventure travel" on unpaved roads. There are many factors that make Namibia such an irresistible attraction. To begin with, most of the country's national highways are dirt and gravel; there are only a half-dozen paved highways in the entire country. Traffic is so sparse on the remote gravel highways that I've sometimes encountered only four or five other vehicles during a day's travel. Thousands of miles of sparsely traveled national highways aren't the country's only attraction for adventure riders. Namibia features some of the most stunning desert landscapes in the world, and the crystal clear nights, unaffected by the light pollution so prevalent in more highly populated areas, provide views of the heavens unlike anything you've ever seen. Two-thirds of the U.S. population has already lost naked eye visibility of the Milky Way, but from Namibia, the brilliant carpet of lights is so pronounced that visitors stand in awe of its magnificence.

There are a host of other worthwhile attractions too, most of which are accessible only after a long dusty ride. The deserts are home to some of the world's highest and most impressive sand dunes,

including the giant red dunes of Sossusvlei that are among the most photographed in the world. The Fish River Canyon is the second largest canyon in the world and the largest in Africa. The Brandberg National Monument Area is a UNESCO World Heritage Site, home to Königstein (which at 8,500 feet elevation is the highest point in Namibia). The chilly, often fog-shrouded Skeleton Coast along the Atlantic Ocean is home to the world's largest fur seal colony, where you might see more than 200,000 Cape Fur seals lying on the beach. Travel a bit east of the Skeleton Coast into Damaraland and you could see the famous free roaming desert-adapted elephants. Head out through the Namib Desert to the old diamond mining ghost town of Kolmanskop and you're almost certain to encounter the wild horses of the Namib. Other wildlife that might cross your path include the jackal, giraffe and the stately and statuesque oryx. Namibia is home to Etosha National Park — one of the largest unspoiled game parks on the continent.

…Namibia is one of the best-kept secrets in the world of global motorcycle travel.

Although the nation's gravel roads are relatively well maintained, only riders who have experience riding gravel should tackle them. I've been with riders who, after being lulled into a sense of complacency, have taken nasty spills when suddenly encountering a washout with deep sand or a patch of deep gravel. Although not dangerous for the experienced rider, some riders never get comfortable "riding on marbles" for hours at a time. Namibia should not be your first gravel-oriented trip unless you've completed a good off-road training school.

English is widely spoken throughout the country. There are good meals and clean, safe accommodations nearly everywhere you travel. There is virtually no police presence or government corruption that I'm aware of. Crime is less prevalent than you'll find in many developed countries and the people are very friendly.

If you plan to spend more than a month or so in Africa, you might want to consider shipping your bike. There are no rental motorcycles available in Namibia, nor are any motorcycle tour operators headquartered there. However, both rental motorcycles and guided tours are available in Cape Town in neighboring South Africa. Due to the remoteness of the region, if you choose to travel on your own without a support vehicle, be ready to repair your own tire punctures because repair services are not readily available. The only place you'll find a motorcycle shop is Windhoek — the country's capital.

If you love to travel by gravel, you'll love Namibia. Like Angelina and Brad, I've fallen in love with the place. But I discovered it first!

Have a great ride!

Ron Ayres (IBA Member #78) has written three books on the subject of long distance riding and long-distance touring: Against the Wind, Against the Clock, and Going the Extra Mile. *He now spends his time managing a global motorcycle travel company, Ayres Adventures.*

By Bruce Deming

Negligence

IF YOU'RE INJURED in a crash caused by the negligence of another driver, what kind of compensation are you entitled to recover? First, you have to prove "liability" on the part of the other driver by showing that he or she was legally "negligent." Once liability is established, you then have to prove that such negligence "proximately caused" your injuries and resulting economic losses (legally speaking, your "damages").

What is negligence? Legally speaking, a "negligent" act is considered a "tort" or a "wrongful" act of carelessness that directly causes injury to another. More specifically, negligence is defined as "the failure to use such care as a reasonably prudent and careful person would use under similar circumstances…"

If this sounds like a rather fluid, slippery concept, it is. What constitutes a negligent act under one set of circumstances may not be a negligent act under another. This is why no two cases are ever the same in the eyes of the law and also why you should never rely on the advice of your Uncle Leon, who is only too eager to give you his "legal advice" based upon what happened in his case that was "just like yours." Remember: *no* case is "just like yours" no matter how similar it may appear. That's why getting competent legal advice based upon a thorough understanding of your particular case, with all of its factual and legal subtleties, is the only way properly to determine the merits and value of your claim.

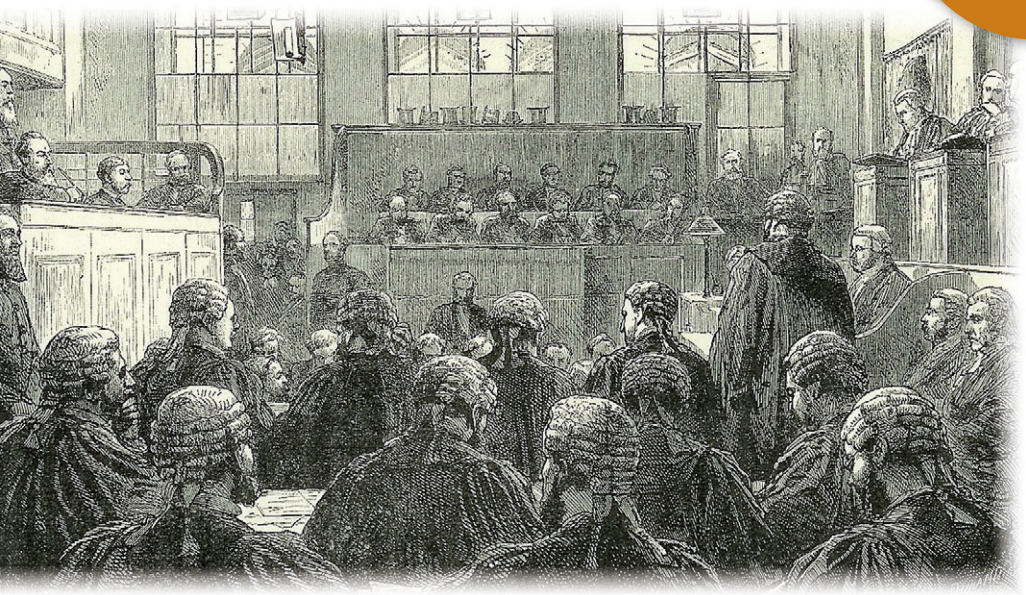
Now what about the compensation, called "damages" in legal parlance? Depending on the facts of your case (a recurring theme right?), it could include your medical expenses and costs of treatment and therapy; lost wages for time away from work due to hospitalization, medical treatment and recovery; future medical expenses that are reasonable and necessary; property damages (the physical damage to your motorcycle and riding accessories); and last but not least, compensatory damages for the "pain and suffering" incurred by you as a result of your injuries.

In addition to these types of damages, in very rare cases, and I mean VERY rare, "punitive damages" can be awarded—not to compensate you, the plaintiff, but actually to *punish* the defendant for negligent actions so extreme and reckless that he or she deserves it. Contrary to the "tort reform" ads you may have heard produced by the insurance industry, these types of damages are rarely awarded. And although emotionally you may want to "punish" that negligent driver for the injuries he or she caused you, it is important to remember that the primary function of a civil claim for negligence is to *compensate* you for injuries sustained, not to *punish* the other guy. That is the one of the primary functions of the criminal courts, not the civil.

Remember: no case is "just like yours" no matter how similar it may appear.

Now what if you suffered compensable damages from your recent crash that aggravated an old or "pre-existing" injury? Can you be compensated? The short answer is *yes*. However, the challenge is proving that *this* particular driver's negligence caused the re-injuries, which is not an easy thing to do.

If the re-injury is substantial, the insurance adjuster (or the insurance company's lawyer if a lawsuit is filed) will want to go through all of your prior medical records to determine the precise nature of your pre-existing injury and look carefully at all of your doctors' notes from each and every one of your prior treatments. The reason is obvious: The insurance company wants to determine that your old injury really had resolved *prior* to the accident. If you had seen your doctor for the old injury as recently as a few months or even weeks before the accident, the insurance adjuster is going to discount the value of your claim (or even deny it entirely) because your back was already hurting



anyway, and your fairly recent visit to the doctor proves it.

That's wrinkle number one.

Wrinkle number two has to do with when you received medical treatment. Any delay in getting medical treatment is a red flag to the adjuster that you may be exaggerating your claim. Here's an important point — if you delay getting medical attention for your injuries for days or weeks after the accident, that delay lends further support to the insurance company's position that this "new" injury isn't as bad as you say it is.

Therefore, if you have even the slightest feeling that a crash may have resulted in injuries to you, get checked out without delay. If things resolve quickly, then that's good news for you. But if they don't, and do actually worsen in the coming days, at least you will have a record of having documented your injury in a timely manner by seeking prompt medical attention immediately following the accident.

From a legal standpoint, injured people *are* entitled to recover for pre-existing injuries made worse by the carelessness of another. But proving the incremental damage caused by the defendant's negligence is made more complicated and difficult by the existence of a plaintiff's pre-existing injury, and this complexity can substantially reduce the value of your claim, particularly if there is a delay between the date of the accident and the date that you first seek medical attention. A good lawyer will ask you detailed questions about your pre-existing injuries and treatment history and will ask you to sign a release so that he can obtain your medical records and review them carefully.

By understanding the details of your medical history and treatment, your lawyer will be well armed to negotiate effectively with the insurance adjuster and, if necessary, to take your case to trial if the circumstances require it.

Bruce Deming is an attorney practicing in Virginia and Washington, DC specializing in motorcycle and bicycle personal injury cases and is the author of "Wrecked: Your Legal Rights In a Motorcycle Accident." He is also a competitive bicyclist who competed in the 2005 Race Across America (RAAM) finishing the 3,035-mile course in 7 days and 14 hours. He offers free consultations to injured LD riders and can be reached at (703) 528-4669 or www.thebikelawyer.com.

the history of the Iron Butt Rally

part two

The 1985 Iron Butt Rally

By Bob Higdon

At the end of the Iron Butt Rally in 1984, instead of the fortunate son he should have been for envisioning, creating, and producing the rally at all, Mike Rose was instead destined to be fortune's pawn. The motorcycle market in the United States collapsed over the winter of 1984-85. Mike's buyers stopped buying, his suppliers stopped supplying, and accounts receivable turned into accounts to be burned along with the rest of his bridges. He moved to southern California. At least there in the dark winter of his discontent and shattered dreams he wouldn't have to worry about heating bills. And someone else could worry about the next Iron Butt rally.

Enter Gary Patterson, general manager of Montgomeryville Cycle Center, a generic Japanese bike shop in a suburb north of Philadelphia. MCC had served as start and finish location of the '84 rally and, even better, had survived the economic downturn that had driven Mike Rose out of business.

Patterson wasn't into Rose's vision of man and machine against the tides of time and nature and fickle fate; Patterson was into the U.S. dollar: If he could make a buck promoting the event, he'd do it; otherwise, he could kiss it goodbye. So in the spring of 1985, backed by a nicely written IBR reprise article in *Cycle Guide* magazine by 1984 finisher David Mallet, invitations to prospective riders went out. And unlike 1984, this time it really was invitation-only: a young, enthusiastic Yamaha Venture rider from Chicago applied, but his credentials were deemed inadequate. His name was Michael Kneebone.

Twenty-four entrants received the nod. Three of the four co-winners from 1984 — Alan Pease, George Egloff, and Ed Thompson — came back for a tiebreaker. Roy Eastwood, Jim Newbery, and Rich (Pharaoh) Sommers also returned. And new faces like Canadian Ross Copas, a protégé of Eastwood's, South Carolinian Gary Moore, and Suze Mann, the irrepressible ex-wife of racer Dick Mann, appeared at the table.

Suze Mann and Roy Eastwood at the finish. *Photo by Carol Taub.*

Patterson was determined to avoid a repeat of the tie for first in 1984. To ensure a complete separation of the field, the base route was extended to include a checkpoint in Maine, the number of bonus stops was tripled, and an eleventh day was added. At 10:00 a.m. on Tuesday, August 27, the field cranked up and headed to Reynolds Motorsports in Buxton, Maine. It would continue to be a checkpoint on the next nine rallies.

Adding a little regional color to the continental scavenger hunt, Patterson asked riders to bring a lobster claw to the Reynolds checkpoint. The six men tied for the lead at the end of the first leg all had done so, including Roy Eastwood. He'd brought two claws, each attached to an irritated lobster. From Maine they headed to the second checkpoint in Eau Claire, Wisconsin, where they were expected to arrive with (of course) a piece of cheese. And thus a rally theme began that has survived in one form or another until the present day.

Patterson was determined to avoid a repeat of the tie for first in 1984…(so) the base route was extended to include a checkpoint in Maine, the number of bonus stops was tripled, and an eleventh day was added..

CHECK POINT CONTROL REPORT

CHECK POINT: ROAD, TRACK & TRAIL
1316 N. HASTINGS WAY
EAU CLAIRE, WISCONSIN 54701

ENTRANT'S NAME: GARY MOORE — RALLY NUMBER: 22

TIME IN: 7:01 p.m. — ODOMETER READING: 106,280.6

*BONUS CITIES (OR) LOCATIONS	POSSIBLE POINTS	POINTS EARNED
	E.C.	250 ✓
St. Louis, Mo.		300
Thousand Isl. Bridge		200
Columbus, OH.		150
Milwaukee, Wi		100
Indianapolis, IN.		150
CHEESE		50
	TOTAL POINTS	1200

ENTRANT'S SIGNATURE: Gary R Moore

SIGNATURE OF PERSON FILING FORM: Tom Patten

Gary Moore's score sheet from the rally's second leg. Note the 50 points for "cheese." Life was simpler then.

The second leg was not without incident. One bonus stop was at the Indianapolis auto museum. Get a ticket. One resourceful rider, Jim Newbery, realizing he wouldn't be able to make it to the place before it closed for the day, had his secretary call the museum, pay for the ticket over the phone with a credit card, and have the evidence delivered to a hotel next door. When Newbery checked into the hotel that night for a nap, the ticket was waiting for him at the front desk.

Newbery's trick was discovered the next day when other riders showed up at the museum and learned of the ploy by chance. How did this work out for Jim? Suze Mann, in a story in *Cycle News*, writes: "Since the intent was to be in Indianapolis while the museum was open, the rider lost his points for the souvenir." But Ed Hertfelder's article in *Motorcyclist* states:

"Patterson didn't specify that you had to *be* at the museum — just get the ticket — so this was legal." And you thought an historian's job was easy?

Suze Mann at speed. *Photo by Art Friedman.*

The third leg returned riders to the Cycle Barn in Lynnwood, Washington, a checkpoint from the '84 rally. It hadn't been a particularly hard slog along the base route — 3,525 miles in 106 hours — but they'd been in almost constant rain for days. Attrition was taking a toll. On the second leg John Shuck on a Triumph had dropped out due to a family illness and Nick Nicholson's Harley had exploded. On leg #3 Lou Boyd crashed, Ed Thompson bailed with fatigue, Rich (Pharaoh) Sommers was time-barred and out of money, and mechanical failure put Ross Copas and Paul Persinger out.

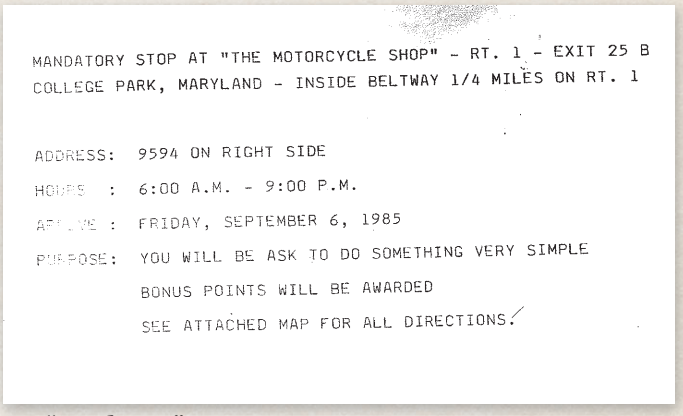
At that point George Egloff was in first place, leading Gary Moore by 50 points. Jim Plunkett, Al Greenwood, and Jim Newbery were tied for third. Suze Mann, Rob Eilertson, and Alan Pease lurked below the surface. Moore, an exceptionally conservative rider, and Pease, an exceptionally smart one, had ridden cautiously across the country. Each was rested and ready to move.

Egloff was not. As in 1984, he'd ridden himself deep into the red zone of fatigue. He was a Cannonball rider, not a tactician. Hanging onto first place wasn't his issue now; simply finishing the rally was the problem. But he had a hole card, one that would trump anything that Moore or Pease could play. Egloff called Gary Patterson and warned that the riders were barely capable of continuing. If they did, they would obviously pose a serious liability problem for Montgomeryville Cycle Center. Cancel all the bonuses on the next leg, Egloff advised, and give us a big layover in Lemon Grove, California.

And Patterson did just that. Gary Moore, who never gets angry about anything, couldn't believe what had happened. Pease was beside himself. He'd waited a year to ring Egloff's bell and now his chance had slipped away because of administrative interference. Even Pharaoh, sitting on the sidelines and out of the running, was stunned. In an interview in the April 1986 issue of *Easyriders*, he fumed, "You just ain't got what it takes to be in this damned race if you've gotta snivel about how you can't go on."

But, given an unexpected time allowance, on they went. By the time they hit the penultimate checkpoint at BMW of Daytona, Egloff still led Moore by 50 points. Gary took a quick look at the bonus sheet and saw a possible avenue of salvation. In the list of seven potential bonus cities one of them, Atlanta, was worth twice as many points (400) as the next highest city in the list. If he could make the Peachtree City bonus, the rally could be his.

There was a problem, however. It was on the second page of the bonus listings:



MANDATORY STOP AT "THE MOTORCYCLE SHOP" - RT. 1 - EXIT 25 B
COLLEGE PARK, MARYLAND - INSIDE BELTWAY 1/4 MILES ON RT. 1

ADDRESS: 9594 ON RIGHT SIDE
HOURS : 6:00 A.M. - 9:00 P.M.
AR[illegible]E : FRIDAY, SEPTEMBER 6, 1985
PURPOSE: YOU WILL BE ASK TO DO SOMETHING VERY SIMPLE
BONUS POINTS WILL BE AWARDED
SEE ATTACHED MAP FOR ALL DIRECTIONS.

The "mandatory" stop.

Note the word "mandatory." What does it mean if you don't show up by 9:00 p.m.? Will you lose some bonus points that you would otherwise receive? How many? Ten? Ten thousand? Or do you lose all the other points you scooped up on the current leg? Might you be disqualified? Sent to bed without cookies?

It was an odd situation. Here the rider was told what to do, but not told what would happen if he didn't. Moore decided to take a chance. He headed to Atlanta, knowing that if he did so, there was no way he could make it to College Park before the bonus window slammed shut. At some point he called Patterson. "What happens if I can't make College Park on time?" For the second time in the rally Patterson came up with the wrong answer: "Nothing." At least two other riders were told the same thing.

On Friday, September 6, as the remainder of the field steamed north toward Washington, D.C. and College Park, disaster struck. Late in the afternoon an oil truck with two tankers jackknifed and exploded just south of the beltway on I-95, turning the region's customary awful rush hour into a scene from Dante's *Inferno.* The northbound interstate came to a complete halt for hours.

Out of that fireball and hellish mess the Iron Butt goddess was about to hand Alan Pease the break he needed. D.C.'s impenetrable traffic congestion, second only to that of Los Angeles, may terrify the ordinary motorist, but Pease felt like the proverbial hare in a briar patch. He'd not only grown up in Washington, he'd attended the University of Maryland, not three minutes south of the bonus stop he had to make.

Maneuvering his bike off the impassable interstate onto back roads in northern Virginia, Pease eventually found U.S. 1, which parallels the interstate from Miami to Maine. That led him straight through Washington and to the bonus in suburban Maryland. A few riders had also hit the cycle shop in time, but Pease recalls that none had been ahead of him in the standings

And thus it came to be that the starts and finishes of the 1984 and 1985 rallies would mirror each other so curiously: the first beginning in disaster and ending with vows of eternal friendship; the second its almost perfect opposite.

at Daytona. He waited until 9:00 p.m. No one else rode in. He got back on his bike with a smile, believing that he had just won the rally. Those are the sorts of memories that you do not quickly forget, not even after 25 years.

Gary Moore was also smiling that evening. Sure, he was hours late arriving in College Park, but he had a waiver from the rallymaster for that "mandatory" bonus. He had a huge bag of points from Atlanta, points that Egloff could not overcome, and thus became the second rider heading to the barn in Montgomeryville in the belief that the Iron Butt Rally was his.

Incredibly, a third rider shared Pease's and Moore's winning conviction on that last night of the event. George Egloff had also been ensnared in the I-95 traffic jam. He told Suze Mann that he had persuaded a Virginia highway trooper to permit him to pass through the blockade to the next exit, and by so doing was able to make the "mandatory" bonus with 15 minutes to spare.

It took no time at all after the last rider came into the Cycle Center's parking lot on the morning of September 7 for Gary Patterson's decisions in the final hours of the rally to implode. There were the following possibilities:

1. If the College Park bonus is "mandatory," then either Egloff or Pease wins, depending on whether Egloff really did make it to College Park on time; or

If College Park is thrown out but the rest of the leg survives, then Moore wins; or

If the last leg is tossed altogether, then Egloff wins, because he was leading at the last checkpoint in Daytona.

Alan Pease could almost see it coming. Summoned to Patterson's office in mid-afternoon, he strode in with blood in his eye. "You have thrown out the entire last leg?" Pease asked heatedly. "Is this true?" Patterson nodded. Pease lit into him. There had been no legitimate reason to dump the College Park bonus, he argued. No one ahead of him in Daytona made it to the bonus on time. Patterson didn't dispute that. To throw the final leg was just to hand the rally to Egloff.

Patterson leaned back and explained the facts of life to BMW's factory rider. "I can't afford to have a BMW win this event," he said. The marque's reputation for endurance was well-known. It had won the Paris-Dakar rally the last three years. A Japanese bike had to win the Iron Butt. It was unnecessary for Patterson to add that the Cycle Center sold Hondas and Suzukis.

"I won this rally," Pease repeated angrily. At that he turned, left the office, skipped the final banquet, and rode straight home.

And thus it came to be that the starts and finishes of the 1984 and 1985 rallies would mirror each other so curiously: the first beginning in disaster and ending with vows of eternal friendship; the second its almost perfect opposite.

For 25 years the vague hint of a fix has haunted the rally. Is the reputation deserved? Of all the decisions Patterson made, scrapping the west coast bonuses was clearly the worst. Egloff was finished at that point; Patterson saved him, inadvertently or otherwise. On the final leg, once Patterson had told Moore that College Park wasn't really mandatory, the entire leg was compromised beyond recovery. Yet again Egloff was the principal beneficiary.

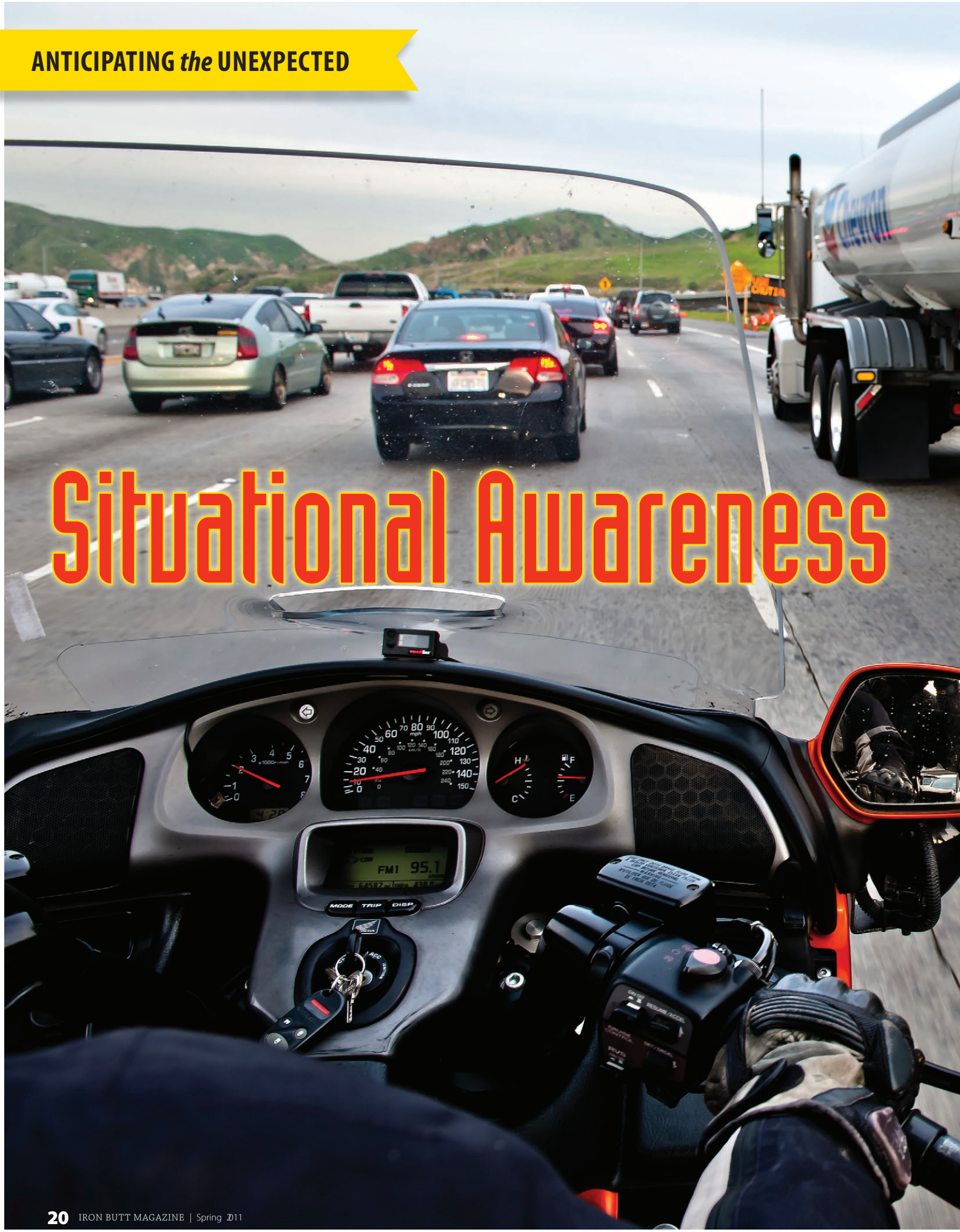
George Egloff and Gary Patterson vanished years ago. Absent evidence in the form of a smoking gun, we may never be certain what really happened. This much is true: Patterson accurately predicted to Pease that a Japanese bike would win the rally. It just wasn't fated to be Gary Moore's Gold Wing.

Money once again had brought the event to its knees. The lack of it had almost killed the '84 rally at the start. Now commercial concerns had produced different but just as unhappy results in 1985. Changes were going to have to be made. In our next segment, we'll see how successful they were in the 1986 and 1987 rallies.

To be continued…

The Top Ten Table. Left to right: Jeff Janks (9th), Gary Moore (2nd), Rob Eilertson (3rd), George Egloff (1st), Suze Mann (5th), Jim Newbery (4th), Richard Hoffman (6th), Roy Eastwood (7th). Not shown: Alan Pease (8th) and John "Stu" Moore (10th). *Photo by Carol Taub.*

Situational Awareness



BY CHUCK HICKEY

Have you ever been on the highway and narrowly avoided colliding with a car just as it unexpectedly changed lanes to take the off-ramp? Did you ever allow for a little extra space cushion for a truck only to be suddenly cut off? What about slowing down or speeding up just in time to miss hitting something? Was it karma? Could it be luck? Or were you listening to your "inner voice?" The truth is you probably saw something that caused you to avoid crashing.

When my daughters were learning to drive, we played a game where they had to tell me what they observed when behind the wheel. I asked them to point out potential problems that could impact their driving and require them to react. Some things were obvious like gravel in the road, seeing kids on a basketball court or a dog about to cross the street. And some things weren't like an impending weather front and spotting inconsiderate or distracted drivers.

We also played the same game when I drove. They were amazed when I was able to point out a lot more things that I perceived as a threat. For instance, I was able to predict, more times than not, what the driver in front or behind us was going to do. My daughters were surprised when my predictions happened, especially since there were no obvious signals – at least to them. Over time, they learned to

Situational Awareness

identify these and other cues, anticipate what could happen, and as a result, are safer drivers.

How many of these signals are part of your consciousness when riding? I'm willing to bet that you, either consciously or unconsciously, use similar cues as part of your survival skills that have saved your butt more times than you would like to admit.

Here are four things that I actively look for when I'm commuting or riding in a LD challenge or rally.

Spot the tourist. It used to be a lot easier to identify tourists when the passenger was holding a map. But now that GPSs are commonplace, it is a little harder. There are still other signs though, like out-of-state plates and a family that's shoehorned in a rental car. Therefore, I'm always on the lookout for small compacts filled to the brim with luggage and souvenirs. So if you observe a car with SeaWorld cups or kids wearing Mickey Mouse caps and see the brake lights coming on at every intersection or near off-ramps, these are warning signs – give them a lot of room; they are probably tired, lost, and hungry.

Distracted drivers. While there are a myriad of things that can be a distraction to drivers these days, the most common seems to be cell phones. Some jurisdictions now have laws prohibiting the use of cell phones, but even so, many folks disregard them and continue to drive with one hand, while holding the cell phone with their other hand. Or worse, they text their way through traffic. While hands free devices now make it harder to identify these drivers, many telegraph their movements by driving erratically – always give them plenty of space too since they are unpredictable.

Animal encounters. The most common indicators that animals are present in rural areas – aside from road kill or a herd of elk grazing along side the road – are road signs alerting us to this danger. Take notice of these signs and stay alert for what are euphemistically call forest rats. Also, if you're passing through a farming community – especially at night – be aware that a bovine or other domesticated animal may have unceremoniously dropped a cow pie in the road. Even Mormon Crickets, found mostly out west, can be slicker than snot when crushed under a tire (and smell pretty bad on your hot engine as well).

Changing road and weather conditions. We all know how slick roads can be after a short rain. It's not too dissimilar when riding across leaves in the fall, tar snakes, or gravel and dirt that have been washed onto the roadway. In this regard, also be very wary of on-ramps, particularly if there's truck stop at the exit, toll booths, and agriculture inspection stations – all are notorious for being lubricated with diesel fuel, oil and antifreeze and should be approached with the utmost care.

There is no way to enumerate all the number of ways that the environment and our fellow travelers can get us. Consequently, it's imperative that we anticipate what's ahead and predict potential weather and vehicular-related scenarios. The key here is to keep your eyes scanning for any out-of-the-ordinary cues. The worse thing that can happen is that you guess wrong. But at least you're thinking – and that's a critical part of street survival.

There is no way to enumerate all the number of ways that the environment and our fellow travelers can get us. Consequently, it's imperative that we anticipate what's ahead and predict potential weather and vehicular-related scenarios.

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Ride Preparation — Attitudes, Behaviors and Rituals

By Jim Owen

One of the academic classes we took as new Air Force pilots early in training included listening to an audio recording of an F-4 Phantom pilot attempting to communicate with his wingman. The wingman had missed properly checking his oxygen system prior to departure, had become hypoxic (lack of oxygen) at high altitude, and lost consciousness. His F-4 went into an inverted flat spin (almost impossible to recover from) and was hurtling toward the earth. The pilot's radio transmissions, attempting to rouse his unconscious friend, grew more frantic as the out of control fighter fell closer to the ground. "Pull up, pull up, Jack! Eject! Eject!" The radio calls were agonizing to listen to. After several minutes of increasingly urgent calls, a long pause, then a final transmission to radar control, "Cobra 42 has made ground contact, no chute."

Listening to the audio recording was an early lesson and attention getter in a class focused on building rituals and backing them up with checklists so we wouldn't suffer a similar fate. As riders, there aren't as many critical items that, if missed, will end as it did with the hapless F-4 pilot. There are, however, a number of small details that if not squared away can distract us from safely operating the motorcycle and can result in a sudden critical position — especially if we lose situational awareness and a threat pops up unexpectedly.

Parallels

There are many parallels between flying and the type of riding we do. Methodologies that aviators use to manage risk and increase safety can be borrowed and developed into similar strategies to assess threats and minimize errors during our rides. Building habit patterns, rituals, and using tools like checklists can also help us reduce distractions. Stated another way, the training and the behaviors we develop now will help us achieve our goals. Which is why when contemplating the similarities between flying and motorcycling, specifically long-distance riding, it is easy to see how we can use some of the same methodologies and behavioral philosophies to increase our efficiency and safety.

There are some fundamental concepts that are drilled into pilots from the very beginning. First and foremost, always fly the airplane first. It doesn't matter if your hair is on fire. If you fly yourself into the ground, or another airplane, you have no chance to deal with the fire. So it is with riding. We operate in an extremely dynamic environment where a threat can come upon us in the blink of an eye. Always be willing to sacrifice a lower priority task, like on-the-fly route analysis or adjusting your music selection, to focus on the top priority of riding the bike. And perhaps more importantly, eliminate and reduce distractions so we are always focused on that top priority.

Riders in the Iron Butt Association are among the best riders in the world. What makes us better are our attitudes, attention to detail, and commitment to continually improving riding safety and efficiency. In all riding environments, but especially in the competitive rally arena, the best riders are those who have situational awareness, know their personal limitations, and have developed skills that allow them to operate efficiently in an ever changing environment. This idea of situational awareness — Pilots call it SA for short — is a conscious understanding

of the reality of what is going on all around us. It is anticipating what might happen next and responding appropriately. It is staying ahead of the airplane and being ready to take proper action when reaching a specified place and time.

A Solid Foundation

Training forms the foundation for the aviator and provides the critical and valuable skills needed to survive. A rigorous and specific course of academics and flight training enables pilots to operate their aircraft safely in varied conditions and situations, as well as to develop the judgment to make wise decisions as dictated by the environment or circumstance. This training is formalized through military or authorized civilian flight training schools and is enhanced with skill specific training missions.

As motorcyclists, we have comparatively limited resources with regards to formal training. To continually maintain and improve our skills, we rely on courses like the Motorcycle Safety Foundation's Basic Rider and Advanced Rider courses. For more specific and focused training there are track days and riding schools offered through venues throughout the country and abroad. There are also excellent books to read such as David Hough's Proficient Motorcycling series. But training should be continuous and ongoing through every rider's career.

Developing Rituals

Pilots in training learn aircraft systems and develop sequenced flow patterns to be used for various phases of flight that are backed up by a checklist. These flow patterns and the use of checklists internalize and habituate fundamental activities so the positioning of switches and instruments for specific phases of flight is correct and safety is enhanced. There is no substitute for practice and experience in developing these flow patterns, and over time, rituals and habits are developed.

We can use this same concept in our activities by developing

flow patterns and rituals when performing repetitive tasks. For example, if you ride a lot of rallies you will naturally develop some rituals on your own. Be deliberate about this process and think about what you do at fuel stops, bonus locations, or after you receive a new bonus packet while on the clock. By developing rituals, it will help you become more efficient, thereby allowing you to save valuable mental energy for things like safely operating your motorcycle and thinking about solving routing issues — especially on Day Nine of an IBR.

Prior to departure, pilots go through a detailed preflight check since once they're airborne, it is too late to take corrective

Battle Ready

measures. In this respect we have an advantage since we can pull over and assess a problematic situation. But this wastes time and could certainly be a mental drain when competing in a rally, especially if it was an issue that could have been resolved before the start. Most issues can be identified and resolved by integrating a checklist, like T-CLOCK, before departing, as well as continually building upon and using different checklists for other phases of our ride.

Preparation is Key

Planning for a mission involves discussing the objective and a step-by-step review of the sequence of events, with contingency plans and visualizations to help internalize the nuances of that particular flight. While our rides are not usually as specific as a flight mission, we can use the planning phase to step through sequences and visualize how we want to handle certain situations. Just as preflight planning helps the pilot stay out in front or ahead of the airplane, pre-ride planning can help us stay out in front of our motorcycles.

Another critical component of training for pilots also applies to us — systems knowledge. Commercial pilots, for instance, learn about the inner workings and limitations of electrical, hydraulic, fuel and flight control systems. We have a parallel opportunity to know about the equipment on our bikes, including any installed modifications. This is critical for situational awareness and to minimize distractions so we maintain our focus on the road ahead. The rally environment is not the place to learn a new GPS unit. Know your equipment!

In the End...

We operate in a dynamic environment where threats come our way with little warning. Understanding those threats helps us develop strategies, which frees up mental space for maintaining situational awareness, which helps us implement contingency plans. This is why developing checklists can help eliminate small errors that might take away from our situational awareness and reduce our margin of safety.

In summary, always ride the motorcycle first, maintain situational awareness, wear all the gear all the time, develop routines, rituals and checklists, practice riding in all environments — hot, cold, wind, rain, etc. — take advantage of track days and riding schools to improve skills, and read books on riding skill and risk management for motorcyclists. Learn to identify threats. Use risk management techniques to eliminate or reduce threats. Question your assumptions. Bounce ideas and concepts off other riders, share what you learn, and see what works for you and what does not; we all become better risk managers by sharing our experiences.

Most of all, experience is the best teacher. If rallying is your thing, get out there and ride lots of rallies. Hone your craft. In doing so, you will become a successful and highly respected member of the LD community which, in the end, raises the bar of efficiency and safety for all of us. By copying the behaviors and rituals pilots use to manage the risks each time they get airborne, you will ultimately become a better and, therefore, safer rider.

CounterSteering

By Hector Cademartori

Rallymasters Explained

By Ira Agins

EVIL SOCIOPATH DEVIL INCARNATE!

THESE ARE JUST a few of the more affectionate terms used to describe rallymasters. But I'm here to tell you it's not true — we're not monsters. We are, as a group, some of the nicest people in the world. Really. It's just that we've been pushed to the edge by better equipment, improved technology, and smarter riders. You have created us.

In the old days, it was pretty straightforward to put together a rally. Just pick a bunch of bonus locations and assign the highest bonus points to the locations that were the most remote or hardest to get. All the rider had to do was pick two or three of the biggest bonuses and ride, ride, ride. Brute force was the key to winning. Those days are long gone!

At the first Iron Butt Rally in 1984, the big question was whether it was even possible, given motorcycle reliability at the time, to finish a ten-day, 8,000-mile event. The answer was "barely." Stories abound of wrapping worn-out tires in duct tape and other heroic efforts to keep 'em running.

Rider hardship was another factor back in the day. I remember when standard riding gear was an old army field jacket, jeans, and engineer boots. Full-coverage helmets were primitive and rain gear consisted of either rubber suits that kept the water out and the sweat in, or plastic ponchos that lasted an hour or two in the air blast. If you were really flush (monetarily speaking), you had a full set of leathers or an English waxed-cotton jacket.

Even locating the bonuses was a challenge. Although you could find good state-level maps from AAA or

Rand McNally, local maps that showed all the little roads around bonuses were nearly impossible to obtain. And carrying a full map set for the IBR could eat up an entire saddlebag or more. In those days, having ridden all over the country was a real advantage to the competitive rider.

Back then route analysis was simple. As I mentioned earlier, the most successful strategy was to pick out the top bonuses and go for them. It was a question of brawn, not particularly brains. So having the physical stamina to function well with very little sleep was critical if you wanted to be successful. A common refrain often heard was, "Sit here, twist that, and don't get off the bike."

Yes, rallymasters had it pretty easy back then. We weren't referred to as malicious or evil psychos. We just had to have a few almost-impossible bonuses for the most hard-core riders and then let the chips fall where they may. The shortcomings of the bikes, equipment, and analysis capability were our friends. Life was good.

All that began to change in the 1990s. Bikes became much more reliable; so it was no longer a question of whether the bike could do the distance. Tire technology also got to the point where riders could run 11,000+ miles on a single set and still make it home afterwards. And the introduction and affordability of synthetic oils meant that riders could run the entire rally without an oil change.

Technology advances in other areas also made the rallymaster's job a lot tougher. The 1999 Iron Butt Rally saw the first general use of GPS technology and computerized routing. Laptops became more practical to carry. Cell phones, satellite weather, satellite trackers, high-quality radar detectors, HID lights, all-weather riding gear, and any number of other technology advances fundamentally changed the face of competitive rallies. These innovations also fundamentally changed the way rallymasters put rallies together. No longer could we just find a few tough bonuses and let the riders go at it. It was clear that the days of brute force being the key to success were over.

On top of all this, riders have become smarter. A proliferation of rallies has provided more opportunities for riders to hone their skills. You can now attend seminars on the subject. Software has been developed to make bonus organization more efficient (and in one of many examples of rallymaster magnanimity, we become enablers by providing bonus locations electronically). Publishing old bonus listings even provides additional chances to practice. For some, bonus analysis has become a science.

All this was, quite frankly, disconcerting to rallymasters. It became more difficult to include "sucker" bonuses – ones that looked inviting, but were actually just out of reach, even for the most hard-core riders. We used to be able to make riders go for particular bonuses if the points were high enough (*i.e.*, "bark like a dog"), but riders were wising up.

It became clear we had to require something more than an *iron butt* to win a rally. Riders would now have to exercise a less-used part of their anatomy — their heads. Oh sure, you would still need to ride hard to win. But the emphasis was figuring out *where* to ride. There are a lot of folks who can ride the wheels off a motorcycle. However, knowing which direction to ride is the difference between a rally and an IBA certificate ride, so we rallymasters needed to place a lot more emphasis on that difference.

Thus, the mind games began anew. If riders practiced bonus analysis, it would be up to the rallymaster to make that analysis as difficult as possible. The rallymaster's challenges: To retake the high ground! To reassert who's boss! To make those dogs again bark at our command!

The problem with this approach is that a rallymaster can't go too far. As the co-rallymaster for the *Land of Enchantment 1000*, I know there will be a very large difference in abilities and experience among the competitors, from rookies to IBR vets. I don't want to make the rally so hard it discourages newbies, but at the same time, I want to make it tough for the more experienced riders. In a nutshell, I want to make it easy to finish, but hard to win. So, what to do?

For our rally, the key is varying the scoring criteria. In a traditional rally the more difficult the bonus, the higher the points. "High points wins" is the normal criteria, and that is the basis of many (if not all) bonus analysis systems. But, what if that were not the case?

Instead, what if the scoring criteria were based, for example, upon efficiency? Stated another way — what if the winner was the rider with the best points-per-mile? I noticed that although

RIDERS HAVE BECOME SMARTER. A PROLIFERATION OF RALLIES HAS PROVIDED MORE OPPORTUNITIES FOR RIDERS TO HONE THEIR SKILLS.

Rallymasters Explained

the winners in a traditionally scored rally were generally the most efficient, there were still cases where brute force still worked reasonably well. At the same time, I could see some riders who were very efficient, but were not as strong (in physical stamina) as the top finishers and could not pile up the miles.

So, in the LOE, the basic rules apply to every rally we run:

- Ride at least 1,000 miles
- Obtain a minimum of bonuses
- Don't be late for the finish

Therefore, finishing is very straightforward and the best points-per-mile score, something considerably harder, determines the winner.

This concept had a few things going for it. For one, there would be no reason to log outrageous miles — the best strategy would be to do just over the minimum, on the idea that your efficiency goes down as the mileage goes up. This is a *Good Thing* as far as the rallymaster is concerned — lower miles reduces the probability of accidents. It will also force a somewhat different bonus analysis because the highest point bonuses may not be worth the mileage, even if you were a strong enough rider to obtain them.

In another year, we decided that the winner would be the high scorer, but with a twist — each of the individual bonuses was worth almost no points. I also had bonus "threads" composed of collections of bonuses, such as ski areas and churches. These threads were all big points. In order to score the points, you had to obtain all of the individual bonuses of these threads. So, bagging one or two bonuses of a three-bonus thread didn't get you very far — you needed all of them. Failing to do so would yield few points and consume precious time. Again, this throws a monkey wrench into the standard bonus analysis methods — you had to look at collections of bonuses, not just the individual ones, if you wanted to win.

In yet another rally, the scoring criteria was "low score wins." There were bonuses with positive points and some with negative points. The most difficult bonuses had the lowest points assigned to them and there was no clear-cut winning combination. So again, it wasn't just a question of finding the most efficient route between big bonuses. And because the most valuable bonuses had the fewest points associated with them, there was a small psychological factor. (You mean, "I have to ride 400 miles for 3 points??") OK, I admit that brought a small smile to my face. But not out of maliciousness — just rallymaster pride in a job well done. Seriously!

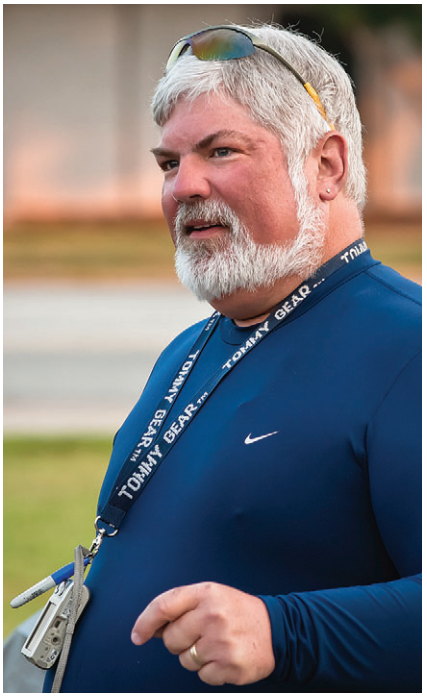
I hope you now see that we are not the "rallybastards" we're made out to be. We're simply victims of the modern rally environment. We're just trying to provide a rich, rewarding, competitive rally experience in the face of bikes that rarely break, inexpensive technology that's getting better by the minute, and riders who are getting smarter and smarter after every rally.

That's my story and I'm sticking to it.

Guest Editorial

By Rick Miller

I'm a Cheater.



I KNOW YOU'VE heard this tired expression before, "It's the journey, not the destination." It's also the cliché of cliché among LD riders. We are travelers after all — we cover vast distances in mind boggling times, see incredible sights, and visit amazing parts of this planet on our motorcycles. Regardless if you are a serious competitor or a weekend rider, we have been given a gift that only a scant few riders in the world can comprehend.

At the same time it is a curse. Yes, we cover vast distances, safely, and without the use of stimulants. But we don't often take the time to "see" anything along the way. Essentially we are cheating ourselves. How often have you said, "I can't wait to return to [insert the name of a place or bonus location] and really take in the sights," but don't?

This really didn't sink home with me until the untimely death of legendary LD rider and rallymaster Eddie James. One of the many things I loved about Eddie was his unbridled enthusiasm and lust for life, and his ability to see everything through the eyes of a child – almost as if it were the very first time. Sadly, the future is cloudy and uncertain for most of us, which led me to my thoughts on cheating. I recall meeting Eddie for the first time during the Feast in the East, my second rally. It is also where I first experienced the James' "vortex." One of the bonuses led me to the Humpback Bridge near Covington, Virginia. When I arrived at the covered bride there was another competitor already there. I concluded that he had bagged the bonus but was taking a few moments to admire the bridge and its intricate architecture and structural design. I didn't, however, promising myself that I'd return some day to walk the grounds. So after bagging the bonus, I rolled on leaving the other rider there, still taking in the bucolic scenery. Did those few moments impact the rider's finishing position? Doubtful. But at least he didn't cheat himself.

It's been nearly 10 years and I have yet to return to the Humpback Bridge – that "some day" for me hasn't come.

So the next time an opportunity like this presents itself, take a few moments. Stop cheating yourself. Some places are just too important or beautiful to simply roll on through — especially since the odds are you will never get back.

Rick Miller has been the host of the Mason Dixon 20-20 Endurance Rally since 2000. He earned his first SaddleSore in the fall of 1999 aboard a 1990 Kawasaki C10 Concours and has successfully finished in two IBRs, 2007 and 2009, placing in a Gold Medal position both times. Rick's current LD mount is a Honda GL1800 Gold Wing, but also has a Kawasaki KLR 650 "Luxury Dual-Sport" he rides for fun.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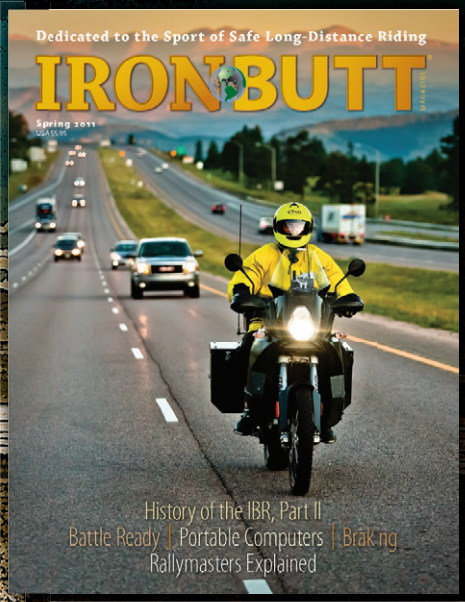

Published quarterly and containing informative articles, editorials, product reviews, technical features, and much, much more, the *Iron Butt Magazine* is devoted to riders of all skill levels — from novices to experts.

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- Exclusive e-mails with information so you will always be on top of the latest current events inside the IBA.
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By Alan Rider

Lessons Learned

10 Timely Take-homes from Riding MERA's 10-day, 10,000-mile Ten-n-Ten Rally

FROM THE MOMENT I first heard about the Iron Butt Rally more than a decade ago, I knew any event that involved riding a motorbike virtually nonstop for days on end was something I just had to try. After being passed over in the draw for the 2007 IBR however, I put that idea on indefinite hold, figuring maybe it just wasn't meant to be.

That all changed about a year ago when legendary Utah 1088 rallymaster Steve Chalmers revived my dream with an invitation to join the inaugural running of the Motorcycle Endurance Rider Association's (MERA) new 10-day, 10,000-mile Ten-n-Ten Rally. Needless to say, I jumped at the chance to participate — and just as quickly began to wonder what the hell I'd gotten myself into.

You see, with only one documented 1,000-mile day under my belt, I knew I was clearly out of my league entering an event like this. Only the fact that I'd sold my editors at the *Iron Butt Magazine* and *Cycle World* on the idea of doing feature stories about riding the Ten-n-Ten kept me from trying to back out of the event by whatever means necessary, up to and including faking my own death.

With just three months to get both myself and the 2009 Yamaha FJR AE I borrowed prepped for the event, I knew I was looking at an insanely steep learning curve. The one thing I had going for me however, was the wise counsel of my Ten-n-Ten-comrades, many of whom were veterans of the IBR and other multi-day rallies.

Between their smart advice and my dumb luck, I managed to rack up just over the 8,000-mile minimum I needed to be counted as a Ten-n-Ten finisher. And not surprisingly, I learned an awful lot in the process — much of it the hard way.

In the interest of helping other "newbies" avoid some of those pitfalls, here's a rundown of what I consider to be the 10 most important lessons I took away from my first multi-day endurance rally:

10. From Fat To Fit

While I can't prove it, I'm convinced the countless hours I spent training for the Ten-n-Ten made a huge difference. My highly unscientific rally fitness program included both spending as many long days in the saddle as possible and upping the intensity of my cardio and core-strengthening workouts at the gym. The result? I ended up feeling both mentally sharper and much less physically spent than I expected.

9. Fueling Up

Following the advice I got from former USAF flight surgeon Mark Jensen, M.D., on the importance of proper nutrition and hydration in endurance rallies also served me well. (See *"Filling The Tank"* in the Summer 2010

issue of *Iron Butt Magazine*.) Unfortunately, the one recommendation he offered that I didn't follow — namely not to experiment with untried supplements during a rally — nearly became my undoing on Day 8 when I had an adverse reaction to my first-ever bottle of 5 Hour Energy.

8. Sweating The Details

One of the best suggestions I got from my Ten-n-Ten friends was to get obsessive about refining how I handled all kinds of seemingly insignificant recurring tasks. While I devoted a fair amount of attention to streamlining everything from gas stops to snacking, the one thing I overlooked was figuring out the most efficient way to pack all my gear on the bike, a mistake that caused me to waste precious time and energy schlepping too many bags in and out of motel rooms.

7. Electronics Epiphany

While I frequently view modern technology with a skeptical eye, I can tell you the XM satellite radio, Bluetooth cell phone integration and live weather radar images offered by my Garmin Zumo 665 were an absolute godsend. The same goes for my Spot Satellite GPS Messenger and the corresponding Spotwalla.com account that allowed friends and family to track my progress online in near real-time (on more than one occasion they had a much better idea where I was than I did).

6. Running On Empty

Nearly running out of gas around sunset of Day 1 quickly made me a believer in the value of auxiliary fuel tanks. Besides the added peace-of-mind having an aux tank would have offered in all those blank spots on the map I found myself riding through, the extra range would have allowed me to eliminate many of the time-sucking gas stops I made solely because I wasn't sure where I might find another open gas station.

> "While I devoted a fair amount of attention to streamlining everything from gas stops to snacking, the one thing I overlooked was figuring out the most efficient way to pack all my gear on the bike."

5. Making Up Is Hard To Do

Because I'd never done a multi-day rally before, I decided to cut myself some slack the first few days and stop for the night after covering just 900 miles or so, thinking I could make up those extra miles later. Not surprisingly, by the time dawn broke on Day 8, I realized I was so far behind in my total mileage that my original goal of earning an Iron Butt Association 10/10ths award was out of reach.

4. Watch Out For The Man

Because I planned to ride at a relatively moderate pace, I decided not to mount a radar detector on the bike. This stunning lack of judgment resulted in my getting two — count 'em *two* — speeding tickets in one week. In hindsight, I could have bought a top-of-the-line radar detector with all the accessories and mounting hardware and still have come out financially ahead.

3. Adapt Or DNF

One of the most unique twists to the Ten-n-Ten Rally was that we received our bonus listings — all 40-plus pages of them — one month prior to the start of the event. As you'd expect, my weeks of careful route planning went out the window sometime around Day 3 as I was forced to abandon large chunks of my overly ambitious route — and the high-value bonus locations they contained — in order to beat it back to the checkpoint and finish line in time to avoid the dreaded DNF.

2. An Added Bonus

One of the most unexpected things I took away from this experience was a much greater appreciation of the people who make up this sport. Several times during the months leading up to the rally, Ten-n-Ten entrants stepped up with offers of spare parts, spare bikes and even spare cash to help fellow competitors — total strangers, mind you — get their crashed or broken-down bikes put back together in time to make the starting line.

1. Just Ride It

Looking back, I'll be the first to admit that I was a little intimidated going into the Ten-n-Ten. Which brings me to the most important lesson I learned from my first multi-day endurance rally. Namely, that while this ultimate long-distance riding challenge isn't easy or cheap, it is a lot more doable — and a whole lot more fun — than you might think!

Ten-n-Ten Rally

- The 2012 edition of MERA's Ten-n-Ten Rally will run from August 23-September 2. Entry fees are $750 for individuals and $850 for couples. For more information and an application, visit www.utah1088.com.
- If you'd like to start slow, you'll find information on this year's shorter multi-day rallies on the Iron Butt Association's website at www.ironbutt.com/eventcal.

PHOTOGRAPHY 102

BY STEVE HOBART

If you read my article in the summer issue of the *Iron Butt Magazine*, I hope it was helpful and that you practiced using your camera's modes to better control your results.

When the *Iron Butt Magazine* staff asks you to submit your photos in the "highest resolution possible," do you just shake your head and say, "What does that mean?" This short article will help you understand your digital camera so you can capture better, higher resolution photo images suitable for publishing, posting, or framing in your home or office. It will also give you some helpful hints on how to improve your photos by using widely accepted photographic techniques (or rules of composition).

All digital cameras capture images in what are known as RAW files. These files are proprietary — Nikon is different from Canon, which is different from Olympus, etc. A RAW file is the digital recording of the image just as it is captured from the camera sensor, prior to any enhancements. Many consumer cameras discard the RAW file information after converting the image to a standard JPEG (Joint Photo Experts Group) format. The JPEG (pronounced *jay-peg*) conversion compresses the image so that it can be stored as a smaller digital file (less kilobytes or megabytes). This compression degrades the quality of the image and, depending on the settings in your camera, the loss of image quality can be significant. On a Nikon camera the camera setting may be "*fine*, *normal* or *basic.*" You'll see similar wording on other cameras. These settings determine the amount of JPEG compression when the camera processes the image. How much will the image be degraded during compression and will you notice it? That depends on your camera settings. Usually a 1:10 compression ratio will go unnoticed to most viewers, unless the image needs to be enlarged for printing or publication. Check your camera user's manual to learn how to adjust image compression quality (and keep the user's manual in your camera bag so it's handy).

Another setting on your camera you should be aware of is image size — the dimensions of a photographic image by pixels. A pixel is a single point in a graphic or photographic image. The more pixels, the higher the resolution. For example, 4256 pixels wide by 2832 pixels high is higher resolution than 640 pixels wide by 480 high. The higher resolution image will be clearer and sharper when cropped and enlarged. This is a pretty basic description to suggest that you should *save your photos in the highest quality and largest file size possible.* You can never tell when that simple snap shot that turned out perfect will need to be enlarged to hang on your living room wall or submitted to the *Iron Butt Magazine*.

Simplification by getting close to the subject. You don't need to show the entire motorcycle for the viewer to understand that it's a motorcycle.

The general guidelines we use for the *Iron Butt Magazine* are as follows: For a quarter page photo (like in the Bonus Photos column) a 4 megapixel camera set at the highest JPEG image quality with a short side pixel dimension of at least 1000 pixels is sufficient. For a full-page photograph, we like to have an image from at least a 7 megapixel camera set at the highest JPEG image quality with a short side pixel dimension of at least 2000 pixels. If your camera is a 4 or 5 megapixel camera, use your highest quality image settings. How do you know which settings are highest quality? Read your camera user's manual.

Now, I already know what you're thinking … you're going to run out of memory to record all those great shots. Solution: Just go out and buy a larger memory card for your camera. Buy a couple of them. Memory cards keep getting cheaper. It's much better to capture your photo images at higher quality image settings than to have images that look great on that little viewing screen on the back of the camera, but won't enlarge properly because the captured image file size is too small. Remember, you can always re-size it smaller later, but you can't make the image higher resolution after the camera records it.

Let's move on to some photography techniques that will improve those higher resolution photographs you are going to be taking. While there are twelve basic elements (or rules of composition) that will improve your photography exponentially, due to space limitations, we are only going to concentrate on four of the most important — Simplification, Rule of Thirds, Angle of View, and Curve and Line.

SIMPLIFICATION

Simplification is just what it means — make the composition of your photo simpler. One way is to simply get closer, either with the zoom on your lens or with your feet. Fill the frame with your subject and simplify the background. Tightly cropping the subject and being more creative is another way to simplify your photographs. You can simplify the background by getting closer, getting higher or lower, or controlling the depth-of-field. A wide aperture (small *f* number) will blur the background and focus the viewer's attention on your subject. »

Three different placements of the subject in the frame, achieved by cropping. Which is your favorite?

Photos # 1, 2 & 3 show three different crops. Photo #1 is with the motorcycle centered in the frame. Photo #2 is a more traditional crop; it puts the subject on the left third of the frame and leaves the motorcycle and rider some room to ride. Photo #3 puts the rider on the right third of the frame. It's a non-traditional shot because the rider doesn't have much room to ride ahead. I happen to like this crop since the asymmetrical balance creates some tension and shows a nice "S" and a few "C" curves that add interest to the photograph. Also, notice the background is blurred by using a shallow depth of field (*f*/5 in this case), which helps to focus attention on the rider.

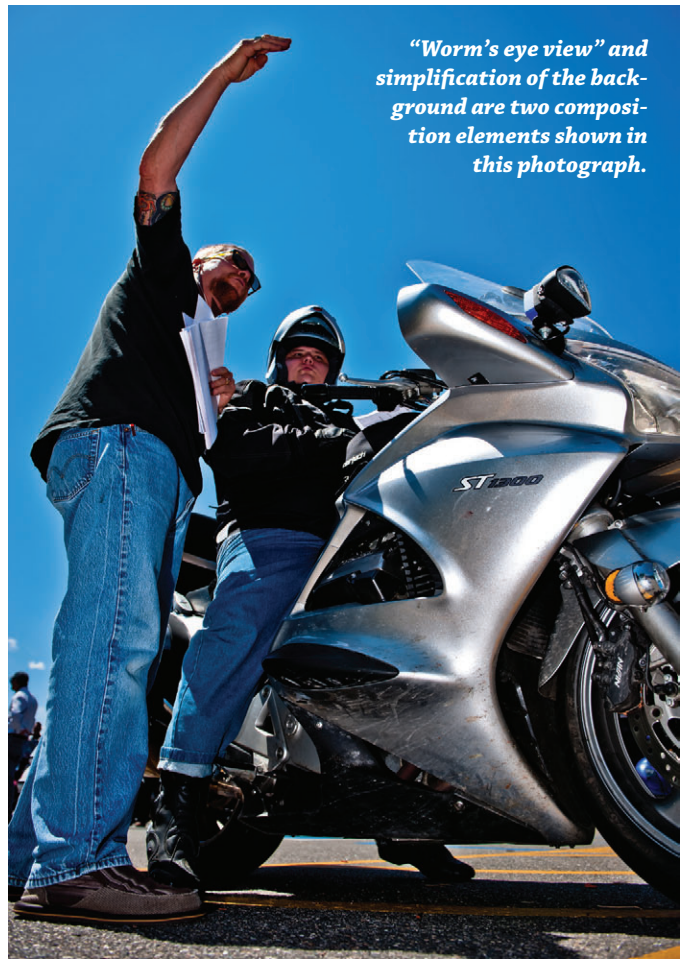
RULE OF THIRDS

Divide your frame into thirds, both horizontally and vertically. Place your subject at or near one of the four points where the lines intersect. Place the horizon of your landscape at the lower or upper horizontal lines, not across the center of the frame. This simple element of composition adds interest to your photograph. Resist the urge to place everything dead center in the frame. This generally results in a photograph with a static, uninteresting feeling. Placing the main subject in the center is not always wrong, but subjects placed in the middle of a square frame (or a photograph cropped 1:1) usually give the photograph a "formal look" feeling. The bottom left photograph demonstrates the rule of thirds by placing the rider in the lower right hand area of the frame.

This photograph places the rider in the lower right portion of the photograph (Rule of Thirds) and has lines and curves that add interest to the photo.

ANGLE OF VIEW

There are four "Angle of View" elements — we're covering two of them. They are "bird's eye view" and "worm's eye view." Sometimes you can make your photo look more interesting by shooting from above your subject. Use stairs, stand on a ledge, or simply hold the camera over your head. Using the viewing screen on the back of your digital camera, you can see the



"Worm's eye view" and simplification of the background are two composition elements shown in this photograph.

results of holding the camera up high, then re-shoot, adjusting as needed. For a "worm's eye view" you don't necessarily need to lie on the ground, but you could if that gives you a more interesting composition. You might also try dropping down on one knee. Ever look at the photographers on the sidelines at a sporting event? Many of them are shooting from a one knee position. It adds some drama to the shot and makes the players look larger.

CURVE AND LINE

Look for curves and lines in your composition. Lines come in all shapes, sizes, lengths, and widths. Lines can be literal or implied. They can effectively make your image convey movement, giving life to the photograph. Lines can be vertical, horizontal or diagonal elements. They can be "S" curves or "C" curves. A curved highway, an arched bridge or tunnel, or the unique architecture of a building can add depth and lead the viewer's eye to the subject of the photograph. Photo #4 shows the use of lines and curves to add interest to the photograph.

The bottom left picture (which appeared on the cover of the 2010 Fall issue of the *Iron Butt Magazine*) shows the elements of simplification and rule of thirds, as well as curve and line. The simplification comes from the tight crop. The rule of thirds is accomplished by positioning the rider's head in the upper right portion of the frame, at the intersection of the horizontal and vertical lines that divide the photo into thirds. Can you see the curve and line in this photograph? The most obvious curve is the yellow roadway stripe. But a closer look shows the curves of the traffic lane, the outer road edge, and the guard rail. There are also organic vertical lines from the trees and an implied diagonal line through the front of the motorcycle, up the front tire and across the fairing. Diagonal lines crossing the frame will be perceived as three-dimensional, giving movement to the subject and impact to the photograph.

So, to improve your photography skills, grab your camera and practice, practice, practice. Practice is the only way to get better. Just as riding your motorcycle keeps your riding skills sharp, using your camera keeps your photography skills sharp. I also highly recommend these two books if you would like to learn more on composition and creative thinking: *The Photographer's Eye* by Michael Freeman (ISBN: 978-0-240-80934-2) and *The Photographer's Mind* also by Michael Freeman (ISBN: 9778-0-240-81517-6). (Read *The Photographer's Eye* first.)

And lastly, I'd also like to thank those riders who have given up valuable riding time to pose for my camera over the past few years.

***Bottom left:** Note how the elements of composition combined to make this a striking image.*
***Bottom right:** The blurry background in this photo, shot at f1/4 with a 200mm lens, isolates the subject. The tight crop and rule of thirds on the lead bike allow the other riders into the frame to tell the story of the group ride.*

Specialty SADDLESORE

Many in the long-distance riding community are not aware that the IBA works behind the scenes with motorcycle clubs helping them host SaddleSore 1000 rides tailored around special events or causes. These rides are intended to bring attention to a particular happening or cause, and also to introduce new riders to the excitement and satisfaction that comes with accomplishing an LD challenge.

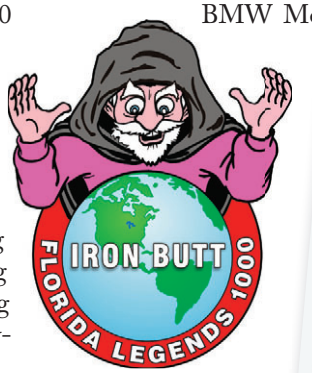
One of the most ambitious SaddleSore 1000 proposals to come across my desk was unfortunately born from a military tragedy. On June 28, 2005, eleven U.S. Navy SEALS and eight U.S. Army Special Operations Aviators gave their lives in Afghanistan. Just a few days later Jim Otto, who had served as an Intelligence officer with the Navy Seals, wanted to do something to help raise funds for a memorial. It did not take long for me to figure out that "*no*" is not a word Jim often accepts. By July 11th, less than two weeks after the tragedy, Jim went from never having put on a motorcycle event to drafting a detailed ride plan, setting up rally checkpoints and announcing the Seal 160 (based on the name of their special operations unit). But he was not done there. Since a first-year event can be a tough sell, Jim started calling everyone he knew and started the arm-twisting to come join the insanity. By September 10th, Jim helped 31 new riders complete their first SaddleSore 1000 raising $1,500 for the 19 families of those who died in Afghanistan.

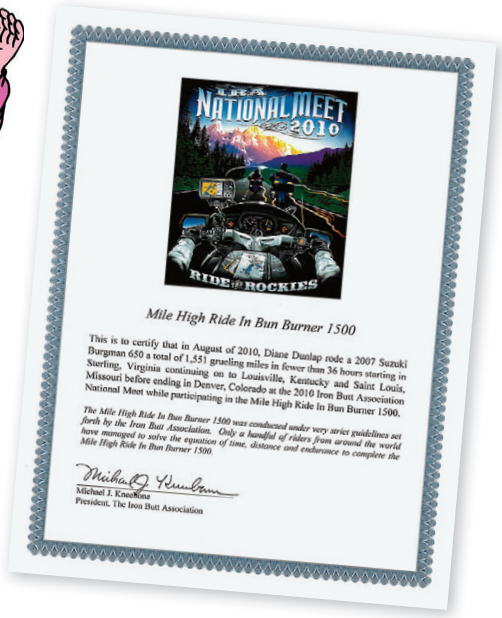
Following that success, Jim Otto formed a group with other veterans to ensure that the memory of those fallen heroes did not fade. With a bigger staff of volunteers, the annual Seal 160 was renamed the REDWING 19 (because the 19 riders had died during operation REDWING) and it grew each year. By mid-April of 2009, Jim and his team of hard working volunteers had 440 riders pre-registered! And on the morning of May 16, a Northern Virginia shopping center lot was filled with 412 motorcyclists eager to ride the 1,036-mile route—all inside the state of Virginia. At the end, the REDWING 19 had set an IBA SaddleSore 1000 record not only for the largest in-state SaddleSore 1000, but also a record for the Largest Group SaddleSore 1000 — the previous SS1000 record had been 158 riders. In all, 390 riders successfully completed the ride — including 2005 Iron Butt Rally finisher and Ultimate Coast-to-Coast record holder John Ryan. *REDWING 19* riders not only went out and rode an exhaustive route with many twists and turns; they set a SaddleSore charity record of $51,000!

Since then, the IBA has organized a number of other special SS1000 rides, some in conjunction with its own events and some in cooperation with other motorcycle organizations. Some of the late 2010 rides included, the Bikers-4-Babies SaddleSore 1000, The Ride for Children SaddleSore 1000, a Honda Rune TN-1000 ride, the Hoagy's Heroes series of rides and the North Carolina Combat Veterans Motorcycle Association Chapter 15-1 SS1000. And there were others!

Conceived, planned and managed by IBR veteran Bill Watt, the first in-house IBA specialty ride was the *24 Hours to Tulsa* (2008) for riders attending the Tulsa, Oklahoma, National Meet. Based on its success, Bill then coordinated the *Mile High Ride-In* (2010) for the Denver, Colorado National Meet two years later. And for those attending the "Pizza Party" in Jacksonville, Florida, we planned the *Orange Blossom Special* (2009), *Legends 1000* (2010), and *Gator 1000* (2011).

Last year in another a first, the IBA teamed up with the BMW Motorcycle Owners of America (MOA)





Working behind the scenes to promote unique events and causes

By Michael Kneebone

1000 RIDES

and co-hosted the *Redmond 1000*. Bill Watt, IBR veteran rider Rob Nye, and a small cadre of IBA and MOA members worked together to pull this ride together. Their novel approach to making things easier for the riders was to identify separate starting locations north, east and south of Redmond, Oregon all about 1,000 miles from the MOA's fairgrounds. With a total of 109 riders successfully completing the challenge, the *Redmond 1000* was, by everyone's estimation, an unqualified success. An exclusive finishers' party was hosted by the IBA afterward.

The common theme to all of these specialty rides is that they each start with a fresh idea and a lot of hard work from an *IBA member* who wants to share his or her passion with other motorcyclists. The appeal, especially for long-distance riding novices, is simplified paperwork process, a unique IBA certification, an IBA "World's Toughest Motorcyclist" license plate backer, membership in the IBA, and often a distinctive commemorative pin. For a rider going to a destination where one of these specialty SS1000s is offered, it just makes getting there that much sweeter and is fun for everyone involved.

If you have a dream, there's nothing to stop you from creating a unique and challenging ride either. There's also nothing more fulfilling — share your ideas with us.

BRAKING

Analyzing the basic principles and techniques of braking

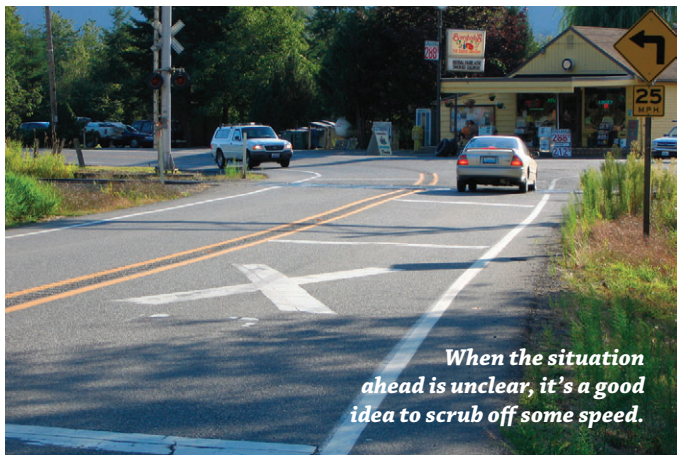
BY DAVID L. HOUGH

Since it's usually the motorcyclist who gets hurt in a car-bike collision, it's in our best interests to be able to brake aggressively when needed without losing control of the bike. The latest statistics are hinting that today's motorcyclists are having as many "single vehicle" crashes as collisions with other motorists. But both "single vehicle" crashes and collisions with other vehicles can often be traced to braking errors, including failure to apply the brakes soon enough, failure to control skids, and forward loops while braking.

I can vouch for the need for better braking control on today's bikes. I managed to loop a sports bike in the summer of 2010 while attempting to avoid a junk truck (with no brake lights) that suddenly slowed in front of me. I braked hard to avoid the truck and managed two or three quick "stoppies" before launching myself over the handlebars. One of the lessons learned in my crash — "muscle memory," developed over the years from riding older BMW airheads and oilheads, apparently wasn't adequate for aggressive braking on a lightweight race-replica sport bike.

Most of us understand that a quick stop is a primary defense against collisions. When you're not quite sure what other drivers are going to do, it's smart to slow down. Of course, braking needs to be discussed both in terms of rider skill and the type of braking system on the bike.

Back in the "good old days," motorcycle brakes were generally so feeble and tires so hard, that skids were uncommon and "stoppies" unheard-of. But today, both tires and brakes have been improved to the point where it's not unreasonable to expect a quick stop with deceleration in excess of 1G. Test riders routinely wring 60-to-0 quick stops from new motorcycles in distances less than 120 ft.



When the situation ahead is unclear, it's a good idea to scrub off some speed.

Basic Braking Dynamics

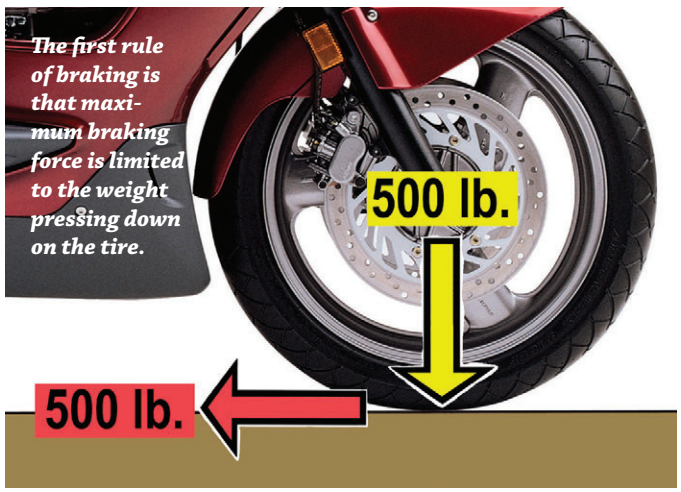
The first important lesson about braking is that maximum braking force is dependent upon traction ("friction") between the road surface and the tire. A powerful brake system may be able to stop the wheel from turning, but it's the tire's contact with the road surface that stops the bike. One of the major differences between a bike and a multi-track vehicle is that a bike is balanced by steering. That means that the front tire must maintain traction to maintain balance. More than about two seconds of front wheel lockup is likely to result in a slide-out.

Let's also recall that a skidding tire has about 30% less traction than a tire that is still rolling across the surface. Maximum braking force occurs at around 10% slip — that is, when the brakes are almost, but not quite, locking up the wheel. Once the tire skids, traction decreases. The point is this: The shortest stop requires braking to a maximum just short of a complete skid.

Riders can be justifiably nervous about braking too hard on the front wheel and crashing, but many riders err on the side of being too conservative and don't stop the bike as quickly as the available traction would allow. Because of this, manufacturers have designed systems to help control skids, including linked, integrated, and Anti-lock Brake Systems (ABS).

Traction

Traction is determined by a number of variables, but the basic rule is that braking force at the tire contact patch is determined by the weight pressing the tire into the road surface. So, in very general terms, a tire supporting 500 lbs will be able to produce a braking force of 500 lbs.



Center Of Gravity

The term Center of Gravity ("CoG") refers to the theoretical center of mass (weight) of bike and load. Although weight on a motorcycle is shared between two wheels, the weight distribution (bias) between rear and front can change substantially – especially for a fully laden, long-distance bike. For instance, mounting an auxiliary fuel cell in the back increases the weight bias on the rear tire, which increases rear tire traction.

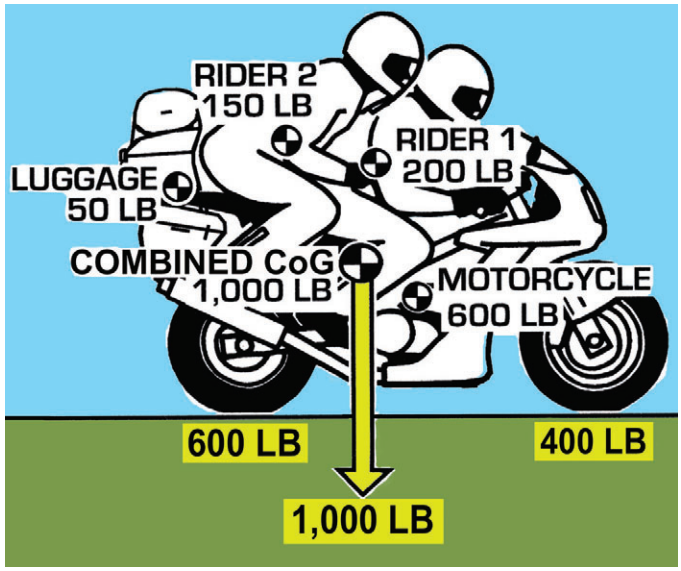


Figure 1: Adding more weight to the rear of the bike increases rear wheel traction.

If you pull up to a stop on loose gravel and your boot slips, the downward pull of gravity will be obvious and immediate. It's much less obvious that the bike has inertia. A bike and rider speeding down the highway want to keep moving along at the same speed. So, when we're discussing braking, we need to consider both gravity and kinetic energy. Gravity is pulling straight down and is a constant that doesn't change with speed.

But, unlike gravity, forward kinetic energy increases or decreases as a function of speed. Kinetic energy increases with the square of the speed so at 80 mph there is 4 times more energy that needs to be dissipated to stop than at 40 mph. »

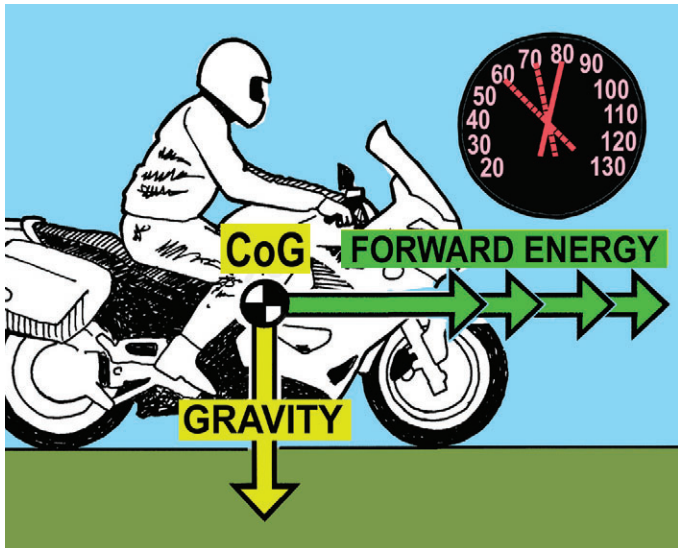


Figure 2: Gravity is a constant regardless of speed, but forward energy increases dramatically with increases in speed.

BRAKING

Weight Transfer

When you apply the brakes, the bike pitches forward. The shade tree term for this is "weight transfer," although it should be clear that the weight hasn't moved around on the bike. What is happening is that the forward energy of bike and load (rider, passenger, gear) is centered up at the CoG level, while the braking force is down at the tire contact patches. So the "weight transfer" is really a matter of the bike/rider/load wanting to keep moving ahead, while the braking forces are pulling back on the tire contact patches.

As the bike pitches forward under braking, rear tire traction decreases, but front tire traction increases. If there is adequate traction, greater front wheel braking might lift the rear wheel clear off the surface (a "stoppie").

The first lesson here is that to achieve maximum braking, the brakes need to be "modulated" during the stop to the maximum just short of a full skid. The second lesson is that a contemporary sport bike requires brake modulation to achieve maximum braking without doing a forward loop.

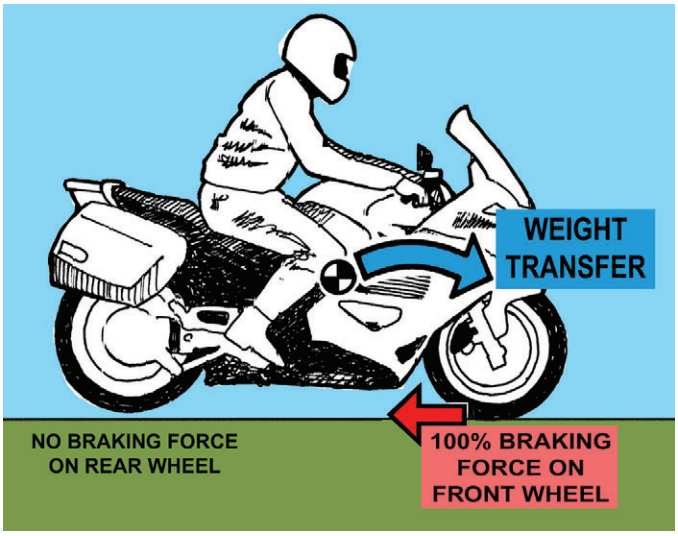


Figure 3: A "stoppie" can occur when front tire traction is sufficient to lift the rear wheel off the ground. A Sport bike with short wheelbase is much more susceptible to stoppies, and even a forward loop. ABS won't help prevent a forward flip, because the tire isn't skidding.

Modulating the Brakes

On dry, tractable pavement, it's less likely you'll skid the tires. But if the surface is wet or contaminated, braking pressure needs to be modulated during the stop. That is, at the instant the brakes are applied, pressure might start at say, 50/50 rear/front. Then as the bike pitches forward, pressure is quickly eased off the rear brake pedal and the front lever is squeezed harder, resulting in perhaps 30/70 rear/front braking, up to maybe 10/90.

A rear wheel skid can be even more hazardous than a front skid. If the rear end slides out to one side, the survival reaction is typically to release the rear brake pedal. That allows the tire to regain traction, snapping the rear end back toward center with enough force to pitch the bike from the low side to the high side, throwing the rider over the top. When the bike and rider are flipped up and thrown in the direction of travel, it's called a "high side" crash.

With standard, independent brakes, the rider must modulate the brakes based on "seat-of-the-pants" feedback from the bike, such as the sound and feel of the tires, the deceleration force, and the attitude of the bike as it pitches forward onto the front tire. If the rider senses a skid or the rear wheel lifting, he or she must ease pressure on the lever or pedal to maintain maximum braking force just short of skidding the tires.

Motorcycle manufacturers and their engineers have studied a variety of motorcycle crashes in an effort to improve brakes and determined that riders are typically focused so much on avoiding a slide-out that they don't brake as hard as the machine is capable of. ABS allows a rider to brake hard, in fact overbrake, and the ABS will limit braking to the traction available on either tire. The idea is that a rider braking so hard as to activate the ABS will make a very quick stop, compared to a rider who is holding back out of fear of over-braking and sliding out.

There are some caveats with ABS, of course. ABS is great for straight-line stops, with the bike vertical. If the bike is leaned over in a curve, the ABS can't avoid a slide-out caused by slamming the throttle closed or a centerstand touching down. ABS can only modulate the brakes. Engineers continue to scratch their heads trying to figure out how to combine ABS with traction control to limit skids under all circumstances. Speaking for myself, I wish that sport bike I was riding had been equipped with ABS that would have sensed rear wheel liftoff. In the

It might seem unimportant to cover the brake lever on a vacant road with unlimited visibility, but the late Harry Hurt reminds us that the majority of motorcycle crashes occur in just such situations, perhaps because we don't expect anything to go wrong.

meanwhile, let's consider the human part of the rider/motorcycle package.

Bernt Spiegel, the famous German man/machine professor and author of *The Upper Half of the Motorcycle*, notes that our brains think both consciously and subconsciously, and a great deal of what we do is subconscious. The subconscious self is responsible for all activities that are not planned. As Bernt puts it, *"Sometimes we aren't aware of these activities until after the fact, when, for example we realize that some spontaneous response must have been triggered from deep within us."*

To put this in simpler (less scientific) terms, human brains seem to be "wired" so that when an emergency suddenly appears, we'll take evasive action automatically and think about it later. When you suddenly come face to face with a cab driver making a quick left turn, a wandering deer, or a stalled truck just around the corner, what happens next will be dictated more by your subconscious habits than by your mental decisions.

ABS can save you from many problems, but there are other situations that require skilled brake and throttle control. Facing loose gravel on a downhill turn, it's important to brake early and transition smoothly from throttle to brakes.

So, if you're in the habit of squeezing the front brake lever whenever you need to scrub off speed, you'll just squeeze the lever harder to avoid a problem, and think about it later. On the other hand, if you're in the lazy habit of just rolling off the throttle to slow down, you might realize after the crash that you didn't reach for the brake lever. So, regardless of the braking systems on the bikes you ride, it's important to practice good habits — all the time.

Should you always cover the front brake lever, even on a long, straight highway with unlimited visibility and no traffic in sight? Hugh "Harry" Hurt, principal investigator of the famous "Hurt Report" suggests an answer: *"Well, remember that the majority of motorcycle accidents in the study occurred on straight roads with unlimited visibility, when the rider didn't expect anything to go wrong."*

If you suddenly realize the road is covered in loose gravel or slippery tar, it would be helpful to be able to brake without squandering time reaching for the lever.

If you suddenly realize the next corner is covered in loose gravel or slippery tar, it would be good if you didn't have to squander time reaching for the brake lever. Let's also remember that the quickest, shortest stop will be made with both brakes applied to the maximum, just short of skidding.

You might think you're off the hook if your bike has ABS or integrated brakes, but brake systems can't solve every braking situation. For a downhill turn with gravel sprinkled on the pavement, you need to brake early, and modulate the brakes and throttle very smoothly while turning.

That means if your bike has ABS, you shouldn't get into the habit of jamming on the levers so hard that ABS is activated. ABS is there to help you avoid a slide-out, but even in a straight-line stop you'll make a shorter, quicker stop if you can apply the brakes just short of ABS activating. Let's put all of the details together now and describe an ideal quick stop.

Riding an urban arterial, you anticipate the possibility of a collision. You check to be sure you aren't being tailgated, cover the front brake lever, and watch for other vehicles that might turn into your path. Approaching an intersection, you reduce speed about 10 mph by shifting down a gear and squeezing lightly on the front brake lever. »

BRAKING

You observe a dark-colored SUV ahead that might make a quick left turn. Apparently, the driver doesn't see you, or doesn't realize how close you are, and starts to make a quick turn across your path. Subconsciously, you squeeze the clutch, roll off the throttle, and apply both brakes together, pressing lightly on the rear brake pedal. As the weight loads the front tire, you smoothly squeeze the front brake lever harder, and ease up on the rear pedal.

You bring the motorcycle to a stop with your right foot still on the rear brake and your left foot on the ground. Then, as the offending driver moves out of the way, you ease out the clutch and continue down the street. You have turned a potential collision into a minor inconvenience.

Since emergency actions follow habits, it's a good idea to practice the correct braking habits. If you intend to ride fast on public roads, you should be as good at aggressive braking as you are at cornering. To get quick stops implanted in your habits, it helps to do some braking practice. Riders of machines with ABS, linked, or power assisted brakes are not excused from the drill. (See figure 4.)

In urban traffic, you must anticipate the possibility of collisions. The most common collision is with an oncoming car turning left in front of you. Reducing speed just 10 mph cuts your stopping distance almost in half.

If a driver makes a sudden turn across your path, it shouldn't be a surprise. If you're prepared for a quick stop, you can simply avoid the collision, and get on down the road.

With your bike in "rally trim," that is to say, packed and with the auxiliary fuel cell mounted and filled, find a long, smooth, dry, tractable piece of pavement that you can borrow for an hour or so. An abandoned section of road can do. Or perhaps you have a nearby parking lot that is vacant early on a weekend morning. It helps to set up some cones or markers to define a "braking chute" but all you really need is a long strip of clean, level pavement, and some marker to give you a braking point.

If you've never practiced quick stops before, start your first braking runs no faster than 20 mph. Trust us here, no faster than 20mph. If you don't do a perfect stop from 20 mph, keep practicing at that speed until you get it perfect. As you increase skill and confidence, you can gradually bump up speed on subsequent passes.

Get the machine stabilized at about 18 to 20 mph in second gear. Maintain speed right up to the braking point. Keep your head up and eyes looking forward to where you intend to be stopped. Avoid glancing down at the instruments or levers, or off to the side. (See figure 5.)

When your front wheel reaches the braking point, squeeze the clutch, roll off the throttle, and apply both brakes simultaneously. As the weight transfers forward, ease up on the rear brake and squeeze the front lever progressively harder. Stop as quickly as you can without skidding either tire. Toward the end of the stop,

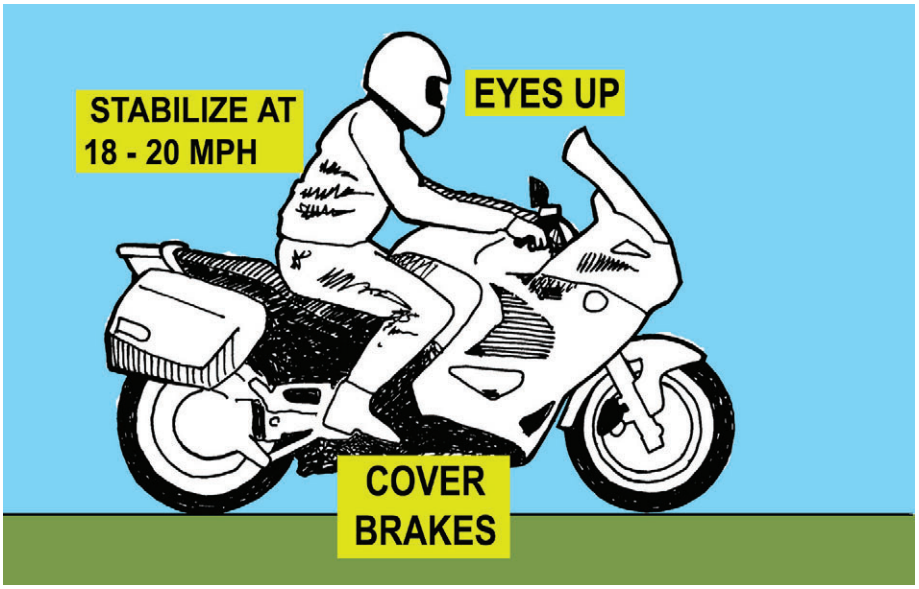


Figure 4: It's a good idea to get in some quick stop practice to sharpen your "muscle memory" for aggressive braking. That's especially important if you're going to ride an unfamiliar bike. And yes, practice with your usual traveling gear and fuel load.

remember to shift into first gear. Come to a complete stop with your right foot on the brake pedal and your left foot supporting the machine. The habit of shifting to first gear prepares you for a quick getaway to avoid a possible rear end collision in traffic.

While you're practicing, I suggest you pause for a few seconds after each stop to consciously consider your technique. Did you remember to squeeze the clutch to prevent the engine from stalling? Did you stop with your right foot still on the brake? Did you skid the rear tire? Did the bike wobble from side to side? Did you remember to shift into first gear? Did you stop with your right foot on the brake?

The goal is to convert correct braking techniques into ingrained habits, so that when the chips are down you will subconsciously do the right thing. That's especially important if you're switching bikes from a heavyweight with a long wheelbase, to a lighter, shorter, machine. If you want to avoid a crash like mine, you'll get in some cornering and braking practice off street on the new bike before you head out on your next IBA challenge.

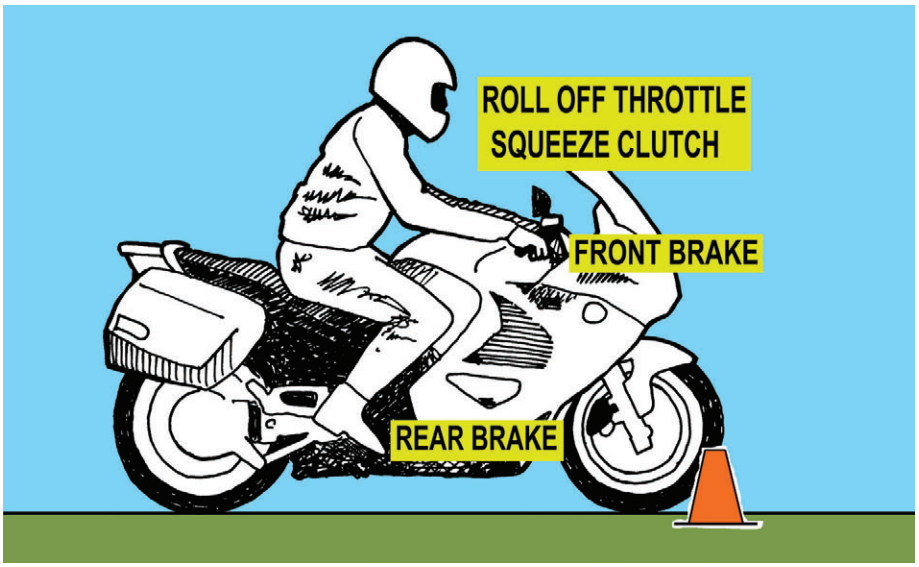


Figure 5: When your front axle passes the braking point, squeeze the clutch, roll off the throttle, and apply both brakes quickly but smoothly. As weight transfers to the front, squeeze on more front brake. With ABS, your goal should be to apply the brakes just short of activating the antilock system. While you're stopping, shift down, so that you're prepared for a quick getaway if needed.

Circuit of Ireland

By David E. Badcock

My goal was to complete the IBA's *Circuit of Ireland*, a distance of 831 miles in less than 24 hours. In brief, this ride involves riding to and obtaining a time/dated receipt from Ballycastle, Letterkenny, Clifden, Killarney, Cork and Wexford and is reportedly one of the shortest IBA-approved rides — which is not to be confused with "easy."

Fifty pounds did not appear to be a bad deal. However add the £90 for the ferry, £110 for two nights hotel and a £100 for fuel and this was turning out to be an expensive IBA certificate. To be fair the £50 was well spent to keep "she who must be obeyed" happy. My Dad had told me 37 happy years ago that when you are married, your tuppeny pie would cost you four pence! As a father of two, a son-in-law and a granddaughter, my two-penny pie now, frequently, costs me twelve pence. Retirement looming in the worst recession since the 20's and 30's makes me focus on costs. Not good, but necessary if I'm to have a long and exciting retirement.

Riding definitely saves money that would have been spent on therapy and the ride from South Shields, UK to Cairnryan was the best therapy I've had in ages. The Kawasaki 1400GTR Concours does not have the presence or comfort of my Ultra Glide, but it makes up for that in pure acceleration; overtakes are executed in the blink of an eye. After taking the taking the ferry from Cairnryan, I stayed in Carrickfergus, about 12 miles from downtown Dublin, at the "Premier Inn", which fit my budget perfectly. It was during this time I discovered I had forgotten a pendant my wife had given me on our 35th wedding anniversary. Without my talisman, I wondered what surprises the Fates had in store for me.

The next morning, I rode off to the Tesco 24hr to fuel up and get that most important start receipt; well the store is 24 hours but the fuel is 06:00 to 23:00, not 24 hours. Was this a harbinger of things to come? I continued towards Belfast city knowing that there would be a 24-hour fuel station by the motorway at Newtonabbey that would provide the desired fuel and the even more desired start receipt. I was finally on the clock at 05:04, four minutes behind schedule.

> Of all the IBA rides I've done this was the most interesting…although the Circuit of Ireland is billed as the shortest certifiable IBA ride did not mean it would be the easiest.

Heading for the top right corner of Ireland was heaven. The 1400GTR was built for both fast 'A' roads as well as smaller roads too. I arrived in Ballycastle within the hour but the first bank I stopped at did not have an ATM. Was this the impending trauma? I did manage to obtain a coveted receipt at the next bank I came to. Two receipts down. Letterkenny was the next scheduled stop and the sight of a traffic Garda (the Gaelic name for Police) with radar gun cautioned my right wrist.

The left hand side stop of Ireland was Clifden and this is where the fabled rough road surface came to play. Thankfully, the GTR ate it all up and never once bottomed out or got severely out of shape. At some point between Clifden and Killarney I called IBA Ireland President Chris McGaffin to report my progress.

Of all the IBA rides I've done this was the most interesting. I wasn't just hammering out the miles on motorways, but was also travelling on real roads with real towns and real traffic. Although the *Circuit of Ireland* is billed as the shortest certifiable IBA ride did not mean it would be the easiest. Some of the difficulty was passing "picture of the month" winning scenes, but those photographs would have to be saved for another day. Limerick has no road bypass and on a Saturday early afternoon the road, right through the town centre, was very busy with fantastic distractions like pretty girls in their summer frocks promenading up the main street. However, this was not the impending trauma.

Bottom left receipt at Killarney bagged and still having fun — so much so on seeing two youngsters with curly ice creams in Macroom I had to join them and get a photo. I next pulled into the service station for my Cork receipt, bottom centre of Ireland. It was then that I discovered that my passport and four £20 notes were not where I thought I'd placed them – I had left the pocket of my Roadcrafter suit open! This was the trauma I had been expecting since leaving my talisman at home. My wallet was gone! Thankfully a young Cork girl whipped out a ten Euro note to pay for my gas. My trauma was far from over though, as I needed Euros for the bottom right corner receipt in Wexford.

A plan was hatched – once I arrived in Wexford and pumped gas, I'd throw myself on the mercy of the attendant. It worked. The greybeard at the counter could not have been more sympathetic and readily agreed to help. Receipt in hand I continued north. My head was in the wrong place for good riding so I stopped to eat, relieve myself and take stock of my situation. It was then that I found my wallet, which had been placed in another pocket.

I then made a slight detour before heading back to the start location for the ending receipt. Job done.

I highly recommend the IBA *Circuit of Ireland.* It is a challenging ride, but has every road type possible, stunning scenery and is a fantastic IBA experience to boot. With only 843 miles to ride in 24 hours, the biggest problem is not stopping at every vantage point to take a photo. Knowing what I know now, I will be back, but will plan on spending more time in the Emerald Isle — and at a more leisurely pace.

Japan End to End

By Justin Weiss

This past October, Justin Weiss became the first person to ride to all 45 road-linked Japanese prefectures in less than three days. We asked him to tell us about this insane ride!

Until recently, I didn't think I was the kind of person who would be particularly interested in long-distance challenges. As a native New Yorker, I didn't even have a motorcycle license when I live in America. But about ten years ago, I moved to Japan, where my long-ago college study of Japanese led to a job opportunity with a research firm. I eventually purchased a motorcycle and last April, completed my first IBA ride - a SaddleSore 1600K that started in Tokyo and ended at the southern coast of Japan in Kyushu. This gave me the taste for more, but I wanted my next one to be something special. And since there were no Japan-specific rides listed on the IBA website, I thought, "Why not create one?"

My idea: Ride to all 45 road-linked Japanese prefectures, a distance of 3,515 kms, in under 3 days (Japan actually has 47 prefectures, but two of them are islands that you can't ride to). So in October, I set out to become the first person to document this ride.

Because the shortest route would be a single pass through the country from north to south, I decided to start up north. And for those naysayers who might think this is a walk through the park, consider this: Japan has almost half the population of the U.S. and only 4% of the inhabitable land area!

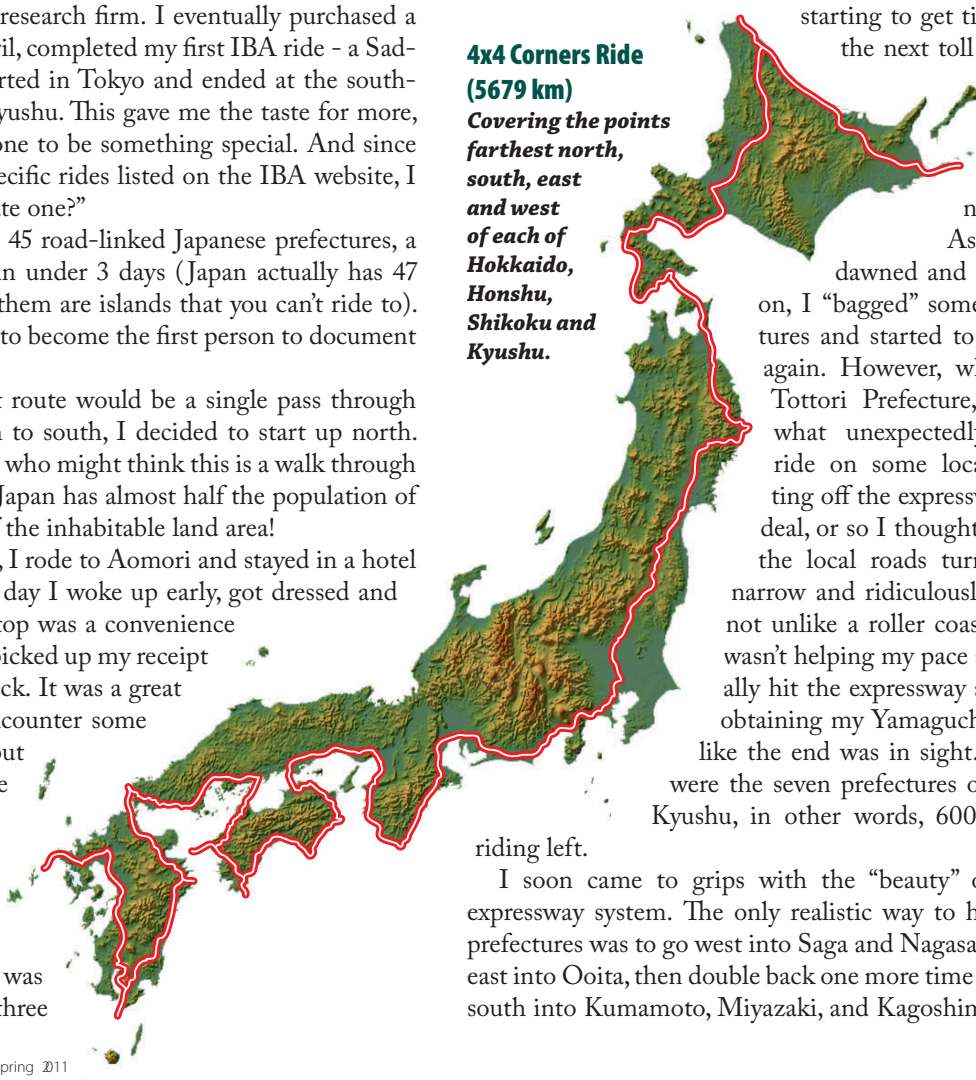
The day before my start, I rode to Aomori and stayed in a hotel for the night. The next day I woke up early, got dressed and hit the road. My first stop was a convenience store, which is where I picked up my receipt to officially start the clock. It was a great day for riding. I did encounter some rain just past Tokyo, but it faded away and I rode on into the night. On the way to Nagano, I started to feel a little tired and decided that I'd take a short nap — knowing that the ride was going to take almost three days, I had the sense to pace myself.

I found a nice motel and after about two hours of sleep, I started out again under dry but overcast skies. Then the rain started. Although my Roadcrafter kept me dry, my feet got soaked. I eventually rode out of the rain and it was only then that I was able to wring out my boot liners and had (almost) dry feet again.

After Kyoto, things started to turn sour. I fought my way south through traffic on the connection to the Nishi-Meihan Expressway before I made a wrong turn enroute to Osaka. I was starting to get tired again so at the next toll plaza, I pulled over near the tollbooths and caught some much-needed rest.

As a new day dawned and the miles wore on, I "bagged" some more prefectures and started to feel energized again. However, when I reached Tottori Prefecture, I was somewhat unexpectedly required to ride on some local roads. Getting off the expressway was no big deal, or so I thought initially. Well, the local roads turned out to be narrow and ridiculously curvy. It was not unlike a roller coaster: fun, but it wasn't helping my pace at all. I eventually hit the expressway again and after obtaining my Yamaguchi receipt, I felt like the end was in sight. All I had left were the seven prefectures of the island of Kyushu, in other words, 600 kilometers of riding left.

I soon came to grips with the "beauty" of the Kyushu expressway system. The only realistic way to hit the final six prefectures was to go west into Saga and Nagasaki, double back east into Ooita, then double back one more time before pushing south into Kumamoto, Miyazaki, and Kagoshima. By the time



4x4 Corners Ride (5679 km)
Covering the points farthest north, south, east and west of each of Hokkaido, Honshu, Shikoku and Kyushu.

> While (covering 3,515 kms in 2+ days) might not seem like a huge average daily distance… riding it in one of most densely populated places in the world isn't easy.

I rolled into the Kita-Kumamoto service area for my receipt, I was fading. I sat down for quick bite and asked the waiter if I could sleep on the nice, soft booth seat. The next thing I knew, he was waking me up at 10 PM.

I finally reached Miyazaki and bagged a receipt at a *Seven-Eleven* just off the expressway. I was giddy at the realization that my end point in Kagoshima lay only a few kilometers to the south. Soon, I was following my Zumo to the last convenience store at the end of my route. Except when I arrived at the location, it wasn't there! This was supposed to be my final stop! I rode on reasoning that another convenience store was close by and sure enough, I found one about a half-kilometer later. Relieved, I got my end receipt just after midnight and convinced the store staff to be my end witnesses.

Total ride stats from the Zumo:
Length: 3,515 km
Time: 2 days, 17 hours, 9 minutes

While this might not seem like a huge average daily distance to many U.S. or European IBA members, riding through and obtaining 43 valid receipts in one of most densely populated places in the world isn't easy.

I now know that my execution in certain areas could be improved. For instance, my daily average dropped when I wasted time hunting for receipts required for each prefecture, sometimes riding an hour off-course to find a hotel for just a few hours' sleep, and detouring through Tokyo traffic to fix my heated gear. And of course the longer the trip took, the more I needed to stop and rest toward the end.

But while I'm sure someone else will be able to do it quicker, no one else can say they did it first!

IBA's Newest Challenge:

The Light-house Tour

Are you riding to the light?

By Bill Watt

There are more than 13,300 known lighthouses in the world today. Not all of them are accessible by road, but many can be reached by motorcycle. The Iron Butt Association has developed a new series of rides that will complement the National Parks Tour (Master Traveler Awards) and allow more of our members around the world to participate in a stamp and photo collection qualification ride.

The conventional definition of a lighthouse is a tower or other structure containing a beacon light to warn or guide ships at sea. However, the Iron Butt Dictionary defines a lighthouse as: "A photographic or rubber stamping opportunity that lures a motorcyclist into taking the time to visit and experience new roads, often reaching the very end, and to visit, in the words of the United States Lighthouse Society, 'the many proud coastal ladies of former years with their sweeping towers of brick and Victorian gingerbread.'"

North America is "middle-aged" in lighthouse years, while Iceland is a "nýju krakki á blokk," (new kid on the block). **The Icelandic Lighthouse Society** explains that Iceland had only five operating lighthouses at the turn of the 20th century and it was not until 1954 that the circle of 104 lighthouses around Iceland was finally completed.

How many of these Icelandic lighthouses can be visited by motorcycle? We don't know because their website is in Icelandic. However, we do know that you can ride to the oldest working lighthouse in the world, which is in the city of La Coruña in northwestern Spain. This lighthouse is known as the Tower of Hercules and has been operating since the time of the Roman Emperor Trajan, who died in 117. That is not a typo, the Tower has been in operation since the year one hundred seventeen!

Like most Iron Butt challenges, the Lighthouse Tour came about by happenstance. In the summer of 2010, I was checking out bonus locations for the 2011 Iron Butt Rally and decided to ride part of the way home along a coastline. At lunchtime I saw a lighthouse and decided to stop, take a few photographs, and have lunch. As I wandered about the grounds, I entered a gift shop and learned the U.S. Lighthouse Society sponsors a Passport Program. I bought two, got one stamped, then went outside and called Mike Kneebone. I explained the program to Mike, who gave his signature laugh (it's really not evil) and said, "It passes the sickness test. We have to use this program as a basis for a new IBA ride!"

The Iron Butt Association is going to use the levels of accomplishment that are outlined in the U.S. Lighthouse Society Passport Program as part of our ride requirements. Simply put, you will need 60 stamps, or other proof of visitation, during any continuous twelve-month period to qualify for an IBA certificate. Like the Master Traveler Award, we will be expanding the ride geographically to include higher mileage Silver and Gold levels. The Iron Butt Association will also be certifying rides outside of North America, on either a country basis (such as New Zealand, Chile, Australia) or geographical region basis (such as Europe or the United Kingdom).

In developing this ride I've had the great pleasure to consult with two very knowledgeable individuals — Anthony (Tony) Melosci (a friend of IBA member Wayne Edkin) and Richard Gales of the U.S. Lighthouse Society. Tony has visited by plane, boat, or automobile every lighthouse in the United States. Richard has been very generous in sharing information and supporting the IBA's idea of modeling unique IBA rides that will include their Passport Program. The accompanying photos and passport stamps in this article are courtesy of Tony and Rich.

We are asking for your help in building a GPS database for these lighthouses. In order to help other riders in their quest to visit the lighthouses, we want you to send us information about the lighthouse to the web site address listed below. Also, we're asking you to send us photos, as well as directions or other unique information you think might assist both future riders and other lighthouse organizations.

Detailed ride information, rules, and links to lighthouse websites are available at www.ironbutt.com/lighthouse.

By Tom Austin, IBA Chief Technical Advisor

Computers for the Road

SOME OF US started riding motorcycles before there was such a thing as a portable computer. There is some debate over when the dawn of portable computing occurred, but both the 24-pound Osborne 1 and the Epson HX-20 (with a 20 character wide by 4 line screen) were released in 1981. In 1983, the 4-pound Radio Shack TRS-80 Model 100, available with 24 kilobytes of RAM was a big step forward. Since then, the progress in portable computing technology has been beyond what most people imagined could be possible 30 years ago.

Portable computers have become standard equipment for most long distance riders. Although the capabilities of small, hand-held devices like iPhones continue to grow, the advantages of a larger screen and full-size, or nearly full-size, keyboard make "notebook" style computers the preferred platform for computing while on the road. In addition to running popular mapping software like Streets & Trips, Street Atlas, and MapSource, notebook computers are capable of running popular programs for business and personal use including e-mail.

Tradeoffs

Choosing a computer to carry on a motorcycle involves tradeoffs. There are obvious advantages to having a small, lightweight machine, but these features are in conflict with a large screen size and longest possible battery life. Low price is another desirable feature that is in conflict with important features in a computer that is going to be used outdoors, such as a "ruggedized" design and a bright, daylight-readable screen.

Table 1: Tradeoffs in Notebook Computer Features

	Cost	Size	Battery Life
Full-Size Keyboard	●	✖	●
Touch Screen	✖	●	✖
High Performance	✖	●	✖
Disk Capacity	✖	●	●
High Capacity Battery	✖	●	✚
Large Screen	✖	●	✖
Daylight-Viewable Screen	✖	●	✖[1]
Durability	✖	✖	●

[1]Battery life affected only when brightness increased

The nearby table summarizes the tradeoffs involved in choosing a notebook computer. The effect on cost, size, and battery life is identified for eight different features. A "●" indicates no significant effect. An "✖" indicates an adverse effect. A "✚" indicates a positive effect. As shown in the table, almost every desirable feature of a notebook computer increases cost. Keyboard size, high-capacity batteries, large screens, and more durable designs also increase size. Some features also have an adverse effect on battery life.

Ruggedized or Not?

As shown in the nearby sidebar

describing a survey of Iron Butt Association members, relatively few riders carry "ruggedized" computers designed for use outdoors and advertised to comply with military standards. Several riders have actually switched from ruggedized computers to non-ruggedized models, including IBA President Michael Kneebone (who now carries an IBM ThinkPad) and 2009 Iron Butt Rally winner Jim Owen (who now carries an HP netbook). Most riders have concluded that conventional laptop computers are adequately durable for carrying aboard a motorcycle and most don't find it a problem to carry a computer that can't be used in bright sunlight or under wet or dusty conditions.

> "15% of riders who have carried a computer for at least 100,000 miles have experienced a failure during a motorcycle trip."

Despite the lack of concern about the durability of conventional computers, the survey results indicate that 15% of riders who have carried a computer for at least 100,000 miles have experienced a failure during a motorcycle trip. That's really not surprising given that PC Magazine reported an industry average failure rate of a staggering 21% per year for laptop computers in 2009. For comparison, Panasonic claims an annual failure rate of less than 3% per year for its ruggedized "Toughbook" models. Among the non-ruggedized models, Apple computer owners report better performance in the PC World Reliability and Service Survey. At the other end of the spectrum Dell and HP, which collectively make up almost half of the U.S. personal computer market, had the lowest ranking in the PC World survey.

The primary industry standards for the ruggedness of a personal computer are the "Military Standards" (MIL-STD) that many of the computers designed to be used outdoors are designed to meet.

A computer with a rugged, daylight-viewable display can even be used while riding.

Survey Results

A survey of approximately 100 Iron Butt Association members who have each carried portable computers for at least 100,000 miles indicates astonishing variety in the brands and sizes of computers being used. The average screen size is 12 inches, but 34% of survey respondents are using "mini" or "netbook" size computers, most of which have 10" screens. At the other end of the spectrum, 8% of the computers being carried have 17" screens.

Dell computers are used by 29% of the survey respondents, but few are using the same model. Screen sizes for those using a Dell range from 9" to 17" and none of the Dell users have a "ruggedized" model. Acer is the next most popular brand, carried by 14% of the riders. Screen sizes for the Acers range from 10" to 15". Thirteen percent carry an IBM/Lenovo and 10% carry some sort of MacBook. These percentages are reasonably consistent with the fraction of the overall laptop market that these brands have had in recent years. The one notable exception is that HP, which is very competitive with Dell and Acer in the overall market, is carried by only 5% of the riders in the survey.

Only about 5% of survey respondents carry a "ruggedized" computer advertised as complying with military standards and designed for use outdoors. It is interesting that about 10% of the respondents formerly carried a ruggedized computer, but subsequently replaced it with a conventional laptop. Explanations given for not using, or no longer using, a ruggedized computer included the higher price, size, and weight. In addition, many riders said they considered conventional computers to have adequate durability for motorcycle use.

Notwithstanding the generally favorable comments regarding the durability of conventional computers, 15% of the survey respondents reported that they have had a computer fail during a motorcycle trip.

Battery life reported by survey respondents was highly variable, but averaged about 3.5 hours. At one end of the spectrum, a real world battery life of 10 hours was reported for a Panasonic Toughbook CF-30 with an optional second battery. Many netbook computer owners reported battery life in the range of 6-8 hours. At the other end of the spectrum, many owners of mid-size notebooks reported that their battery life has dropped to about one hour after several years of use. Very few respondents reported real world battery life equal to that advertised by the manufacturer. (This is not particularly surprising because screen brightness significantly affects battery life and most computers require greater than minimum screen brightness to be seen clearly.) About two-thirds of the claimed battery life was typical, at least for relatively new batteries.

The latest version of the military standards is "MIL-STD-810G."

The complete MIL-STD-810G document, which describes all of the test conditions in great detail, is an 804-page document. The bloated size of the document is due to the fact that there is not one simple set of performance standards. Instead, the document describes a wide array of test conditions that depend on the expected type of service for the product being tested. For example, if a particular type of equipment isn't expected to be installed in locations where "salt fog" is a concern, then the salt fog test won't apply. Some computers claimed to be MIL-STD-810G compliant may have passed the salt fog test and some may not have been tested for resistance to salt fog.

Panasonic, the industry leader in ruggedized portable computers, lists 21 specific tests performed in accordance with MIL-STD-810G that its top-of-the-line Toughbook CF-31 model computer meets. They include the following:

- Storage from -60˚F to 160˚F
- Operation from -20˚F to 140˚F
- Rain, 5.8"/hour in 70 mph wind for 30 minutes
- Sand and Dust, blowing
- Vibration, operating while being transported
- Shock, 40 g
- Drop, 26 drops onto 2" plywood from 72"

"Semi-rugged" is a term often used to describe computers that meet fewer of the MIL-STD-810G requirements (usually not passing the blowing rain test) or that can withstand being dropped from about 3 feet instead of 6 feet. However, the vast majority of notebook computers are not advertised to withstand any particular level of shock, vibration, dust, or water.

> "Computers with super-bright screens meeting military standards for durability are fabulous, but can cost almost as much as a 650 cc motorcycle."

Fully-Rugged Computers

In addition to Panasonic, several other manufacturers, including General Dynamics, Getac, and Dell make "fully-rugged" computers that meet comparable specifications. (Motorola was in this market until recently, but has now ceased production.) As shown in the nearby table, the "fully-rugged" models generally start at about $3,500 and go up from there. With an upgraded processor (which comes with a higher capacity battery), additional memory, an illuminated keyboard, and a DVD R/W drive, you can spend about $5,000 for a Panasonic CF-31. Replace the conventional hard disk with an even more rugged solid-state "disk" and you can spend about $6,000. Computers with super-bright screens meeting military standards for durability are fabulous, but can cost almost as much as a 650 cc motorcycle.

Obviously there is an increase in cost associated with incorporating the design features necessary to make a notebook computer resistant to rain, shock, vibration, and dust; however, the price premium for such features is largely the result of the low demand for such capability. Most portable computers are only used indoors and the economies of scale are much more favorable with respect to computers designed for indoor use—development and tooling costs are spread over a much larger production volume.

Other Computers

Semi-rugged computers produced by the same manufacturers who build fully-rugged models typically sell for $2,000 - $3,000. The 3-pound Panasonic S9 with a 12-inch screen and 11-hour battery life is an alternative worth considering for about $2,400. However, Lenovo (formerly IBM) builds some semi-rugged machines that are quite a bit less expensive. Some of the Lenovo machines have been subjected to testing after being introduced and determined to meet some military standards that they weren't actually designed to meet.

Lenovo issued a press release in 2009 announcing that many of its "ThinkPad" models meet military specifications for humidity, high temperature storage,

Table 2: Fully-Rugged Computers

	Lbs.	Display	CPU	RAM	Disk	Drop	Battery	Price
Panasonic Toughbook CF-31	7.9	13.1", 1100 nits, Touchscreen	Intel i3 350M 2.26 GHz	2 GB	160 GB	6'	7 hours	$3,549
Panasonic Toughbook CF-31 w/ light emissive keyboard	8.2	13.1", 1100 nits, Touchscreen	Intel i5 530M 2.4 GHz	4 GB	160 GB +DVD R/W	6'	11 hours	$4,929
General Dynamics GD8000	6.9	13.3", Sunlight, Touchscreen	Intel Core2 1.86 GHz	2 GB	160 GB	6'	8 hrs.[1]	$3,945
Getac B300	7.7	13.3", 700 nits	Intel i7 620LM 2 GHz	2 GB	250 GB	6'	11 hours[1]	$3,789
Getac B300	7.7	13.3", Optional 1400 nits	Intel i7 620LM 2 GHz	2 GB	250 GB	6'	11 hours[1]	$4,488
Dell Latitude 6400 XFR	8.5	14.1", Daylight Touchscreen	Intel 2.53 GHz Dual core	2 GB	160 GB	6'	3 hours[1]	$3,961
Panther 2000 CV	9.0	13.3", Sunlight Readable	Intel Core2 1.06 GHz	2 GB	160 GB	6'	6 hrs. w/ 9-cell option	$3,686

[1] Longer with optional 2nd battery

vibration, and dust intrusion. Lenovo also has some models with "spill-resistant" keyboards, although they aren't actually designed to be used in a mixture of wind and rain. The Lenovo website describes the ThinkPad models as having "…spill-resistant keyboards, air-bag-inspired Active Protection System, shock-mounted hard drives." The Lenovo website also shows drop tests with the computer turned on. The term "roll cage technology" is used to describe design features intended to increase the resistance to damage when the computer is dropped.

An entry level Lenovo T410 with a 14 inch screen, an i3 CPU, and 2MB of RAM can be purchased for about $750. It's an additional $350 to upgrade to a 128 MB solid state drive and an additional $50 for an optional battery claimed to provide "up to 11 hours" of run time. Other options include faster processors and more memory. With just the solid state drive and larger battery options, $1,150 is an attractive price for a 14" screen notebook with these features that only weighs about 4 pounds.

Although there are several small computers available in the fully-rugged category, they are significantly larger, heavier, and more costly than typical netbook computers with the same size screen and keyboard. For example, the Panasonic CF-19 with a 10.4" screen costs about $2,500 and weighs just over 5 pounds. However, lighter, more conventional netbook computers can be purchased with solid state drives for a lot less money.

One attractive netbook model is the HP Mini 5103, which is hidden away on the portion of HP's website for "large enterprise business." Unlike the HP netbooks designed for home and small business use, the 5103 has a metal case, a larger (95% of full size) keyboard, and two optional solid state drives, an 80 GB drive for a $225 premium and a 128 GB drive for a $325 premium. For only $25 you can have an optional 66 amp-hour battery option that extends the run time to 10.25 hours with the screen dimmed. The touch screen option is only $50. With a dual core "Atom" processor and 2 GB of RAM, the Mini 5103 with the 80 GB SSD and touch screen costs about $900.

"Daylight-Viewable" Screens

So-called "daylight-viewable" screens are a common feature in ruggedized computers designed for outdoor use. Without such screens it is difficult, if not impossible, to use a computer in bright light.

Under indoor lighting conditions, it is possible to have a beautiful backlit LCD display with a light output of 150-200 lumens per square meter or "nits." However, sunlight is about 10,000 nits. If just 4% of the light reflects off the surface of the screen (typical for a screen without a special coating) the 400 nits of reflected light washes out the display of the typical notebook computer.

There are three different approaches currently used to make a computer screen readable outdoors: (1) increasing the intensity of the backlight, (2) reducing the amount of light reflected from the surface of the display, and (3) using a mirror behind the display to reflect sunlight back through the LCD panel. There are two types of displays using the third approach: pure reflective and "transflective." A transflective display uses a partially-mirrored reflecting surface and a backlight. Without the backlight, the display is difficult to read indoors.

One of the frustrating aspects of shopping for a computer with an outdoor readable display is the lack of an industry standard that can be used to compare various models. Instead of using a meaningful standard, manufacturers are content to use meaningless names like "Chrystal Brite," "Chrystal View," "Ultrabright," "XBrite," and "TruBrite," which don't really tell us anything about the performance of the screen outdoors. In order to make an informed decision, you really need to see what the screen actually looks like under the brightest light in which you expect to use it. Photos of the screen under various lighting conditions are the next best alternative.

Figures 1 - 4 show how the outdoor screen visibility compares for a fully-rugged Panasonic Toughbook CF-30 and the HP Mini 5103 netbook. Figure 1 shows the computers sitting side by side

when the sky is partly cloudy and the sun is behind some thin clouds. Figure 2 shows some screen detail for both computers under the same conditions. With the 1,000 nit screen on the Panasonic turned up to maximum brightness, it is almost as easy to view as a conventional computer screen under indoor lighting conditions. In contrast, the screen on the HP mini appears relatively dark and is more difficult to read, but still usable.

In Figures 3 and 4, the computers are sitting side by side in direct, unfiltered sunlight. The Panasonic screen is still relatively easy to read while the screen on the HP Mini has become very difficult to see and is essentially unusable.

In 2009, Lenovo announced that it was going to be providing a much brighter, 680 nit screen as an option for daylight viewing for an extra charge of only $150. This would have made a daylight viewable notebook computer available at a moderate price. However, the bright screen option was subsequently dropped without explanation. For now, screens that are easily viewed in direct sunlight are only available in higher priced, ruggedized computers. However, the screens used on MacBooks are about 50% brighter than the screens used on other conventional notebooks.

> “Screens that are easily viewed in direct sunlight are only available in higher priced ruggedized computers.”

***Figure 1:** Panasonic Toughbook CF-30 vs. HP Mini 5103 in Overcast Conditions.*

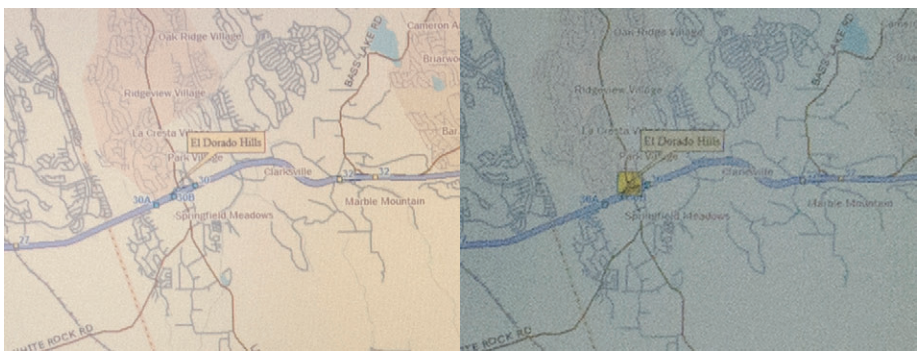


***Figure 2:** Screen Detail in Overcast Conditions, Panasonic CF-30 (left) and HP Mini.*

In addition to the screen technologies currently used for notebook computers, a fundamentally different technology has potential for use in the near future. An “electrophoretic” display, often referred to as “electronic ink,” “electronic paper,” or just “e-paper,” is the technology used on the Amazon Kindle and several other electronic books. This technology involves the use of oppositely charged black and white pigments contained in microcapsules filled with a transparent fluid. When a current is applied, black pigments are drawn to one electrode and white pigments to the other. This makes it possible to form a black and white image by varying the charge applied across a sandwich of microcapsules.

As I write this, electronic ink technology is not yet commercially available on notebook computers, but that may soon change. Electronic ink displays can produce images that are easily read in direct sunlight but the technology is currently limited to black and white. In addition, electronic ink technology doesn’t yet perform well in applications that require rapid updating of the screen display. Even typing can be a problem because of the time it takes for the characters to appear on the screen.

In Summary...

Most long distance riders are satisfied with the performance and durability of the conventional notebook computers that they routinely carry. When packed carefully and isolated from shock and vibration, conventional computers seem to hold up fairly well when carried long distances on motorcycles. Among the variety of conventional computers available, “netbook” size models are growing in popularity due to their compact size, low cost, and much longer than average battery life. Options available for the HP Mini 5103 make it possible to have a 3-pound computer with a 95% of full-size keyboard, a rugged solid state drive, a 10-hour battery, and a touchscreen all for less than $1,000.

Among the mid-sized notebooks, the Lenovo ThinkPad computers appear to have above average durability for computers in the $1,000 price range. Other

"semi-rugged" computers are available from Panasonic, Getac, General Dynamics, and Panther for $2,000 to $3,000.

"Fully-Rugged" computers designed to pass MIL-STD-810G tests obviously reduce the risk of failure caused by shock and vibration. Many military-spec computers also offer the advantage of having screens that are relatively easy to see when used outdoors. But rugged construction and daylight-viewable screens come at a substantial cost. "Fully-rugged" notebooks with daylight-viewable screens start at about $3,500 and it's not hard to spend $5,000 on a higher-performance model. Fully-rugged notebooks also have the disadvantage of being larger and heavier than conventional laptops with equivalent performance. For example, the class-leading Panasonic CF-31 with a 13 inch screen and an i5 processor weighs in at just over 8 pounds.

Among the options currently available, the choice comes down to a question of how important it is for your particular situation to have a computer that is suitable for outdoor use. If you want to be able to use the computer at the roadside or in a freeway rest stop under all types of weather, you are probably going to need to bite the bullet and choose a fully-rugged model with a daylight-viewable display and reasonable battery life. If you are only going to need to use a computer indoors, the type of computer you need may come down to whether you stay on relatively smooth pavement or frequently find yourself on washboard roads. If the computer isn't going to be subjected to high levels of shock and vibration, you can probably get by with a conventional computer that hasn't been certified to meet any military specifications.

Whatever your current choice in computers, the rate of progress is such that there will be something a lot better available for less money a year from now. If only that were true of motorcycles!

***Figure 3:** Panasonic Toughbook CF-30 vs. HP Mini 5103 in Direct Sunlight.*

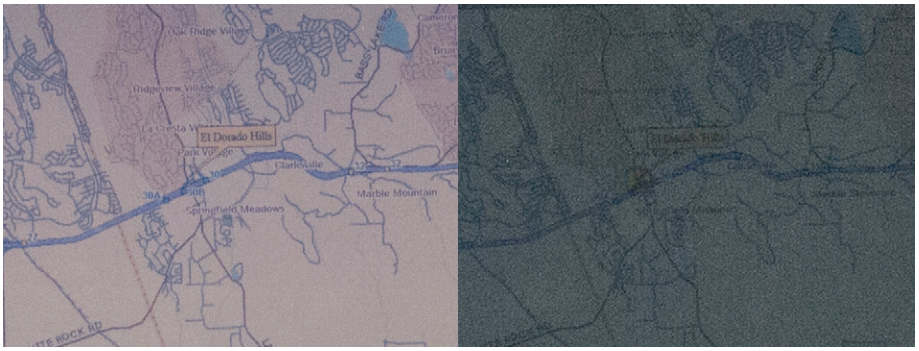


***Figure 4:** Screen Detail in Direct Sunlight, Panasonic CF-30 (left) and HP Mini.*

LD Tips

If you have any useful tips, suggestions, or words of wisdom that you'd like to share with other long-distance riders, we love to hear from you. Please send your contribution to editor@ironbutt.com.

Lightning!

By Matthew D. Longtin

THE THING I enjoy most about attending and participating in long-distance rallies and challenges is the camaraderie and exchange of ideas with other riders. One topic that is rarely covered, however, is what to do if you're unexpectedly caught out in the open during a lightning storm. Motorcyclists are particularly vulnerable since we aren't traveling in an enclosed metal cage; *i.e.,* the Faraday cage principle. Having ridden into two intense lightning storms in two years — one on Highway 95 about 100 miles northwest of Las Vegas, Nevada and another while riding on Highway 70 at the Utah/Colorado border — I can tell you it's no fun. So I decided to ask a number of veteran long-distance riders what advice they could proffer to a relative newbie like myself. This is what I learned:

> Avoid riding into or through a thunderstorm at all costs… use your GPS, map, compass, sextant or any other navigational device you carry to route yourself around the approaching storm.

First, avoid riding into or through a thunderstorm at all costs — it's simply not worth the risk. Oftentimes it's easy to see an electrical storm approaching. And while they tend to pack a lot of energy, they also tend move very quickly. Therefore, use your GPS, map, compass, sextant or any other navigational device you carry to route yourself around the approaching storm. If you see a lightning flash, count the seconds off until you hear the thunder and then divide by 5; that will tell you how many miles the storm is away from you (sounds travels slower than light).

However, if you are unavoidably caught in lightning storm, try to find a building, bridge, overpass, cathouse, outhouse or any solid structure. The experts suggest that you immediately take cover if the thunder that follows the lightening is 30 seconds or less. If that is not possible, get off the motorcycle and find the lowest ground possible — away from the bike — like a culvert, squat down with your head lower than your back, and do not touch the ground with your hands. Finally, avoid open fields or the tops of hills and stay away from tall, isolated objects and trees.

While taking a longer route is often difficult for many of us, especially if we're participating in an LD rally or challenge when the clock is running, the IBA's *safety-first* mantra should take precedence over everything else. Remember it's better to arrive late or even miss a checkpoint altogether than take unnecessary risks by trying to beat the odds and riding through a lightening storm.

By Rob Nye

Oil, Tires, GPSs?

Is Garmin's Zumo 665 the best GPS ever?

Garmin Zumo 665

IN THE ONLINE motorcycle world, the most passionate debates are often over which tires or oil are best. Now 10 years after the introduction of the first GPS receivers suited for motorcycles, the debate has evolved to include which GPS unit is best.

For a GPS unit to be useful it must accurately place a cursor on a map and be able to provide accurate routing instructions. Ideally, it would replace paper maps. For the rally rider, it should also be easy to input waypoints and routes from various mapping programs such as Microsoft's *Streets and Trips* and Delorme's *Street Atlas*. Additionally, the perfect GPS would include a search function, capability to modify your route "on the fly," and a customizable data screen that can display information including moving average speed, overall average speed, and other logging functions. Being able to accurately predict arrival time by factoring speed limits along the route (rather than just reporting current average speed) would be icing on the cake, but we're not there yet.

For on-the-fly adjustments, a touch screen is superior to moving a cursor via a rocker. However, for simple repetitive actions, such as zooming in and out, buttons are preferable. Unfortunately there are very few units that combine both. The BMW GPS Navigators, which are essentially Garmin units in a special cradle, offer this feature.

As GPS use gained acceptance, manufactures have rushed to add features that have nothing to do with navigation while removing many features that allowed the educated user to get more out of their GPS. Music, audio books, satellite radio, cell phone interfaces, weather information and Bluetooth are examples of such add-ons which have to a degree reduced the functionality of the units for all but the point and shoot user. Having said this, it is wonderful to no longer have to mount a separate radio, wire in the cell phone or, with the proper accessories, the helmet; however, it would be nice to have been able to retain features like a usable almanac, easily display satellite signals, and find items around a location on the map verses along the route or near your destination. In sum, as more features have been added to take advantage of faster processors, the units have been dumbed down or functions have been put so deep in the menu that they are difficult to find, let alone use.

As a replacement for paper maps the best GPS I've used is the Garmin 2820. As good as it was, the 2820 wasn't without its flaws: it was difficult to see the screen in direct sunlight, the screen was susceptible to delaminating, and it only worked with the proprietary Garmin interface and mapping software. The 2820 is no longer available new or refurbished.

The next best units I found were Garmin's GMSMAP 478 and its predecessor the 376C. Both are popular with many long-distance riders for

Garmin 2820 (below) and GMSMAP 478.

their larger screens and, since they are marine chart plotters, they have exceptional daylight-viewable displays. While they also come pre-loaded with street maps for North America and although they boast the best screens, they are not touch-enabled—scrolling and other functions require using a rocker. Unfortunately, the 478 and 376C have also been discontinued leaving the LD rider who wants a current all-in-one GPS unit with few choices.

Garmin Zumo 665

The ZUMO 665:
The GPS I love to hate and hate to love

The Zumo 665 is the latest motorcycle-specific offering from Garmin. While physically it is the same as the 660, the interface has been changed slightly. The Zumo has a larger screen than the 478 (Zumo 3.81"W x 2.25"H vs. 3.0"w x 2.2"h for the 478) and the Zumo should be better in direct sunlight. Other than marine chart plotters, only the Zumo series and one of the Nuvi models are rated to be "waterproof" to a standard suitable for our use.

The XM radio and the GXM40 antenna are included with the 665. Unfortunately the GXM30 antenna you may already own will not work with the 665. Since the antenna is the receiver—not the GPS unit—if you switch antennas, you'll need to modify your subscription. A subscribed antenna will work with any compatible Garmin unit. This makes purchasing a lifetime subscription a bad deal as "lifetime" only means the life of the unit, not the owner, especially if Garmin is going to offer proprietary antennas with each new generation of GPS.

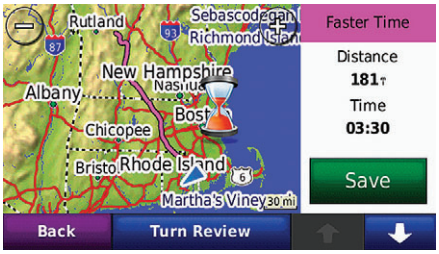
For both the rally rider and the weekend warrior who likes to plan every turn in advance, the Zumo 665 is the best solution. With the adoption of the .GPX (GPS eXchange format), it is no longer necessary to consider the included software as part of the purchase because the newest Garmin Zumo units do not ship with any software other than what is in the unit. Riders can plan their ride using popular programs such as Microsoft's *Streets and Trips*, Delorme's *Street Atlas* or even free software such as Google

> "As more features are added to take advantage of faster processors, GPS units have been dumbed down or functions have been put so many levels deep in the menus that they are difficult to find and use."

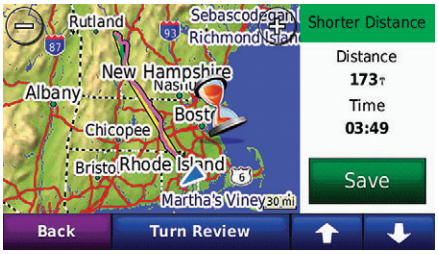
maps. This is a big step forward and a huge time saver versus having to convert files to *MapSource* (Garmin's mapping software) and import them to the GPS unit. If you want Mapsource with the same maps as you have on your GPS be prepared to pay extra and face the possibility of a difficult verification process to make it all work on your one PC. Once configured on your computer, updates allow you to add the current mapset to the GPS and / or your PC. The default setting is to only send updated maps to the GPS; some extra effort is necessary to find the option to include updating the maps on your computer.

For on-the-fly routing, inserting a waypoint into an active route is easy to do. Reordering the waypoints is also easy on the 665. The 665 handles off-route recalculations of multiple waypoints better than previous Garmin units because of a faster processor. However, due to the increased graphics and map data, there are times when the 665 will redraw maps more slowly than its predecessors. Users can also edit a route on-the-fly to change the calculation between fastest and shortest. But if you go off route and allow it to recalculate, it will calculate based on the *previous* selection of fastest or slowest. Additionally, selecting recalculate from the main menu does not offer the option to recalculate the route using fastest, shortest or off road as your preference. Being able to switch between fastest and shortest is valuable especially in dense urban environments such as Boston where the "fastest" route often is painfully slow.

If you build a route in the 665, you are able to easily compare different calculations of the same route as shown below; this is a very nice feature and an improvement over previous units.



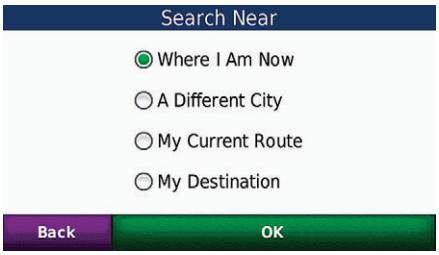
By tapping the down arrow, you can view the same route calculated shortest. The hourglass stays in play until you select save, but it does not indicate that you need to wait for a calculation.



Select save and if you're like me, you may not be satisfied with the name the unit will select for your route. It is easy to edit the name of the route so you can easily get back on track. By the way, naming the route is important because if you want to conduct a search, for instance, there is a good chance you will need to stop the route to do so. This is due to the fact that the 665 will not search at the cursor, which is one of the major shortcomings of this unit. Whereas the Street Pilot series gave the user the

> The 665 handles off-route recalculations of multiple waypoints better.

option to search along the route, near the destination, near your current location or at the cursor, the 665 only allows you to search along the route, near the destination, current location or a selected city.

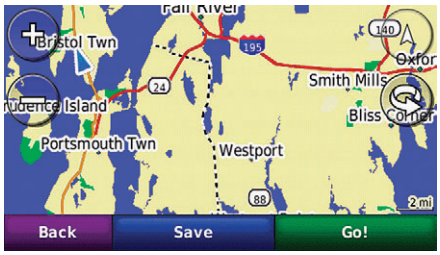


For many users, having these options may not be a big issue. However, if you are on a rally or a 50CC and want to find a hotel room or meal where you think you will be six hours or 400 miles away, it's a nice feature. Chances are if you select search near your current route, you'll have more choices than you can process within 20 miles and the list will stop at 50 miles depending on the population density along your route. With the 665 you are required to scroll the map and take a guess at where you might want to try to find a room. However, when you do so the search it will be in a radius from the town you select. This means you'll want to check each potential location by viewing it on the map and seeing how far it is from your intended route. It's not difficult to do, but it is time consuming, and when using a motorcycle mounted GPS, "time consuming" means increased rider distraction.

The fastest way to search at the cursor is to place the cursor where you wish to search, select this location as your destination, and then search at your destination. This is another time consuming operation that will only be more difficult a few days into a multi-day event. Additionally, using this method means you can't insert the found destination into the route you were running without more effort and concentration than is safe from the saddle.

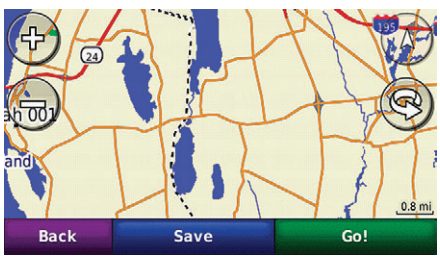
As a map replacement the 665 falls short. The screen is excellent and offers more than enough area, the map set has been expanded to include some images and at certain zoom levels a basic version of a contour map. And while the printed screen shot is rather impressive on the bike, for many this zoom level is impossible to use because roads are not portrayed in contrasting colors. Sadly, unlike 3D and other views, this cannot be disabled.

Even the interstates become difficult to see when viewed in direct sunlight through a visor. I've found that, for a map to be most usable while riding, the scale can be set to two to three miles, which seems to be a good compromise between enough geography and road detail. However in some areas, New England for instance, the road detail at these levels is inadequate.



Note the marker for SR 88. But where's the road?

To find the roads you would have to zoom to .8 miles. This is not a big deal if you're following a route at this scale as it is displaying almost 8 miles of road, but which road is SR88? This is an issue when using the GPS without a specific route.



One great feature of the 665 is the location screen. Tap the map at the cursor and you'll get the following screen:

If you tap the map away from the cursor you'll switch the map to navigation mode. Unfortunately, you may be frustrated by the fact that when you do this you'll automatically zoom to the 50-foot scale. If you were previously viewing the map at 3 miles, you now have to tap the zoom out button 14 times to get to the same scale. This is especially frustrating if you zoomed out while moving and then tapped the cursor "over there" as you'll revert to the 50' zoom where you are, which means starting over.

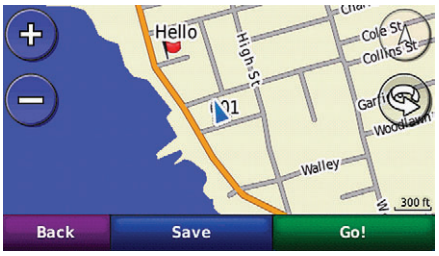
Nexrad weather is available on the 665 by subscription. Weather radar is overlaid on the map along with traffic information and severe weather alerts. This can be a valuable tool for a rider on the clock. If I know it is going to rain for a few hours I might elect to take a rest bonus or eat a meal rather than press on in the rain using this opportunity to "take time to make time". Having a visual display of current weather radar can also help you decide if you need to stop to add waterproof liners or if you can power on through a light rain, knowing the skies will clear in a few miles.

IMAGE COURTESY GREG RICE

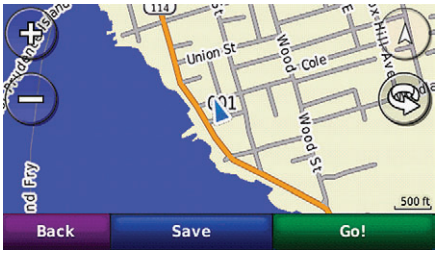
For the competitive rally rider, the way the 665 displays waypoints (favorites) will be an issue. One of the benefits of the .GPX format for transferring data is that the user can easily color code waypoints, which really helps the rally rider with planning. Having the entire bonus

set loaded in the unit and displayed on the screen makes it easier to adjust routing on the fly. Often rallymasters will put low value bonuses very close to the route to reward those that are paying attention. I may not include them in my route because I don't want my calculated time to include a stop that won't be worth the points if I'm running late. In the past I could see these bonuses displayed on the GPS screen, however that doesn't work with the 665.

While the 665 will hold up to 1000 waypoints, they are not displayed on the screen at a usable scale. Only at the 300' scale can one see the bonus Hello tagged with a red flag.



Zoom out to 500' and the bonus Hello is no longer visible, nor can it be seen at any lower scale.



Conclusion

Along with the core navigation, weather, and traffic functions, the 665 can be loaded with music, photographs and audio books and can receive music from XM satellite radio. Since it comes with the latest generation of Bluetooth, you can also connect your wireless headset and your Bluetooth enabled phone to the 665.

Included with the Zumo 665 is a Ram mounting kit, a motorcycle mount, an automotive mount, a USB cable for connecting the Zumo to a computer, a GXM40 antenna, and a power cord for use in the car. The motorcycle mount includes leads for connecting the Zumo to your communication system. However, if you have a Bluetooth headset, you may just decide to remove your communication system. The supplied mount is not locking so I purchased a locking mount from Touratech, which also provides some vibration dampening.

Overall, when recommending a GPS, my frustrations with the removal of some key features is offset by the excellent screen, the accuracy of routing, and the ease of use for the Zumo 665. I think the absolute ideal arrangement would be to have either a 2820 or 478 mounted alongside a 665. But if I could only have one GPS for the next Iron Butt Rally, it would be the Zumo 665. I still think it is unfortunate that I'm back to carrying paper maps or doing detailed planning on a laptop rather than directly on what could be a great GPS.

I hope that over time Garmin updates the software to take advantage of some of the hidden potential of the Zumo 665 by including already developed software from the 478 — or the GPS community needs to find a good software hacker to deliver the features we need!

Product Evaluation

A section for members to share their thoughts, opinions and experiences about apparel, accessories and related farkles with other like-minded enthusiasts. If you purchased and tested something and would like to see it published, please send an email describing the product to: editor@ironbutt.com.

Schuberth C3 Helmet

By Tom Austin

AT TWICE THE price of most other flip-front helmets, is the new Schuberth C3 worth the $699 price? Based on my experience with the helmet, that depends on the premium you are willing to pay for the lighter weight and special features this helmet has to offer. It also depends on the shape of your head and whether you are prepared to make some unauthorized modifications to the helmet.

Schuberth claims that its new C3 helmet is the lightest and quietest flip-front helmet available. Based on my testing, that may be true. My electronic scale confirmed that the size "Large" C3 weighed in at 3.51 pounds (1,592 grams), which is very close to Schuberth's claim of 1,570 grams "depending on the size of the helmet shell." For comparison, the October 2010 edition of *Motorcycle Consumer News* listed weights of 12 other flip-front helmets as ranging from 3.7 to 4.4 pounds. My aging Nolan N100 weighs in at 3.89 pounds with helmet speakers and a microphone. I didn't measure the noise level, but the snug collar and the double chin curtains keep out any turbulence from the bottom of the helmet and does seem to reduce the overall noise level.

Time will tell how durable it is, but the overall fit and finish of the C3 seems excellent. The single release button at the bottom center of the chin bar works well and the metal latches on each side seem to be very secure. Another plus is that the detents for holding the face shield open work very well, which is important to me because I almost always ride behind a decent windscreen and prefer to ride with the face shield open, except in the rain. The detents on many helmets won't hold the shield open when there is any wind buffeting, but that's not an issue with the C3.

> "The face shield removal system on the C3 is absolutely the best I've ever seen."

Another thing I liked about the face shield is how easy it is to remove. The face shield removal system on the C3 is absolutely the best I've ever seen. The shield comes off very quickly by flipping two little levers and rotating the shield all of the way back. Reinstallation is even faster; the levers automatically flip back into the locked position when you put the shield in place and rotate it toward the closed position. It's the only helmet I've ever used with face shield removal and replacement so easy that I would remove the face shield for routine cleaning. This also makes it easy to change the anti-fog interior visor that is attached using the "Pinlock" system. (With the Pinlock system, a slightly smaller visor can be attached to the inside of the main visor using two plastic pins that are installed in holes on each side of the visor. If you look carefully at the nearby photo, the interior visor and the left side pin are clearly visible. A thin bead of silicone on the edge of the interior visor forms a seal against the interior surface of the main visor and traps a layer of air between the two visors, which minimizes the risk of fogging.)

Routine maintenance of the helmet is also facilitated by a liner that is relatively simple to remove. This makes it easy to wash or just rinse the Coolmax™ liner after a long day of riding in hot weather. The neck roll/collar is also easy to remove. It doesn't need to be cleaned as often, however, the ease with which the collar is removed makes it simple to install the optional Bluetooth communications system that is integrated into an optional version of the collar. I haven't yet tested the optional collar. Hopefully, the sound quality justifies the $399 price.

The C3 has two separate vents. One at the bottom of the face shield is designed to minimize the risk of fogging. The top

vent is significantly more effective than the vents on other helmets I've used and should do a good job keeping your head cool in hot weather.

Although I liked many of the helmet's features, the shape of the C3 isn't going to work for some riders. I have previously used the "System 4" helmet that Schuberth made for BMW and it fit me perfectly, but the C3 seems to be designed for a somewhat more round head. There is a pressure point right in the middle of my forehead that makes the helmet very uncomfortable. My experience is consistent with one reviewer posting on Webbikeworld.com who reported that the C3 "…leaves a bright red mark squarely in the middle of my forehead for about an hour after I remove the helmet."

The pressure point on my forehead is exactly the same problem I had with my Nolan N100 before I slightly modified the inner shell with a Dremel tool. Obviously, Schuberth warns owners not to make any modifications to the inner shell, but I had to remove so little material to make my Nolan comfortable that I think I could do the same modification to a C3 without significantly compromising the ability of the helmet liner to do its job should I ever plant my forehead into the pavement.

Another fit-related problem I had with the C3 was with the internal sun visor. It sometimes touches my nose when in the full down position, which is irritating. Since the sun visor is easily removable, I think I could easily eliminate the problem by using a Dremel tool to slightly enlarge the cutout in the bottom of the visor that is supposed to provide adequate clearance for your nose.

Because the C3 may not be comfortable on an oval-shaped head, you should try it before you buy it, but, despite the price, the light weight and high quality features make this a very appealing helmet. The helmet is available from the same vendor that loaned me the helmet for testing: JC Motors (www.jcmotors.com).

Schuberth History

After several years away from the North American market, in 2010 Schuberth opened an office in California to serve as its headquarters for motorcycle helmet sales. A national dealer network was also established, which was welcome news to those LD riders with an older Schuberth or BMW System 4 helmet looking for parts and service.

Since the first Concept helmet became available in 1998, the Schuberth name has been synonymous with modular helmets in the U.S. What many Americans don't know is that the company has been around for almost 90 years and in the motorcycle helmet manufacturing business for more than 50 years. Located in the German city of Magdeburg, its manufacturing facility designs, develops and produces over 1.3 million "premium head protection systems" every year. Helmets for military and police forces, firefighters, industrial workers and even for Formula 1 drivers are made there as well.

Just as the company's milestones chart below illustrates, Schuberth engineers have a long history of producing motorcycle helmets with innovative features. But it's the convenience of a flip-up front and the added features in the most recent helmets that have garnered the most attention by long-distance riders. Although other brands of flip-up helmets are now available, Schuberth, with the C3, is said to be the smallest, lightest, and most compact flip-up on the market.

Schuberth is also the first company we know of that designs and manufactures a modular helmet specifically for women. The C3W takes into account a woman's narrower facial features, has different internal cheek pads, and like the standard C3, uses an antibacterial lining that is antiallergenic and is easy to clean.

For more information on Schuberth's USA operations, visit www.schuberth.com/us/home.html.

Another Reason To Ride

By Lisa and Tobie Stevens

While most of us don't need a reason to jump on our motorcycle, this column is meant to give you an incentive to ride some place you have never been before. The following are suggested locations with inspiring scenic roads and stops from actual bonus locations used in previous LD rallies. Have fun and ride safe.

BACKGROUND: Used in the 2007 Cal-24 Rally, Tom Melchild and Mark Crane awarded huge bonus points to entice riders to visit the Manzanar "War Relocation Center" — site of one of ten Japanese internment camps used during WWII. What makes this really interesting is the connection it has with one of the organizers of the Cal-24 Rally — Mark Crane's father and uncles were locked up there during WWII. (The picture shows Mark looking at the monument). The high desert scenery on Highway 395 en route to Manzanar is truly spectacular. (*The 2011 Cal-2424 will be held June 10-12, 2011. For more information, log onto www.cal24.com.*)

Independence, California **335 points**
Available dawn to dusk
Manzanar National Historic Site

Manzanar is located on the west side of U.S. Highway 395, 9 miles north of Lone Pine, California and 6 miles south of Independence, CA. Take a photo of the Manzanar monument.

Visitor Information: (760) 878-2194 ext. 2710

BACKGROUND: In 2010, the Rendezvous Rally's theme was "Think BIG!" And one of the most popular bonus locations was Chutters, "Home of the World's Longest Candy Counter." It is truly a sight to behold and has the longest counter of its kind anywhere, running the entire length of the store – an impressive 112 feet of gleaming glass jars filled with brightly colored candy of every variety. Hanging on the wall by the entrance is the Guinness World Record certificate. Chutters is located on Main Street in Littleton, in the NW corner of New Hampshire. Easily accessible from I-93, it is near some fantastic scenery and twisties in the White Mountain National Forest (just north of Franconia Notch). (Mount Washington, the NE highest peak, is about 30 minutes to the east). It is also close to some excellent roads, views and attractions in NE Vermont.

CGS Chutter's General Store **239 points**

Available 9am-8pm
43 Main, Littleton NH (N44 18 23.0 / W71 46 19.1)

Chutter's General Store has the distinction of having the Guinness World Record longest continuous candy counter…measuring 111'11" long. They also offer homemade fudge and other specialty food and gift items.

Enter the store and proceed to the cash register area. Ask for the "Rendezvous rally special" (remember to say "please") (cost = $1 in US funds exact change will make the process quicker). Submit the UNOPENED bag in your rally envelope to receive points.

Time:_____
Odo:_____ Bag 'o candy

bonusPhotos

Submitted photos from the rank and file. By Steve Hobart, Director of Photography

A clearing rainstorm in Northwestern Nebraska captured by IBR Veteran Dennis Bitner. Dennis was verifying IBR bonuses when he was treated with this view along Highway 2, south of Marsland, Nebraska.

Russell Stephan on "The Dragon" - Deal's Gap, North Carolina. Photograph by Zee Steinberg.

John Austin took this photo of Penny's Diner along Highway 21 in Milford, Utah. Talk about your lonely 24-hour diner.

John Austin took this photograph of Giorgio and Giuliana in Arizona last spring. The couple is from Italy and was touring the United States. They started in Chicago and were on their way to Los Angeles when John encountered them. That's a 50cc Vespa sporting a General Lee paint job from the TV show Dukes of Hazard - the show has quite a following in Italy.

Below: Jim Nyffeler captured this photograph of Phillip Tarman on top of Berthoud Pass, Colorado State Route 40, a day before the 2010 IBA National Meet in Denver, Colorado.

By Jeff Earls

Route Planning for a Complex Rally:

A Case Study

IN THE LAST issue, I described some of the many ways rally organizers can add variety to their events and explained bonus concepts such as static additions, combinations, threads, alternate routes, team activities, and more. All of these scoring concepts are intended to make you think — they add complexity and a new layer of challenge to the puzzle. This was brought home to me as I planned and rode the *Wild, Wild West Rally* last July.

The 2010 Cognoscente Group added a new wrinkle to rally scoring by requiring participants to finish with a score of zero. Riders were scored based upon how far their final score deviated from zero; penalties were based upon deviations from the desired zero final score. Positive points could be earned via four classes of bonus systems: linear thread, stand-alone, combination, and stepped thread. Negative points could be earned via exponential thread, stepped static addition based on latitude, combination, and stand-alone. There was only one optional checkpoint to earn points, a one-time choice to get a fixed bonus of either positive or negative points. For this bonus, however, you had to first declare your intention to visit that checkpoint before leaving the start. The spread of point

values spanned from 1 to 1,000,000.

To impart a "Wild, Wild West" flavor, the points were considered as "dollars," so that you could "earn" and "spend" points over the course of the rally. The positive "earn" bonuses included visiting locations such as mines and notable landmarks. The negative "spend" bonuses included locations such as casinos and bordellos. The "Wild, Wild West" theme simply added to the fun. But the "zero" scoring concept fried more than a few brains I can assure you.

Rallies tend to follow the general rule of "most points at the finish on time wins." Despite the complications listed above, the *Wild, Wild West Rally* was no different. Realizing this fact before I began my planning helped me simplify my strategy. The complicating challenge here was dealing with two sets of bonus listings. The goal was to collect as many points (as safely possible) from each set, while keeping an eye on the balance sheet. Imbalances were penalized at rates higher than the bonus itself. The concepts of "earn" and "spend" were simply complications intended to add stress to the riders.

My strategy: Since the rally master put each bonus location on a card, I was able to separate the cards into "earn" (positive points) and "spend" (negative points) piles. While sorting out the cards, I got a general feel for which bonuses were potentially valuable and which were not. I then kept a mental note of the bonuses in each pile that were, geographically speaking, in close proximity to each other. This approach gave me a rough idea of my route (knowing and respecting my limits and how many miles I felt I could safely ride over course of the rally).

With my bonuses sorted into two piles, my objective now was to get as many points as possible so that points from each pile, in the end, equaled zero. Sorting the cards defined the problem and determined my rules of engagement. I started my route planning with cards from the "earn" pile, focusing on large point values first, with the goal of maximizing points within my riding limits. I built my initial route around the high-accelerating thread to determine feasibility. (Note: It's important to remember that a large number of small bonuses that are "only a few miles" off the main route can quickly add an extra 100 or 200 miles to your route.)

> "Rallies tend to follow the general rule of 'most points at the finish on time wins.' Despite the complications listed above, the Wild, Wild West Rally was no different."

With a basic route laid out, my next task was to look at the other pile ("spend") and find cards that came close to the total points of the "earn" pile AND were close to my existing route. In my case, it showed the exponential thread from the "spend" pile offered enough points to balance the route that I laid out from the "earn" pile. I determined that the exponential thread from the "earn" pile was the key, and that collecting all those bonuses from the "spend" pile was pointless without it. My next task was to sequence the bonus locations on my route to accommodate both piles and achieve the desired zero balance. (Note: As I discussed in the last issue, exponential threads require full commitment. If you score that last thread bonus for the big points, you may win the event. If you miss it, you will have no way to make up the difference.)

After I settled on a plan that was safely within my mileage limit, I stacked the cards in the order I planned to visit them. I put the other cards away to resist any on-the-road temptation I might have to grab a bonus off my planned route. Straying off the planned route could put my whole strategy at risk. I also identified those bonuses that I could cut from my route first, if needed.

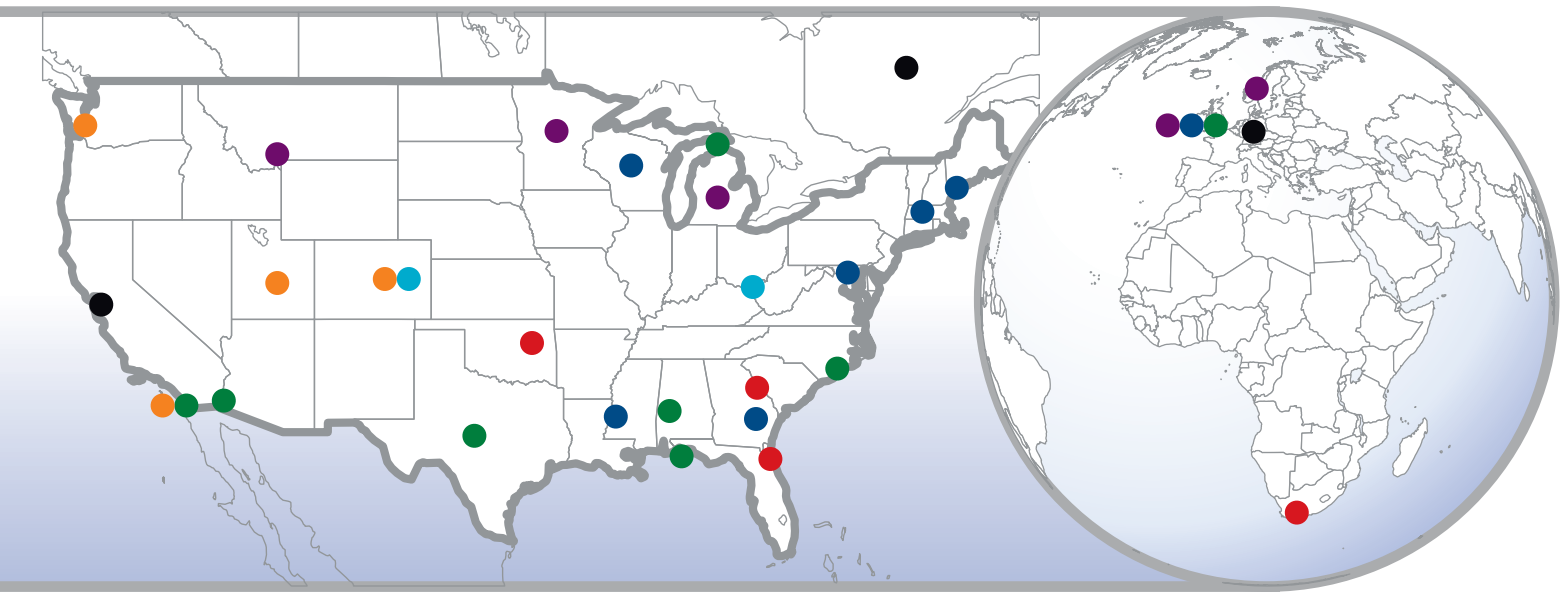
The key elements to consider when faced with a new rally paradigm are to:

- Determine what matters in scoring: points, miles, or some other metric
- Break down the scoring opportunities into manageable blocks by type
- Compare & contrast the scoring opportunities in those blocks to select your optimum route
- Ignore the "flavor" (rally theme) when planning

My strategy worked for me — I was able to earn a first place finish. Thanks to Brian Roberts, Dale Wilson, Tom Austin, Chuck Hickey, and all the CG staff for putting on a great event.

bonusListings

Your calendar of long-distance events around the world. By John Harrison



MARCH

5 **The Cape Endurance Rally** » thinkbike.co.za | Cape Town, South Africa | choice of 8 hr or 12 hr rally

10-11 **IBA Spring Banquet** » Jacksonville, FL | Gator 1000 and spring kick off banquet fun at the Ramada Mandarin – the old pizza party has come a long way

19 **The Rally – Vernal Equinox 12hr Rally** » therally.us | Tulsa, OK | 12 hr rally event to benefit Hoagy's Heroes

26 **The Masters RTE** » themastersrte.com | Augusta, GA | lunch at the famous Sconyers BBQ

APRIL

1 **GLMC Grand Tour** » glmc.org/grand-tour.html | Great Lakes | "An Affair with Water" thru Sep 15 in US and Canada

4-7 **MTF Lap of Florida** » mctourer.com/rides/2011/LapOfFlorida/index.html | Florida | 32–44 hr ride event

15-17 **Cape Fear Rally** » capefear1000.com | Wilmington, NC | 28 hr event for riders with 3 different starting locations – NY, TN, FL to benefit the Victory Junction Camp for kids

23 **LowCal 250 Rally** » lowcal250.com | San Diego, CA | 8 hr rally event to benefit the PKD Foundation

23 **Treasure Hunt** » thegrimrider.com | Britain | 12 hr rally event visiting British landmarks

30 **LC-11Rally** » lowcal250.com | Yuma, AZ | 11 hr rally event

30 **Heart of Texas Rally** » heartoftexasrally.com | Brady, TX | 12 hr rally event

30 **Annual Catfish Ride** » | The Original Ezell's Fish Camp | Lavaca, AL | great catfish and fried pickles overlooking the banks of the Tenn-Tom River

MAY

6-7 **MACH 11** » orgsites.com/mo/mach | Mississippi Area Crawfish Hunt | Vicksburg, MS | tour historical sites and enjoy great local food

13-15 **Cheap Thrills SPANK Rally** » spankrally.com | shorter for '11 with the same GZ twisted flair

13-15 **Ed's Last Resort Rally** » edslas-tresortrally.com | Surrency, GA | 12 hr rally event

20-22 **The Main 400 Endurance Rally** » maine400.com | ME | 400 mile rally event

21 **Minuteman 1000 Rally** » minute-man1000.com | Northhampton, MA | SS1K or 26 hr rally event with a no-draw 2013 IBR entry

20-22 **Brit Butt Rally** » britbuttrally.com | United Kingdom | the 4th annual event is already booked up!

27-29 **Mason-Dixon 20/20 Lite Rally** » masondixon20-20.org | Hagerstown, MD | the Memorial Day weekend rally tradition benefitting John Hopkins Children's Center.

29 **Bonzai Road Rally** » glmc.org/bonsai.html | WI | road rally with pie & cheese

JUNE

1 **Two Bits Rally** » twobitsrally.com | Littleton, CO | pick your start between 6-1 and 8-31 for an 8 hour intro to rallies

10-12 **Cal24 Rally** » cal24.com | San Jose, CA | starting in NV this year and finishing in SoCal, to benefit Polio Plus through Rotary International

20-01 **The 2011 Iron Butt Rally** » ironbuttrally.com | this year the Big Dance has a northern West Coast start and southern West Coast finish with the summer solstice and 11K in between

22-26 **Utah 1088 Rally** » utah1088.com | UT | new twists for the 20th anniversary edition of the MERA event, with 12hr, 24hr, and 3 day rally options

JULY

9 **Wolfcub Rally** » thegrimrider.com | United Kingdom | 12 hr rally, shorter version of the Brit Butt

10-23 **Norway Viking Run** » ronayres.com/TourTypeIBA.aspx | 14 day Norwegian IBA Extreme Tour

21-24 **Wolfhound Rally** » thegrimrider.com | British Isles | 75 hr event, UK to Ireland, for big dogs

22 **Yooper Madness 1000** » members.triton.net/vandenbe/YooperMadness/YooperMadness.htm | Dimondale, MI | SS1K ride opportunity in MI and the U.P.

22-24 **The Good, the Bad & the Ugly Rally** » bigskyrally.com | Big Sky, MT | Bob & Sylvie put on a party of a rally that includes a no-draw 2013 IBR entry

29-31 **Minnesota 1000** » teamstrange.com | MN | 1K strangeness in the land of 10K lakes

AUGUST

15-19 **Beast in the East** » beastintheeast.org | multi-day, east of the Mississippi River rally with no-draw 2013 IBR entries - the Beast is Back!

20-21 **Colorado Freewheelers 1000-n-24** » cofreewheelers.org/1000-in-24.html | Greenwood Village, CO | long running SS1K ride opportunity in CO and surrounding states

SEPTEMBER

2-5 **SCMA Three Flags Classic** » 3flagsclassic.org | San Ysidro, CA to Penticiton, BC border to border ride

10 **Rendez-vous Rally** » rendezvousld.org | Quebec, Canada | 5th year of this 12 hour cross-border rally

17 **Magic 12 Rally** » ibagermany.de | Krefeld, Germany | 12 hr rally

ALL YEAR EVENTS

Motorcycle Tourer's Forum » mctourer.com | multiple MTF events thru December

Tour of Honor » tourofhonor.com | thru Oct in 8 various states

British Castles Ride 2011 » thegrimrider.com | UK | ride to historic castles thru December

FarRides 2011 » farriders.com | Australia | ride opportunities down under

FEATURED LONG-DISTANCE EVENT

The Good, The Bad and The Ugly Rally

THE GOOD, THE *Bad, and The Ugly Rally,* will be held from July 22-24 in Big Sky, Montana. This new 32-hour rally is designed to challenge veteran riders, while offering a less stressful experience for those participating for the first or second time. Rallymasters Bob and Sylvie Torter, aka the V-Twins, said, "It is our intent to help the IBA build an expanding base of rally riders by offering the opportunity for new riders to compete along side the Big Dogs, but without the same level of stress."

The GBU Rally format will allow "New to Sport" riders to compete against each other by adding additional bonuses to their predetermined route. Riders in this class will be presented with a choice of several predetermined routes. If they complete one of these routes and collect a specified bonus, they will be listed as a GBU finisher. And for the more experienced riders, the Torter's will offer an array of Good, Bad, and Ugly bonuses with a twist; including the possibility of changing the designation of an individual bonus. Bob and Sylvie advise that "there is no requirement that riders do anything more than the specified minimum to be a podium finisher."

The GBU Rally has already received a number applications, including a young lady in her first competitive rally riding a Ducati 750, several top ten IBR finishers, the highest finishing two-up couple from the 2009 IBR, and a number of the IBA staff who will also be in attendance. Regardless of your skill level or experience, the GBU Rally has it all — the beauty of Montana, a number of fun and challenging options to choose from, and a great finishing banquet. This event is not to be missed! For more information, please visit: bigskyrally.com.

By Lynda Lahman, Photos by Minou White

Chapter 3: The Pack Rat Rules

HERE ARE EIGHT rules to live by when it comes to packing for two on one motorcycle:

RULE # 1: It is not really necessary to take your entire wardrobe on a tour of North America. (Susan Murphy, NPT Master Traveler finisher). The first multi-day trip I took with my husband Terry was the 2005 Utah 1088 rally. We rode to Salt Lake City, spent time in the hotel socializing, and competed in the 26-hour rally. Terry gave me my own saddlebag and while small, I thought I could fit everything I needed into it. I believed it was important to look good and have my special neck pillow and blow dryer. I definitely over-packed. I had yet to reconcile with the notion of smelling badly, wearing the same two sets of clothes for an entire trip, and dealing with unattractive helmet hair. Terry, who had previously been primarily a solo rider, used the *"Carry Extra Socks and Shirts, Throw Them Away"* method. He couldn't understand why I didn't want to pack the same way. Amazingly, because it was summer and we weren't carrying heated gear, we were able to get away with squeezing almost everything on the bike.

RULE # 2: Just when you think you have it figured out, the rules change. When I had begun to feel competent packing my saddlebag, Terry said that the bike cover needed to fit on my side. Oh, and the spare computer and all the gear required to handle weather extremes needed to go in my saddlebag as well. It wasn't until we began taking more extensive trips and competing in multi-day rallies that we were forced to deal with additional details like spare parts, snacks, electric cables, flashlights, cleaners for glasses and visors, extra visors and all the other bits and pieces needed to keep the bike (and us) going. Long-distance two-up expert Rosie Sperry once told me, "Learning to pack is an evolving process, and one heavy on compromise. (Tom and I) came from the extreme ends of the spectrum and met in the middle. After many rallies, we learned there are certain things that we just don't need." I was initially really irritated at these changes, and at Terry for making them. As time went by, however, my frustration gave way to a deeper understanding of what is really important.

RULE # 3: The rider and pillion do not exist in the same temperature

zone. Shortly before Terry and I were married in 2005, we attempted a BBG en route to Omaha for the National Meet and we ran into an unexpected blizzard. When we had to stop, I realized I had become borderline hypothermic. I had tried packing as lightly as possible, using layers and a Gerbing's jacket, but it was no match for the freezing temperatures. As soon as we returned home, I purchased a set of Gerbing's pants and gloves. Over the next year, and many multi-day rides later, I figured out which clothes worked best for certain conditions, including the use of little heat packs, which can be stowed in small spaces. My current preference is Under Armour leggings and a long sleeved shirt, Gerbing's pants and jacket, and a combination of Darien pants with a Roadcrafter jacket. I add running pants and a shirt for my street clothes, since they pack tightly. And if an extra layer is called for, they can be easily thrown on over the Under Armour. Also, discovering compression sacks made packing even easier.

RULE # 4: When riding in a multi-day rally or on an extended trip, plan ahead — *especially* if you are riding two-up. For the 2009 Iron Butt Rally we shipped packages of clean clothes to each checkpoint, including the starting point in Spartanburg. For example, the jeans, shirts, and street shoes we wore during the days just prior to departing Spartanburg were washed and shipped to Spokane for the finish. Rather than taking valuable rest time during the rally to do laundry, we sent clean clothes, snacks, packing tape, and pre-completed FedEx forms to each checkpoint. Everything was pre-packaged, so all we had to do was swap one dirty or empty packet for a clean one, put the label on the box, and drop it at the front desk for return shipping. Pricey? Perhaps, but for us, it was worth it.

RULE # 5: Don't take the stuffing out of the seat cushions to find more space. Terry and I have spent hours trying to utilize every nook and cranny on our Gold Wing. Terry removed the front speakers in order to gain valuable space. One side now houses electronics, the other our triple digit rain gloves. We initially used a bag for the trunk, but switched to plastic bins because it made it so much easier to find things. Rather than digging through a pile of supplies, each bin has a specific purpose, such as

> "It wasn't until we began taking more extensive trips and competing in multi-day rallies that we were forced to deal with (the) details."

spare electronics, snacks, cameras, or whatever the current trip demands. They are easily removed and hidden in front of them is our MSR Dromedary water bladder, which we can quickly pull out to refill at a gas stop. The hose is permanently installed, exits through a hole on the side of the Gold Wing's rear cubby, and clips onto Terry's backpack. I use the other cubby for spare gloves, allowing me to easily change them depending on the weather.

RULE # 6: Necessity is the mother of invention — Use the rider as the tank bag. In place of a traditional tank bag, Terry built a clipboard that mounts between the handlebars. We use it for maps and rally notes. He wears a backpack that serves as our tank bag, containing snacks, rally packs, cameras, an iPod, and my GPS. If needed, I can also toss in heat packs, a water bottle, or any other small item required for the ride.

RULE # 7: Space is always paramount; vanity be damned. Besides being pointless when wearing a helmet, there isn't enough time during a rally or a certified ride to be concerned about cosmetics or hair styling. I use sunscreen that can double as a moisturizer and carry minimal make-up if I am planning to be somewhere for more than 8 hours. A toothbrush is a must for me. Dark clothes also cover an array of problems and hide the grunge better. Travel clothespins make washing in a hotel room much easier. IBR finisher Carol Fremder adds, "We pack the bike so we only grab the necessities we will need in the hotel."

RULE # 8: Make sure to laugh. Ultimately, packing for long-distance riding (especially for two-up couples) is about maintaining a sense of humor and sorting out the desirables from the essentials. "Always leave room for a new pair of shoes" (Susan Murphy) and "If you really need it, there's probably a store that sells it or maybe you can just go without" are good philosophies to consider, too. As one anonymous rider admitted, "On one trip, we packed in such a hurry that I forgot my underwear and had to go commando during a major event!" This is when you know you really can get by with less!

We want to hear from you. Why are you a long distance rider? Send an essay to editor@ironbutt.com about why you are involved in long distance riding. Please try not to exceed 400 words. If selected, we will run your story in the True Lies *column.*

Susan Murphy (aka Murf)

IT ALL BEGAN in 1962 when I entered a drawing for a Honda Cub 50cc scooter at our local Rexall Drug store. Of course, at the tender age of six, I thought it was a full-blown motorcycle. When the older sister of my best friend won I remember my mother saying, "Don't even think about getting on the back of that bike!" Now that my dear mother has departed, I can report that we took turns riding on the back of that marvelous creature.

Some 39 years later, soon after Mom's death, I had the good fortune to take the Motorcycle Safety Course, along with my husband Bill. However, I didn't take to riding like a duck to water — it took a few attempts to get the slow speed maneuvering down. But I did manage to pass my license test on the first attempt. Ever since, I have been riding long distances, most often with Bill, but at least once a year on a long solo expedition. It is the principal way I travel in North America now and have managed to ride in all the U.S. states (including Alaska), as well as six of the ten provinces and two of the three territories in Canada.

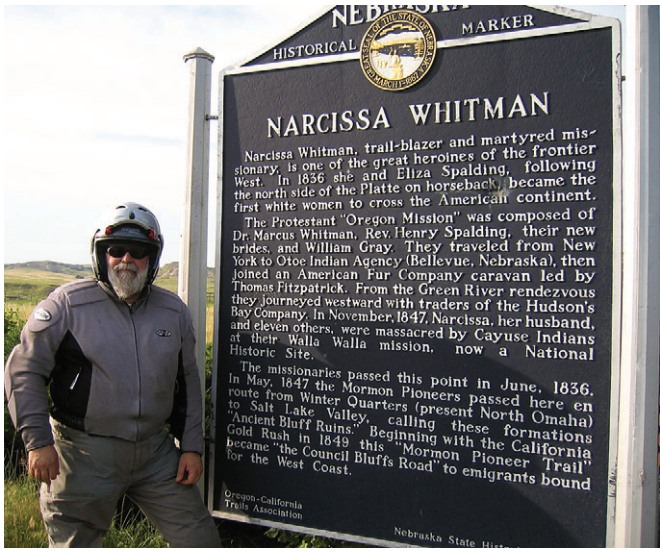
What is it about long-distance riding and long days on the bike that are so appealing? Well, I could mention all the clichés — the wind in my hair (although I wear a full helmet and all the gear, all the time), the sense of freedom, and the exhilaration of speed. The truth is I like being in a Zen-like state while riding on the open road. It gives me time to clear my mind and focus on the important things in life — staying alive, spending time with my husband, and feeling "in the moment." I never think about what the ride is going to be like tomorrow; I only think about the agenda I planned for that day, what the road conditions are like at the time, and how the weather might affect my ride and state of mind. Some people say they get their best ideas in the shower — well I get mine on my long-distance rides!

As for my solo rides, I get an amazing feeling of empowerment and spend most of my days riding with that proverbial s***-eating grin on my face. The other thing about being involved with the LD riding community — you are never really alone. There is always someone who wants to chat about what kind of bike you are riding, how is it you have the nerve to ride by yourself (or ride at all for that matter), or how they either rode in their youth or wished they had. I have met some of the most interesting people this way. And frankly, meeting these people on my long-distance riding junkets just makes the journey that much sweeter.

Dennis Bitner

ZEN EMPHASIZES EXPERIENTIAL wisdom in the attainment of enlightenment…

Much of my riding life has been a journey in both the physical and spiritual senses. From my earliest days aboard motorized two-wheeled vehicles, I felt as if I was moving towards some sort



of great unknown. Until recently, clarity about the journey eluded me. I now know that I have been experimenting with wisdom to attain enlightenment for my life. That enlightenment has come from long-distance riding.

For long-distance riders, traveling on a motorcycle is often about getting from point A to point B in as little time as possible. Powerful reasons for me to move were ever-present, always pushing me forward over the next hill or around the next curve.

No matter how you slice it, time and space are both friend and foe to all riders. We always watch the clock and how far we are going, even if we don't know or understand the driving forces behind why we do so. Speed up, slow down, turn right, turn left, stop; these are the actions with which we manipulate space and time; we do this all while finding our path towards enlightenment (or the next bonus location).

I am fortunate that I have the chance to do a great deal of riding. My ten years working on rallies has allowed me to mark the paths many of the Iron Butt Rally riders will travel during the next rally. I gained a nugget of wisdom during one of these sorties through a part of the country that I always held at a distance – the Great Plains. I found enlightenment in this vast part of the country that most hope to view in their rearview mirrors. I also found joy and redemption, which had always eluded me, in traveling the path less followed.

Unlike participating in long-distance rallies, the personal rides are the ones that renew my soul and fill me with a sense of balance with all that surrounds me. These rides are very much a form of meditation. Clearing my mind allows the environment to flood in, filling my senses. Hot or cold, calm or windy, rain or shine, day or night – all these things contribute to the experience. These feelings are not available to me in planes, trains, or automobiles.

The key is to be in balance. If the will is there, within a single day I can experience the blistering heat of an Oklahoma summer day and the vast darkness of north-central Nebraska. To ride and absorb everything in my surroundings fills me with such a sense of balance that I believe can touch and feel all that is. Without this balance, without this connection, enlightenment would be elusive.

Riding long distances, therefore, provides me with the chance to experiment with wisdom gained from my journey, as the destination is truly not just a point within the time/space continuum, but enlightenment itself.

Tom Melchild

I GOT INTO motorcycles early in life. When I was 12 years old I worked for a farmer in the small Minnesota town where I grew up. He used a Sears minibike to get from his house to the fields where he left the farm equipment. It wasn't long before he was letting me ride it – my bicycle no longer seemed like the preferred method of transportation.
In the following years I got into a familiar "keep up with the Jones'" mentality with my two friends that had me go through a Heathkit "Boonie Bike," a Suzuki TC125 and RS400 before getting my first street bike in 1977, a Yamaha XS750.

In 1981 a friend of mine told me he ran across an ad in a motorcycle magazine for something called the "1000-in-1" club. To join you had to send in $25 and they would send you the forms to document that you rode a motorcycle over 1000 miles in 24 hours. When he first suggested this, I thought it impossible but that it might be fun to try. We assembled a group of riders. Three were on Harleys including a '58 Panhead, one on a 1981 Katana 1000, and me on the XS750. We left Minneapolis at 3:00 AM and to my amazement we were all back before 11 PM. Not only was it possible to ride 1000 miles in 24 hours, but I also discovered it wasn't that difficult. We had a ball doing it.

In 1993 I heard about the Cal24 rally. I talked a couple friends into entering it with me. Even though it rained constantly in what became affectionately known as the "Aqua Rally," we had a great time.

During the Cal24 I heard about the "Bite the Bullet" rally that Steve Lotsofsky and Jan Cutler from Reno BMW were organizing. It was at this rally that I became hooked on participating in long-distance challenges. Not only did I enjoy the rally format and riding, I also found the best friends in the world while participating. In the following years I rode in many Cal24's, Cal 1+1's, Utah 1088's, the Nevada rallies that Steve and Jan hosted and, of course, the Iron Butt Rally. In 1996 I started working with Peter Heesch and Gary Kunich on the Cal24 rally, and eventually took over after Gary passed away and Peter retired.

This is my life. Almost all of my friends ride and my best friends are long-distance riders. I wouldn't have it any other way.

By Bob Higdon

The Perfect Vehicle

The one book every motorcyclist should read

FOR SOME YEARS I have taken it upon myself to procure the principal speakers at the Square Route Rally, the annual bash of the BMW Bikers of Metropolitan Washington. I could invite mechanics or bike dealers or judges or racers or designers or motor cops or safety instructors or bureaucrats who hold our future in their sweaty hands. I never do. I look for writers. As a result, we've had Ted Simon, Patrick Symmes, Simon Milward, and Greg Frazier as guests. One year in a moment of desperation I invited myself.

While it is almost holy writ, so to speak, that you should never meet a writer whom you admire, several years ago I called upon Melissa Pierson, the author of *The Perfect Vehicle*. To understand why she was at the top of my list of moto-scribes you need read nothing more than this, two sentences from one of the introductory chapters:

"From my mother I learned to write prompt thank-you notes for a variety of occasions; from Mrs. King's ballroom dancing school I learned a proper curtsey and, believe it or not, what to do if presented with nine eating utensils at the same place setting, presumably at the home of the hosts to whom I had just curtsied. From motorcycles I learned practically everything else."

Trust me here: Writing doesn't get any better than that. I could teach a college course in expository writing using nothing but that paragraph. It is a jewel, a brilliantly polished gem that lights up the table for the nine-course dinner that follows.

And what a dinner it is. The author leads us through the history of motorcycles, their construction, their allure, and their peril. Someone someday somehow may write as good a book about *what it is about motorcycles* — the perfect subtitle of Pierson's book — but none will write the story better.

At the outset, something about the machine appeals to a primitive part of her soul. She can't resist it. This is a literary psychodrama on so many different levels of understanding that it would be incomprehensible except for this simple fact: You and I have been there too. We looked at the bike. We had to have it. So we know what she's saying. We relate. Even people who haven't heard that siren call screaming in their ears can appreciate what is happening.

She buys a Guzzi, learns to ride it, to work on it, to meet friends on it, and to make it a part of her life. Her reflections are those of a post-novice motorcyclist channeling experiences through a master storyteller and craftsman. She tosses wonderful facts at us (*e.g.*, seven million ride bikes but three times that many watch birds) and repeatedly pops us with a brilliant turn of phrase ("Let's call him Tad, and me ready.").

Additionally, she may have been the luckiest writer who ever lived, coming at her subject while still innocent enough to appreciate the machine's uncommon attraction, but not yet battered by its hellish risks. She thus managed to capture lightning in a bottle in this amazing, beautiful work. If it is the only book about bikes you ever read, it will be enough.

Given the scarcity of motorcycle-oriented titles published each year, and the even more rare genius of composition in that genre, I expected that the book's appearance almost ten years ago would have generated universal acclaim. It came close, but there was something about Pierson's acknowledgment of the approach-avoidance problem inherent in the bike's very essence that caused a ripple of discontent among biker-poets who are forever scribbling doggerel about their trusty steeds.

Melissa wasn't having any of that. She knew the steed wasn't worthy of a shred of trust, something that is intuitively obvious to anyone who has ever ridden a one-track vehicle. This thing, she wrote bluntly, can kill you faster than the emergency response team can peel you off the grill of a Volvo. Sure, it's a machine of exceptional beauty, function, and lineage, but you're never going to escape its physics. In the end it is going to do whatever it takes to wind up on its side.

Still, she said, if you can learn to handle this thing, to tame it like an unruly horse, surviving the elemental danger of the enterprise may be enough to offset the downside risks. Staring death in the face and coming out smiling has always been, and will always be, the straight flush in life's poker game.

This yin and yang is the dark midnight of motorcycling's soul. No one in the trade writes about it. It is the distant bell that is heard only by the unconscious mind. And no motorcyclist wants to hear it anyway. You don't go into the garage each morning and ask that shiny machine, "Is this the day you kill me, you bitch?" You already know the answer: It will if it can. You're supposed to be the master, so master it, if you can.

They tell us we can. Read the safety books, go to the safety classes, wear the safety equipment. Think safety, ride safely, be safe. And then the news comes

through the motorcycle community like an electric current: Larry Grodsky, Mr. Safety himself, has been killed by a deer. He was as good as they come; he could manage any risk; and we buried him nonetheless. If he can't make it, what chance do the rest of us have? Only the security of a dice roll.

This, I think, is the ultimate complaint with the subtext of Pierson's book. If you know how bad it is and you do it anyway, aren't you just asking for it? Isn't this the very definition of a death wish? And if all you want to do is die, just do it and shut the hell up. Why write a book about it?

There is a kind of sophomoric, *post hoc* logic to the argument, I admit, but Pierson's few critics are missing the larger point. She's telling the truth. There really is a clear and present danger in the game. You accept it? Fine. So do I. We know the score. And if it were only us, we could just put on the blinders, go back to the steed poetry, and take our chances. But there are others knocking at the door.

Thirty years ago my brother and I took a three-week road trip in a VW Beetle around the country. It has become, as *On the Road* adventures often do, the stuff of family legend. The other day my brother's son, now 18, asked me if the three of us were going to repeat the trip next summer, but this time on motorcycles.

"You don't have a bike endorsement," I dodged, hearing a distant bell.

"I can get one before the sun goes down," he said.

He could, I know. And I could send him through the MSF beginner and experienced courses, shove bike rags down his throat, and dress him in Andy Goldfine's finest Kevlar. I can teach him all he knows, but I can never teach him all *I* know. That gap could one day be a fatal abyss. Thus comes my yin-yang moment: I accept living on the edge like a Flying Wallenda, but I recoil from putting someone who trusts me on the tightrope.

I don't know how this will turn out. Living in a bunker makes me pessimistic. Maybe the kid won't even like a motorcycle. That would solve everything. In the meantime, I've been thinking about a present for him. I know a good book. It would be the perfect gift.

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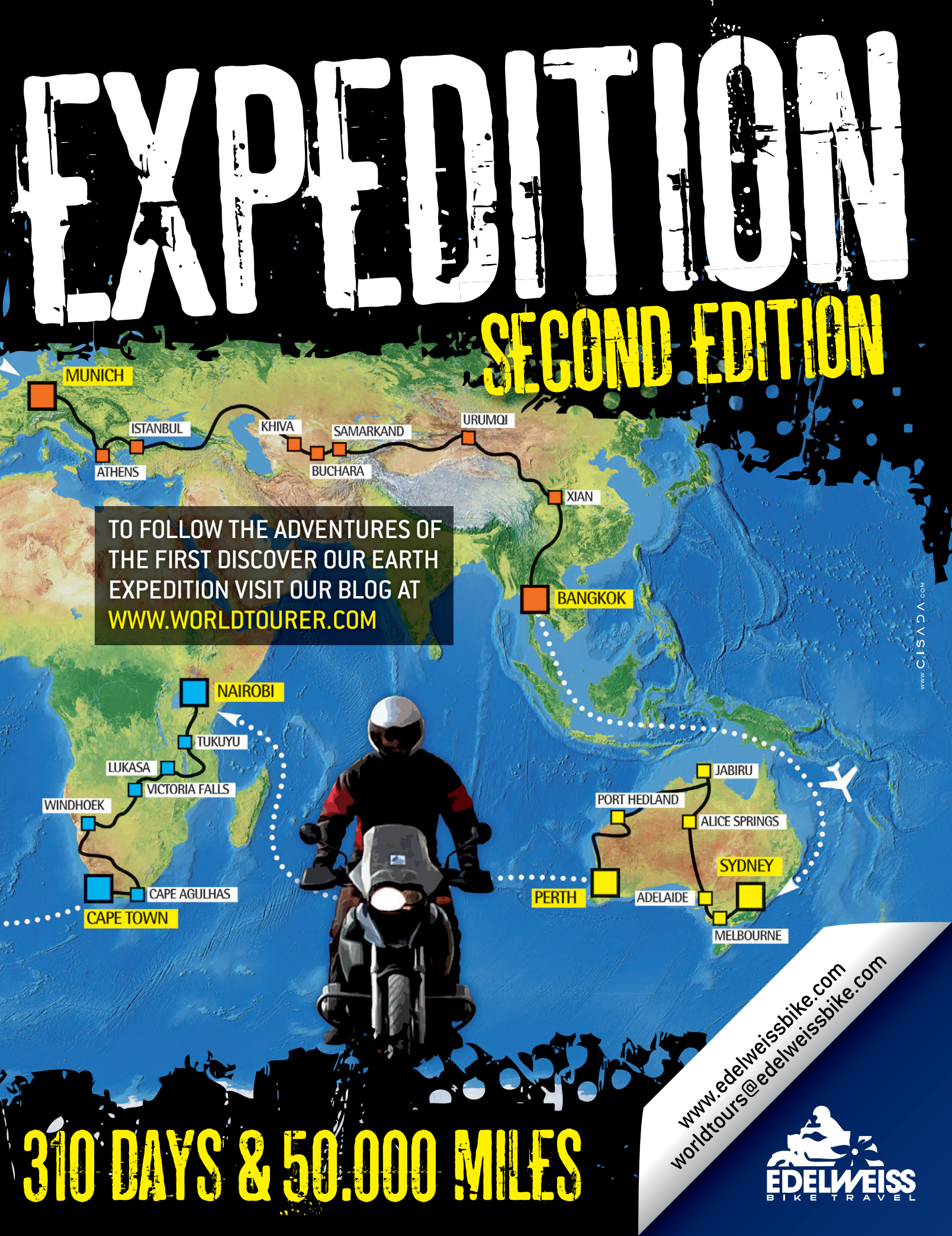
EXPEDITION

SECOND EDITION



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