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IRON BUTT MAGAZINE™

Summer 2010
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Long Distance Riding in Hot Weather

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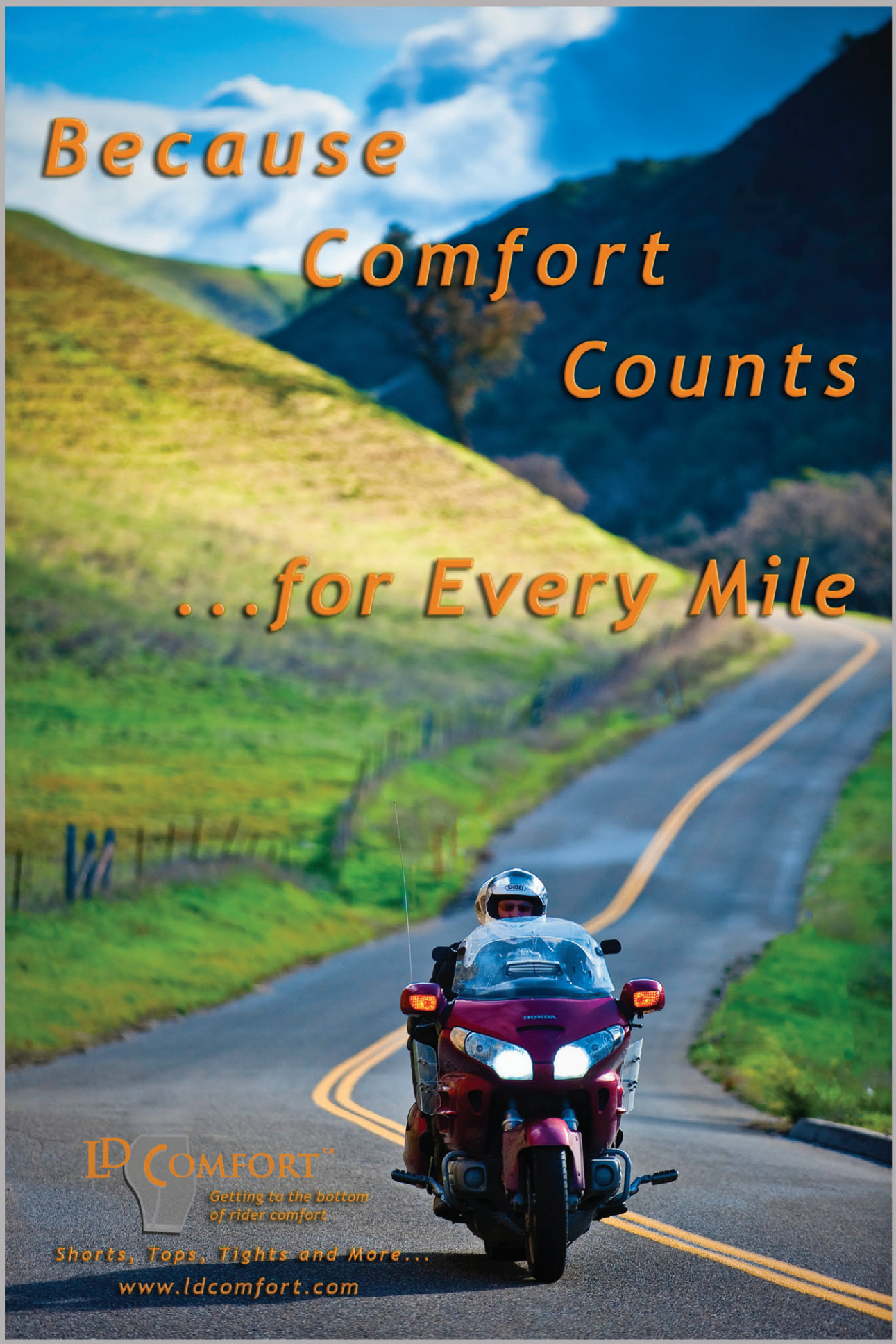
Iron Butt Profile – Paige Ortiz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Sitting On The Sidelines Is Not An Option

Last year, 2 million acres were lost to inappropriate federal wilderness designations, and there are many more millions of acres – and thousands of trails – proposed. Every week we learn of motocross tracks under threat of closure. Cities large and small target street motorcyclists with unfair sound ordinances and laws, while allowing other loud noise emitters to remain unchecked. Street riding is also under attack from safetycrats who point to increasing motorcycle crashes and fatalities on our highways. Are you ready for mandated OE-exhausts, inflatable riding suits, airbags and roll cages?

Impossible, you say? All it takes is a stroke of the pen.

If you're an AMA member, you're already part of the solution. But there are not nearly enough of us. Each of us has to recruit more members for the AMA army. Now is the time to join forces and stand shoulder-to-shoulder on the front lines.

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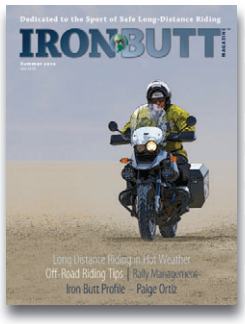

2003 IBR Veteran John Cheney is photographed riding his 2002 BMW R1150GS on the Black Rock Desert Playa, Nevada, in 2007. The picture was taken with a Nikon D200, 300mm lens, 1/500 @ f/5, ISO 100, and was post-processed to give it a unique look. Photo by Steve Hobart.

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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

Inquiring Minds Want to Know

TWO OF THE most frequently asked questions of long-distance riders are, "How can you sit in one spot for so long?" and "Why do you do it?" I always welcome these questions because it gives me an opportunity to be an ambassador for our sport – and to at least make an attempt to entice other riders to join our "faith."

The first question is easier for me to answer. I respond that experienced LD riders are never really locked into one position, but are constantly making small changes in their seating position. These micro-adjustments can be as subtle as simply moving half an inch side-to-side or fore or aft on the saddle, doing shoulder shrugs, or even finger extensions. And by continually making small adjustments, which relieve pressure points and reduce tension throughout the ride, LD riders are less likely to become fatigued, stiff or sore.

Since the root of this question is really about safety, I go on to explain that it takes years and tens of thousands of miles before most long-distance riders know what works for them. For instance, I've learned that exaggerating routine movements helps me remain flexible, which alleviates discomfort well before it becomes a source of distraction. One technique I use when executing a lane change, instead of doing a simple head check, is to turn around and look as far as possible behind the bike and then doing the same thing in the other direction after completing the pass. This stretches my shoulders and lower back and helps keep me limber – which is becoming more important as I age.

The second question about "why" we are involved in long-distance riding is infinitely more difficult to answer since it is such a personal question. If ten intrepid LD riders were asked why they do it, most would probably be hard-pressed to respond with a clear explanation much less agree on an answer.

From talking with some of the greats like Ardys Kellerman, George Barnes, and Jim Owen, I have gained some insight as to why they are so passionate about long-distance riding. After a little prodding, each spoke about the anticipation of visiting new and different locales. Each spoke about the camaraderie and generosity they have experienced not only from riders within the LD community but also from complete strangers simply because of their association with the IBA. And on the subject of rallies, each spoke about the thrill of the hunt for that elusive perfect route.

> "Why are you a long distance rider? Is it simply because you have a wanderlust that can only be satiated by riding a motorcycle? Is it the appeal of participating in rallies or other LD challenges? Or is it because, as Higdon suggests, you inherited a 'defective gene?'"

The genesis of how and why I entered the long distance fray is less sanguine than those of my associates. After 30+ years of motorcycling and having ridden the width and breadth of this country many times over, the cathartic effects and the excitement I once felt about riding had slowly – almost imperceptibly – lost their appeal. In short, I was getting bored. Discovering LD riding filled the void and provided me with a new outlet that renewed my enthusiasm; that is to say, rekindled the passion. Looking back, my "discovery" of this sport was as unavoidable as it was inevitable given the number of remarkable long distance riders who live in and around the Washington, DC area – Bob Higdon, Paul Taylor, Ed Phelps, Tom Loftus, and Don Arthur, to name just a few. But when I'm asked "why," I rarely reminisce about my reasons and I use a more positive response like one of those offered by Ardys, George, and Jim which, by the way, are just as true for me too – they just don't fully explain my particular circumstances.

Now we want to hear from you. Why are you a long distance rider? Is it simply because you have a wanderlust that can only be satiated by riding a motorcycle? Is it the appeal of participating in rallies or other LD challenges? Or is it because, as Higdon suggests, you inherited a "defective gene?" Why do you do it? We'd love to know your story!

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 our *True Lies* column that starts in this issue.

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

Long time 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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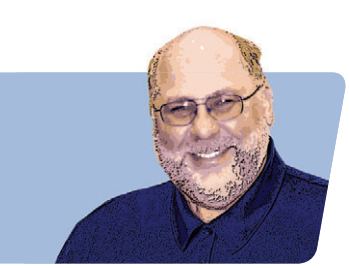


MileMarker

By Michael Kneebone

Risky Business

RECENTLY, THERE WERE a flood of comments on various motorcycle lists about a motorcycle "race" from Key West, Florida to Homer, Alaska with an advertised prize of $500,000. It's difficult for me to comprehend why any rational ride organizer would promote an event by referring to the participants as "warriors" and using a mantra like, "It's a good day to die!" There is no more motivating force on earth than our ideas and how we express them. And to place that seed in a rider's mind – even if it is nothing but hype – is irresponsible and indefensible. I am, of course, talking about the *Hoka Hey Challenge*.

Truth be told, it is *never* a good day to die and I hope everyone with an IBA license plate backer on their motorcycle feels and acts the same way. As I've stated many times, I honestly believe that IBA members are not only the toughest riders in the world, but that we are also the safest.

No one thinks anyone should die on a long-distance ride, but it does happen. Part of facing our own mortality involves realistically assessing the situation and our skills and recognizing that motorcycling is an inherently risky activity. The worst thing we can do is to forget that risk is a part of our lives. Which is why responsible LD riders constantly take steps to reduce risk by riding defensively, periodically taking rider education courses, and always wearing the right gear.

There was a brief moment in my life when I thought the best way to play it safe for my family was to stay close to home to concentrate on work. But a rare life-lesson changed all that. About six weeks before an IBR, one of our veteran riders began a new relationship. His girlfriend did not accept the idea that 11 days of intense riding could be safe.

> "Your ultimate goal is to enjoy the experience and to make it home safely from each and every ride – *that* is the Iron Butt way!"

With a heavy heart he wrote me to say that in order to keep peace with her, he was withdrawing his name from participation in order to spend time with her instead. Unfortunately, while staying home and playing it "safe" he was involved in a freak accident that resulted in his death. Soon afterward, I purchased a new motorcycle and got back to riding with the same passion I had before.

Whether we fly planes, go scuba diving or ride motorcycles, there must be a balance between doing what we love to do and staying home because of risk aversion. As part of the Iron Butt family, you know that long-distance riding is in our blood so we are going to ride and ride hard. However, our ultimate goal is to enjoy the experience and to make it home safely from each and every ride – *that* is the Iron Butt way!

Catchy slogans are easy to toss out, but much harder to live by. When an IBA member mounts a plate back on his or her motorcycle, I know that rider understands just how serious this avocation truly is. We're serious about the rewards of LD riding, but we're even more serious about our safety. Doesn't "Live long and prosper" work a lot better than "Today is a good day to die?"

By Ron Ayres

Hyder, Alaska

Our Kind of Place!

"HEY, I'VE GOT AN IDEA," declared Linda Babcock, during dinner at Hyder's Sealaska Inn. "Let's come back next year and have dinner together again. We can invite other long-distance riders to join us."

"Great idea," I replied. "Let's give the dinner a name and announce it to our 'Iron Butt' buddies. It will give them an excuse to visit this place."

Linda thought for a moment and then exclaimed, "Let's call it *'Hyder Seek'."*

Linda, her husband Norm, and a handful of other riders had ridden to Hyder to help welcome me at the completion of my 49-state ride in the Spring of 1998. A few years later, Iron Butt Association Chairman Mike Kneebone announced a special "48 Plus! Extreme" award that riders could earn for visiting each of the states in the "lower 48" plus Alaska, provided the trip is completed in ten days or less.

Only 900 miles from the US-Canadian border at Sumas, Washington, and a mile west of Stewart, British Columbia, Hyder is the southernmost settlement in Alaska. It's the obvious choice for ending (or beginning) a 49-state ride. It isn't possible to ride from Hyder to anywhere else in Alaska without entering Canada and riding 1,000 miles through British Columbia and the Yukon Territory to Tok.

For the last twelve years, the two-day Hyder Seek event has attracted more

than 150 participants. Attendees at the low-key gathering get two great dinners, a safari-style shirt, and a chance at some high-value door prizes (including a tour of the Alps). There is some great tire kicking with like-minded riders in the parking lot and tall-tale telling at the bar of the town's most prominent business, the Sealaska Inn. There are no seminars, presentations, vendor booths, or distribution of brochures or flyers. The emphasis is on the ride to Alaska and the opportunity to spend time with fellow motorcyclists — especially of the long-range touring variety.

Although *Hyder Seek* helped bring the town to the attention of many riders, the connection with motorcycling had been established ten years earlier when the town began appearing as a "sucker bonus" for the Iron Butt Rally.

There may be no place in the world more appropriate for long-distance motorcycling enthusiasts to celebrate their love of riding. Aside from the town's reputation as a welcoming haven for motorcyclists, the ride through British Columbia to the Alaska border at Hyder is breathtaking. The stunning scenery of nearby Bear Glacier was the setting several years ago for *Insomnia* starring Robin Williams and Al Pacino. Hyder residents proudly recall the actors' visits and Robin's hilarious interview with Jay Leno in which he joked of his encounters with Hyder locals, including the bears.

"Although Hyder Seek helped bring the town to the attention of many riders, the connection with motorcycling had been established ten years earlier when the town began appearing as a "sucker bonus" for the Iron Butt Rally."

Many riders who have made the trip declare the ride (especially the last few hundred miles) to be one of the most beautiful motorcycling rides in the world. Those riders return to *Hyder Seek* year after year and a handful of Canadians from Alberta haven't missed a single one of the annual gatherings. Riders enjoy towering, snow-capped mountains, rushing waterfalls too numerous to count, raging rivers, and glaciers that seem so close you could reach out and touch them. There is almost a guaran-

Far left and bottom center: ***The spectacular Salmon Glacier is the fifth largest in North America and is only 20 miles from Hyder. Photo by Ron Ayres.***
Top center: ***These five valiant riders, Andy Andresen, Bob Joers, Tom Loegering, Dennis York, and Tony Osborne, are pictured in Hyder, AK after successfully completing their 49-state ride.***
Bottom right: ***One of Hyder's ubiquitous residents. Photo by Ron Ayres.***

tee of black bear sightings (occasionally a grizzly or two), moose, deer and other Alaskan wildlife, including the American Bald Eagle.

Wildlife sightings aren't limited to the ride through Canada. I've seen black bears and grizzlies — *in the town*. During my last visit in May I awakened just before sunrise, walked into the campground and spent ten seconds or so exchanging stares with a grey wolf before it turned and ran into the woods. A few years ago, noted IBR veterans Paul and Voni Glaves and I marveled at the bald eagles roosting in a nearby tree.

But there is more than its untamed character and its unique place in the hearts of so many long-distance enthusiasts that makes Hyder special. As soon as you pass the "Welcome to Alaska" sign you begin to sense the residents' independent and adventurous spirit so often attributed to motorcyclists. The nearest Alaskan police station is almost 1,000 miles away. The town has no gasoline station, grocery store, or cellular telephone service and the nearest bank is a few hundred miles away in British Columbia. There isn't even a US border station to check passports.

The streets are gravel because the town's residents have resisted offers by the State of Alaska to pave them. There is really only one main street (speed limit 20 MPH) and if you take it south about a kilometer it ends at a dock where a float plane delivers mail a few times a week – weather permitting. Ride the gravel 20 miles into the mountains in the other direction and you'll be treated to a view of the Salmon Glacier — the fifth largest in North America and one of the most impressive you're likely to ever see from the seat of a motorcycle.

But of all of the town's attributes, there is none more welcome than the enthusiasm the 90 odd residents display whenever riders visit. When Ardys Kellerman completed her 49-state ride in 2003 she arrived a few days early. By the time the event started, the townspeople had already "adopted" her and were trying to persuade her not to leave. The Sealaska Inn has dedicated a corner of the dining room to long-distance motorcycling and features portraits of riders who have celebrated the termination of their 49-state ride during a this event. The Boundary Gift Shop (one of the town's few businesses) even features the sale of *Hyder Seek* t-shirts, shot glasses, as well as other motorcycling-themed items.

You don't have to do a 49-state ride to participate in *Hyder Seek*. Of the hundred or so riders who attend the event every year, only a few are completing their 49-state ride in Hyder. For additional information about the 48 Plus! extreme ride, please visit the IBA's web site.

Have a great ride!

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

Left: ***Hyder is 900 miles from the Canadian/US border at Sumas, Washington and is the southernmost settlement in Alaska. Photo by Barbara Robinson.***
Below: ***The Hyder Seek Class of 2010. Photo by Barbara Robinson.***

By Bruce Deming

Second-Class Citizens

"Four wheels move the body. Two wheels move the soul."
—Author Unknown

IF THIS QUOTE resonates with you, you already know the pure joy of long distance riding. And if you know that joy, you also know it comes at a price. Increased risk of injury — even death — is part of every rider's world. You know it, you accept it, and you deal with it because in the end, it's worth the risk. If it weren't, you wouldn't ride.

However, no matter how careful and experienced you are, the negligent actions of another driver can happen too fast to avoid. When it comes to motorcycle accidents and the law, like anything else, knowledge is power. In representing motorcyclists who've been injured, I've learned there are a lot of "urban myths" floating around about how the legal process works. I also found that most people confuse the myths with the facts. This column will, at the very least, provide you with basic information that can help you avoid making mistakes that could wreck your case (pun intended).

Equality v. Reality

We know that legally, motorcyclists have the same rights, privileges and responsibilities as other drivers. So why aren't we afforded the same courtesies by law enforcement, the judicial system and insurance companies?

Public perception.

The reality is this: the actions of a few affect the perceptions of many. Every time a rider screams past a car WFO with a "performance exhaust," the driver of that car thinks, "There goes another reckless maniac on a motorcycle." Does that driver stop to think that *most* motorcyclists are safe, courteous, responsible citizens? Probably not. And if that driver ends up on a jury one day — deciding who was responsible in a motorcycle-car accident — will it impact his or her thinking? Sure it will.

What about law enforcement officials? Whether it's the local police, state police or the county sheriff's department, the same often holds true. Despite the fact that LEOs are trained professionals, they are also human beings who have prejudices and life experiences the same as everyone else. Every time they pull over a rider for aggressive driving, reckless driving or excessive speed, their perception of motorcyclists is affected — and it's usually not for the better.

Take accident investigations, for example. Based on my personal experience, many LEOs are quick to assume that a crash involving a car and a motorcycle was caused either partly or entirely as a consequence of aggressive riding or speeding on the part of the rider – despite no objective evidence at the crash scene to indicate that. Quite often, there is no dispassionate eyewitness at the scene for the investigating officer to interview, so the officer is left only with the statement of the rider ("Officer, he pulled out in front of me!") and the statement of the driver ("That maniac came from nowhere!").

Often, the officer may not make a definitive call either way, but nevertheless give the benefit of the doubt to the driver by *not* issuing the driver a ticket for failure to yield, improper lane change, or any other moving violation. From the officer's perspective, taking a "neutral" stance by not issuing a citation isn't favoring one party or the other. Unfortunately, that "neutral" position isn't really neutral at all because to the insurance company, it suggests an *absence* of negligence on the part of the driver. I know several police departments that maintain this as an unofficial policy in motorcycle accident cases, and it can have significant adverse consequences for an injured rider's claims for compensation later on.

If, for instance, the driver is issued a citation, his insurance company may well "accept liability" and negotiate a reasonable settlement in good faith with the insured rider. But if no citation is issued, then liability may be in question and the carrier may offer a low-ball settlement, or no offer at all, meaning that the injured motorcyclist may have to file suit and take the case to trial to secure compensation for injuries and property damage. That means hiring a lawyer and waiting months or even years for a trial date.

Ultimately, the insurance adjusters and the companies they work for know that juries have the same negative preconceived notions of motorcyclists as "second class citizens" as the typical automobile driver or LEO. As a consequence, your status as a motorcyclist in general and a long distance rider specifically may impact the perspective of a number of people who matter in a big way from the very second of impact, regardless of your own personal driving record or the way you ride a bike. Being aware of these predispositions is the first step to protecting your rights to the maximum degree possible if you hope to receive a fair shake in the legal system.

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.

Filling The Tank

Before any big ride you put a lot of time and effort into making sure your bike is up to the challenge. But what about the one crucial component that has the power to make or break your entire trip?

"When you're spending long days in the saddle you're probably focused on everything except what's going on with your body," says former Air Force flight surgeon and amateur motorcycle road-racer Mark Jensen M.D. "What you have to realize though is that, without proper hydration and nutrition, all your careful planning and preparation can go right out the window."

Splash & Dash

Because studies have shown even relatively low levels of dehydration can significantly impact performance, Jensen suggests monitoring their body's hydration level should be a part of every long-distance rider's routine.

"If you don't have a good full bladder every two to three hours or if the color of your urine is dark, you need to realize you're beginning to get dehydrated," he explains.

As for what to drink to keep your body's tank topped off, Jensen believes in keeping it simple.

"For long-distance riding you want to be drinking primarily water," he advises. "That said, the fact that you're out there all day means you do want to throw in an occasional sports drink to make sure you're replacing the electrolytes you're losing through normal perspiration."

When it comes to which sports drink to choose, Jensen says it's a good idea to avoid drinks with a lot of added sugar compared to a standard product like Gatorade. Other than that, it's largely a matter of personal taste.

"Trying out different sports drinks to find one that works for you—not to mention one you like well enough that you'll actually *want* to drink it—should be just another part of your training regimen."

From simple to complex: water bottle, hydration pack, and one gallon insulated water jug. While the over-the-shoulder hydration system appears to be the most popular option among motorcyclists, find something that suits you and USE IT!

By Alan Rider

Premium Fuel

As for the importance of good nutrition, this former flight surgeon is quick to point out that long-distance motorcyclists and military fighter pilots have something in common.

"Both tasks require you to remain alert for long periods of time," he says, "and if you deplete your body's energy stores, you're more likely to make a costly mistake."

Not surprisingly, Jensen believes what you choose to eat can make a big difference.

"The problem with eating fast food items that are high in fat is that it takes your body a lot more time and energy to break them down," he explains. "The good news is that you can usually find better alternatives on the same menu—things with lean protein like grilled chicken—that can help minimize that sleepy feeling that often comes after you eat."

"...studies have shown even relatively low levels of dehydration can significantly impact performance..."

For snacks, Jensen suggests grabbing some of the healthier items that are now readily available in many convenience stores, like nutrition bars packed with complex carbohydrates, fresh fruit, or a package of salted nuts. Add a good daily multivitamin that contains B-complex vitamins (and no iron) and you're good to go.

Running On Empty

Ultimately, Jensen says long-distance motorcyclists need to understand that ignoring hydration and nutrition to the point that they allow themselves to run out of gas can have serious consequences.

"You can have the greatest rally strategy in the world but you're not going to get very far if you're not paying attention to what you're putting into your body."

By Tage Stabell-Kulø

FIVE SEAS

The Ligurian sea, Monaco and France

SADDLESORE 1600K

Although Europe has an extensive history, it isn't that large. In fact, setting up a 1600 kilometer ride (approximately the metric equivalent of a thousand miles) isn't easy since it requires you to either create a loop, or cross the entire continent. For this reason, there are fewer well-established long distance rides over here. But I was determined to create a ride that others could enjoy, and one with a unique twist.

While most people have heard about the "Seven Seas," the term is sometimes defined to include all of the worlds' oceans. However, the waters surrounding most of Europe and all of Italy, where I currently reside, were originally defined as "seas." This gave me an idea: Can a ride be designed around visiting Europe's seas? After a few hours of planning and using a loose definition of the term, "The Five Seas Ride" was born. The bodies of water for my proposed ride include the Adriatic Sea, the Tyrrhenian Sea, the Ligurian Sea, the Mediterranean Sea and the Atlantic Ocean.

As I neither live on the coast of the Adriatic nor the Atlantic, but in Pisa by the Tyrrhenian Sea, I figured I would need three days to complete this challenge: One day to ride from Pisa to an end-point (Atlantic or Adriatic), one day to visit the five seas, and then one day to ride home. Although several different mapping programs calculated the ride to be between 1,550 - 1,700 km, I would actually be riding a total of 3,500 km. No problem for one of the *World's Toughest Motorcyclists*, right?

My 2000 BMW R1150GS required no preparation and is always ready. After ten years and 130,000 km, it has been tweaked and modified in a number of ways to ensure that it fits me as a glove. After managing to get three days off in November, I was all set. Even though November is a terrible time to ride across Europe, the forecast looked good as my departure date grew closer.

The first leg of my ride is a mere 290 km ride towards the Adriatic coast. It is dark when I arrive in the town of Cesenatico – the starting point for my Five Seas Ride the following

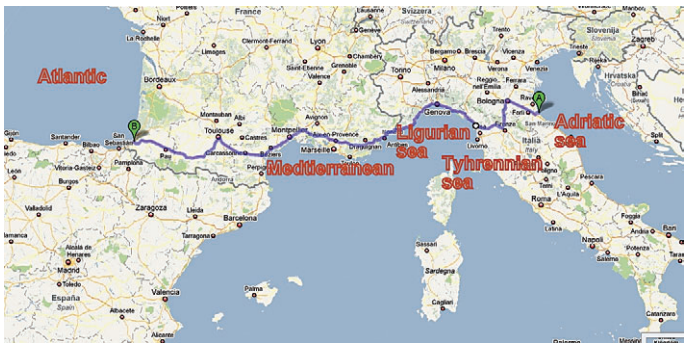
The Mediterranean near Nimes, France, in the afternoon. At this point, I had ridden about 1,000 km and had about 550 km to go.

FIVE SEAS

day. I found a B&B, easy to do since it's off-season, have an excellent seafood meal at a nearby trattoria, and go to bed at about eleven.

I would be lying if said that I am at my best when the alarm goes off at 04:30. But I get a warm shower and enjoy a nice breakfast with some decent coffee and by 05:00, I am ready to go. It is cold and dark outside, and raining – so much for a fair-weather forecast. But the tank is full, the engine easily idles at 1100 RPM, so all is well. I am dressed appropriately for the occasion and the colder climes don't bother me. I am, however, bothered that I left my helmet hanging on the bike's mirror last night. Fortunately, it was parked under a roof because if the helmet had been full of water, that might have been the end of the ride before it started.

Google Maps leads you to believe that someone can ride down to the water without any difficulty, but this isn't the case. After some difficulty, I eventually find a spot where I can see the ocean and snap a photo of the bike. Getting an R1150GS, shod with street tires, on and off of a wet, sandy beach at 05:30 in the morning is no simple task. Thankfully, I didn't drop it since it is unlikely that I could have managed to lift the bike up by myself. I reset my GPS, note my starting coordinates (N44.22070 E012.38603), and I'm officially on the clock.



Struggling with the bike on the beach had me all worked up, but as I enter the Autostrada and settle at about 140 km/h, I start to calm down. All the trivialities of normal life dim into the background and, as I ride, I gradually get into that state of mind that I savor when on longer rides. That is to say, I'm fully alert but not worrying about all those mundane things that fill my life everyday. It is nice to ride my motorcycle during the dawn and watch the world slowly come alive.

Passing Bologna, I turn south towards Firenze (Florence) and cross over the Apennine Mountains. On the south side of the mountains, I turn west towards the old city of Lucca, which is only a few kilometers from where I live. At about nine in the morning, after 3.5 hours of riding, I reach the Tyrrhenian Sea (N44.01623 E010.08519) north of Pisa and take the requisite photograph of the bike. The weather is nice.

The distance from where I am in Tuscany to Liguria is about 300 km. I again jump on the Autostrada and at 10:45 – after riding through no less than 132 tunnels – I reach the Ligurian Sea (N43.75682 E007.44328). With Monaco and the mountains of France in the background, this is a spectacularly beautiful place.

Once I enter France from Italy, I immediately notice how much more civilized the French drivers are. In particular, the following distance between vehicles increases and the speed slows down to

The Adriatic Sea in the early hours. It was not very easy to ride the bike onto the sandy beach. The red arrow points to a wave.

the posted limit. Originally from Norway, I appreciate civilized driving. There is, however, one problem: An integral part of civilized driving is speed controls. I am lucky that the first speed trap didn't get me, but I'm not so lucky in the second one.

Another thing I notice is that the quality of the food in France is lower than in Italy. In France, coffee is only offered from vending machines. In Italy, a nice gentleman will ask if he can make you an espresso. In France, food is packed in plastic. In Italy, Italian cuisine is very much part of everyday life.

A very tired rider. 290 km the first day, 1523 km the second, and 1220 km still to go. I don't think I will ever be ready to ride in the Iron Butt Rally.

I then pass Nice on the Autostrada as it turns away from the sea. At Nimes, the Autostrada returns to the sea and, with almost 1,000 km under my wheels, I reach the Mediterranean Sea (N43.42622 E003.75333). I park and secure a photo of the bike. Four down, one to go. I quickly remount the bike and hop back on the Autostrada.

Shortly after passing Toulouse, it starts getting dark, a cold mist develops and the terrain becomes hillier with many "Danger" signs indicating the grade is 6%. The speed limit also varies between 120 km/h and 60 km/h. While I enjoy riding at night, it does become more intense. At 22:30, after 17 hours of riding, I arrive in Bayonne and the Atlantic. I eventually find a place where I can take my fifth photo with the bike by the "sea" (N43.50.164 W001.54194). I sit down and listen to the utter silence at this majestic place. It is anticlimactic as I sit there all alone, until I realize I still have my helmet on and earplugs in. As I remove them, I can hear the waves of the Atlantic and the sound suddenly becomes overwhelming.

I had been on the bike for 17:14 hours with a stop-time of only 2:13 hours. However, when I study my GPS, it all turns out to be in vain. It shows I have only ridden 1523.9 km, or a mere 947 miles – far short of what is needed to complete an IBA SaddleSore 1600k. Oh well – nice try but no cigar. Exhausted and dejected, I decided to find a hotel and get some much-needed sleep – I didn't want to risk crashing by going any farther. Discretion is the better part of valor.

Given all the planning, the investment in time and money I put in towards this ride, it is a disappointing end to what was a great ride. I need to be more thorough next time when laying out a route. Which got me thinking about a new challenge: The Seven Seas Ride (Baltic sea, North Sea, Atlantic, Mediterranean, Ligurian, Tyrrhennian and Adriatic). I'll have to look into it.

Tage Stabell-Kulø is a Norwegian who used to be a university professor in computer science. Now he isn't anything, but instead rides his motorcycle 30.000 km per year in Tuscany, Italy. He can be reached by email at tagesk@gmail.com.

The Tyrrhenian Sea seen from Viareggio north of Pisa.

"How **Fast** Do You Ride?"

(And Other Stuff Reporters Want to Know)

By Chris Cimino

Here's a quick test.

Only one of the following statements is true. Which one?

1. Ken Hatton rides 140 mph when competing in the Iron Butt Rally.
2. Rick Morrison and Gary Eagan are sponsored by the Ducati Factory Race Team.
3. I dropped my manufacturer-lent Kawasaki three times in the mud while attempting to get to the Bristlecone bonus.

Stumped? It's number 3. It sucked, too, as the bike is damn heavy and not easy to lift in the mud. My wife still chides me about it since she had recommended 30 minutes earlier to abandon the bonus.

Get it wrong? Don't worry. You probably read the other "facts" in an article.

As long as there has been an Iron Butt Rally, there have been reporters rifling around the parking lot trying to scoop the skinny, some invited, some not. News coverage of the Iron Butt is a necessary evil. Necessary because the Iron Butt is, after all, a highly competitive event with winners, losers and drama to spare. Who can forget the image of Peter Hoogeveen's battered Blackbird as he finished in 1997, leg bleeding, motorcycle bleeding, being followed by the very tow truck to which he refused to surrender and DNF, only to finish 2nd, again? Or, what about poor Keith Hanchar, arriving in Chesterfield by tow truck (a theme?), devastated, searching for his CBR1000 that Alex Schmitt had borrowed, just so he could avoid a DNF when his own ST1100 cried *No mas*?

The IBR is the stuff of legend. The best of the human spirit. The latest and greatest in technology and motorcycle development, pitted against the elements, preparation and, often, the anachronism of vintage equipment and classic strategy. From a purely voyeuristic point of view, it is hypnotic. Anyone who has hit the Refresh button a hundred times each day of the IBR to read the latest rally report knows it is an engrossing story to read and, therefore, be told. From an economic standpoint, coverage of the event serves to promote the Iron Butt mystique as an ongoing business venture, strengthening the brand and ensuring future events, products and services. Unfortunately, this need for coverage often flies in the face of the news reporter's need for relevance.

Odds are, if you compete in the IBR, you can expect to be asked questions by a reporter. A recent, completely unscientific poll of IBDONE members suggested half of all finishers have been interviewed at one time or another. The attention can be flattering. But, if unprepared, the questions can catch you off guard and your answers can be twisted out of context, leaving you frustrated to see "your" words in print with an entirely different, even misleading voice. And, retractions (when printed) offer little satisfaction. You can't un-ring a bell and you were the giant gong. For this reason, Press Awareness has been the subject of a pre-rally session at every IBR since 1999.

However, knowing how to respond to these questions shouldn't be limited to just those competing in an IBR – everyone who participates in a long distance challenge or rally should be press savvy.

A common approach practiced by at least half of IBDONE members is to simply avoid being interviewed, politely declining. If you chose to answer questions, short, thoughtful responses are best. Understanding the reporter's motivation can be a good defense to being prepared with answers. Like every other rally prep, it is boils down to risk awareness, acceptance and management.

Third party reporters generally fall into four categories: Professional Feature, Professional Lifestyle, Program Host/Columnist and Amateur (blogger). For purposes of this article, I have excluded the first person narrative told by the rider in his or her own words, such as through a website, series of articles or book.

The Professional Feature reporter has already pitched the idea for the article to an editor, either during production meetings if on staff, or through the query process if free lance or a stringer. While the reporter has likely surmised an angle or slant for the story, he or she will often resist steering the article in a predetermined direction. Good editors will encourage the writer to let the story unfold without forcing it. Feature reporters often immerse themselves in the subject matter or study principal characters, intent on conveying the experience or representing a unique point of view to the audience. They tend to ask open questions, instigating discussion. They will welcome your questions as to their interest and motivation, but will deftly redirect the discussion back to their queries. They may take notes for reference or to record a quote. They may even contact you later to follow up on a thought or confirm material before submitting their product. They also tend to survive professionally by reputation. Magazines do not pay enough for feature writers to risk alienating editors or readers by misrepresenting facts for entertainment purposes. Miscues always find a way into the light, usually through a barrage of reader letters, causing embarrassment and loss of credibility. The reporter may lose his welcome to pitch subsequent ideas for articles. While not just a loss in income, it can mean surrendering the keys to the coveted press garage. No more free toys. Ouch!

The Professional Lifestyle reporter is assigned the story by an editor, usually with a predetermined, desired slant. The reporter's task is to get images and quotes that support the desired storyline, and roll everything into a neat package an audience will want to read or watch. The practice is less Journalistic Integrity, as Bob Higdon so eloquently defined, and more Journalistic Efficiency. Lifestyle reporters are utility bit players, moving seamlessly from the plight of animal shelters with too little space, to the 97 year-old woman receiving her high school diploma, with equal enthusiasm, praying all the while the dogs attack or the new graduate strokes out on camera. They rarely take time to understand the subject matter being reported beyond getting their own name right with the station identification. They tend to ask leading questions, steering the discussion. They may also phrase questions to elicit answers that support the desired slant. "How fast do you ride?" "Don't you get tired?" "Isn't that dangerous?" are common questions from the Lifestyle reporter, all intended to support the premise of a

"How **Fast** Do You Ride?"

high-speed race with catatonic riders strafing small towns. If your answers are not exactly as desired, they may repeat your answer, paraphrased for effect.

Bob Mutchler, easily the Association's most experienced interviewee, recalls how reporters can try to direct the answer. "Do reporters try to steer me towards certain answers? Constantly. I have learned to think about what I am going to say before answering and then be as succinct as possible while giving the answer I want them to hear. I have also learned early on that the more an interviewee says, the easier it is to "cut and paste" out of context."

Lifestyle reporters will be vague about their motivation, answering in double-talk or lofty aspiration. Your bogus bonus meter should be pinging by now. Trust your gut and politely disengage, leaving the reporter nothing to twist. Avoid the temptation to correct, educate or bludgeon.

Program Hosts and Columnists are a unique hybrid of stylish, engaging personalities and reporters. They often have a defined voice and audience to entertain. You are the bit player in *their* recurring show, filling allotted time. Most are benign and not confrontational. Some are even thoughtful. They may discuss the intended questions ahead of time, giving you an opportunity to consider your answers and relax. But, if you are unfamiliar with the show or the host's "voice," you may want to consider avoiding the interview altogether. These guys attack for a living; not a place for amateurs.

Reporters almost always report to an editor who reviews the submitted material (much like Bill Shaw will review this column) looking foremost for appropriateness. Does the piece complement other articles in the issue or edition? Often magazines issues or recurring programs will have a theme orchestrated by the editor. Is the piece entertaining? Does it resemble what the reporter and editor initially discussed? To a much lesser extent, is it accurate? Contrary to perceived opinion, publications rarely check facts unless there is a clear risk of retaliatory liability. Editors will often, well, edit submissions by cutting extraneous passages that don't support the intended or desired storyline. Occasionally, they may even add language to clarify or emphasize. Also, most adhere to the Liberty Valance Principle of Journalism, that is "when the legend becomes fact, print the legend."

> "Understanding the reporter's motivation can be a good defense to being prepared with answers. Like every other rally prep, it is boils down to **risk awareness, acceptance and management**."

Unfortunately, even the most thoughtful reporter and conscientious rider can be bushwhacked in post-production by an aggressive editor who feels the story or quote needs more oomph or pizzazz to carry the point. Since you almost never get to see the final version of the article before production, knowing the reporter's motivation and intended audience can help you assess this risk. Trust your instincts. If in doubt, politely disengage or decline. Enlist help from other riders, if needed.

Based on my earlier unscientific study, most interviewed riders confirmed being asked most often about speed. While the wording may vary, the central theme of the answers was consistent about riding the same during the event as on any other ride. Some riders chose to redirect the question by answering about the need for speed when stopped, even measuring the time to fuel, eat and pee. Monster Sportster rider, Brett Donahue, has even mentioned sleep bonuses. "If they hear that we get points for sleeping or resting, and how that works," says Donahue, "it REALLY seems to deflect and deflate the, sleep deprived speed demon mentality." All are excellent tactics, leaving the reporter little to twist and having the side benefit of being true and, thus, easier to remember.

Second to the dreaded speed question was the oft asked "Isn't this dangerous?" Again, Mutchler's experience is equally profound. "Never talk about speed, risk or danger. The reporter is hoping you will massage your own ego by talking about these things. Rather, say how easy this sort of riding is for you because you have trained for it and are comfortable with the activity." Kids, don't try this at home.

The fourth category of "reporters" is the Blogger. Amateurs with too much time on their hands and without the benefit of editorial discretion or review, reporting for "truth" or, more likely, the sound of their own voices. Sadly, one of the many byproducts of the Internet, aside from the resources to locate every girl you didn't get to sleep with in college, is its universal megaphone.

Bloggers don't worry much about journalistic integrity as they don't have sponsors, advertisers, editors or (many) readers to satisfy. Just a keyboard and the sound of one hand typing. Bloggers usually start the interview with a shared experience, trying to impress their credibility upon you so you will want to talk to them, your kindred brother. Phrases such as "When I was riding…blah blah blah" or "I have found that…blah blah blah, don't you agree?" Avoid bloggers. Decline the interview. Politeness is optional.

In summary, it pays to be aware of the risks of being interviewed. Assess the risks beforehand and consider how you will respond when asked, even if the response is to politely decline. If you do choose to be interviewed, practice TBS (Think Before Send). Determine which category best describes the reporter so you can better understand his or her motivation. Listen to the question asked, repeating it if necessary. Consider how your answer will appear in print or on camera. How easily can your answer be misconstrued or taken out of context? When in doubt, back out. Or, enlist others to help.

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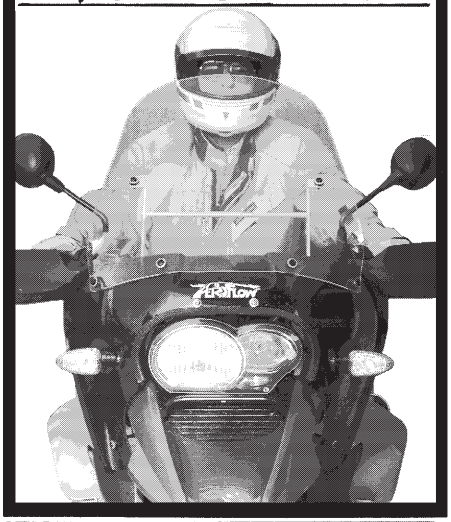

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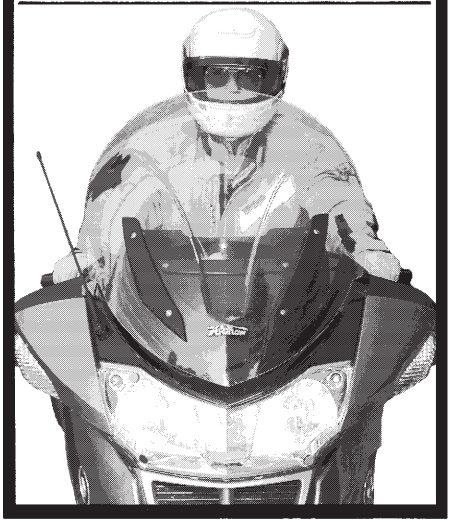

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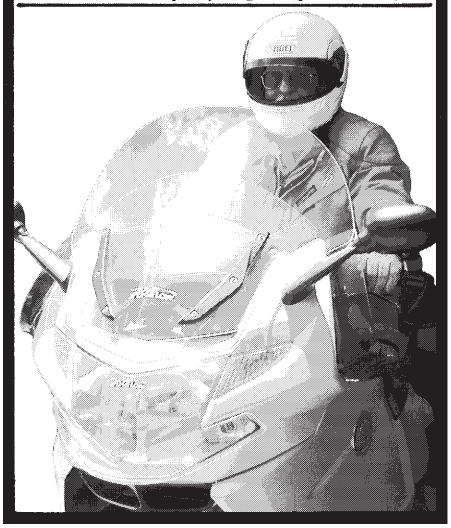

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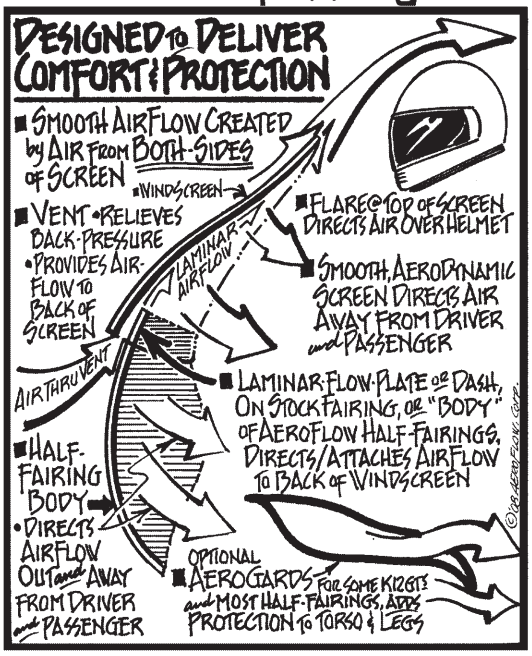

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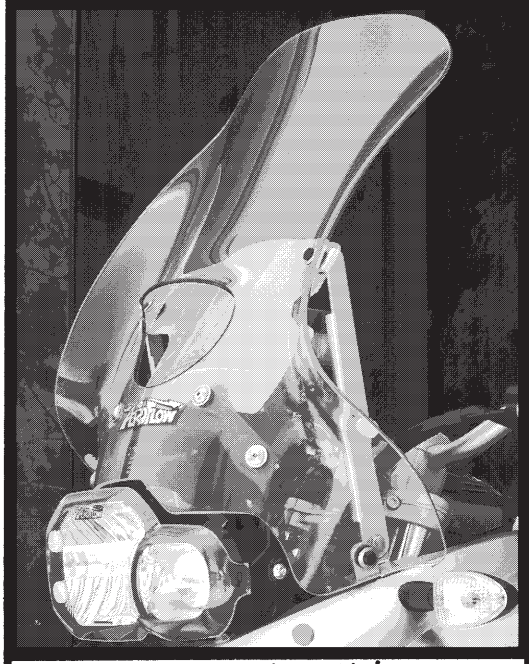

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OFF-ROAD RIDING TIPS

KNOWLEDGE IS POWER

By Ian Schmeisser

The rallymaster looked at my score sheet in disbelief. "It's impossible to have this many points," he said while turning his computer screen toward me to prove it. "Start up MapSource," I replied. "Zoom in here. See that thin dashed line? Well that's a forest service road that connects your two biggest bonus locations!"

For some riders, the idea of riding their street bikes on a gravel or dirt road is inconceivable. They mistakenly believe you need a BMW GS, Suzuki V-Strom or other dual-sport bike in order to survive riding off road. Almost any motorcycle can be safely ridden on dirt and gravel trails if you know the basic techniques.

In this respect, the following tips will help you become more comfortable and competent riding a large, heavy motorcycle – with street tires – off pavement.

MANAGING TRACTION

For any road surface, managing traction is ultimately what it's all about. Unfortunately, there is rarely 100% traction on dirt and gravel surfaces. Therefore, being comfortable with your bike moving around underneath you and mastering how, when, and where bike inputs are required are critical concepts for keeping it upright and moving in the right direction. And staying loose when the bike starts squirming around is an important part of learning how to control it.

Inasmuch as riding relaxed is a good on-road technique for every long distance rider master, when the wheels roll off-pave-

Below: ***Whether sitting or standing, loosely grip the bars with your elbows out for maximum leverage. Eyes should also be level and looking forward to the horizon. When standing, keep your legs relatively straight and lean forward into the bike's acceleration and backward when braking. By gripping the seat/tank with your knees, you can pivot your torso to steer and correct the motion of the bike.***

ment, maintaining that relaxed posture is even more crucial. Experienced off-road riders know that keeping a loose grip on the bars with elbows high and pointed out provides a wider range of motion for steering and body control (AKA body English). Your torso movement also creates leverage when turning the handlebars, which is another reason to keep your elbows out and your shoulders square to the handlebars.

Standing and shifting your weight are two other essential techniques for managing traction and to help keep your bike upright and pointed the right way. The main reason for standing is to use your upper torso as a counterweight to control inputs to your bike – this is why it's common to see dirt riders standing on their pegs. Gripping the bike with your knees also helps control the bike as it moves around in soft dirt, sand or mud – three conditions you should expect even when riding on a fire or gravel road.

Gripping with your knees and standing also uncouples your weight from the bike's mass. Staying flexible by moving your torso left, right and forward will help keep the bike pointed correctly when front wheel steering isn't providing much help. Sure, it's more tiring to stand, but leaning forward into the bike's acceleration conserves your energy while helping to maintain front wheel traction. Leaning forward also reduces sliding and having the front wheel dig into the soft stuff. Have you ever watched the Dakar riders traversing the desert? Except when braking or riding downhill, they stand almost straight-legged, leaning so far forward that their chins are often out over the handlebars.

As you learn to move around on the motorcycle, it's imperative to keep looking where you want to go. Even though you're riding more slowly than you would on pavement, don't concentrate *only* on the ground directly in front of you – keep your sight line out as far as possible. Scan ahead to pick your line or stopping point early. This focus is especially important since most gravel roads have a ditch on the side and if you look at it, you're in it. Always be aware that even gravel single-lane trails are still two-way roads, meaning bubba's truck could be around the next turn.

When combined with careful throttle and clutch work, standing can be an invaluable technique to help maintain traction in less than ideal conditions.

RIDER SMARTER, NOT HARDER

Okay, you're riding off the pavement, loose and flexible, with your feet on the pegs. The most obvious thing to do next is slow down. Going slower is important as the terrain becomes steep

A little speed helps maintain control over direction when riding on dirt and gravel. The rider's torso is leaning forward into acceleration, reducing the effort required to stand.

or uneven. But it's important to realize that sometimes a little speed helps, especially in deep gravel and sand. In these conditions, it's best to let the bike do the work for you.

Rely on momentum to carry you over a tricky obstacle or to get up a steep hill or switchback. The idea is to roll steadily over or through obstacles. There's a saying in off-road riding: "When in doubt, gas it!" This means that if you start losing control, accelerating will help keep the bike pointed in the right direction. For instance, momentum helps heavy bikes plane (similar to a boat on water) on top of a soft or loose surface instead of sinking into it.

Hard ripples or bumps (washboards) are particularly tough on a street bike with short-travel suspension and can cause the wheels to hop and slide quickly if the rider is not careful. They are typically caused by automotive traffic and frequently appear in sections of the road where a 2WD vehicle's differential has the rear tires driving at different speeds, such as in a turn. You may be able to avoid them by riding to the outside of turns. Again, be careful about approaching traffic on right turns.

When it comes to mud, the approach you take depends on the tires. If you have conventional dual-sport or street tires, think twice before even attempting to cross mud as it's almost impossible to get out if you're riding alone. Your best option is to keep the speed slow and steady, stand on the pegs, and use a lot finesse to counter the bike as it slides around. Also, check all major puddles before crossing since hidden deep ruts can hang your bike.

Finally, large bikes with reduced tire pressures respond much better off pavement. Lowering the pressure increases the tire contact patch and results in more confidence-inspiring steering response and less pounding over sharp-edged bumps. However, don't reduce the air pressure too low (25psi minimum) or the tires might spin on the rims. If you're looking at 10+ miles of unpaved riding, it's well worth the time to lower your pressures and re-air when returning to tarmac.

Slow and gentle inputs to the bike are the way to stay upright in soft or slippery conditions. Look where you want to go.

STAYING SMOOTH AND CENTERED

Smooth riding reduces the demands you place on available traction, which in turn reduces the drama as your bars wiggle and your tires skitter. Smoothness comes from learning how to use all of the bike's input points — handlebars, footpegs, throttle, clutch, brakes and body position— in harmony to keep it heading in the right direction.

Smooth also means being steady. Avoid grabbing or releasing the clutch quickly. Roll the throttle on and off smoothly. Apply the brakes gently. Don't jerk the handlebars.
Everything on a big bike should be done smoothly, with each input flowing together with every other input; *e.g.*, throttle working with clutch and brake while your hands, feet and body position do the steering. It does take a little practice to apply the right amount of input to each control so that everything works in unison, especially when standing.

Centered does not just mean being centered on the bike. It means visualizing the center of gravity (CG) for the combination of bike and rider. This point will change constantly depending on the pitch of the terrain and will vary as your speed changes. Use your upper torso to adjust this center and to keep the bike upright and on two wheels. As you roll along, this moving center is really the only thing that Mr. Gravity knows. If this point changes abruptly, bad things happen fast and your traction will be the first to go.

One of the most effective means for managing traction is to apply inputs to the bike from points that are as close to its center of gravity (CG) as possible. This introduces forces to the tire's contact patches more gently, thereby reducing the chance of a slide or wheelspin. Finesse is far more effective than brute force, particularly with larger bikes.

In gravel, pebbly hard-pack dirt, sand and mud, a bike steers

"There's a saying in off-road riding:
WHEN IN DOUBT, GAS IT!
...accelerating will help keep the bike pointed in the right direction."

OFF-ROAD RIDING TIPS

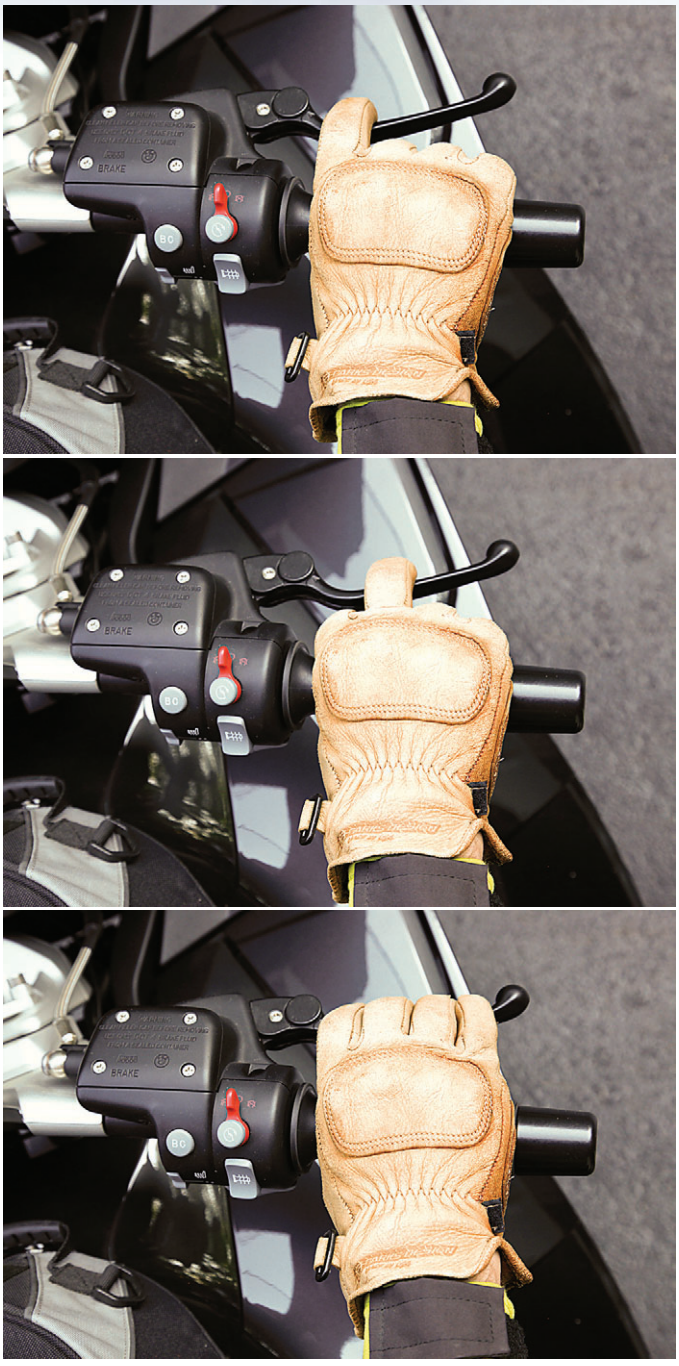
better when inputs are made through the footpegs instead of the handlebars. The handlebars provide too much leverage, making it easy to inadvertently break the front wheel's traction. The footpegs are also much closer to the bike's CG and using this technique is less abrupt. This is an important skill should you ever cross the center of a two-track road where the gravel or sand is typically soft and deep.

Applying force to the footpegs works while either sitting or standing. Turns are initiated by applying weight to the footpeg in the direction you want to turn and by simultaneously pressing the tank toward the intended direction with your opposite knee. To turn left, for example, weight the left peg while pushing the bike left with your right knee, all while countersteering with only a gentle outward pressure to the left handgrip.

Engine power can also be used to provide input, as long as you're judicious with your right hand. The throttle must be metered carefully and smoothly since any sudden change either on or off the gas can result in wheelspin or a slide. To apply power smoothly, grip the bars loosely while turning your elbows outward. This position changes your grip on the throttle allowing you to slowly dial in the right amount of power. You can grip with your whole hand and use only the forefinger to cover the levers for gentle brake and clutch work if necessary.

With elbows out, your grip resembles how you hold a screwdriver, allowing you to smoothly dial power in or out as required to maintain traction.

Power delivery is also smoother when riding one gear higher than normal. This technique is particularly effective in sand and mud. A higher gear reduces the engine's leverage on the rear tire contact patch making it less likely to break traction when accelerating or decelerating. If the engine starts to bog, the friction zone of the clutch can be "feathered" to keep the RPMs up. If you encounter a steep incline, shift down and slip the clutch to maintain momentum and avoid stalling the engine. Going downhill, it's best to use a lower gear for compression braking while feeding in some front and rear wheel braking in appropriate amounts.



Different ways of using levers: The right way has the index finger covering brake and clutch, whole hand grips the bars. Two alternative ways are with the "Adventure finger" covering the levers, or using all four fingers if required.

The secret to riding uphill where the terrain is soft or loose is to coordinate the throttle and clutch to maintain traction and forward motion. Once your rear wheel starts to spin or you come to a complete stop, you're cooked and resuming is unlikely. At this point, turn off your engine, pull in the clutch, and try to hold it using both brakes if you can. The idea is to then position the bike so that it's perpendicular to the hill as you stand uphill above it. If you're below it, there is virtually no way to hold it up

Professional training can help lessen the learning curve and alleviate any anxieties you might have with respect to riding in the dirt.

PHOTO BY MORTON'S BMW.

or remount the bike. Once you're stabilized, remount, turn the bars and ride back downhill to try again.

SLIDING AND STOPPING

Managing traction isn't always about maximizing it. Breaking your wheels loose by using the throttle, the brakes or the engine are very effective techniques too. Flat trackers and road racers refer to this as throttle steering where controlled application of power can help manage the centrifugal force in a turn. When the rear tire is spinning it will slide to the outside of a turn, which helps the bike get around. In this respect, modulating the throttle is the key to controlling the slide. To slide more, dial in more throttle. Weighting the outside peg helps, too, as does sitting on the edge of the saddle toward the outside of the turn. Should things start getting out of hand, you can gently feather the clutch to scrub enough power from the back wheel to have it seamlessly regain traction. This is an advanced off-road riding technique that should not be practiced the first time with a big bike on a lonely dirt road.

Another advanced technique is using braking to adjust the bike's position and direction. You can learn how to skid both front and rear tires while stopping. With practice you can do this skid even if your bike is not pointing in direction of travel. The rear brake is especially effective when used with counter-steering and peg weighting. You will be able to "square off" a tight turn so that the bike skids to a near stop pointed in the right direction ready for acceleration.

Many riders have a deep-seated fear of using their brakes on gravel thinking they could low side or go shooting off the side of a mountain. When brakes are applied smoothly and in proper combination, there is plenty of stopping power before the wheels lock up. Think of your fingers and feet as cams that can slowly squeeze the levers tighter either by sliding fingers over the front lever surface while tightening the grip or by using your cover finger to apply with gradual pressure. What about ABS? Some riders go through the ritual of turning off the ABS the moment they roll onto gravel. However, unless you expect a steep or very loose section, you can keep it active. The bike will stop pretty quickly on gravel and it takes quite a lot of effort to get the ABS pulsing. Even then, stopping is a non-event.

BE PREPARED

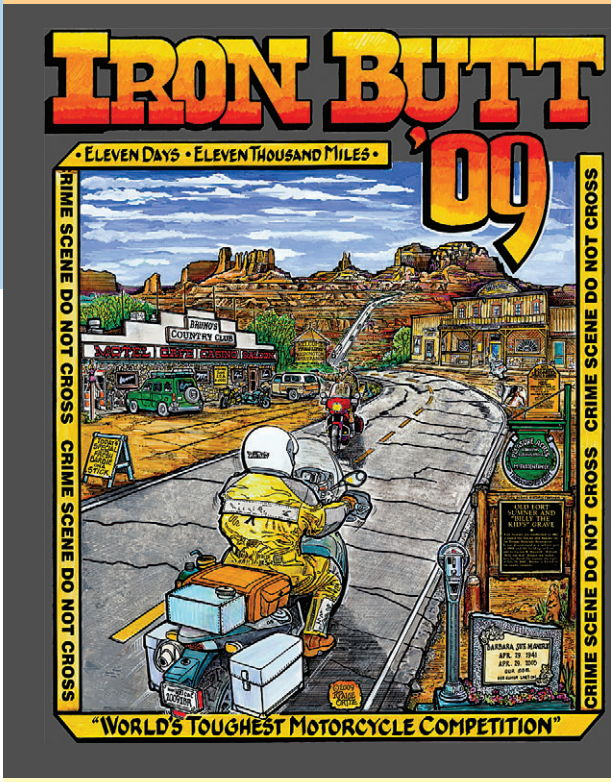
Whether you are an experienced rider or a noob, the chances that you are going to fall when riding off-pavement is high, which is why it's important to keep your wits in check when it does happen. Your bike only has to lean 25-30 degrees from vertical before it becomes impossible to save, and it's not worth wasting your energy or risking injury trying to keep it upright.

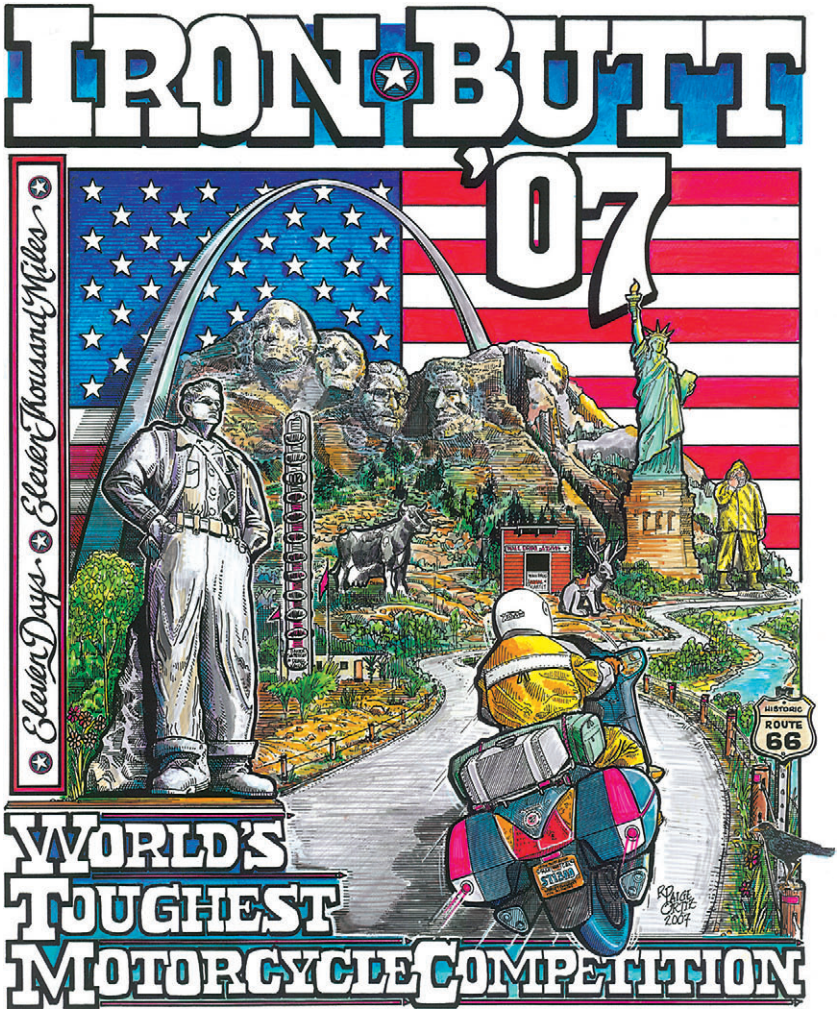
With heavy bikes, this tends to happen quickly too. And in the middle of a rally, the last thing you need is to throw out your back trying to keep your Gold Wing from falling. In this case, abandoning the ship makes the most sense; wrestling with your bike is a painful lesson to learn.

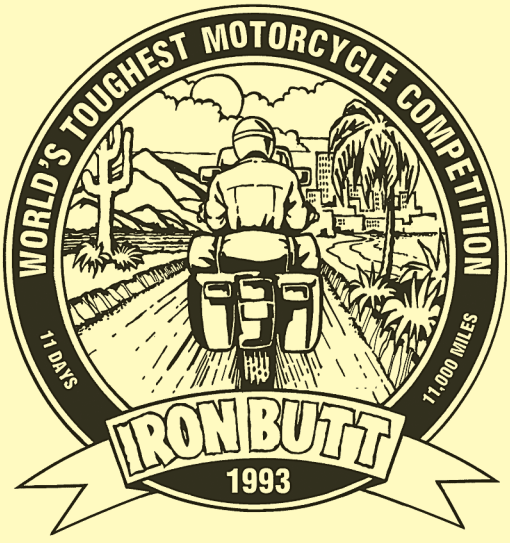
Finally and as it relates to being prepared, it may be well worth the time, expense and effort to get some professional training by registering at an off-road riding school. You will learn faster and with a lot less wear and tear on you and your bike. At a minimum, you will lose your fear of riding with less than 100% traction. And who knows, it might help you during the next rally in terms of offering route options. After all, you never know when a rallymaster is going to proffer the Ancient Bristlecone Pine Forest for 100,000 points.


IRON BUTT '05
ELEVEN DAYS • ELEVEN THOUSAND MILES
ELEVEN DAYS • ELEVEN THOUSAND MILES
WORLD'S TOUGHEST MOTORCYCLE COMPETITION


11 DAYS
IRON 95 BUTT
11,000 MILES
WORLD'S TOUGHEST
MOTORCYCLE COMPETITION


IRON BUTT '09
• ELEVEN DAYS • ELEVEN THOUSAND MILES •
CRIME SCENE DO NOT CROSS
CRIME SCENE DO NOT CROSS
CRIME SCENE DO NOT CROSS
CRIME SCENE DO NOT CROSS
"WORLD'S TOUGHEST MOTORCYCLE COMPETITION"


IRON BUTT '07
Eleven Days • Eleven Thousand Miles
HISTORIC ROUTE 66
WORLD'S TOUGHEST MOTORCYCLE COMPETITION


WORLD'S TOUGHEST MOTORCYCLE COMPETITION
11 DAYS
11,000 MILES
IRON BUTT
1993

By Jerry White

Paige Ortiz

LD Enthusiast. Artist. Entrepreneur.

The first time you arrive at Aeroflow headquarters in Anaheim, CA – renown for designing and manufacturing windscreens – you wonder if you're in the right place. Two Shetland Sheepdogs, Bonnie and Clyde, bound forward and happily greet all visitors. And just inside the front door is a drafting table; the first clue that this is actually the office of a designer. But surprisingly, there's not a single windshield in sight.

You might expect that an aftermarket motorcycle windshield company would have some of its inventory on display in its corporate offices. But it doesn't. The dominating features of the lobby are Iron Butt Rally posters that adorn every wall. Paige Ortiz – the owner of Aeroflow and the man behind the drafting table – is also the artist responsible for designing posters. I soon discover that the room is a living museum of past rallies and that Paige is a walking encyclopedia of 20 years of IBR lore.

The Early Years

Like most of us, Paige didn't start out by riding big miles on big bikes. His first ride was on a friend's step-through Honda 50 when he was 20 years old. After borrowing a number of bikes and scooters, he finally bought his first bike, a 1966 Ducati 125. "It would only do 48 downhill with a tailwind. I was amazed when I got a speeding ticket on that thing." The Duc was soon traded in on a Honda Dream 305, his first "real bike."

Paige took the Dream with him to Fort Benning, GA and after returning home to Cleveland, OH from a tour of duty overseas, he traded it in for a Norton 750 Atlas. Paige has fond memories of the big Norton, but confesses that it was a high-maintenance motorcycle. "It was the kind of bike where a leisurely day trip required two and a half days work." Fed up with the Norton, he bought a 1966 BMW R60/2 in 1969. That BMW was Paige's mount for his first cross-country ride from Cleveland to Portland, OR. While there were brief affairs with a Gold Wing and a Katana, most of Paige's riding has been atop Beemers, although he now owns a Honda ST1300 too.

Unbeknownst to many, Paige has been an artist his whole life. His inspiration was his father, a gifted artist and art teacher. As a child, he loved working with clay and enamel as well as helping his father with sign paintings. He studied architecture at Ohio State, which was a great way to combine his aptitude for math and his love of art. Paige recalls that, although he worked for an engineering company during college, in his heart, he didn't want to be an engineer. "I found out that people paid you good money for doing commercial art." So in 1970, he started his own commercial art business in Cleveland and within five years, had

Paige Ortiz

48 employees. He spent the '70s running his business and riding when he could.

LD Enthusiast

In 1982, Paige's life took a major turn. He divorced his first wife, sold his business, and moved to California. It was then that he started riding long distances. Paige regularly rode between the Pacific Coast and Cleveland visiting friends, sightseeing and, in short, becoming comfortable with long, back-to-back days in the saddle. As a result, he also became interested in Craig Vetter's work with fairings and, a couple years later, decided to make yet another significant life change – working with a fiberglass manufacturer. Paige got his first job in the motorcycle industry working for Greer Sport Fairings in Costa Mesa, CA. It was also around this time that he first became aware of the Iron Butt Rally. "I remember reading an article about it and just thought that what these guys were doing was the coolest thing."

In 1986 and still working for Greer, Paige learned that the California checkpoint for the IBR had fallen through. "I called Montgomeryville and asked if we could host the West Coast checkpoint in Costa Mesa." The organizers agreed. Greer provided the space but did not have any other official responsibilities. Paige remembers making a large banner that said "Welcome Iron Butt Riders" – a keepsake he wishes he still had. He also remembers meeting George Egloff and Fran Crane and reminding them, "It's just a rally and not worth getting hurt. So ride safe, don't speed and sleep when you're tired."

Artist

Before the rally began, Paige received a call from Mike Kneebone who was also riding in the 1986 IBR. Mike asked if he could ship some tires to Costa Mesa so when he got to the checkpoint, he could have Irv Seaver Motorcycles mount them on his Yamaha. This was the start of what has been a very long and warm friendship. And when Paige found out that Mike had taken over running the Iron Butt Association, he started volunteering his artistic abilities by creating the IBR posters, starting with the 1993 rally. Paige Ortiz has produced every IBR poster since.

In the beginning, Paige didn't have many clues beforehand of where the checkpoints were going to be located. He, therefore, designed generic scenes of what he thought a long distance rider might see – but his unique and distinctive graphic designs are now synonymous with the IBA. While no two pieces

are alike, there are some similarities. For instance, he includes his image in each of piece and has even added other notable personalities like Bob Higdon. Over the years, however, Paige received more and more clues before about the theme of the rally, which he was able to incorporate into the drawing. "My big clue for the 2005 Iron Butt was water. And, of course, that was year Katrina left a path of destruction in its wake."

Entrepreneur

Along with doing IBR artwork, Paige has managed to create a successful business with Aeroflow. He made windscreens for his own bikes and was always being asked to make one for someone else. In the early 1990s he decided to start his own business. Like any new enterprise, it was quite a struggle to get up and running. Paige rode all over the country visiting dealers in every state with samples on the back of his bike – he managed to rack up about 300,000 miles in one five-year stretch.

But sales were slow. Paige advertised in the BMW Riders Association magazine, *On the Level*, with some success, but needed to expand so he advertised in the BMW Motorcycle Owners of America magazine, the *BMW Owners News*.

"It was March of '94 and I was really low on cash. I desperately needed that MOA ad, but there was a mix-up and it wasn't printed that month. I was on the road visiting dealers and my last stop was in Reno at a dealership run by Jan Cutler and Steve Lotsofsky. I think they somehow picked up that I was in a tough spot and bought my sample. That gave me enough cash to get home – I'll never forget it." Once the MOA ad hit the next month, business took off and he hasn't looked back.

But running a company has taken its toll. For instance, Paige says he can't afford the time off to ride in the Iron Butt Rally – he and his lovely wife Julie work every day on the business. "My escape is doing the artwork for the IBR. I feel honored every time Mike asks me to do one. I love it."

Paige speaks of the special bond that long distance riders have. He understands what a unique group of people we are and while he may not have ever ridden in an IBR, he is as much a part of the rally as every competitor who competes in it.

Photography

By Steve Hobart

So you're looking at your photos from a recent trip, wishing they had turned out better. The majestic view from the Grand Canyon doesn't look as good as you remember it. The sky was bluer and those shadows weren't so dark. Now you're wondering why. The first thing that comes to mind: "I wish I had a better camera." While a more expensive camera can provide superior quality images, the unfortunate truth is that the person behind the camera ultimately determines the outcome of a photograph.

A few months ago I was at a friend's home and enjoyed a wonderful meal. I brought along several of my recent photographs to share before dinner. My gourmet cook friend loved the photographs and remarked that I must have an awesome camera to be able to produce such fine pictures. After dinner I complimented the chef saying that our meal must have been cooked on some pretty expensive pots and pans. A shocked look quickly turned to a knowing smile; you can have the best camera in the world but it's only as good as the operator.

The human eye is an amazing thing. It can capture an extreme range of light values – up to 15 exposure values in camera speak. Your camera, on the other hand, can only capture around a 5 or 6 exposure value range. Big difference. The word photography comes from the Greek word *photos,* which means "light," and *graphé* or "drawing," together meaning "drawing with light." When it comes to photography it's all about the light. There really is no bad light, but there is light that is not the best for a certain situation.

A good guideline to use when starting out, especially when shooting landscape photography, is to use the golden hour, which is the hour just after sunrise and just before sunset. This doesn't mean that you can't shoot midday with the sun blazing incredible harsh light. Just be aware of your cameras limitation to capture such an extreme range of light.

Since there are so many aspects of photography, I'm going to focus on the basics of exposure control. If you are shooting with your camera in "Program Mode," the camera is making all your selections for you. This is not necessarily a bad


101
FJR1300
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Photography 101

thing, provided you're happy with the way your photographs look. But if you're looking to improve your photography you'll frequently need to switch out of Program Mode.

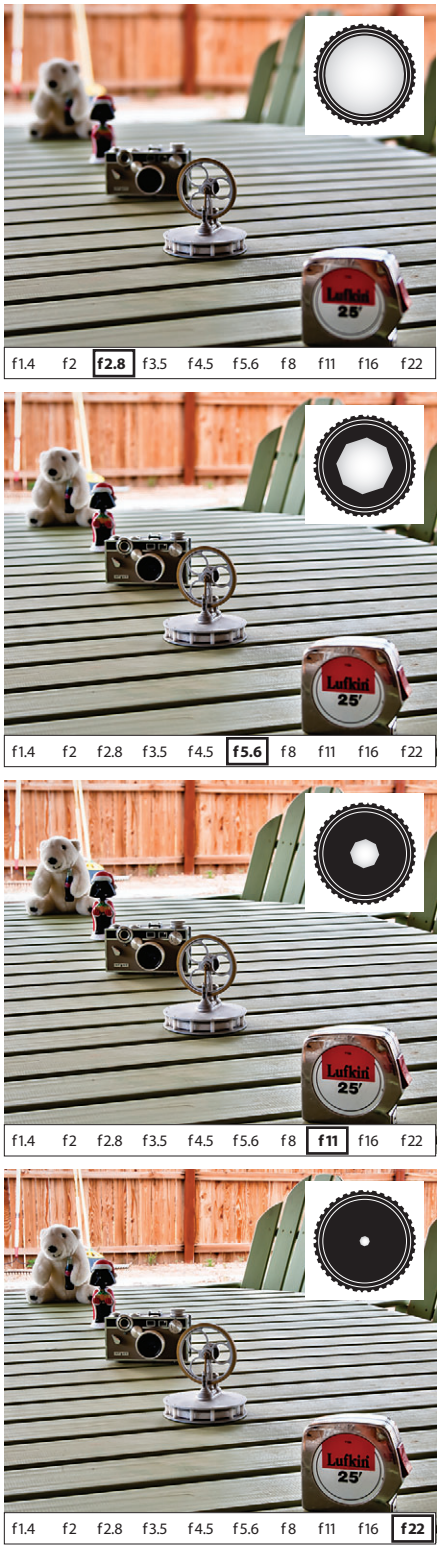
The three elements that control exposure are aperture, shutter speed and ISO setting.

The aperture is an adjustable opening created by a diaphragm usually an overlapping circle of metal leaves in the camera lens. The aperture determines the amount of light that enters the lens. The size of the iris openings are referred to as *f*-stops. The numerical value of the f-stop is the diameter of the opening divided by the focal length of the lens, the most common range being *f*/1.4, 1.2, 2, 2.8, 4, 5.6, 8, 11, 16, 22, and 32. Modern cameras can control the aperture by one-half or one-third stops. For any specific lens focal length, the smaller the *f* number, the larger the physical size of the opening, letting more light into the camera. If for example you changed the aperture from *f*/11 to *f*/8, twice as much light enters the camera. Conversely, changing from *f*/8 to *f*/11 allows half the light in.

Shutter speed controls the amount of time that light enters the camera. Modern cameras allow exposures from 30 seconds to 1/8000 of a second, depending on the camera. Common shutter speeds are 1, ½, ¼, 1/8, 1/15, 1/30, 1/60, 1/125, 1/250, 1/500, and 1/1000 of a second. These basic shutter speeds can be divided in one halves and one-thirds. Similar to aperture, changing the shutter speed from 1/125 to 1/250 of a second would decrease the light by one-half. Changing from a shutter speed of 1/125 to 1/60 of a second would allow twice as much light in to the camera.

ISO, as it refers to cameras, is a measurement of the camera's sensitivity to light. When using film, your ISO is determined by the type of film placed in the camera. With digital, the ISO is adjustable from frame to frame with the camera adjusting the electrical gain of the sensor. ISO is numbered in the ranges of 25, 50, 100, 200, 400, 800, 1600, 3200, 6400 and beyond. There are one-half and one-third increments here also. Some digital cameras can automatically select any ISO number the camera may determine is an automatic mode.

These three elements, *f*-stop, shutter speed and ISO, are tied together when it comes to exposure control. By adjusting your shutter speed and aperture, you can affect your photographs to a great degree. In addition to controlling the amount of light entering the camera, the size of the aperture controls how much of the image in your frame is in focus. This is known as *depth of field*. A small aperture such as *f*/16 gives more depth of field than a larger aperture, say *f*/8. Look at figures 1 through 4. You can see how closing down the aperture brings more of the scene in to focus. Figures 1, 2, 3 & 4 show the results that varying your *f*-stop has on depth of field.



Figures 1-4.

Using a fast shutter speed will freeze the motion of fast moving subjects (figure #5) while slower shutter speeds allow moving objects to blur (figure #6). The compromise here of course is depth of field. A faster shutter speed requires a smaller *f*-stop (larger opening). This is not always a bad thing and in some situations a shallow depth of field is recommended, shooting sports for example, because the shallow depth of field will blur a distracting background and focus attention on your subject.

Also tied to the mix, ISO will allow you to shoot in low light situations, giving you more control over the shutter speed and aperture. The draw back here is digital noise, those tiny red, blue and green spots that are most prominent in shadow areas of the image. Noise can be reduced some with software and is more of a problem when using less sophisticated cameras.

Aperture and shutter speed work together to obtain the proper exposure in a given lighting situation. You could take several photographs, each with a different shutter speed and aperture and have several images with equal exposure. You could produce several photographs with varying depth of field, all with the same equivalent exposure. An example would be if your camera ISO was left at 200, the following settings on the camera would result in the same equivalent exposure:

f/8 @ 1/500 of a second
f/11 @ 1/250 of a second
f/16 @ 1/125 of a second

In the above example, decreasing the amount of light entering the lens with each *f*-stop adjustment and increasing the time the light is striking the sensor by equal amounts, is creating equivalent exposures.

In addition to Program Mode, the three other modes of exposure control are Aperture Priority, Shutter Priority and Manual. Aperture priority allows you to

set the aperture and the camera selects the shutter speed. This allows for creative control of the depth of field in a photograph. For instance, if you were taking a close up portrait, separating the person from the background results in a photograph that focuses the viewer's attention on the person, not on a distracting background. This is achieved by setting the cameras aperture to a large opening or low *f*-stop number, such as *f*/2.8 of *f*/4. The camera will select a high shutter speed to obtain the proper exposure. I often shoot in this mode because it gives full control over the depth of field. You just have to be mindful of your shutter speed.

With Shutter Priority selected, you are able to set the shutter speed and the camera then selects an appropriate *f*-stop to obtain a correct exposure. This exposure mode is useful when you're shooting a subject that is moving fast and you want to freeze the subject. You'll need to be in the range of 1/1000 of a second to freeze objects depending on their speed in relation to your position; a little less for sports, a little more for fast moving vehicles. You'll lose control of your depth of field in this mode because the camera is selecting the *f*-stop. Usually, this isn't a problem because I'm only concerned with the depth of field for the width of the vehicle and can tolerate the foreground and background being blurred.

If you really want to obtain an understanding of exposure, you need to shoot in Manual mode. In this mode you select the *f*-stop and the shutter speed. It's a great way, though sometimes frustrating, to learn the craft of photography. You'll gain the ability to control the depth of field and understand equivalent exposures. I'd suggest you first try manual mode while shooting something that's not moving, such as landscapes. Trying to learn manual mode while shooting your child's soccer game, while not impossible, can prove to be quite challenging, especially under changing light condi-

Figure #5 (top): A fast shutter speed freezes the action and produces a shallow depth-of-field. This isolates your subject, making them pop! (Exposure for this photo was 1/1500 second @ f/4 with a 400 mm lens)
Figure #6 (right): A slow shutter speed and panning the camera creates a sense of motion. (Exposure for this photo was 1/60 second @ f/22 with a 135 mm lens)

Photography 101

tions. In the *old days*, manual mode was the only thing available. It's nice to have the technology available today when you need it.

Instead of Aperture Priority, Shutter Priority, and Manual modes, less expensive cameras usually require the user to select a "shooting mode." The available shooting modes or "scenes" are noted by little symbols, typically a person running for sports photography or the silhouettes of mountains for landscape photography. These shooting modes alter the relationship between *f*-stop and shutter speed in the basic program mode. For instance, in sports mode the camera will maintain a higher shutter speed to help freeze subjects in the photograph. In landscape, the camera will be biased for more depth of field by using a smaller opening, or large *f*-stop number. These modes can work with some great results, but the camera is still in full control of the exposure.

There is something else you'll need to understand if you are going to use aperture or shutter priority: Exposure Compensation (EC). Open up your camera manual and see how to operate it on your individual camera. When using either aperture of shutter priority the camera is still deciding half of the exposure. Sometimes it isn't correct. It's just a computer with very sophisticated software making a choice on what it sees. It may over (too bright) or under (too dark) expose the photograph. EC allows you to tell the camera that you would like the photograph a little darker or little lighter. Most cameras, even inexpensive ones, have a button with a plus and minus sign on it. You adjust the EC by dialing in a certain amount. This can be in full stops, one-half stop or one-third stop increments. If the photograph is too bright, you dial in some minus EC. If it's too dark, you dial in some positive EC. What's so great about digital is you can see the results on the LCD screen make the EC correction and take the photograph again.

That leads us to another subject: Don't rely on your camera LCD screen to judge the quality of your exposure; it's just not accurate enough. So what should you use? Many cameras today provide a highlight indicator on the LCD. This is known by many professional photographers as "the blinkies" - Sorry for getting technical. So you can wrap your head around it, here's what it does: if any part of the LCD is blinking at you, flashing white or black, those areas of the photograph are over-exposed and contain no pixel (picture element) detail. None, zip, nada. This is not good and is unacceptable unless the areas are specular (or mirror like) highlights, like the reflection you get in direct sunlight on a chrome surface. This makes Harleys and many Gold Wings hard to photograph. So here's what you do: turn the highlight indicator of your camera on. When you look at the LCD and see the blinkies, dial in some minus exposure compensation. How much? That depends on how much the photograph is over exposed. Dial in some more and take another photograph, until the blinkies are gone. It's digital, so just delete the bad ones. If you're shooting in manual, you can adjust either the *f*-stop or shutter speed to let in less light. A smaller opening (larger *f*-stop number) or going to a faster shutter speed will accomplish this. For landscape photography, most photographers change the shutter speed and

"If you really want to obtain an understanding of exposure, you need to shoot in Manual mode. In this mode you select the f-stop and the shutter speed."

leave the *f*-stop alone. Why? Because you don't want to alter the depth of field of your landscape shot every time you need to make an exposure adjustment.

Another useful indicator available in many cameras is called a histogram. It's simply a graph that shows the distribution of tones in the image. The horizontal axis corresponds to the pixel brightness, with dark tones on the left and bright tones on the right. The vertical axis shows the number of pixels of each brightness in the photograph. There is no right or wrong histogram; it just is what it is. A histogram is a very useful exposure tool, but it does require some time to gain a full understanding of the information provided. Those pixels that are blinking at you from your camera's LCD are the ones that are slammed up against the right side of the histogram.

So how can a histogram help a beginning photographer obtain the proper exposure? "Shoot to the right" is a popular phrase heard among digital photographers. It means that you want your histogram over to the right side as much as possible, without blowing the highlights out by having your histogram slamming up against the right side. Of course this is not always the case, but it's a good place for you to start. The histogram is only a guide, if you have a great looking photograph, who cares what the histogram looks like? The reason exposing to the right, without blowing out the highlights, is that once those highlights are gone (the blinkies), the photographic information in those pixels is forever lost. You can't get it back, even in Photoshop. By exposing to the right, you are saving the highlights, but will be losing some shadow detail. There's always a tradeoff. With the software available today, you have a better chance of recovering some of the shadow detail than trying to recover highlight detail.

Many books have been written on the subject of photography and exposure. I'd suggest these two: *Real World Digital Photography, 2nd edition* by Eisman, Duggan and Grey (ISBN 0-321-22372-1) and *Light and Lens – Photography in the Digital Age* by Robert Hirsch (ISBN: 978-0-240-80855-0

The best way to learn your camera is to start practicing. If you want to take great photos, you've got to practice. In the next edition I'll talk about image quality and composition.

The Other Side of the Table

Managing the Mason Dixon 20-20 Rally

By Rick Miller

It's Sunday evening of Memorial Day Weekend. The sky looks threatening and the air has that sweet smell which comes just before a spring shower is about to fall. There are a bunch of riders sitting around the covered patio of the Country Inn and Suites in Hagerstown. All are in full post-rally decompression mode. Leaning back in his chair and taking a long draw on a well deserved cigar, one rider asks "So, if you don't mind my asking. What's it take to pull all of this off?" "You," I reply as I lean back and quietly contemplate the other factors that make a rally a success.

The Beginning

In most rallies, the planning is continuous. As an example, the *Mason-Dixon 20-20* staff meeting for the next year's rally is held during the current rally. At this meeting we float ideas for framing the upcoming rally so it will be fresh and interesting.

The first months following each meeting are packed with bonus hunting where we continue to work towards our rally concept. By January 1, the rally is mostly ready as we make final adjustments to bonus locations and point values. Our goal is to have the main rally details complete by the end of April so we can concentrate on the unpredictable things that inevitably surface. Over the year's we've learned to sweat the small stuff since the big stuff tends to take care of itself. This is important since the week of the rally is a whirlwind of activity: making sure everything is in place, on time, and on budget, as well as ensuring name tags are made, swag packaged, check-in details completed, and final meal counts are recorded. Financially, each *MD 20-20* is a break-even event and all the income is rolled directly back into the rally. We operate on slim margins—get the cost wrong and it can ruin your day.

The Staff

No rally can take place without a core group of dedicated and passionate individuals. The *MD 20-20* staff (known collec-

tively as the "RallyBubbas") began as acquaintances from riding and club events. We now consider ourselves good friends who can count on each other to share the burden. No one makes a profit from the rally—we are all volunteers and do it because we want to give back to the sport that has given us so much.

Over the last ten years, rally staff have come and gone as their interests and lives change. In this regard, my wife Jean has been the one constant and is the substance that really holds the rally together. She has been invaluable in many ways, including keeping the Rallymaster grounded by providing regular reality checks. The other RallyBubbas are Don Arthur, Leon Begeman, Louis Caplan, Dale Horstman, and Tracy Horstman.

Themes and Boni

In order to make rallies more entertaining, many are based around an idea or theme. The idea for our themed-based rally was borrowed from Herbie Saint's *Tarbutt Rally*, but inspired by noted long distance icon Eddie James who encouraged us to build on the success of others. In the end, the better the product, the more rewarding it is to the riders. Our goal for every *MD 20-20* event is to make every rider smile, even if it's at his or her own expense or gullibility. One of the highest compliments a rider can give us is to return the next year. The highest is to return and bring along a friend. It really is all about the riders.

Todd Witte developed our first theme, the Diners of America, which we used in 2002. It was such a big hit, that the *MD 20-20* has been a themed-based rally ever since. A theme also holds the rally together, helps with decisions about rally swag and trophy designs, which boni to use, and ultimately makes the planning and the work more fun. Theme development comes from many sources. Some are centered on specific events; some come as suggestions from riders. Knowing the theme well ahead of time makes scouting easier too. »

1. The* Mason Dixon 20-20 *is held over Memorial Weekend every year. These riders are en route to a bonus at the Fort Indiantown Gap National Cemetery in Annville, PA. 2. Rallybubba Don Arthur is registering Nancy Oswald on Friday afternoon. Nancy, who finished 20th in last year's IBR, ended up finishing 3rd in this years* MD 20-20. *3. Riders are lined up outside the Hagerstown, MD Country Inn and Suites waiting for instructions from Leon Begeman about the odometer check. 4. The only mandatory bonus for the* MD 20-20 *every year is photographing the grave stone of veteran and much beloved LD rider Jim Young. 5. Rallymaster Rick Miller.

The Other Side of the Table

Most of the bonus locations are one-off boni for that particular rally and are rarely used again. For 2010, 94% of the bonus locations in the rallybook had never been used before. In this regard, we also incorporate some nighttime-only bonus locations, an idea borrowed from the Iron Butt Rally where 24-hour and daylight-only bonus locations are routinely offered.

Because the *MD 20-20* is held over Memorial Day Weekend, the bulk of the non-themed boni are War Memorials and Honor Rolls. We discovered that nearly every town in Pennsylvania has a War Memorial describing that community's sacrifices and an Honor Roll listing the men and women who served during wartime. Some places have markers dating from the French and Indian Wars to Afghanistan. At these sites, we ask our riders to reflect and honor their sacrifices. Our riders are also requested to place their rally-required US flags at these locations, with special attention to the "forgotten" memorials.

The Event

Many riders are convinced that rallymasters are out to trick them. Unlike other rallies, and in order to make *MD 20-20* a 'low pressure' ride, the bonus list is available to all participants a week prior to the start. This idea was borrowed from Rallymaster Bryan Moody's *Feast in the East*. It makes Friday's opening banquet less stressful and more of a social event organized around a long distance ride.

The rally starts Saturday morning when the rallybooks are distributed and the rally clock starts. *MD 20-20* riders expect a lot from us. Not only are the bonus locations significantly different from other events, but they require a certain level of passion for getting things right—the small stuff. In turn we expect our riders to do exactly what the rallybook requires. We try to make sure that requirements are not open to interpretation and there are no gray areas. However, participants are expected to do the work and meet the minimum bonus requirements. With a GPS and an electronic waypoint list, most "locationally challenged" riders can find the bonus without too much difficulty.

In this respect and as it relates to scoring, our staff is under fairly strict instructions to say, "Sorry, No." But there is a second level where all riders sit one-on-one with either Don Arthur or me to review their rallybooks, score sheets, and to address any concerns they may have. It does lengthen the scoring process, but this final scoring review provides riders with a venue of appeal – our ultimate objective is to be consistent and fair.

The *MD 20-20* is novice-friendly since without new riders, there is no growth. Part of our evolution over the years has been to help riders plan routes that qualify for IBA certification. This format brings new riders into long distance rallying and introduces them to the excitement surrounding chasing bonus points.

During the scoring process, we collect information from the riders for the finishers' banquet. From the other side of the table, it becomes apparent that there isn't just *one* rally. Every rider's experience is different and these stories are then used as fodder for good-natured fun during the banquet. A can of beans may presented to the rider who paid the most for gas, or a cigar might be awarded to the last rider checked in before penalty points start accruing. The best stories are reserved for the moments leading up to announcement of the podium positions. There is great camaraderie in letting riders have a good laugh at their own expense.

There are other special awards too, including the *MD 20-20's* highest accolade, the Jim Young Trophy. Jim was a close friend and long distance rider who is buried at Fort Indiantown Gap National Cemetery, PA. Every rider is required visit his grave stone to say "thanks for being a soldier and thanks for helping to make the *Mason Dixon 20-20* the event it has become." This rally is part of Jim's legacy to the long distance riding community.

Every rally works off the successes and lessons learned from the failures of the previous years. The social aspect of these rallies completes the competition—that's what makes these events so special. New friendships are forged and old acquaintances are reunited. It doesn't get any better than this – regardless of which side of the scoring table you're sitting on.

MD 20-20's Evolution

Larry Fear's *Capitol 1000*, based in State Line, PA, was THE rally to ride in the Mid-Atlantic and I excitedly enrolled in the third iteration in 2000. Unfortunately it was canceled in June that year. Several riders who had registered for the *Capitol 1000* and I decided to plan a ride anyway starting at the same location. The original idea was to have about 40 bonus locations divided evenly north and south of State Line. But since there just wasn't enough time to properly organize a rally, it became a social gathering of Eastern LD riders. The name was taken from the Mason Dixon Line that ran along the edge of the motel's property. The 40th parallel split N-S is 20-20; so, as they say, is hindsight. That's how the *Mason Dixon 20-20* was born.

Congratulations to the 2010 *MD 20-20* finishers. Here are the top 10 results: Mike Ligons (1st), Jim Abbott (2nd), Nancy Oswald (3rd), Andy Kirby (4th), Dave Martz (5th), Chris Sakala (6th), John Frick and Scott Thornton (tied for 7th), and Jim Weaver and Bob Stransky (tied for 9th). We also want to recognize Don Stadtler for being the Top Novice and Bob Stransky for receiving the Jim Young Trophy for Riding Efficiency.

SADDLESORE 1000 ON A SCOOTER

By Howard Rains

Scooter Prep

I'd been mentally preparing to ride a SaddleSore 1000 on my 2008 *Genuine Scooter Company* Buddy 150 St Tropez for a year or more. The real preparation, however, started in earnest just several months before my planned May departure. My dealer gave the scooter a tune up and made some other minor adjustments after an earlier 500-mile test run that I completed in April. And for good measure, I also installed a new rear tire, as well as replaced the fuel vacuum petcock – hoping it would improve my gas mileage and fix a miss with the engine that mysteriously started on my test run.

Even though I was going to have a support vehicle closely follow me, I felt the Buddy 150 needed a couple of extra safety features to make it more conspicuous. I was especially concerned about visibility at night – both seeing and being seen. So I went to a local motorcycle shop and bought some highly reflective tape and "dots" and liberally applied these to the rear, front and sides of the scooter. Although I wear a reflective vest, I decided to buy a "Viewpoint Flashpoint Ultra" LED bicycle taillight that I attached to the back of my vest to make me more noticeable.

And to help me see at night, I temporarily mounted a bicycle headlight to the right hand side of the front cowl. I finished the 500-mile test ride at night and developed a (rational) fear of hitting an animal or something else at night. The bicycle light points slightly to the right to give me what I hoped would be an additional second of reaction time in the event a suicidal deer or coyote were to run in front of me. I attached it with Velcro and, of course, duct tape. (As it turns out, the light didn't make any difference and was a waste of money.)

Route planning

After my test ride I realized that stopping too frequently is a time killer. During that ride, I stopped every 50 miles. While I knew ***I*** could go further between stops, I couldn't stretch my 1.5-gallon gas tank too far. So I decided on 70-mile legs for my SS1000 attempt. This plan worked pretty well since the distances from Tucson, AZ to Wilcox, AZ to Lordsburg, NM to Deming, NM to Sunset View, NM to Fort Hancock, TX to Van Horn, TX are each about 70 miles. The final leg from Van Horn to Pecos is 90+ miles with no towns in between, which meant I would be stopping on the roadside and filling up. For this eventuality, I brought along four extra gallons of gas.

I decided to depart around sundown. I wanted to finish the ride in daylight so my natural biorhythms would help keep me alert and awake. I reckoned that if I averaged 50 mph, my moving time would be 20 hours of actual riding time. And if I averaged seven minutes per stop, times 15 stops, this should give me about two hours to spare. I honestly figured that I would complete this challenge in about 22 hours. Silly me.

Tucson, AZ - Wilcox, AZ: My official departure time according to the receipt at *Mr T's Fuel* was 18:29 and my starting odometer reading was 15,979. The temperature was about 90 degrees. And with that, I was off to Wilcox!

The first thing I noticed was, "Man, these cars and trucks are moving fast!" (The speed limit on I-10 is 75 mph). A couple miles outside of Tucson, I went the fastest I'd ever gone on the Buddy 150 – 75 mph indicated, which equates to about 67 "real" mph. It was on a long, 5% grade going down into Benson, AZ. As the darkness settled in, I noticed three things: it was getting cold, I had forgotten to turn on my super bright LED blinking taillight, and, my shoulders were starting to hurt.

Wilcox, AZ - Lordsburg, NM: I was cold by the time I got to Wilcox. One of the reasons I waited until May was that I wanted nighttime temps of 60 degrees or more. It's one thing to ride to work for 30 minutes with temps in the 30's, but quite another to ride all night in anything approaching freezing. I ditched my summer weight gloves and put on my heavier leather gloves with wool inserts, and I donned my windbreaker. With warmer clothes, I added 1.2 gallons of gas to the scoot, turned on the taillight, and hit the road.

Lordsburg, NM - Deming, NM: My first thoughts of quitting occurred on the second leg. What concerned me most was that my motor started missing again. My dealer couldn't reproduce it after my

SCOOTER

test run and I couldn't find a solution on my favorite forum either. Replacing the petcock apparently didn't work as I had hoped. But, I kept going figuring that since the scooter hadn't broken down during my 500-mile ride, it would probably last 1,000 miles.

Another and equally disturbing issue became apparent – my average speed. It is a gradual, but steady climb from Tucson to Deming and somewhere west of Deming is the continental divide with an elevation of 4,580 feet. My speeds were frequently in the range of 50-55 bph (Buddy units per hour) meaning real speeds of 40-50 mph. This was not good since I had to average at least 50 mph.

Deming, NM - Sunset View, NM: I was looking for the Artcraft Road exit and was almost there when I ran out of gas. I had made it 68 miles and it was a little late to rethink my 70-mile per leg strategy. I quickly pulled over, popped the seat, poured the contents of my one-liter emergency bottle into the tank, and took off. More time lost. Still a bit cold, I put my rain pants on in Sunset View.

Sunset View, NM - Fort Hancock, TX: Throughout my entire route planning, I had tried my best to avoid riding through El Paso. It's not that I've ever had a bad experience there; I just wanted to bypass larger cities. As I was going through at 2:00 am local time, I realized that I should have tried harder to avoid this city. I couldn't help but wonder, "If there are this many cars out at 2:00 am, what will it be like 8 hours from now?" Since many of the right lanes are marked "Exit Only," I elected to stay in the middle lane all the way through the city, which, no doubt, frustrated a few drivers.

Fort Hancock, TX - Van Horn, TX: I was still cold, so it was at this truck stop that I got my first and only cup of coffee. I mixed ice and some hot chocolate with it so it wouldn't upset my stomach. I downed the concoction and then chased it with ice water and Motrin – my shoulders were still bothering me. The net result of drinking the *coffee* to warm me up was—zip. We also gassed up the support vehicle (my 1997 Dodge minivan). This turned into a 20-minute stop. Time!

Van Horn - Co Rd 216, somewhere South of Toyah, TX: Dawn broke shortly outside of Van Horn. It was cloudy and dark but at least I could see a bit of landscape outside of my headlight beam. As we turned onto I-20, it began to get foggy and as we approached Toyah, a fine mist developed. We steadily climbed from Van Horn to Pecos. I knew that I couldn't make it to Pecos without gas and decided to pull off when I got

I couldn't help but wonder, "If there are this many cars out at 2:00 am, what will it be like 8 hours from now?"

low, rather than risk running out of fuel on an overpass or other dangerous spot. Speed continued to plague me.

HALFWAY - PECOS, TX! The earlier mist turned into a drizzle. The mist was a pain because I had to keep wiping it off my helmet visor, but at least the road had been dry. The drizzle eliminated the dry road. I had to continuously wipe the visor, plus every time a truck blew past me at 80 mph, I had to endure the spray from its tires. I was wet and cold again, but I didn't want to stop.

The "Flying J" in Pecos is apparently the place to be on a Saturday morning. Because of overuse, my debit card was locked down. I had to stand in line to prepay, and then stand in line again to get my change and my receipt. I ate a granola bar, fired up the bike and headed for home. It was now 11 hours and 30 minutes since I had started. So much for that 22-hour idea. But I had something going for me—I was going mostly downhill. Time!

Pecos, TX - Kent, TX: It was still drizzling, but I chose not to put on the rain jacket, because I had only hit the drizzle the last few miles before Pecos. Again, I decided to pull off the interstate before I ran totally out of gas. I put in just enough gas to get me to Van Horn and off I went.

Kent, TX - Van Horn, TX: I wasn't hungry, but decided to grab something to eat anyway. I went into the Wendy's inside the truck stop and got a wrap. The sun finally came out and so the rain pants came off.

Van Horn, TX - Ft Hancock, TX: An Army convoy, presumably from Ft Bliss in El Paso, pulled out of Van Horn right ahead of me. Passing a convoy in a car is never a problem because convoys

SCOOTER

are only allowed to drive 55 mph. I rarely exceed 55, so I just joined the convoy. But when I got to a steep downhill section, I got into the left lane and tried to make the first pass of the trip. I made it past three vehicles when I noticed a semi coming quickly so I merged with the military convoy. From that point on, I would draft the vehicle in front of me and keep an eye on fast moving traffic. When I got an opening, I would tuck as low as I could and pass the next vehicle. I did this all the way until I got to the front of the entire convoy. I stayed in front of them, too, that is until I ran out of gas, again, right in front of the "Ft Hancock 1 Mile" signpost. Once more, I poured the liter bottle into the tank, hopped back on and rode into Ft Hancock.

Ft Hancock - near the Horizon City Exit, El Paso: I didn't want to risk running out of gas while on a five-lane interstate in El Paso, so I pulled onto the shoulder of the road and executed a pit stop. A quick fill from the gas can and off I went – notwithstanding some degree of trepidation.

Near the Horizon City Exit, El Paso - Anthony, TX: During the sprint through El Paso I was the most frightened I have ever been on a scooter. I was again tempted to quit the ride, except I knew that even if I did quit and somehow found a way to get off the road, I would still have to go the rest of the way through El Paso. I kept having nightmarish visions of being sideswiped by one of the fast-moving cars. Thankfully, my support vehicle provided a safety margin.

Quick mental calculations (as quick as you can calculate after riding a scooter for 700 miles) showed that I would be cutting it close. It was 12:30 pm, which meant I had six hours to cover about 250 miles.

Anthony, TX - Deming, NM: Knowing I couldn't make it all the way to Deming, which was 84 miles from Anthony, I pulled off at a picnic area to gas up and ran around in circles, flapping my arms in order to loosen the muscles of my hips, thighs and shoulders. The Buddy 150 is a great scooter and I love it, but it is NOT a highway cruiser. At that point I began to seriously doubt that I'd make it in time. In Deming I again prepaid for gas and because I needed to eat something, the stop was longer than I would have liked. I probably lost 15 minutes of precious time.

Deming - Lordsburg, NM: This section was unremarkable except for the fact that the scooter seemed to be running a bit better now. Also, as I left the gas station, I realized how much pain I was in. I made another quick stop and got some Aleve for my shoulders.

Lordsburg, NM - Exit 352, AZ: Here I realized there was a real possibility that I wouldn't make it. There are three large hills between here and home.

The Buddy 150 is a great scooter and I love it, but it is NOT a highway cruiser.

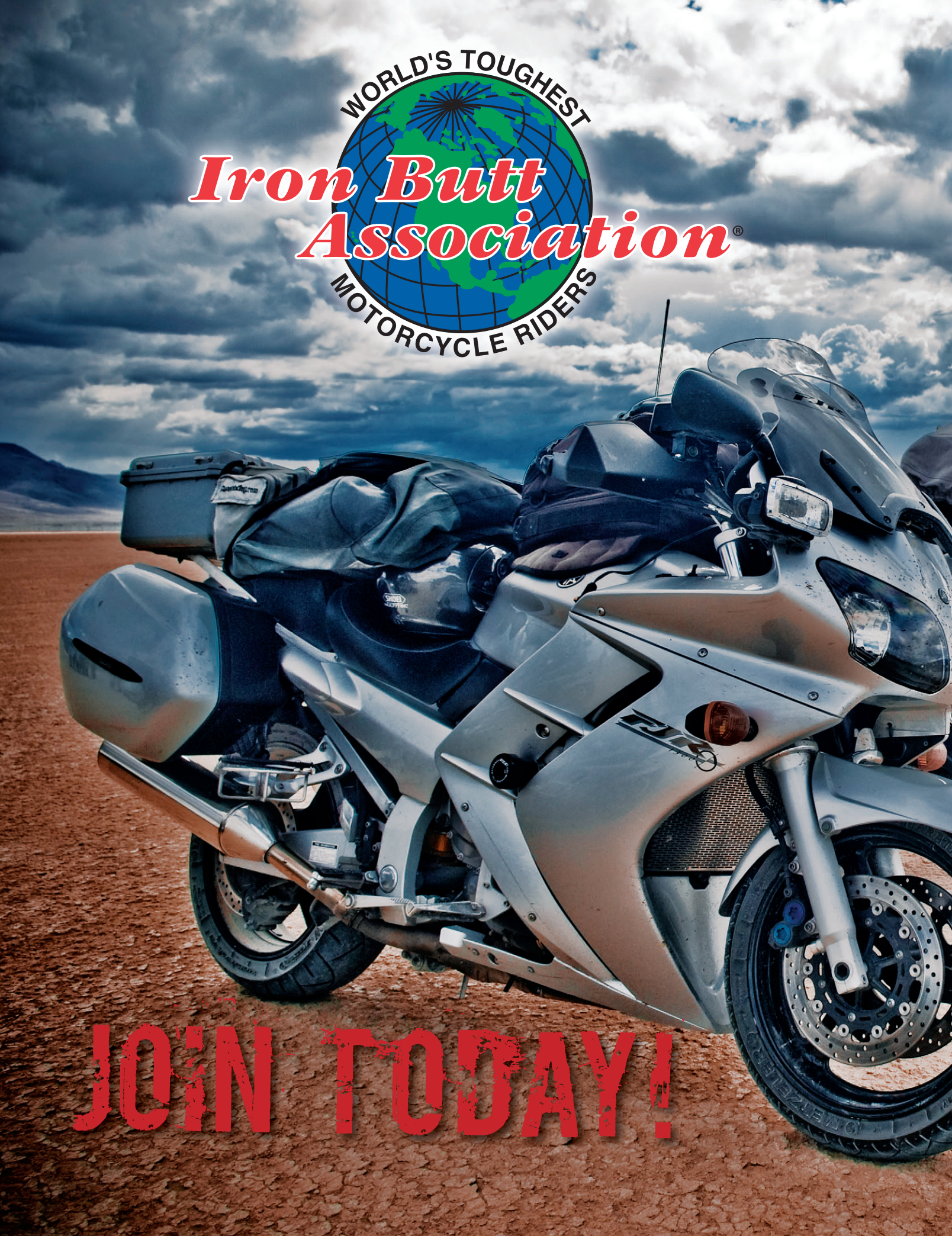
The last mileage sign said it was 90 miles to Tucson and I had two hours remaining. Even though I didn't know how much spare gas I had left in the can, I decided to skip Wilcox simply because of the time it would take to get off the road, prepay, fuel and get back onto the road. I knew there was a rest area at the top of Texas Canyon where I had planned to stop and top off anyway before making a run to the finish. More arm flapping and running in place. Pain! Time!

Exit 352 - Texas Canyon, AZ: After gassing up at the rest area, I flapped my arms some more to loosen them up. Again, I noted that the scooter was running stronger – almost like a horse that realizes it's heading home.

Texas Canyon - Finish! The same grade of hill that slowed my pace to a mere 45 mph last evening barely slowed me to 52 mph now. I even hit 68 real mph on a downhill stretch into Benson. I got to the Vail exit and my watch said 17:55. That meant that I had 34 minutes to cover what I estimated to be 12 or 13 miles. However, I started to get very anxious coming in to town. The traffic was unusually heavy and fast. Finally, I pulled into *Mr T's Fuel* with only 20 minutes to spare. I filled my tank from the exact pump I had used 23.5 hours earlier and, as luck would have it, it didn't give me a receipt. I went inside, got the receipt, and had my paperwork properly witnessed. My finishing odometer read 17,125.

I had done it! They say that the most positive and memorable experiences are often the ones that don't come easiest. This was one of those experiences that I know will be indelibly imprinted on my mind for all eternity.

Now, I wonder if the Buddy 150 is up for a 50CC?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PREMIER MEMBERSHIP

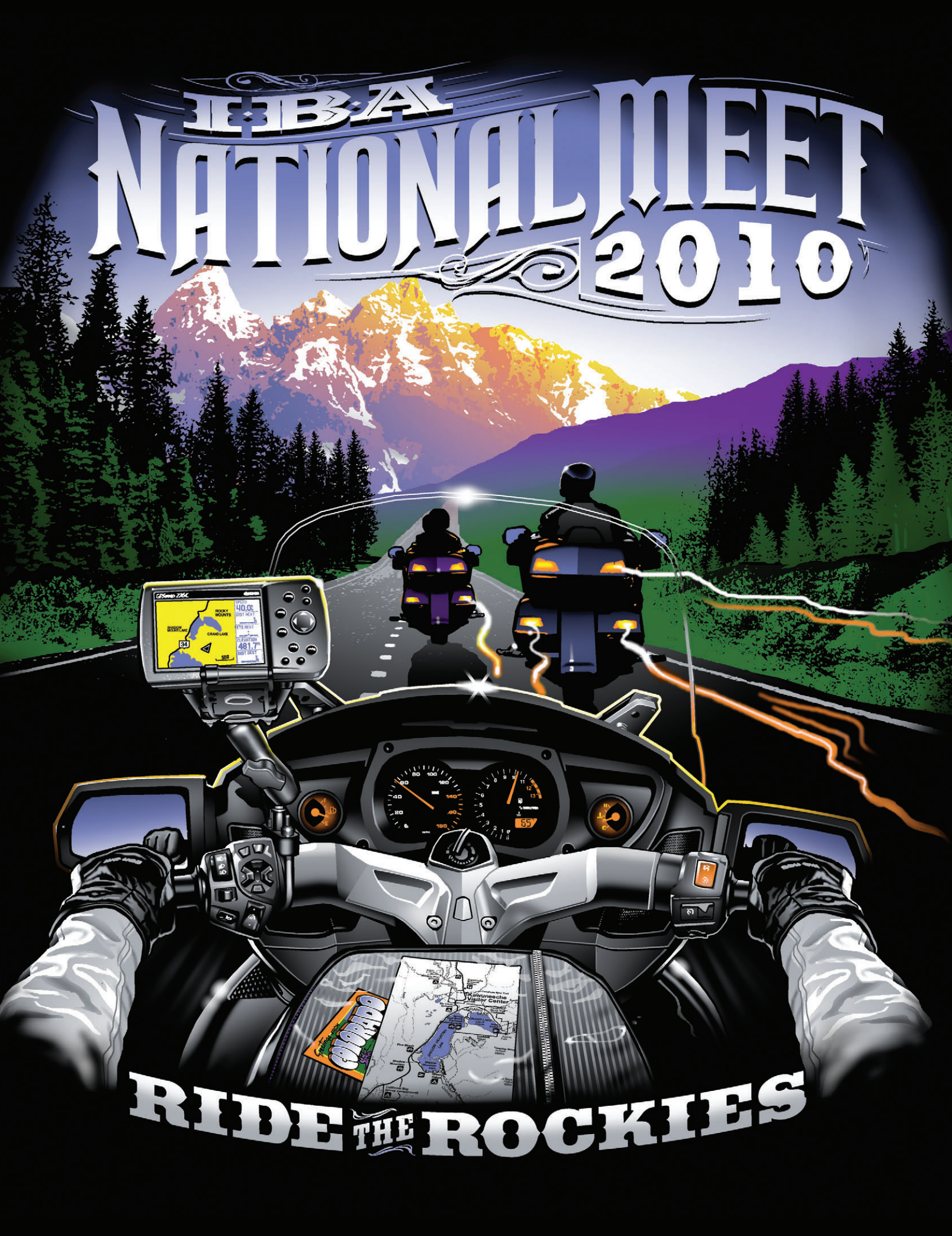
While everyone who completes an Iron Butt Association (IBA) certified ride is a member for life, we established a Premier Membership plan just for our core supporting members. This is loosely defined as anyone who wants to stay connected to the IBA long after their certified ride has been completed.

Premier Membership benefits include:

- Subscription to the *Iron Butt Magazine*.
- Private areas in the IBA forum (www.ironbutt.org) in which only Premier Members can participate.
- Exclusive e-mails with information so you will always be on top of the latest current events inside the IBA.
- Advance notice and early registration for IBA events.
- Extreme rides specially tailored for Premier Members.
- A special drawing for the Iron Butt Rally (similar to the benefits veterans receive — along with a second chance in the main drawing thereby tripling your odds of getting a coveted spot).

For more detailed information on the Premier Membership program, visit
www. ironbutt.com/premier

The yearly fee to become an Iron Butt Association Premier Member is $40. To sign up via Paypal, send the $40 payment to premier@ironbutt.com. Please put your IBA number in the Note column.


IBBA
NATIONAL MEET
2010
RIDE THE ROCKIES

BY LISA LANDRY

For the uninitiated, the National Meet is as much a social (read: noncompetitive) event for IBA members and their guests as it is a forum to exchange information and ideas about riding. It is being held in Denver for 2010 and is really the only occasion when we all get together for an extended time to enjoy the company of old friends and to meet new ones.

If you're new to long-distance riding, there are comprehensive seminars on route planning and strategizing, learning how to exploit the most from your GPS, and farkling tips and suggestions. For more experienced riders, there are e-boni courses, a route planning class, and if you're looking for that elusive tip or idea that will help you become a more complete and competitive rider, there's a rally preparation seminar. And for those riders who enjoy touring, we're offering a seminar on Self Guided European Touring, as well as a seminar entitled *Two for the Road* from two of our more prominent two-up couples. Collectively, we have the most experienced, knowledgeable and benevolent group of members anywhere on earth who, thankfully, are only too willing to share their wisdom and experience with other passionate LD enthusiasts. Basically, there will be something for everyone!

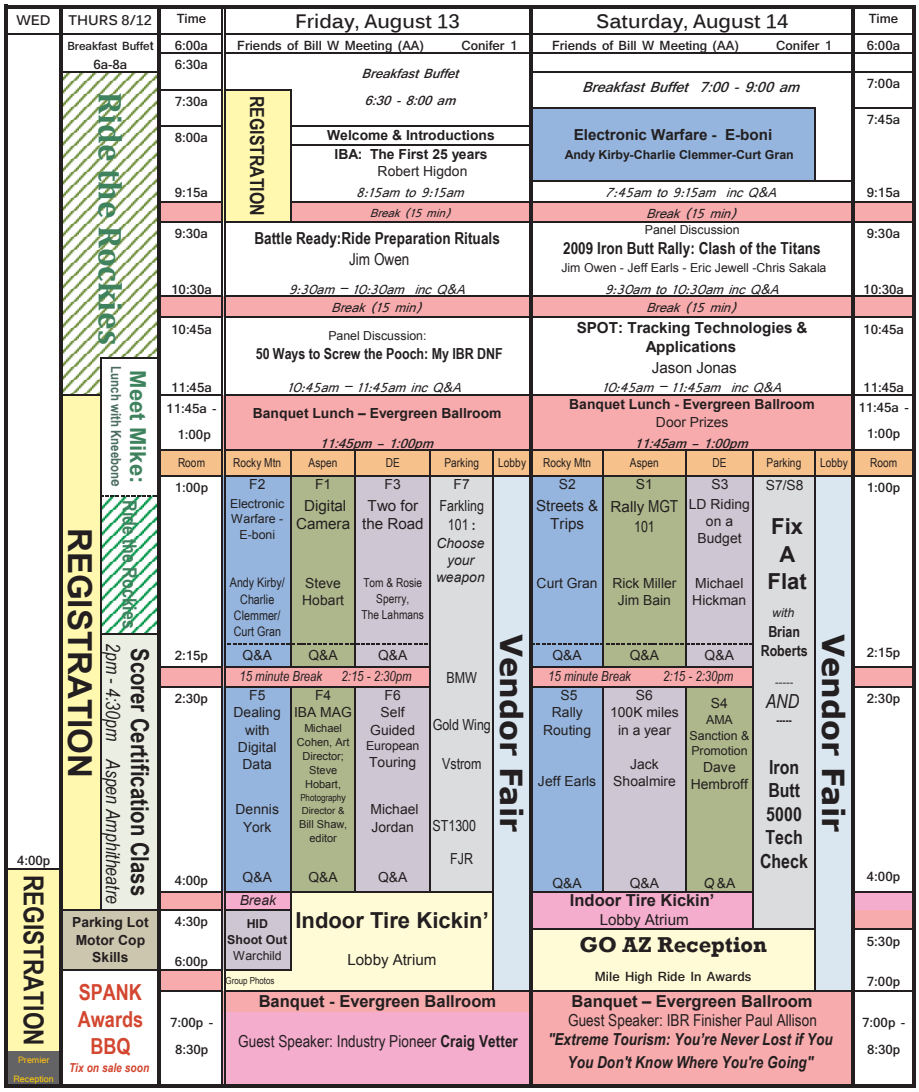
It should also be noted that this year's National Meet has been expanded to four days, August 11 – 14, and now features rides and other special events, in addition to two full days of informative and entertaining seminars. The fun begins with a private reception for IBA Premier Members, hosted by IBA Chairman Michael Kneebone on Wednesday evening. Thursday morning, there's a self-guided "Ride the Rockies" with a no-host lunch with Michael Kneebone at a landmark restaurant in the beautiful Colorado gorge. And if this weren't enough, noted LD rider Dean Tanji from Abracadabra Presentation Graphics will be previewing his newest DVD, *Hard Miles 2*, the story behind the 2009 Iron Butt Rally.

A special option for riders who have not yet become Iron Butt members, but would like to attend the National Meet, is the Mile High Ride-In. This is a unique opportunity to complete a SaddleSore and have your certificate presented to you personally by Michael Kneebone.

We are also offering something different this year for the wonderful, supportive woman in your life. We have organized a great afternoon of activities. On Thursday afternoon, August 12, you can sign up for your choice of spa treatments or take a shuttle to the renowned Cherry Creek Shopping Center. If you would like to do both – shopping and spa – sign up for spa treatments on Thursday and plan to go shopping one other day. The hotel shuttles will be available throughout our stay and we'll have more info in the Registration Room in Denver. We don't want to leave anyone out; this is open to everyone!

It is little wonder that this event, more than any other, attracts a venerable *Who's Who* in the long distance riding community. In attendance at this year's National Meet will be IBA luminaries Bob Higdon, Dave McQueeney, Tom Austin and Dale Wilson, as well as noted long distance riders Chris Sakala, Eric Jewell and Jeff Earls, and 2009 Iron Butt Rally winner Jim Owen. And it only happens once every other year. You KNOW you want to be there!

As you can see, we have a lot going on in Denver next month and if you still haven't registered yet, it's not too late. Don't be left out of the fun! For all the details and registration, please go to: http://www.ironbutt.com/natmeet2010/default.cfm.



Iron Butt Association Finland — World's Toughest Motorcycle Riders

IBA FINLAND

THE CHALLENGE IS THE OPPORTUNITY

BY JARI "JAKE" VUORELA

THE BIKE:

Make: Royal Enfield K

Year: 1931

Engine: Twin Cylinder, 976cc (rated at 22 hp)

Fuel Capacity: 10 litres (2.64 gallons)

Transmission: Three gears
(with shifter on the right side of the tank)

Tires: Englebert (made in Belgium, circa 1939)

Condition: Original shape

The Rider: Jari "Jake" Vuorela (Original shape as well)

PREFACE

Imagine riding an Iron Butt-sanctioned ride on a bike from the 1930's. In August 2008, I attempted my first SaddleSore 1000 on a Royal Enfield, but a broken exhaust valve only 16 kilometers from the end kept me from successfully finishing the ride. I was, however, undeterred. So on June 2, 2009, I embarked on my second attempt – even knowing the pain that I would be enduring.

THE WAY NORTH

Just before we were to start, I noticed that the front cylinder exhaust valve was acting up – again. I stopped at a local store to buy some foam, placed it inside the spring, added some oil, and it was working again. With a "total loss" lubrication system, I always have to keep a watchful eye on the oil. The start for this year's endeavor was an ABC service station

in Vuoksenniska in Eastern Finland. The rest of the team was already waiting: Risto on a BMW K1200LT, Matti on his Royal Enfield Bullet 600, and Markku, who had planned the route, was riding an Ariel Arrow 250 cc. At 12:29, I refueled the bike and we were off!

When we reached Juuka, the valve rod on my bike stacked again and remained open. A quick tap with my trusty hammer managed to release the valve and after adding some more oil to the foam, we were able to continue on our journey. I hoped this wasn't a harbinger of things to come. But other than seeing some reindeer somewhere between Kuusamo and Kemijärvi, the ride was uneventful.

Our speed of 90 km/h (56 mph) was quite furious for everyone but Risto on his K12LT. The little Ariel was whining most of the time. And even at these moderate speeds, the 1930's leather gear I was wearing wasn't nearly warm enough for the conditions. So when we stopped in Suomussalmi, Matti gave me his extra fleece to put under my leather jacket. I supplemented that by adding a piece of duct tape around my neck and arms to help keep me warm. By the time we reached Kemijärvi in Lapland – the mid-point of the trip – it had started to rain. At least my Royal Enfield was running like a clock and not showing any signs of engine problems. Unfortunately when we stopped at the Arctic Circle to gas up, Matti's Royal Bullet appeared to be over-heating and wouldn't start. He managed to get it running after we let the engine cool. But this put us off schedule and with the clock still ticking, it was decided that we needed to drive a little faster. Little did they know that I had been riding full throttle the entire time.

THE RIDE SOUTH

The thermometer on Risto's BMW showed that it was below freezing and everyone was feeling the cold by now. To make matters worse, my throttle cable broke at Kajaani. The good news was that I had a spare one with me. The bad news was that it didn't fit. I then went to Plan B and wrapped the cable around my left glove in order to control the carburetors, which meant I had to steer with one hand. I found it difficult to modulate the carbs since I was at one extreme or the other – either at full throttle or engine braking. It would have been nice to have a third hand. With 400 km left and four or five traffic lights to negotiate, I knew it was going to be tricky.

I had other problems too. When we refueled in Juuka, Risto informed me that my rear tire was flat. Nothing lasts forever, not even the famous Engelbert tires. Actually there was no problem with tire itself but the inner tube was damaged. I tried to repair it but it did not hold.

Since there was another ABC service station 2 km away, I rode there with flat rear tire. The bike wriggled like a snake but I managed to make it. I started worrying even more and wondered if I had enough time to change the tire and still make it to Vuoksenniska before my 24-hour clock ended. Possibly…if I could get the tire changed quickly. I found and then mounted a 1973 Dunlop K 70, so at least we had a "new" tire. I then refueled the bike and we were off again.

By the time I reached Joensuu, I calculated that with 10 liters of gas in the tank and with 5 liters in an auxiliary tank, I should have enough gas to reach my destination – even though the fuel consumption seemed to be much higher since I was running full throttle most of the time. A short time later I saw a familiar bike by the side of the road. As I got closer, I recognized it was Markku with his Ariel Arrow. Unfortunately, I couldn't do anything more than wave as I rode by. We agreed before leaving that if time were tight, everyone would be on his own.

Just after Pivakka it started to rain again, heavily. The visibility was poor, but another problem surfaced – the magneto wasn't functioning properly because of the wet conditions. I also had to refuel once more but was concerned the bike might not start if I turned it off. When I stopped in Saari at an SEO station, the engine didn't stall and kept idling. What a lucky break. A quick gas stop and I was on the road again hoping to make it before my time expired.

EPILOGUE

Risto and Matti arrived at the finish line with time to spare. As I pulled into the service station several hours after them and gassed up for the last time – I was excited and nervous. My final time stamp showed 12:20 – I only had nine minutes left. Unfortunately, Markku was not as fortunate – an electrical problem with a contact prevented him from finishing.

On the way home I stopped by a convenience store and, because of my disheveled appearance, was asked if I was one of the road crew laying asphalt nearby. I replied, "No. I only look this way because I was on a motorcycle trip and had a little problem." She didn't ask any more questions…

IF

IF you can plan your route when all about you
Are losing their way and blaming it on you,
If you can trust your map when all men doubt thiers,
But make allowance for their doubting too;
If you can ride and not be tired by riding,
Or being tired, not give in to tired eyes,
Or being late, don't give way to speeding,
And yet don't look too good, nor talk too wise:

If you can ride — and not make riding your master;
If you can navigate — and not make navigation your aim;
If you can ride with Triumph and Kawasaki
And treat those two impostors just the same;
If you can avoid the Pick-up, Van and Rig
Driven by morons to make a trap for fools,
Or watch the bike you gave your life to, broken,
And stoop and build 'er up with worn-out tools:

If you can make a picnic bench your motel
Though all night long it makes you toss and turn,
And waking, start again apon the journey,
So many new lessons, so little time to learn
If you can force your heart and nerve and sinew
To ride your route long after they are gone,
And so hold on when there is nothing in you
Except the Will which says to them: 'Ride on!'

If you can ride a Harley and keep your patience,
'Or ride Gold Wings — nor lose the common touch,
If neither rain nor howling winds can hurt you,
If all roads count with you, but none too much;
If you can fill the unforgiving hour
With sixty miles of distance run,
Yours is the Earth and everything that's in it,
And — which is more — you'll be an Iron-Butt Man, my son!

—ADRIAN ROBBERTS
(WITH APOLOGIES TO RUDYARD KIPLING)

By Alan Rider

Pint-Sized Peace-Of-Mind

IF YOU'RE LOOKING to give yourself—or your significant other—a little extra peace-of-mind on your next epic ride, we think you should consider getting a Spot Satellite GPS Messenger.

Already used by the most ardent LD enthusiasts, the bright orange case of this second-generation Spot unit is considerably smaller than the original, but don't let its compact dimensions fool you. Mounted on your bike it puts all sorts of handy satellite communication capabilities at your fingertips, from giving friends and family a quick thumbs-up via email or text message to summoning help in a life-threatening emergency. The best part is it works virtually anywhere with a clear view of the sky, including those way-off-the-beaten-path places with no cell phone coverage where LD bikes inevitably seem to break down or run out of gas.

The basic service runs $100 per year.

> "There are a lot of dubious claims out there about how some products will give you a competitive edge, but I've found these mainstream meal replacement."

For another 50 bucks, you can upgrade your plan to include Spot's Track Progress feature that automatically relays updated location information every 10 minutes and displays it using Google Maps on a password-protected website. An optional Spot Assist service will even dispatch a motorcycle-friendly tow truck to your location at the touch of a button.

To learn more about the Spot Satellite GPS Messenger, check out the company's website at www.findmespot.com.

Meals On Wheels?

Looking for a quick—and reasonably healthy—way to top off your own tank while you're gassing the bike? Registered dietician and sports nutrition specialist Matt Erlenbusch says put down that convenience store hot dog and pick up one of the nutritional supplements you may have assumed were only meant for the elderly and infirm.

"Even though drinks like Boost and Ensure weren't designed for endurance athletes, they work really well as a quick meal replacement," he explains. "They're portable, they taste good, and they offer

the kind of complete nutrition you need with a good balance of carbohydrates, protein, and fat."

Erlenbusch, who regularly competes in 100-mile mountain bike events, says he actually prefers quaffing one of these mini-meals mid-race over the many specialized supplements aimed at athletes. "There are a lot of dubious claims out there about how some products will give you a competitive edge, but I've found these mainstream meal replacement drinks end up working just as well."

Keeping Your Cool

Riding big miles in extremely hot weather can be more than just uncomfortable. Nasty heat-related illnesses with symptoms ranging from muscle weakness to confusion can make it downright dangerous.

The good news is that it's relatively easy to avoid all this ugliness with evaporative cooling garments like those from the folks at RideCool.com. A special polymer layer built into their vests and jackets retains water and releases it slowly, making them the equivalent of a wearable swamp cooler.

On a recent roadtrip through the desert southwest, this one thin addition to my normal riding gear kept me remarkably comfortable in ambient temperatures ranging from 85 to 105 degrees. The full effect doesn't come on until you start rolling but, once underway, the small amount of air circulating underneath my Roadcrafter suit was enough to leave me feeling almost chilly on a couple of occasions.

Better still is the fact that this internal air conditioning lasted for hours at a stretch. Which meant keeping my cool all day long became a simple matter of wetting the vest down every time I stopped for gas.

Ultimately, I came away from the experience convinced that these garments are a must-have accessory for anyone who spends a lot of time riding in hot weather.

Alan Rider has been riding for more than 30 years and has written numerous feature stories for CycleWorld magazine over the past two decades. His Utah 1088 story was even featured in the Premier Issue of the Iron Butt Magazine. Alan is also the publisher of XTRORD.com, the world's first guide to extraordinary experiences.

By Tom Austin, IBA Chief Technical Advisor

Long-Distance Riding in Hot Weather

HOT WEATHER BECOMES a significant risk to long-distance motorcycle riders when the temperature climbs above the typical human skin temperature of about 93°F. Three of the four mechanisms by which riders normally stay cool while riding no longer work when the air temperature exceeds human skin temperature. The danger of heat exhaustion and/or heat stroke skyrockets.

It is possible to ride safely, and even comfortably, in triple digit temperatures, but you have to be aware of how things change when the air temperature exceeds your skin temperature. Conventional wisdom is that mesh riding suits are best suited for such conditions because they maximize airflow over the skin. However, for the reasons explained below, maximum air flow is not what you need under these conditions.

To understand what gear works best in hot weather, it helps to know how thermal regulation of the human body works.

Temperature Regulation of the Human Body

Being warm-blooded, humans must maintain a core temperature within a few degrees of our 97-99°F normal temperature. If we get just 5° hotter or colder, we are seriously impaired; 10° hotter or colder, we die.

With the right gear, we can ride safely and comfortably at temperatures below freezing. With adequate insulation and wind protection, the heat our basic metabolism is creating (about 100 watts when we are sitting at rest and 140 watts with light activity) is sufficient to maintain our core temperature. However, it is much more difficult to maintain a safe and comfortable temperature when the ambient temperature exceeds our skin temperature. Insulation doesn't work because we become overheated from within when the heat generated by our metabolism has no place to go.

To avoid becoming over-heated by our metabolic heat release, we need to be in contact with or surrounded by something cooler than our core temperature. That's why the maximum comfortable room temperature is typically 80°F or lower. In still air, we get uncomfortably warm and experience an increased rate of perspiration when the temperature is higher.

Human bodies exchange heat with their surroundings through convection, conduction, radiation, and evaporation.

Conduction involves the transport of energy by means of direct physical contact in the absence of relative motion. Conductive heat transfer can be very significant for a body immersed in water, but air is such a poor conductor, that conduction plays a fairly minor role.

Convection involves the transport of energy by the means of the motion of air surrounding the body. Heat transfer occurs when air at one temperature comes into contact with the skin at a different temperature. Convection allows the heat transfer to continue by bringing a fresh supply of air to the skin surface. At zero wind speed, there is a minor amount of convective heat transfer associated with the motion caused by the temperature differential between the skin and the air. At non-zero wind speeds, convection becomes significant if the air is at a different temperature than the skin.

Radiation is the form of heat transfer that does not depend on direct physical contact with the surroundings, only on the temperature differential. Heat radiates from a hotter surface to the colder surroundings. In still air, radiation is the primary cooling mechanism for the human body when the air temperature is significantly lower than the skin temperature.

Evaporation is the cooling mechanism associated with perspiration (which is about 99% water). It is an insignificant factor when the air temperature is significantly lower than

the skin temperature, but it becomes the dominant cooling mechanism as air temperature rises. More importantly, it becomes the *only* cooling mechanism when the air temperature exceeds the skin temperature. Achieving effective evaporative cooling is therefore critical to surviving when the temperature is 93˚F or higher.

How Evaporative Cooling Works

Conduction, convection, and radiation are easier to understand than evaporative cooling because they involve the flow of heat from a surface that is warm to a surrounding medium that is colder. Evaporation is more complicated.

Evaporation of water occurs whenever the air in contact with the water isn't already saturated with water vapor. When the air is dry, it causes water to evaporate until the air becomes saturated; at that point, evaporation stops. The "relative humidity" of the air is then at 100%, meaning that it can't hold any more water. At 86˚F, each cubic meter (35 cubic feet) of air can hold 30 grams of water vapor, which is about one ounce. That may not sound like a lot, but when the air temperature is 86˚F or higher, the air seldom becomes saturated, even when there is a nearby ocean. (As warm air rises and cools, water is eventually removed by cloud formation and rain.)

Evaporative cooling works because of something called the *latent heat of vaporization.* "Latent heat" is the quantity of heat absorbed or released when substance undergoes a change of state, e.g., from a liquid to a vapor. As water vaporizes, it absorbs heat from the surrounding environment, which cools anything the vaporizing water is in contact with. Each gram (about 1 milliliter) of vaporizing water draws approximately 580 "calories" of heat from the surroundings. (A calorie is the amount of heat required to raise the temperature of 1 gram of water by 1˚C.)

The effectiveness of evaporative cooling depends on the humidity level. Sweat evaporates faster in dry, desert-like conditions. The effect of humidity on evaporation can be measured with a "wet bulb" thermometer, which is a thermometer with the bulb end covered by a wick soaked with water. Water evaporating from the wick causes the temperature to be reduced, just like a wet T-shirt against your skin makes you cooler as water evaporates from the shirt.

The cooling effect of evaporation can be dramatic with low, desert-like humidity. For example, at noon on July 26, 2009, the air temperature in Death Valley, California was 100˚F with a relative humidity of 13%. The wet bulb temperature was only 66˚F. Under these conditions, a wet shirt against your skin feels downright cold. In contrast, on the same day it also 100˚F in Houston, Texas, but the relative humidity was 42%. The wet bulb temperature was 80˚F. Under these conditions, a wet shirt still has a cooling effect, but not nearly as great as under desert-like conditions.

The evaporative cooling effect is why humans that are heavily perspiring can survive desert conditions. There is not enough perspiration to bring the skin temperature to the wet bulb thermometer reading, but a normal 93˚ skin temperature can be achieved.

Direct radiation from the sun can also be a factor, but when we are shaded from the sun or wearing reflective clothing, something in between the wet bulb and dry bulb temperature is the best indication of how hot it will feel at or above 93˚F. It will obviously feel cooler in Death Valley than in Houston at the same air temperature.

Examples of Heat Flow to and From the Body

With "light" activity, such as riding a motorcycle on paved roads, our basic metabolism produces about 140 watts of heat that has to be removed. To avoid a rise in core temperature, 140 watts must flow from the body to its surroundings.

Using published literature, primarily on the work of Dr. Rod Nave of Georgia State University and Zhang, et al. from De Montfort University in the UK, I've compiled a series of models and related heat transfer coefficients that produce reasonable estimates of the temperature levels at which people are comfortable. The models indicate that, without noticeably perspiring, the combination of conduction, convection, radiation, and evaporative cooling will allow us to remain comfortable in an indoor environment at an air temperature of 80˚F if we are wearing only very light clothing. The heat balance is illustrated in Figure 1. Most of the cooling is provided by radiation. It takes less than 1 ounce of perspiration per hour to provide the required 14 watts of evaporative cooling.

Figure 2 illustrates what happens when the room temperature rises to 93˚F. Heat flow from conduction, convection, and radiation stops because there is no difference between skin temperature and the air temperature. Evaporative cooling is the only available pathway and we must perspire enough to achieve 140 watts of cooling from the evaporation of sweat. To achieve 140 watts of evaporative cooling, about 7 ounces of water must evaporate from our skin every hour. To the extent

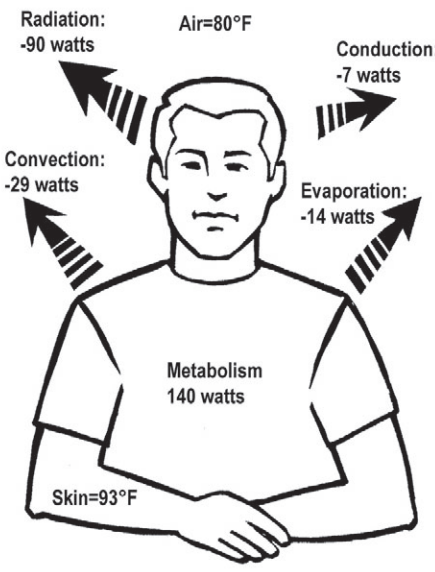


Figure 1
Heat Balance in Calm Air With 80°F Air Temperature
Required Evaporation: <1 oz. per hour

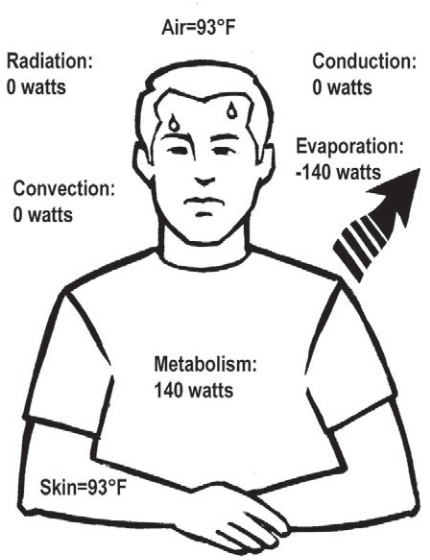


Figure 2
Heat Balance in Calm Air With 93°F Air Temperature
Required Evaporation: 7 oz. per hour

that some of the sweat drips off before evaporating, the required level of sweat production increases correspondingly. Considering that other bodily needs for water are about 3 ounces per hour, we would need to drink a minimum of 10 ounces of water every hour to avoid dehydration.

Above 93˚F, the required perspiration level increases because the air temperature is then transferring heat into the body. Figure 3 shows what happens at 103˚F. In addition to the 140 watts being generated by our metabolism, 99 watts of heat are transferred into the body by the combined effects of conduction, radiation, and convection. To supply the required 239 watts of evaporative cooling, the amount of sweat we have to evaporate increases to 12 ounces per hour.

Now consider what happens when we move from indoors to a motorcycle. Assume that we are riding a motorcycle with no fairing and wearing light clothing or a mesh riding suit that doesn't block the wind, the front surface of our body (about one square meter) is exposed to the full effect of the wind. Because convective heat transfer is a function of the velocity of the air over the surface of the skin, the heat transferred into the body increases significantly. At 103˚F air temperature, the convective heat transfer increases from just 22 watts under calm conditions to 550 watts at freeway speeds. This is the opposite of "wind chill;" a light breeze can still enhance evaporative cooling but above 93˚F a strong wind is heating the body.

> "This is the opposite of "wind chill;" a light breeze can still enhance evaporative cooling but above 93°F a strong wind is heating the body."

As illustrated in Figure 4, the increase in convective heat transfer when the skin is exposed to high wind speeds at 103˚F increases the required level of evaporative cooling to 767 watts. That requires 39 ounces of perspiration per hour. Riding four hours between fuel stops under these conditions causes more than 1.2 gallons of water loss in the form of perspiration. This is close to the maximum sustainable perspiration rate for the average adult.

At 113˚F, the minimum required evaporation rate increases to 70 ounces per hour when your body is exposed to a strong wind. Unless you are acclimated to working in tropical environments, you can't sweat that much, regardless of how much water you are drinking. Keep riding under these conditions and you will faint from heat stroke.

The secret to avoiding heat stroke when riding in extremely hot weather is to cut down the convective heat transfer by blocking most of the wind. This can be accomplished by using a fairing and windscreen and/or by wearing a helmet and riding suit that blocks the wind and has vents to allow a lower velocity of air to pass over your skin. By knocking the air velocity down to about 10 mph, the convective heat transfer is reduced by 70% and there is still plenty of air flow for efficient evaporative cooling.

The effect of reducing the wind speed to 10 mph at an ambient temperature of 103˚F is illustrated in Figure 5. Compared to the heat balance with the skin exposed to high wind speed, convective heating is reduced from 550 watts to 165 watts and the evaporative cooling required drops from 767 watts to a more manageable 382 watts. The required perspiration rate drops by about 50% to a more manageable 19 ounces per hour. At 113˚F the required perspiration rate drops from 70 ounces per hour to 32 ounces per hour.

Minimum Water Requirements

Replacing a quart of water loss per hour under extreme desert conditions (e.g., 113˚F) is manageable, but only if

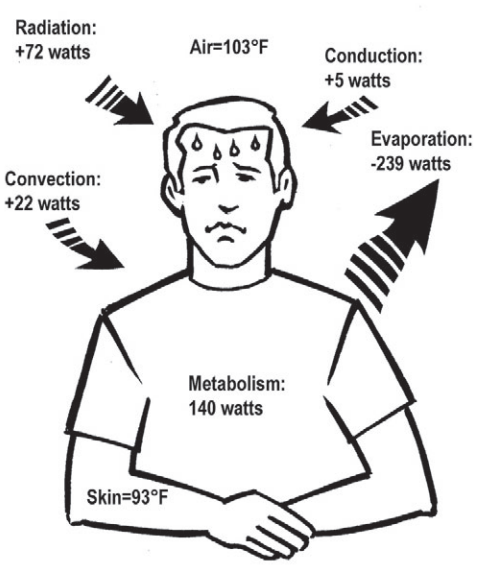


Figure 3
Heat Balance in Calm Air With 103°F Air Temperature
Required Evaporation: 12 oz. per hour

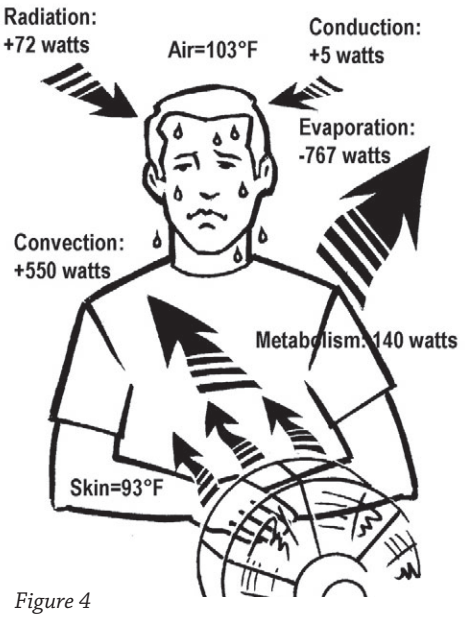


Figure 4
Heat Balance Exposed to High Wind Speed With 103°F Air Temperature
Required Evaporation: 39 oz. per hour!

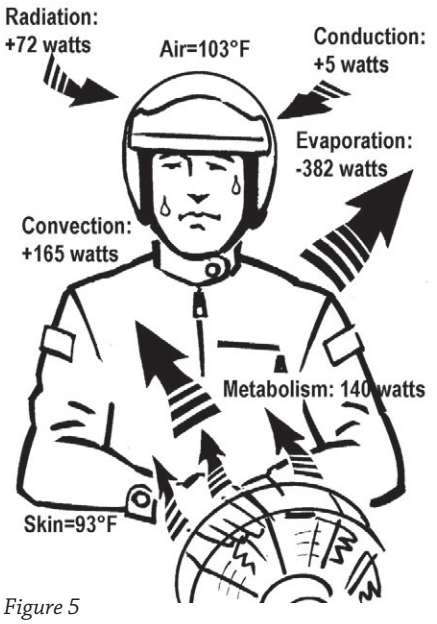


Figure 5
Heat Balance Wearing a Vented-Windproof Suit With 103°F Air Temperature
Required Evaporation: 19 oz. per hour

Table 1: ***Minimum* Water Consumption With Low Wind Speed Over Skin**

Temperature	Required for Evaporative Cooling	Total Water Required	Water Needed Every 4 Hours
80°F	< 1 oz./hour	3 oz./hour	12 ounces
93°F	7 oz./hour	10 oz./hour	40 oz. (1.3 quarts)
103°F	19 oz./hour	22 oz./hour	88 oz. (2.8 quarts)
113°F	32 oz./hour	35 oz./hour	140 oz. (1.1 gal.)

Note: The values shown reflect ideal conditions with no heat being absorbed from the motorcycle.

you are carrying about a gallon of water on-board your motorcycle and drinking frequently between fuel stops. You can't wait to drink during a fuel stop, especially if you are only stopping every four hours. As shown in Figure 6, a drinking tube with a "bite valve" connected to an insulated jug or cooler is the ideal setup. Table 1 summarizes water requirements for a range of temperature conditions.

Although perspiration is about 99% water, there are also trace amounts of sodium chloride and other electrolytes that are lost through perspiration. Notwithstanding the marketing hype used to sell "sports drinks," typical diets are sufficient to replace the electrolytes lost through perspiration without the need for sodium chloride or glucose supplements. According to the American College of Sports Medicine, "There is little physiological basis for the presence of sodium in an oral rehydration solution for enhancing intestinal water absorption as long as sodium is sufficiently available from the previous meal." However, the available sports medicine literature does suggest that sodium chloride supplements are beneficial when conditions result in high rates of perspiration for more than 4-5 hours. For such extreme conditions, sports drinks like Gatorade are a better alternative than pure water unless the salt loss is being replaced with the consumption of salty snack foods. The glucose content of sports drinks is less important for long-distance motorcycle riding because a high level of work is not being done.

Wicking Undergarments

The calculated amounts of water for evaporative cooling described above are based on the assumption that no perspiration is dripping from the body or being blown off of the body before it evaporates. To minimize the loss of any perspiration before it evaporates, it is necessary to wear undergarments that stay in contact with your skin and serve as a wick, just like the wick on a wet bulb thermometer. Garments made by LD Comfort (www.ldcomfort.com) and UnderArmour (available at sporting good retailers) are ideal for this purpose.

Figure 7 shows the LD Comfort helmet liner and turtleneck shirt. The helmet liner is especially important because of the relatively high surface area of the head and the large about of perspiration from the head that can be wasted if it is not captured by a wicking material. Riding shorts or tights made of the same wicking material are also critical for minimizing the dreaded "monkey butt" caused by hours in the saddle sitting on damp, non-wicking material.

Other Sources of Heat

Some motorcycles are better suited for riding in hot weather than others. The need for water described above assumes the motorcycle itself isn't contributing to the thermal load on the rider. Unfortunately, that's a bad assumption for some models.

If engine heat is noticeable at temperature below 93°F, it is likely to be a significant problem at higher ambient temperatures. Water-cooled engines won't necessarily run hotter in hot weather because a thermostat controls the temperature of the coolant. But waste heat absorbed by the coolant has to be transferred to the air passing through the radiator. The higher the temperature of the air entering the radiator, the higher the temperature of the air leaving the radiator will be.

At 93°F, the radiator air discharge might be 140°F and perhaps be reduced to 110°F before it contacts your leg. It feels very warm, but it won't burn you. If

Figure 6 ***1-Gallon Insulated Cooler With Drinking***

Figure 7 ***Wicking Undergarments like LD Comfort For More Efficient Evaporative Cooling***

the ambient temperature is 10°F higher, your leg might be exposed to 120°F. That's hot enough to actually burn you in a few minutes if your leg isn't insulated from the radiator discharge.

According to data from the National Burn Center, the combination of temperature and time to cause a second degree burn is 113°F for 1.7 hours, 122°F for 2 minutes; 131°F for 11 seconds, and 140°F for 2 seconds. (The only thing protecting you from being burned when your bare skin is exposed to ambient temperature of 113°F or higher is evaporative cooling and the cooling of the skin surface by blood flow.) To be protected from radiator discharge temperatures in excess of 113°F, you need insulation between your skin and the hot air stream. Your riding suit may not be sufficient. LD Comfort tights will help.

Other Sources of Cooling

Evaporative and "phase change" cooling vests are two options for supplementing the evaporative cooling available from perspiration. They work, but not for very long. Although manufacturers often claim such vests keep you cool for "up to 3 hours" or even longer, two hours of noticeable benefit is more typical. That's less than the time between fuel stops for a typical long distance rider. For a short-term break from the heat without the hassle of a separate cooling vest, you can pour some water on an LD Comfort top during a gas stop — or even while riding — and experience increased evaporative cooling until it dries out.

Evaporative cooling vests can be "recharged" fairly quickly by just soaking them in water, but the phase change vests require 20 minutes in ice water (or longer in a refrigerator) to recharge. Few long distance riders are going to be willing to take the time required.

As I write this, a company named "EntroSys" is advertising an actual air conditioning system that supposedly will provide cool air to a special vest. Although you can't buy the system yet, the company is offering 20% discounts from an undisclosed price for the first 500 individuals to "pre-order" the system. In theory, this could work without consuming an unreasonable amount of power, but it hard to believe many riders will be interested in carrying the hardware required for the limited amount of time the system would actually be used.

In Summary...

The magic number is 93. Below 93°F, it's fairly easy to stay cool on a motorcycle as long as you are moving fast enough to get some wind against your skin for convective cooling. A mesh riding suit feels great.

Above 93°F, it's a different world. The wind is no longer your friend.

For long distance riding in temperature higher than 93°F, you need to (1) minimize your body's exposure to direct wind blast; (2) wear wicking undergarments, including a helmet liner; (3) carry an adequate supply of cool water and drink frequently; and (4) insulate any parts of your body exposed to engine heat or radiator discharge.

Dress right, drink right, and enjoy the ride.

bonusListings

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

AUGUST

M	T	W	T	F	S	S
2	3	4	5	6	7	1/8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

7-12 SPANK Rally » spankrally.com/ 5 day rally NV to Denver, CO / ending at the IBA Nat'l Meet /

12-15 IBA National Meet / Denver, CO / THE event - seminars, food, comraderie /

15-21 Iron Butt 5000 Rally » ironbutt.org/forum/forum_posts.asp?TID=3912&PN=1 / Denver, CO to Spartanburg, SC / New 5 day rally /

21-22 1000-IN-24 » cofreewheelers.org/1000-in-24.html / CO /

26-5 Ten In Ten Rally » <utah1088.com/TenInTenRally.pdf / UT / 10 day rally ending on September 5th /

SEPTEMBER

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

3-7 SCMA Three Flags Classic Tour » 3flagsclassic.org / Regina, Canada to Puerto Penasco, Mexico /

11 Ride for Children » freewebs.com/rideforchildren/registration.htm / Allen, TX /

10-26 Motorcycle Cannonball Rally » motorcyclecannonball.com / NC to Ca / coast to coast on pre 1916 motorcycles /

18-26 Ayres Adventures Extreme Alps Tour 1 » ayresadventures.com/europe_IBAALPS1.aspx / European luxury touring IBA style /

26-4 Ayres Adventures Extreme Alps Tour 2 » ayresadventures.com/europe_IBAALPS2.aspx / European luxury touring IBA style /

TBA Rendez-Vous Rally - rendezvousld.org/2009/en/home.htm / QC Can /

OCTOBER

1-3 Land Of Enchantment 1000 » www.loe1000.org / NM / rally riding /

3 Harvest Rally » glmc.org/harvest.html / Brainerd, MN /

TBA The Void Rally » rallythevoid.org /

TBA Maine 400 Rally » maine400.com / ME /

NOVEMBER

20 Bite the Weenie RTE » jerrywhite518@gmail.com / Los Angles, CA / late night fun 10p-2a Pinks Hot Dogs /

DECEMBER

29 Because We Can RTE » dtanji@gmail.com / Guadalupe, CA / 11a-2p Far Western Tavern /

30 Stagecoach XIV - The Annual Last Ride of the Year / Stockton, AL / lunch at the Stagecoach cafe /

2011 Events

TBA The 2011 Iron Butt Rally » www.ironbuttrally.com/IBR/default.cfm /

NOTES

Motorcycle Tourer's Forum events: *forums.delphiforums.com/MCTourer/messages?msg=38414.1*

bonusPhotos

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

John Austin on a recent shakedown ride of the Southwest his newly farkled Yamaha FJR. Photo submitted by John Austin.

Facing page: In a rare occurrence, five Iron Butt Rally winners were in Jacksonville this year for the Legends Ride for the IBA Pizza Party. Left to right are Ross Copas, 1986 IBR, Shane Smith, 2005 IBR, Paul Taylor, 2003 IBR, Jim Owen, 2009 IBR, and Marty Leis, 2007 IBR.

Yes that's a 1914 Harley Davidson motorcycle. John Austin came across Victor Boocock in Nevada who was on his way to completing a ride from New York City to San Francisco on the antique Harley. Victor even fitted his bike with an aux fuel cell and used a hand pump to transfer fuel.

Ron Allen and Mike Morrison give two thumbs up after completing the Legends Ride SaddleSore 1000.

By Jeff Earls

Math Under Pressure

Running the Numbers

PLACE: A gravel parking area south of Yerington, Nevada

TIME: 1900 hours on a pleasant June evening

SCENE: The sun is descending inexorably towards the towering wall of the Sierra Nevada Mountains to your west. Picture yourself with your motorcycle, a couple of paper maps, and a rally bonus listing.

YOU ARE AT roughly the halfway point of a 24-hour rally based out of a small north-central California town. You have been in motion since 0800, covering over 500 miles while making a number of stops. You have participated in various humorous and mildly degrading activities and just celebrated the day by firing a couple of rounds through your rally shirt.

The second leg of this rally is now beginning. You had a pretty good first leg but know a few riders got more points than you. The clock ticks in your mind as you scramble through the eight-page bonus listing. An array of 33 bonuses fries your brain as you start to plot them on a map.

You feel stressed as other riders leave the checkpoint….

What are you going to do?

What I just described is a typical mid-rally situation. You believe you've got a pretty good ride going and feel you are in contention for a top finish or the win. You need to make some solid decisions and you need to make them fast. How to do that?

STEP ONE: Take a deep breath and calm down.

STEP TWO: Scan through the entire bonus listing. This won't take long.

A quick scan of this listing shows that the first five and a half pages contain bonuses that range from 53 to 379 points. Correlating a number of them with your map shows that they trace a route generally in the direction of the finish.

The small bonuses – and there are many of them – might read something like this:

Springfield ***159 Points***

Back onto 49, you're going to want to keep an eye out for the Jackass Hill turnoff that will take you to Mark Twain's Cabin. There you'll find another Twain-Harte Trail marker with some history for the cabin. What story was written here?

As you get through the listing, you find that the last two and a half pages contain more remote bonuses with higher point values as well as a blank fuel log. The handful of large bonuses ranges from 377 to 942 points but they will require riding a wide loop far to the north before returning to the finish. The large bonuses are simpler:

Hayfork, CA ***942 Points***

Out in Hayfork, you'll find Wiley's Supermarket; a bit of a throwback to a time gone by. We'd like for you to go back in time too. Get a photo of yourself on the horse in front of the market.

You can almost guarantee that finding the market in Hayfork will be much easier in the middle of the night than the Jackass Hill turnoff sign and historic marker. After all, aren't bigger, easier-to-find points better? Right?!

Put down the helmet and step away from the motorcycle.

STEP THREE: Stop. Look at that map again and think.

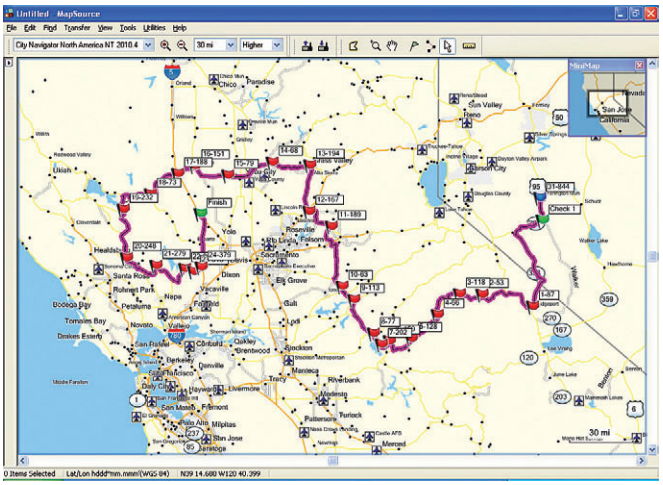
Take the time to plot out a few of the small bonuses to better understand the route. The larger bonuses are few enough in number that you can place them all on a map very quickly. If you do this mapping on a computer or have good intuition, it is very easy to see the following:

- There are a lot of small bonuses, and it may be possible to get them all.
- If you don't get all the small ones there are multiple options to bail on the route and still get to the finish on time.
- It is not possible to get all the large bonuses in the remaining time, meaning you need to be more selective.
- The large bonus route is "all or nothing" – there are no bail-out point options.
- There are a few bonuses that are in easy reach of either option.
- The small bonus route is 520 miles
- An aggressive large bonus route, that bypasses two mid-sized bonuses in favor of larger ones, is 750 miles.
- Both routes require many twisty night miles in heavy deer county.

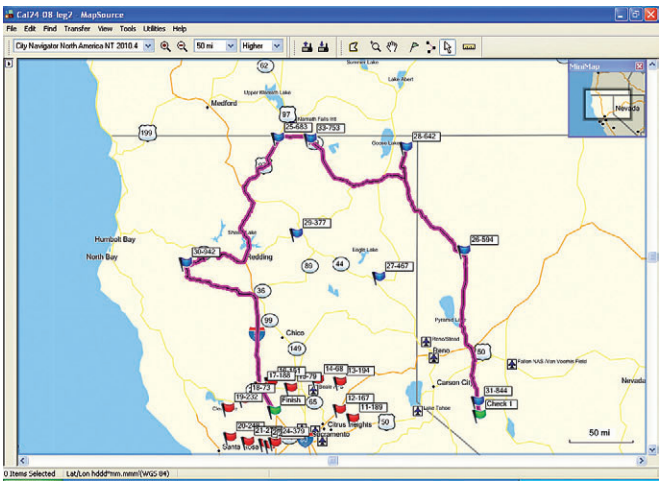
Let us look at these maps closer.

The figure below shows the "small" route. You can see that it takes you on a ride directly over the Sierras and turns north through the foothills. North of Sacramento, the string of bonuses leads west across the central valley and crosses I-5. The last loop runs over the hills and into the Napa Valley before curling back

to the finish. If you find yourself behind the clock you can bail onto US-50, I-80, or I-5 and get to the finish in short order.



The next map shows the bonus locations on the "large" route. There are not many bonuses and they are scattered. There is no easy way between Gerlach and Susanville so you need to pick one or the other. A route to Gerlach puts one on a trajectory to Fort Bidwell in far NW California. That plan is a worth more than Susanville/Burney so it's a better starting point. Once in Fort Bidwell you could either bail southwest to Burney and Hayfork or stay north and try for Tulelake and Dorris. The aggressive 750 mile route would loop through Gerlach, Fort Bidwell, Tulelake, Dorris, and Hayfork.



STEP FOUR: Pull out a calculator. Your goal is to maximize points within your riding ability.

Given that it looks possible to get all the small bonuses, total up the points. This gives you a sum of 3874. Now add up the aggressive large route total. This gives you 3816 points. Those totals are close enough to tip the odds towards the large route. It would only require missing one or two small bonuses to give the nod to a large route rider.

Now add in the bonus locations that can be easily reached from the other route. This adds 844 points in Yerington, NV to the small route and 188 points in Williams, CA to the large route. The totals are now 4718 for the small route and 4004 for the large route. That 714-point differential is a huge swing in favor of the small route.

Now ask yourself: Have you ever ridden to Hayfork, CA? The roads there redefine the concept of endless tight twisties. Trying to get those 942 points after everything else will be risking a late-arrival DNF. Despite the risk, the total for that hard ride is well below the small route option.

At this point it should be obvious that the highest point opportunity is on the small route. You'll need to stop more but have 230 fewer miles to cover.

With practice, an on-the-clock first pass route sheet analysis like this should take you no more than 10 minutes.

I polled a number of riders that chose the large route option. I asked them about their planned bonuses, what they actually achieved, and why they went north. The two riders with the highest planned totals on this route intended to get 3516 worth of points not including a few small crossover bonuses. No riders included Hayfork in their plan although one rider achieved it after bailing on the far northern bonuses. One northern rider left with a conservative plan of 1953 points but came home with 2747 on the loop after finding opportunities en-route. In no case were any of these plans close to what the small route offered on far fewer miles.

So why did they go that direction? One rider said it was because he didn't want to make all those stops. Another went that way because he didn't think it was possible for anyone to get all the small ones. Some were simply pulled in by the Siren's call of "bigger must be better." Frankly, not one of these choices were bad. Each rider had a great rally and a fun, competitive ride and arrived ***safely*** at the finish.

However, both the 1st and 2nd place riders in this rally took the small route option. The 1st place rider visited each small bonus in addition to the claiming the large points in Yerington. The 2nd place rider missed most of the last loop on the small route but still racked up enough points to beat the best efforts of the large route riders.

THE LESSONS HERE: Take your time, don't feel rushed, and do the math. It doesn't long and can save you from kicking yourself later if you're looking for that rally win.

By Lynda Lahman (Photos by Tobie and Lisa Stevens)

Chapter 1: From Passenger to Partner

TWO IRON BUTT Rallies, five Utah 1088s, a five-day SPANK rally, a 48 state ride, our own version of the National Parks Tour, a SaddleSore 1000 and 2000, and, one week before our wedding in 2005, an *attempted* Bun Burner Gold. (There was a blizzard on the way to the Omaha National Meet.) What started as a fun way for me to spend time with Terry, sharing his passion for motorcycling, has since become an integral part of who we are as a couple.

I knew from the beginning of our relationship that Terry loved riding; particularly endurance riding. So on our third date I asked him to take me for a ride. I needed to discover for myself if I liked motorcycling as an activity on its own or if I liked it because I liked him. As our dating progressed, we began to discuss why he participated in IBA rides and especially rallies. Before long we were talking about what might it be like to compete 2-up. With the Utah 1088 on the horizon, I think we were both surprised to find ourselves intrigued by the idea of attempting such a ride. Terry was very clear that he wanted to make sure we/I could survive the rigors of a rally. He suggested that we ride a SaddleSore together to prepare. And with only two weeks before the start of the Utah 1088, we went for it.

Our ride had its share of adventure, including the bike being hit by a kid on a bicycle at a rest stop. The bike was damaged and we lost an hour dealing with the local police, but we finished with a windscreen duct taped together. It was a beautiful and challenging route including 70 miles of twisty roads over Lolo Pass in Montana and 2 hours in a seedy motel. We got our final gas receipt with 20 minutes to spare. When I realized what we had accomplished in only 24 hours, my competitive instincts were whetted and I was ready for the next challenge.

The goal for most rallies is quite different than that of a SaddleSore. A 26 hour rally requires riding almost continuously just to gather enough points to finish. I was totally unprepared for what we were about to do. I had no idea about routing or bonus collecting. What I did learn was that bonus hunting is quite engaging. It kept my mind occupied to be looking for the next historical plaque, obscure headstone in a cemetery, or mileage marker near a unique landform. The desire to collect one more bonus and to keep adding up points was becoming addictive and the thrill of finishing was incredible.

Terry and I had only been dating three months when we rode in the 1088. Our first disagreement occurred on the way home from that rally. Terry had told me to let him know when I needed a break,

and when I did, he became frustrated that we weren't on pace to make it home that night. A stony silence ensued for several miles until I was able to tell him he was sending me mixed signals. (Pardon me, I am a therapist). Luckily for our relationship, he admitted he had, in fact, sent a confusing message. We stopped, got off the bike, sat on a curb for over an hour, and hashed out what was going on and how to handle it in the future. This became the template for every ride we have ridden since then. Our relationship mattered more than any time schedule, rally or IBA ride.

What became clear to us after both the SaddleSore and the 1088 was that thus far I had been primarily a passenger. Though I had ridden 4100 miles over four days in a little over a week, all I really had done was sit and let Terry do most of the work. While I was pleased with my ability to mentally and physically survive the endurance aspects of the rides, I wanted to be a more integral part of the ride itself. If I were to continue to claim Iron Butt status, I wanted to do more than show up. We needed to learn how to maximize our advantage as a 2-up team. Working together, both on and off the bike, managing gas stops, rest stops, routing, packing, food, and gear gave us opportunities to become more efficient.

All long distance riders deal with weather, obstacles, bad moods, exhaustion, and bike breakdowns. But these situations faced can be much more challenging with two personalities not always in sync with each other. We often wrestle with the fear of disappointing the other partner. We have to be aware of our differing levels of competitiveness and our anxieties about just how far to push our limits. We've had moments when one of us wants to quit and the other couldn't stand the thought of quitting. Because we are on the same bike, we have no choice but to resolve these issues. We don't have the option of meeting up later or of spending time apart to cool off.

The transition from passenger to riding partner has been exciting, exhausting, and challenging. I've seen the country more times than I can count over the past 6 years. I've pushed my limits beyond anything I've ever done before. I've formed friendships with fellow riders from all over the world and most importantly, created a lasting life partnership with Terry.

CounterSteering

By Hector Cademartori

By Don Arthur

In Case of Emergency

THE IMPORTANCE OF wearing quality protective riding equipment has been proven, beyond any doubt, to increase the chances of survival if our worst fears are realized. But, when the unexpected happens and we are unable to speak due to an unforeseen injury, how can essential information best be communicated to our rescuers?

Many years ago, an innovative rider came up with a simple solution – conspicuously placing important personal information on the outside of a helmet; *e.g.*, name, DOB, blood type, medications, allergies, etc. Emergency Medical Technicians (EMTs) or other first responders would have at least the basic details they need when starting treatment. While this is still a valid technique, it really never gained widespread acceptance – probably for aesthetic reasons.

Another technique I have used for years is to carry a laminated card in my riding suit's breast pocket. On the outside of the pocket, with permanent marker, I wrote "EMERGENCY INFO IN POCKET." After an accident where I was unconscious when paramedics arrived, they told me they easily found the information and it was useful.

I recommend including at least the following:

- A list of acute and chronic illness
- A list of current medications – including dosages
- A list of allergies – especially to medications
- Any significant family medical history
- Name, address and phone numbers of next of kin and several emergency contacts
- Medical insurance information
- Vehicle insurance and towing information

> "Being a responsible motorcyclist means taking steps necessary to survive encounters with inconsiderate drivers or other road hazards."

If you have a medical advance directive, I recommend you list that as part of your emergency information and carry a copy with your emergency information card.

If you're in an organized ride or rally, you should also list the rally master's phone number in the emergency contacts.

Another idea is for riders to enter emergency contact information in their cell phone's address book under "ICE," which is the universally recognized acronym for In Case of Emergency. A person can even enter multiple contacts if desired such as "ICE1," "ICE2," etc., since most police officers, firefighters, and EMTs are familiar with this practice.

A more recent high tech development is the use of medical ID bracelets and universal serial bus (USB) flash drives. As it relates to the latter, some riders simply transfer relevant personal and medical information onto a flash drive and hang it around their necks, while others purchase devices made specifically for this purpose from MedicTag or U-Tag ICE. Needless to say, the benefits of having your complete medically history immediately available to an EMT cannot be overstated.

As we all know, accidents can happen to even the most conscientious, skilled or prepared rider. Being a responsible motorcyclist means taking steps necessary to survive encounters with inconsiderate drivers or other road hazards. This includes, but is not limited, to wearing the right gear and taking rider education courses at least biennially. It also means implementing one, if not all of the ICE measures listed above.

If you have a suggestion, tip or idea that you'd like to share with other LD enthusiasts, please send a note to editor@ironbutt.com.

By Rob Nye

Part 2: **Mounting Options and Tips on Using GPSs**

AFTER CHOOSING THE most appropriate GPS for your bike, it's important to determine the best place to mount it. The ideal location for a GPS is above the speedometer and to the left of center. At 65mph you will cover about 95 feet every second – or approximately six car lengths. Going back to our MSF Rider Training we know that the safe following distance is two seconds and our immediate path is four seconds ahead. Yet in today's traffic it is rare that we can maintain this distance. This means that in order to have any margin of safety you shouldn't even look at your GPS unless you are six seconds or more behind the vehicle in front of you, or you have over 500 feet of clear road ahead. Having a GPS mounted low or off to the side means that you must take your eyes from the road and refocus on the screen and that takes a second right there.

You also need to maintain situational awareness and not get sucked into the screen, which can happen when it is mounted too low or on a stalk. One method I use to avoid "screen lock" is to count out loud while I use the GPS; after "one thousand" I look up, check around me, and then go back to the screen if I need to. If the GPS is mounted left of center it is natural to use your clutch hand for the GPS; occasionally I'll rest my hand on the GPS and use my thumb for the buttons if it is more than a one push (zooming) task. Using this method I'll develop a little muscle memory for the location of the buttons, either on the unit or on the touch screen. Also, I can keep my hand in position when I look up at the road every other second saving me the need to refocus on the GPS. If it is mounted higher than the speedometer I can monitor traffic; however I always use

the counting method to prevent getting overly focused on the display. It may be necessary to fabricate a custom mount to get your GPS in the optimum position, but it is money well spent.

Most, if not all, GPS units offer voice commands. This is very handy, but like anything else it is not a complete solution as most people will look at the unit anyhow when they hear the instructions. Also, having a little voice telling you where to go has its own issues. Construction, updates and just plain bad information can all cause the GPS to try to lead you astray or give you a spurious instruction that can cause confusion and a hazardous situation. This tends to happen most often in cities and major intersections. For example, outside of Boston you might be heading south on I-93N or south on 128 as they are the same road. Murphy's Law dictates that the GPS will give you instructions for the "wrong" road even though it's where you intended to go. The best way to prepare for this is to have an idea of where the GPS is going to send you before it starts telling you to exit in a half mile. It is also a good idea to turn off the auto recalculate function in your GPS. For example, rather than have my GPS automatically recalculate the route after a wrong turn, I prefer to have the screen change to "off route" and the voice command to remind me that I am off my route. I then have to manually decide if I want to recalculate the route or get back on track using my own abilities. This is especially vital in a dense area; auto recalculate could have you making "wrong" turns faster than the GPS can get you back on track.

Most GPS units include a database of points of interest (POIs), which include fuel, food, hotels, landmarks and more. A common error is for a rider to use the "find" feature and then make a decision based on the distances represented in the results. This can lead to big problems as the information generated by the search is expressed in straight line distance. This isn't a big deal in Nevada, but in Georgia you may find that the gas station that was 15 straight line miles away is really 30 miles of pavement or not even on your route. The only way to resolve this is to select the point as a destination and view the results. One benefit of having all the information in the GPS is that the phone number of the destination will often be included. If you have the GPS connected to a communication system you will be able to call the location simply by selecting it from the GPS. This is very handy for making hotel reservations on the clock or finding out if you can actually find an open gas station for the rally winning receipt at 2:00 a.m. in a town you've never heard of before.

As you can see, there is much more to a motorcycle GPS than, "You are here," and, "Turn left in a mile" instructions. Like most consumer electronics, the average user will barely scratch the surface of the unit's capabilities. While getting full use of the device can provide an advantage in a competitive rally it isn't necessary for day-to-day riding. A great way to get familiar with your new GPS is to use it in the car, as a passenger, providing turn-by-turn instructions to the driver, followed by using it in the car the same way you intend to use it on the bike.

For the LD rider, the GPS can open up new ways to think about routing, especially when out for a "short ride." I've discovered new roads in my backyard simply by choosing a destination a few hundred miles away and alternating between the shortest and fastest routes along the way. I've also abandoned some of my "local" routes as they proved to be slower than some of the recommended routes, yet I've also proven time and time again that the rider will always have information that the GPS does not have. It is up to you to spend enough time with your GPS to understand the difference; the only way to do this is to get out and ride.

I believe the time functions of a GPS are even more valuable than mapping. If you reset your trip odometer and logging functions in your GPS at the start of a ride, your GPS will tell you what your average speed is for the period of time the unit was powered on. This is a very useful feature when on a certificate ride. For example, to complete a Saddle Sore 1000 you must average at least 41.7 miles per hour, including stops, to complete the ride in the allocated time. My GPS units are hardwired to the battery so they never shut down, even when I'm off the bike. This way I can check my average speed at any point in my ride. If I am below the necessary average, I know that I need to be more efficient, but if I'm above I can take more time for rest, food or simply relax a bit knowing I'm on pace.

TrueLies

Trying to understand our passion for long-distance riding riding.

Mike Cornett

LIKE EVERYBODY ELSE (almost) I rode a Honda 90 in college. Unfortunately, I didn't ride until twenty years later when I bought a BMW K100RT while teaching in Italy. I ended up riding throughout Europe, including one trip that lasted three months. I knew then I'd always have a bike going forward.

Many of us were involved in long distance riding before there was an Iron Butt Association, or at least before we knew about it. I had just gotten back from a trip to Alaska in 1988 when a friend told me about Iron Butt rides. I remember thinking, "What a great idea!" My planning for a BunBurner began immediately. I had a couple of extra days during a fall break at school, so in October I rode from Chicago to Key West in 30 hours. Fun! I was hooked. It also helped that I lived in Chicago and occasionally had breakfast with Mike Kneebone.

My job as a college professor has allowed me a lot of time to ride in the summer and during school breaks, but the Iron Butt Rally never fit into my class schedule so I kept thinking, "When I retire. . .." It looks like that might never happen so the IBR is not in the picture for me now. In Bob Higdon's oft quoted metaphor, I am content to be just one of the fleas and let others be the "fleas on the fleas."

However, without aspiring to win (or even ride in) the IBR, I consider myself to be a serious Long Distance Rider. I have ridden almost half a million miles, tied for the most points in the Minnesota 1000 one year, rode the Utah 1088, the Thin Air TT, as well as various other rallies. I also collected 400+ stamps in the National Park Tour quest and I regularly ride 1,000-mile days. There are many great things about the IBA including the people you get to know, the shared wisdom and technical knowledge, and the fact that there will always be another challenge out there. I still haven't done a 50CC or even a BunBurner Gold—yet.

Oh, by the way, I rode in the Heart of Texas Rally in April and tied for the win—except that I turned in the wrong starting gas receipt. And that's the truth!

Tom Loftus

I WAS FIVE years old when I had my first experience on a motorcycle. I sat on the gas tank of my dad's BSA Gold Star while we rode around the block. That ride was 50 years ago but still feels like yesterday. The seed was planted and I knew that when I was old enough, I would get my own bike. I started saving money at eight and finally bought my first bike at fourteen: a very used Honda 50. I would own at least one motorcycle from that day forward. Years later, I saw the movie and later the television series, "Then Came Bronson." It was about a guy discovering himself while traveling on a motorcycle and it literally expanded my riding universe. I also realized that I would need a bigger bike than my 1969 Yamaha 100 Scrambler.

My first LD rides started in college and were purely for economic reasons. I would ride the 1600 miles from Seattle to my home near San Francisco and back on a long weekend. I mostly enjoyed the journey, not necessarily the destination. So on weekends, I started riding as far as I could in one direction and returning the next day. The freedom and solitude of the open road, the breathtaking scenery, briefly passing through people's lives while riding through small towns, and feeling the humidity and temperature changes when riding across this vast and beautiful country still grips me as it did 37 years ago.

In the mid 1980's, I read an article about the first Iron Butt Rally and thought how much fun it would be to ride in "The World's Toughest Motorcycle Competition" and gauge my ability against other riders. But it would be another decade before I would officially

enter the IBA fray. After reading about the 1995 IBR, I wrote Mike Kneebone to find out how to get in and was lucky enough to be drawn in that year's lottery. Riding 1000 miles in less than 24 hours was routine so I thought, "How hard could riding eleven of these in row be?" I learned in 1997 – this was also my first *official* IBA ride!

I now have six motorcycles in my garage. Five are intended for LD riding and include one new and one old Gold Wing and three Honda STs. The remaining bike is a 1974 BMW R90S used for carving roads near my house. While I enjoy exploring local twisties, I prefer to cover longer distances to maximize the fun under the theory that "if a little is good, a lot must be better." This premise has taken me to so many interesting places and has inspired me to find new ways to get to the places I've been before. It has also introduced me to many cherished friendships who also share my LD passion.

In my business I travel a lot and have managed to do almost all of it on two wheels, an average of over 70 thousand miles a year now. In the last 40 years, I've ridden more than a million miles, crossed the United States over 200 times, and ridden a motorcycle on three other continents. Along the way, I've finished five Iron Butt Rallies and a couple of Butt Lites. Gary Eagan once told me he works so he can ride. I understand what he means by that and I'm sure most of you do as well. And yes, I know how lucky I am.

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.*

ProductEvaluation

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.

Photon Blaster

By Bill Shaw

FEW WOULD ARGUE that the smaller front cross-section of a motorcycle gives it a significant conspicuity disadvantage when compared to other vehicles. This is one reason why it's often difficult for drivers of cars and trucks to judge an approaching bike's speed and distance. With the advent of Daytime Running Lights (DRLs) for automobiles, a motorcycle with a single headlight tends to blend into the sea of automobile DRLs. One of the most proactive steps a rider can take in this regard is to add auxiliary lights. When mounted on the forks, for example, auxiliary lights create a unique "light triangle" with the headlight that makes a motorcycle more noticeable.

With prices exceeding $400 or more for a pair of quality halogen or HID auxiliary lights, this can be an exorbitant expense for many riders on a budget or those with more than one bike. However, a new company has recently emerged that offers a low-cost alternative to the conventional fork/caliper-mounted DRLs – the Photon Blaster manufactured by Skene Design.

Comprised of two high-intensity light bars containing a total of 24 amber light emitting diodes (LEDs), the Photon Blaster's were developed to improve the conspicuity of motorcycles during the day, as well as at night. While LEDs have proven their value in making motorcycles more noticeable, the Photon Blasters have an added safety benefit – a unique flicker that may further increase a bike's visual range.

Utilizing a high-speed microprocessor and fast-acting, high-intensity LEDs, the lights have a specific flicker rate that was chosen to maximize a motorcycle's visibility without being too distracting. According the company's president, Jerry Skene, "It takes advantage of the difference in persistence of vision between the eye's central field of view and its peripheral view." In layman's terms, this means that the LED's flicker is more noticeable when seen out of the corner of the eye than when staring directly at them. The theory is that the brain will unconsciously interpret the flicker as movement, thereby making an approaching motorcycle more conspicuous to drivers who don't see it coming or aren't looking right at it.

Skene Design

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Oak Hill, VA 20171
Email: support@PhotonBlaster.com
Website: www.skenedesign.com

IBMag Recommendation: YES

I was intrigued enough with the concept and premise behind the Photon Blasters to install a set on my Suzuki V-Strom DL1000 which, arguably, has one of the slimmest touring bike profiles around. Although the lights can be placed virtually anywhere on the bike, I elected to mount them in the recommended location on the forks, and on either side of the front wheel. A wire from each LED module is attached to a controller connected to a switched 12-volt source. All necessary mounting brackets, hardware, electrical connections and a comprehensive manual are provided. Installation was relatively straightforward and took about 45 minutes.

Now for the $64,000 question: Do the Photon Blasters work as advertised? I was skeptical at first, but not now. On either a conscious or subliminal level, drivers seem to notice the V-Strom now more than

before. My admittedly unscientific evidence is that in the almost six months since they were installed, I haven't had a single vehicle pull out in front of me or inadvertently move into my lane of travel. Not one. In contrast and when riding another bike with amber DRLs mounted in the same location, aggressive drivers encroaching on my space is a daily occurrence. It should also be noted that I tested the Photon Blasters in the second-worst traffic congested area in the U.S. – Washington, DC.

Made and assembled entirely in the U.S., Photon Blasters are housed in a weather and shockproof casing, work on all makes and models of motorcycles – including BMW's CANbus system – and can even supplement, or complement, existing auxiliary lights for maximum conspicuity. Weighing about one ounce each, they won't affect the bike's handling either. Unlike halogen lamps, the Photon Blasters consume only 2.5 watts, less than 1/20th of other auxiliary lights, which means a relay isn't required. And because the lights come on with the ignition, an on/off switch isn't needed either.

Skene also has a Safe Rider Rebate program to encourage riders to enroll in a motorcycle safety course. It rewards customers with a $20/set rebate for up to 4 sets of lights if they send in a copy of any recognized motorcycle safety course (MSF, DoD, Stayin' Safe Motorcycle Training, etc.) taken in the last 2 years.

If you're looking for auxiliary lights that also illuminate the road at night, you should probably look elsewhere. But if you want to make your motorcycle more noticeable – day or night – then the Photon Blasters are an attractive option worth considering. Priced at $149.99.

Hard Miles 2 DVD

The True Story of the 2009 Iron Butt Rally

By Ira Agins

AT THIS YEAR'S Jacksonville IBA Pizza Party, Dean Tanji from Abracadabra Productions gave everyone in attendance a 20-minute sneak preview of his latest effort, *Hard Miles 2: The True Story of the 2009 Iron Butt Rally*. The DVD did a wonderful job of highlighting several bonus stops during Leg 1 and Leg 2 including the Dike Bridge on Martha's Vineyard, MA, Pretty Boy Floyd's Death Mask at the Sturgis Funeral Home in East Liverpool, OH, and Miss Laura's Bordello in Ft Smith, AR. It was as polished and professionally produced as the original *Hard Miles* DVD and very well received.

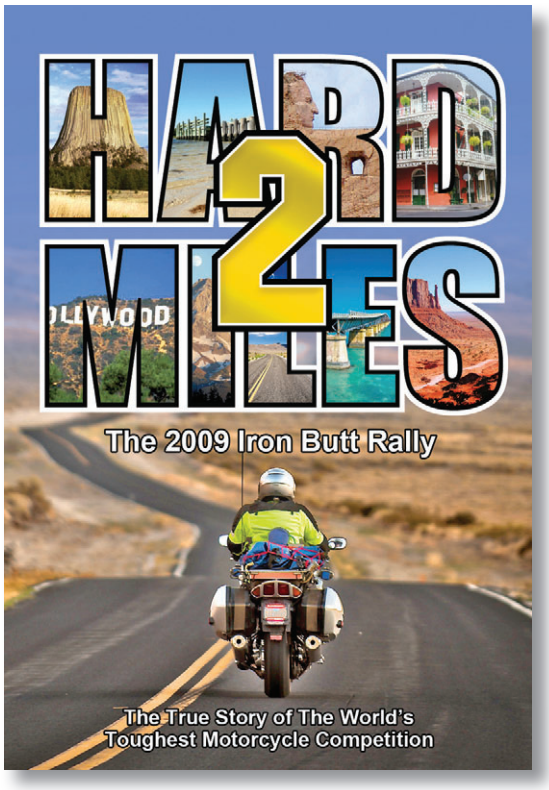
For those who liked the first DVD, you're going to love this one: *Hard Miles 2* has more than tripled the coverage. Tanji used two separate camera teams and mounted mini-cams on several competitors' bikes to capture some truly compelling images. Dean and his son, Colin, covered the start, both checkpoints (St Charles, IL, and Santa Ana, CA), most of the major bonuses, the exciting last bonus in Sandpoint, ID and the dramatic finish in Spokane, WA.

Hard Miles 2 also gives the viewer a unique viewpoint from the rider's perspective. We are able to see what goes on during the Rider's Meeting, observe some late night route planning and strategizing, and experience what it's like to collect bonuses during the World's Toughest Motorcycle Competition. We are also silent witness to what major competitors like Chris Sakala, Eric Jewell, Jeff Earls and Jim Owen went through during their rides.

What's more, the video shows routes of the leaders and includes a new feature called "True Confessions." Rookies and veterans alike provide a candid account of their misfortunes including poor routing choices, equipment failures, and the emotional roller coaster on their quest to become Iron Butt Rally finishers.

Regardless if you're a long-distance junkie, an IBR wannabe, or a weekend warrior, this is an informative and entertaining DVD that should be a part of every rider's collection.

You can order a copy of *Hard Miles 2* for $29.95 or the definitive two-set *Hard Miles* Combo DVD package for $55.90 (plus shipping and handling) from: http://www.apgvideo.com/ironbuttrally/



By Bob Higdon

Lucky Bastards

A GUY WHO isn't nearly as stupid as you might think — we'll call him Mr. X, though that is not his real name — wrote this to me in an email the other day: "If your long-distance riders are so safe, how come you've killed three of them in the last seven Iron Butts?" In response I patiently explained that things were not quite what they appeared and that further attention to some basic principles of statistics was in order.

When Mr. X then asked rhetorically, "So you're content to be killing one rider in every other rally," I suggested that it was meaningless to talk about motorcycle fatalities without understanding the concept of vehicle-miles traveled (VMT). He responded that I could yammer about VMTs or STDs or BMWs all I liked. The fact remained that we have put three bodies in the cemetery since 1997.

It was at that point I considered paying Mr. X's entry fee into the 2011 rally out of my own pocket and arranging to have him assassinated at a secret bonus location by a biker gang from east L.A. He could be our fourth. Instead, calmer heads have persuaded me to try to explain the many errors of Mr. X's logic. I hope I have the space to do so.

No one knows who said it first, but there are three distinct kinds of lies: simple lies, damned lies, and statistics. Mr. X's appeal to deceptive statistics could not be more clear: If three riders have died in the last seven rallies, is that not the very definition of a motorcycle killing field?

No. Here's why:

1) Mr. X wants to restrict the discussion to the last seven IBRs. Why? There have been 14 rallies altogether, beginning with the inaugural event in 1984. His pre-limbic, single-helixed brain should be telling him that the more miles these Iron Butt riders accumulate without incident, the worse his argument will look. And not only were there no deaths in the first seven rallies, there were only a couple of accidents that made the local evening news. That in itself is a small miracle. The first Iron Butt actually penalized riders if they didn't finish the event on the tires with which they started. At least one guy was wrapping duct tape around his wheels to get the worn out rubber to the finish line. The early rallies ran for prize money. If we tried to do insane things like that today, we'd be indicted before lunch and shot at dawn. Still, all riders survived. So, in a small effort to be intellectually honest, we'll count all the rallies for our analysis, not just the last seven.

> "Yet the statistics clearly say that you're safer on the back of Irving Ironbutt's bike than you are on a Sunday afternoon excursion with Joe Sixpack."

2) Mr. X's second point about three deaths during the Iron Butt rallies is equally cynical and factually corrupt. It is true that on the 7th day of the 1997 rally Ron Major had a heart attack and died in the lonely desert east of Yuma, Arizona. It is also true that with mere hours remaining in the 2009 rally David Jones, riding helmetless (a disqualifying offense, had we observed him) before dawn in near-freezing temperatures in Idaho, smashed into one of the deer that infest the mountainous panhandle and expired a few hours later in a hospital in Coeur d'Alene. Those fatalities you can attribute to the Butt.

But putting Fran Crane in that category won't work. On the last evening of the 1999 rally Fran's saddlebag hit a guard rail stanchion on I-15 south of Salt Lake City. When she fell, her flip-up helmet cracked and failed. Knocked unconscious, she was transported to a hospital. About 24 hours after admission Fran's condition had improved to the point where she was looking at going home the following day.

But then her luck turned again with a vengeance. A nurse, inexplicably and contrary to every standard of good medical practice, injected Fran with heparin, a blood-thinning agent. You cannot imagine a more destructive drug to give to a patient recovering from a closed head injury. Within hours Fran was dead.

I spent my professional life defending doctors and hospitals in malpractice cases. I never saw a more indefensible one than this. To suggest that the rally is inextricably associated with Fran's death, as it clearly was with Major and Jones, stretches logic to the snapping point. The Iron Butt didn't kill Fran; a hospital did. So you've got two deaths, not three, in 14 rallies

3) You hear it said that you can't compare apples and oranges, but I did it once with a gas chromatograph. I can assure you that the spectral lines of the fruits don't look anything alike. Mr. X's argument doesn't even rise to that level of silliness. He says that because some riders haven't survived the rally that the event is by definition dangerous. Really? Compared to what? Apples and oranges? Average bikers? Maybe we should be ranked against the Paris-Dakar rally, where fatalities are so common that a press report noted that the deaths of three Africans in 1988 was "insignificant for the ... organizers."

No. We need to compare vehicle mortality rates, but before we can do that, we have to know the total vehicle miles traveled (VMT) in our comparison groups. The National Highway Transportation Safety Administration says that Ameri-

can motorcyclists were dying at a rate of 40 per 100,000,000 miles traveled in 2005, the most recent year for which I could find definitive data. Now we're getting somewhere: We have a mortality rate for average bikers. What's the rate for Iron Butt riders?

I did a rough count of the total miles ridden in the fourteen Iron Butt rallies. For some early years we have no detailed mileage data, but we can make some reasonable assumptions. Since the first event in 1984, the total distance ridden by all contestants to date is about 7,050,000 miles. So if 40 average motorcyclists die for every 100 million miles they ride, how many IBR riders would you expect not to make it if they've ridden a little more than seven million miles? A simple ratio gives you the answer: 100 million VMT is to 40 deaths as 7.05 million VMT is to X (the number of deaths you'd expect to have on the IBR if those riders had a mortality rate equal to that of normal motorcyclists). You learned how to do this in the fifth grade: X = 7.035M • 40 / 100M = 2.8. Thus, you'd expect after seven million miles on the IBR to see three fatalities.

But we haven't had three deaths. We've had two. And that tells me that IBR riders are one-third less likely to die during the rally than some clown who's riding to the Safeway for a quart of milk. Now Mr. X may not like that conclusion, but unless he's found some parallel system of logic and mathematics that escaped the attention of Descartes, Newton, Leibnitz, and Einstein, I'd have to say that in terms of safety, the Iron Butt Rally is looking pretty good. And that's without considering any other factors.

But the "other factors" are overwhelmingly stacked against the IBR rider. Our people are out there for eleven straight days in adverse weather conditions that no normal rider would willingly and voluntarily confront, constantly manipulating time-speed-distance figures and a dizzying assortment of ever-evolving alternative routes, and pressing themselves and their bikes to the limits. Yet the statistics clearly say that you're safer on the back of Irving Ironbutt's bike than you are on a Sunday afternoon excursion with Joe Sixpack.

Take a different example to see what real danger looks like. If every one of the 4,499 riders who've started the 31 Paris-Dakar rallies had ridden every mile of every event (a combined total of 26.3 million miles), the mortality rate from the 15 bike fatalities they've had so far would be a bone-chilling 57 deaths per 100 million miles traveled, almost 50% higher than NHTSA's average biker and more than twice that of the IBR entrant. But that's laughably optimistic because only 38% of the Dakar riders ever come close to the finish line. That 26 million-mile figure might then be cut in half, kicking the morality rate up over 100. And if you then counted the more than 30 spectators and bystanders who've been mowed down over the years by Dakar competitors, you're up over 300 fatalities per 100 million VMT, ten times what Iron Butt riders can expect. If Mr. X wants unalloyed death and dismemberment, the Dakar rally has it all.

Still, there's something unsettling about all this number crunching. Everything you know about human behavior screams at you (and Mr. X) that putting motorcyclists onto the starting grid of an IBR looks like an absolute firestorm of disasters waiting to happen. But it doesn't happen, at least not anywhere close to the rate that common sense might suggest. Normal motorcyclists don't face anything remotely akin to what our riders do, and yet they're one-third more likely to crump on a bike than are our Iron Butts. So either our guys are the luckiest bastards who ever two-wheeled or they're demonstrably more skillful and competent than other bikers, despite the conditions with which they have to contend.

Or maybe it's simply this: Long-distance riders understand the difference between hazard and risk. A sand bunker 290 yards from the tee may be a hazard but it's no risk to me because I can't hit the damned ball that far. Of the infinite hazards lying in wait on every ride, only a few ever turn into risks. But you and I have seen this sort of ominous hazard before and we move away before things turn seriously risky; the other guy, oblivious, plows ahead. We live; he doesn't. We've been out there for so long and so often that we hardly notice the tiniest, most subtle change in the environment, *but we do notice*.

If so, what an irony that would be: Mr. X thinks those endless miles we ride are killing us; they may in fact be the very thing that keep teaching us how to stay alive.

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