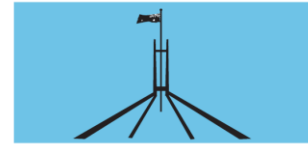


Shaft Drive Lines

August 2014

www.bmw-mccact.org.au

BMW Motorcycle Club
ACT



What's On

- | | |
|-------------------|--|
| 24 August | Club Monthly Meeting and 1 st Burn of the Club BBQ. |
| 6 August | Club Overnight Ride to Cootamundra, NSW |
| 7 September | Alternative Breakfast - Roselea Cafe, Lake Bathurst |
| 13 - 14 September | Motorrad Rally Recon ride to Lake Cargelligo |
| 3 October | BMW Clubs Australia Motorrad National Rally 2014, Lake Cargelligo |
| 11 October | 2014 Kosciuszko Rally, Geehi Hut, <u>YOUR</u> Club Rally |

The major raffle prize is a BMW System 6 EVO Helmet



SHAFT DRIVE LINES VOLUME 34, AUGUST 2014

2014-15 COMMITTEE

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0409 329 270 & Husqvarna 630

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Cover Photo: Olaf Moon's
R1200GSA en-route during the
2014 Iron Butt Rally Lite VII. Olaf
Moon

ABOUT THE CLUB

Membership: You can apply to join the BMW MCCA Inc. online from the Club's website <http://bmwmccact.org.au>. Members can update their personal details by logging on to the Club webpage.

Meetings: Club meetings are on the fourth Sunday each month at different locations across the ACT; currently Parks with BBQ's and following a cooked breakfast from 0830. The location and details are posted to the websites *What's On* and email reminders sent to members beforehand.

Activities: The Club's *What's On* web page details Club rides, social and other organised events. Members can email suggested rides and social events directly to the Ride Coordinator (rides@bmwmccact.org.au) and Social Secretary (social@bmwmccact.org.au) respectively.

The Club's webpage has the most current information. The Ride Coordinator and Social Secretary will email members reminders and late changes to events. Email is the principal means of communicating with Club members; it is up to you to ensure that your email contact address is up to date and mailbox not so full that messages do not get through.

You can also join our Yahoo group ACTGravel surfers: <https://groups.yahoo.com/neo/groups/ACTGravelsurfing/>

Charity Support: Profits from the Club's *Kosciuszko Rally*, held each October, are donated to a nominated charity. Unfortunately, there was no profit in 2013 due to low numbers.

PRIVACY OF CLUB MEMBER INFORMATION

The Club's *Privacy & Spam* policy is available on the webpage or on request.

SHAFT DRIVE LINES

Whilst the Editor has absolute discretion, the Club welcomes contributions to our magazine 'Shaft Drive Lines'. Emailed content is preferred to the editor@bmwmccact.org.au or by @mail to:

The Editor, Shaft Drive Lines
BMW MCCA
PO Box 4042
WESTON CREEK ACT 2611

For emails, do not embed pictures or compress their size to less than 200 dpi.

BMW MCCA INC. RISK STATEMENT

Participants in BMW MCCA Incorporated (the Club) activities do so at their own risk as is obeying the law. The Club, Committee and members are not responsible for personal injury or loss arising from or through any Club activity. Remember your riding style impacts on the enjoyment and safety of other road users.

The opinions, articles and pictures published in this magazine are those of the individual writer and not the BMW MCCA Incorporated, Editor or BMW Motorrad. Technical articles and other such information where provided is for use at the discretion of the individual and are not intended to detract from genuine BMW spares, service and warranty.

BMW Clubs
Australia



BMW Clubs
International Council



<http://www.clubs.bmw.com.au/scripts/main.asp?PageID=12927>
<http://www.bmw-clubs-international.com>

PRESIDENT'S BANTER

Hi fellow members,

Springtime is almost here, on our recent overnight ride to Cootamundra, we saw fields of flowering canola and numerous cherry blossoms. So check out the ride calendar for the many opportunities to get out on your Bavarian Masterpiece with like-minded Club Members.

Moreover, if you are planning a ride and would like some additional company, let Garry Smee, our [Ride Coordinator](#), know so he can advise other club members.

Several big events are coming up for you to circle on the 'fridge calendar. Firstly is the [Shannon's German Auto Display](#), held on September 21 on the lawns in front of the National Library. Give your bike a wash, polish, and come along to say g'day and catch up with what the club goes-on. Details are in the What's On section of the website.

Closely following is the Motorrad National Rally at Lake Cargelligo on 3rd October, we have 39 registrants already, so have a look at our web site and register for a weekend get-together with BMW riders from all over the country. In addition, for a ride into the mountains, you cannot beat our annual rally at Geehi – voted the best campsite in the whole country by a national caravan magazine. The rally is on the weekend of 11th October; I will set up camp on the Thursday and would appreciate some company to enjoy the serenity.

All these events require organizing and help on the day to setup and pack afterwards, so if you can give some assistance, please contact Garry Smee or me. We have an unfilled job roster for all three events.

Ride Safely

Martin Robertson



WELCOME TO OUR NEW MEMBERS

Mark Norton-Baker

Andrew Crane

Daniel Mulcahy

Phil & Jenny Spence

We look forward to meeting you on a ride or at a Club event

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WHAT'S ON

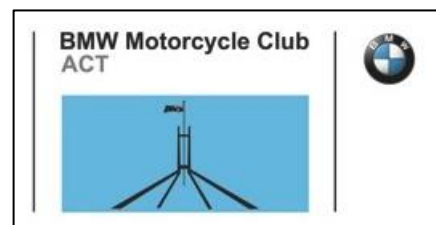
Club members meet for an informal breakfast each Sunday from 0845 at the [Thymes Thirty Three Café](#) 3/33 Ellendon Street Bungendore. Everyone is welcome from 0830-1000 and often an ad-hoc short ride is arranged on the day for afterwards. Please free up the tables from 1000 if you are not eating to make way for other customers.

The Clubs webpage <http://bmwmccact.org.au> and 'What's On' tab details Club rides and activities, as does the [Ride Coordinator](#) by email to members. Do not forget an article and pictures of your ride for the magazine! Send those to the [Editor](#)

Date	Detail	Contact
4 th Sunday each month	Club monthly meetings start at 0930 on the fourth Sunday at different locations. A BBQ breakfast from 0830 is available to members and visitors (\$5 for an egg & bacon roll and a coffee) beforehand and followed by a ride agreed on the day.	The President will advise the location by email and on the Club's website. Alternatively, you can contact the President directly at president@bmwmccact.org.au .
Riding events	Are listed on the <i>What's On</i> tab of the Clubs webpage http://bmwmccact.org.au and has the most up to date information. Periodic email reminders are sent to Club members. If you are planning on a ride and want company, then email the Ride Coordinator before hand with ride and contact details and he/she will send an email to members.	Contact the Ride Coordinator (rides@bmwmccact.org.au)
Social events	Are listed on the <i>What's On</i> tab of the Clubs webpage http://bmwmccact.org.au and has the most up to date information. Periodic email reminders are sent to members. If you are coming along or want to host a social event then email the Social Secretary of your attendance (for planning numbers) or details of your event and he/she will send an email to members.	Contact the Social Secretary (social@bmwmccact.org.au)

CLUB IDENTIFICATION

Looking for a sticker of the Club logo for your bike or badge to wear? Small Stickers \$0.50, large ones \$1.00 and enamel pin badges \$5.00. Send an email to members@bmwmccact.org.au to arrange for pickup, delivery and payment.



CLUB 2014 RIDE & SOCIAL CALENDAR



Do you want the Club to ride somewhere or do something in particular during 2014?

Then send your ride event or idea to rides@bmwmccact.org.au or Social event or idea to social@bmwmccact.org.au.

IMPROVING MEMBER RIDING SKILLS

One of the Club's objectives is to improve club members riding skills. In recent years, the Club has sponsored and organised rider skills training and motorcyclist first aid courses. This year the Committee has adopted a different approach where you book, pay and attend a selected rider-training program and on completion present your 'certificate' to the Treasurer who will reimburse you \$100 off the course cost. Sorry no reimbursement for travel, accommodation, meals or entertainment: only the training course.

The Committee has approved the following training providers and courses. If you find another one, please send the details to the Committee@bmwmccact.org.au for consideration.

- [BMW Australia Off Road Rider Training](#), various locations,
- [Stay Upright ACT](#) @ Sutton,
- [Academy of Off Road Riding](#) @ Nelligen
- [Top Rider Motorcycle Rider Training](#) @ Marulan, (occasionally in Canberra, check the web).
- [California Superbike School \(Australia\)](#), various race track locations.

In anticipation of the massed enthusiasm, for 2014 the subsidy has a 20-member course cap. We will keep you up to date on where we are at and if you are concerned please email the Treasurer@bmwmccact.org.au before booking your course.

The rules!

- You must be a current financial member of the BMW MCCA ACT Inc. Yes, we will check.
- You must book, pay and attend a course with one of the rider training organisations listed above.
- You, having successfully completed your course send a copy of your course completion certificate to the Treasurer@bmwmccact.org.au with your contact email and bank details, and
- The Treasurer, having validated your details will then reimburse you \$100 (maximum).
- You can claim only one reimbursement for this program cycle, April 2014 to February 2015 AGM.

BMW CLUBS AUSTRALIA MOTORRAD RALLY 2014



Lake Cargelligo, NSW

The Club is hosting the inaugural BMW Clubs Australia Motorrad Rally over the weekend 3-6 October 2014 in Lake Cargelligo.

The rally is open to BMW Clubs Australia member motorcycle clubs and riders.

The format is relaxed and will include local rides on Saturday afternoon, a casual dinner and guest speaker on Saturday night, group breakfast and photo on Sunday morning before riders head for home.

Lake Cargelligo is located in the south west of NSW and riding distance from Adelaide, Melbourne, Sydney and Brisbane and a

little bit further for our West Australian cousins.

You read more on Lake Cargelligo and accommodation options [here](#), and register on the Club webpage [What's On](#). Will you be there?

Planning a ride? Then the Club's *Kosciuszko Rally* is the following weekend; then *Australian MotoGP* at Phillip Island and finally the Moto Guzzi Owners Club Victoria *Spaghetti Rally* at Edi to round out the month.

CLUB SPOT



The Club has purchased a SPOT personal (or group) GPS tracker for financial Club member's limited use.

You will need to provide the response mobile phone number or email address that SPOT uses to communicate too. The Club will not be monitoring the SPOT or responding to any request for assistance.

The Club member borrowing the SPOT is required to leave a refundable cash security deposit of \$50 and also responsible for providing the 4 AAA batteries (if required).

The SPOT comes with instructions on its use and preformatted messages.

You can read more about SPOT [here](#).

Contact Garry Smee rides@bmwmccact.org.au before you're next 'off grid' ride and let someone know where you are.

David Prest, K75C

Four intrepid riders set off from the service station near EPIC at 0900 on Sunday morning. They were, Peter Cummings leader, President Martin Robertson, Arunas Pilka and leading from the rear, Vice President, me. Past President, Frank Millwood joined is for lunch at Marulan.

It was a tad cool (overnight it was -4.5°C and when we started out it was 1.5°C with the low temperatures lingering throughout the ride warming up a little by the time we arrived back in Canberra.

The trip took us via some back roads to Gunning for a warm drink by the fire in the Merino Café then towards Crookwell and onto Goulburn and into Marulan for lunch at the Meridian Café. And a fine Lasagne it was too with a great double shot coffee. We returned via Bungonia, Sandy Point and then to Tarago, Bungendore and home.

For me it was the first time I had been on the bike since February and I must admit, my riding was a tad rusty. I ran wide on a couple of corners, over the double white lines at one time and came a bit too close to the edge a couple more times. A bit too close to disaster for my liking. More concentration needed there young Dave. I need to do another riding course I think to sharpen up my skills as well as spend more time on the bike.

I had three close encounters with the animal/avian kind and one of the humanoid type. A kangaroo crossed my path about one and a half seconds in front of me and a rabbit ran across my path about half a second in front of me. A burst of feathers from the left as a squadron of birds took flight had me very close to a multiple bird strike at 100 km/hr.

Also with plenty of cyclists on the road, they were a bit of a hazard riding all over the place as per usual. Riding into the sun and rounding a corner, I thought I saw something in the black hole that was the shadow of some trees. Then something suddenly became visible in the shadows. It was a group of stationary riders, all wearing black with the exception of one rider wearing something that contrasted the darkness (white leggings perhaps) and they were taking up the entire lane as they stood around talking. Most dangerous for both parties.

The trip also included two sections of dirt. One was about 500 yards/metres (1,500 cubits) long and was most interesting as it was very slippery clay. This had the cholesterol moving from its fixed position and the pucker factor was raised a tad. I now know that it is possible to ride 500 yards on one breath. The next bit of dirt (three kilometres supposedly but seemingly a lot longer than that) had me and the Pres, both on road bikes and both of us not too keen on this dirt stuff, really wide eyed and excited.

Although he (in the lunch café) said that with his wider tyres than mine, thought that his bike handled the dirt quite well; far better than he thought it would. Mine on the other hand really had the cholesterol flowing with a pucker factor of extreme. My skinny tyres did not like the loose gravel and remembering Charlie Browns words "high gears, just enough power, rear brake only, loose grip on the bars (not a death grip) and the bike will sort itself out".

At one stage, I was very close to a tank slapper and going for the front brake out of instinct then slowly applying the rear brake managed to get out of that little one. I tried all sorts of riding styles, standing up, sitting as far forward as possible, sitting as far back as possible all the while trying to stop the bike throwing me off. So at the end of three kilometres I had no cholesterol stagnant in my system, my heart had had a real workout, my pucker was really puckered up and I was able to try and breath normally again.

All in all a good ride and a good exercise in regaining some skills and realising that a riding course will be of some benefit in ironing out some of my wrinkly riding.



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EATING LESS BEEF IS BETTER FOR THE ENVIRONMENT THAN GIVING UP CARS

As part of a recent study, a research team in the United States assessed how much land, water and nitrogen fertiliser was required to raise different kinds of produce, including beef, chicken, pork, eggs, and dairy. Led by Gidon Eshel, professor of environmental science at Bard College in New York, the study was based on data collected between 2000 to 2010 by the US Departments of Agriculture, Interior and Energy. The results, published in the Proceedings of the National Academy of Sciences recently, show that cattle require on average 28 times more land and 11 times more irrigation water than pork or chicken, and six times as much nitrogen fertiliser as egg or poultry production. This adds up to the statistic that beef production releases five times more greenhouse gases than anything else. While it was already known that beef production is having a pretty significant impact on the environment, this new analysis has quantified the damage in relation to other options to find out what we should be eating more and less of, environmentally speaking. Lamb and fish meat were not included in the study because US consumption of both is relatively low. The key to beefs hefty environmental impact is that cattle are far less efficient at getting the most out of their food than pigs and chickens are. Only a minute fraction of the food consumed by cattle goes into the bloodstream, so the bulk of the energy is lost, Eshel told Damian Carrington at the Guardian, adding that feeding cattle grain rather than grass makes this inefficiency even worse. While the research doesn't mean you have to give up your beloved steak, it does offer a pretty effective way to reduce your carbon footprint – simply cut down on your consumption of it. “The biggest intervention people could make towards reducing their carbon footprints would not be to abandon cars, but to eat significantly less red meat, said Tim Benton, the UK Champion for Global Food Security at the University of Leeds to the Guardian. A good ballpark, as recommended by the Australian Department of Health, is sticking to 65 grams of cooked red meat per day, which is 90 to 100 grams of uncooked meat. If the average steak is between 200 and 350 grams, this means sticking to a steak and a half per week. As an extra incentive, not only will the environment thank you, but according to the conversation, this will significantly reduce your risk of contracting bowel and stomach cancer.


Science Alert, 22 July 2014; <http://www.sciencealert.com.au> via www.Chemwatch.net

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Olaf Moon, R1200GSA

They're a weird mob. We're talking about Long Distance Riders (LDR's) here.

Every day, motorcyclists cover vast distances in Australia and other countries, without comment or fanfare. While a short ride might be under 150km's, a medium up to 800 kms, a long one to 1600 k's, there are many who aim for more than a 1000 miles (being 1610km's a single days ride), then do it all again the next day - and the next and the one after that.



The Iron Butt Association (IBA) was set up in 1985 for these nut-jobs, and duplicated across the globe. Here in Oz, the organisation that fosters safe long-distance riding is the Far Riders, started in 2003 by David Jones (see <http://www.farriders.com/>). Davo was later killed after running into an elk in Montana in the early morning, during the 2009 Iron Butt Rally (IBR), but he left an everlasting legacy. Australians have strived to join the best endurance riders on the planet and compete in the IBR every second year.

<http://www.ironbutt.com/about/default.cfm?CFID=6591551&CFTOKEN=36098823>

Thousands apply to join the IBR team every two years, but only about 100 get accepted, based on their long-distance riding credentials. This usually involves multiple "Qualifying Rides" starting with the shortest, a 1000 mile ride in a single day (for which you get a certificate and the coveted number plate surround saying "Worlds Toughest Riders"), and progressing upwards from there to rides like the "Bun Burner Gold" (1500 miles in 24 hours). Often these are of the "Lets do Lunch in Perth" variety. A key qualification is to enter one of the shorter multi-day events, such as this year's "Butt Lite VII" rally, a scavenger hunt-like competition across the whole USA, just recently completed by three Australians, Ian McPhee, Martin Little and Olaf Moon. After three years of trying, just Olaf and Ian have been accepted from Australia, for the IBR in 2015, starting in Albuquerque, New Mexico. The preparation is already intense.

As the President of the Iron Butt Association says "More people have been into Space, than have finished an Iron Butt Rally".

After careful consideration of a variety of suitable bikes, including Harley Davidson and Yamaha models, Martin and I purchased two BMW R1200 GS Adventure bikes in 2013, one a 2007 model and the other a 2014 water-boxer in the USA so that we could enter the shorter version of the competition, the six-day Butt Lite Rally 2014. Both motorcycles are permanently housed in New Mexico, and are heavily modified for long distance competition. This includes special LED lighting, comfortable seats, large screens, pannier systems, long-range fuel tanks, multiple GPS systems, radar detectors etc. The safety rules are very strict, and the bikes go through a legal and technical inspection prior to commencement of each event. This year, we first we had to ride 1302 miles from Santa Fe New Mexico, via Denver to South Dakota then east to Minnetonka, in Minneapolis to a Sheraton Hotel where all the competitors met on the last Friday in July.

On Saturday night, a dinner was held for all participants who also had sat through various briefings on their rules, safety, approach and style of the competition. At 8pm a "Rally Pack" was handed out with a paper list of Bonus Locations, and a USB key with the latitude and longitude of each location, spread from Minnesota to California. Each bonus is allocated a point's score depending on its distance from the start (and first checkpoint which was in Austin Texas), and the difficulty of finding it, or getting to it. Points ranged from 55, to 3960. I spent three hours preparing my course on a laptop computer and loading the GPS units, and then slept.

The rally started at 8am in the rain (just to keep it interesting), and we all headed west. My first checkpoint was on an island in a recreational park, and being July 4, the traffic was ridiculous, so I was lane-splitting and riding across the pavement to get there and photo the required monolith, an obelisk. The photo had to include my "rally towel" a small flag with an individual's number on it, 41 for me and 14 for Martin. Woe betides anyone who left their flag in the backblocks, as there was a 1000-point penalty for doing so. There was just 72 hours for Leg 1 with a strict time window to appear in Austin – between 4am and 6am three days hence, just to hassle your sleep pattern.

In the last minutes prior to the start, the Rally Master (Mistress in this case) had given us all an extra bonus, designed to play with your head when everything else is so carefully planned. However, it was worth 500 points and had me heading into North Nevada. Out on Interstate 90 (I-90) the pace was hectic, with legal speeds at 85 miles per hour, and some riders at 95 mph (about 150km/hr.) adrenalin was running hard, and the bikes were even hotter.



The Australian entrants; Ian, Martin and Olaf

My BMW GSA had about 3000 miles run-in, but was taking an absolute flogging in the heat. Bikes regularly broke down, and by the end of the rally, three motorcycles had been completely written-off and two more were un-ride able. No one was seriously injured. Nonetheless we were out and going for it, with speeds between 70 and 95 miles per hour for hours on end. I should note here that despite this, and the hundreds of Sheriffs we met, we never received a "citation" for speeding.

After the Nevada stop, where we met Arlene Liska (who rode around the world with her husband in the past), I headed south through Wyoming, Colorado and New Mexico and their mountain passes. The scenery was breathtaking, and our Australian riding skills left the Americans on their Honda Goldwing's, wallowing in our wake by more than 45 minutes. Meanwhile Martin was to my East and Ian on his BMW R1100 RT was the west, tackling the desert sands of Utah.

After heading over the passes into Heavenly Valley where the scenery was so superb, I had to take great care not to ride off a corner, I stopped late in the day for a pee in a totally quiet spot, only to be stalked by a huge bob-cat, that walked right up to me and the bike in the dusk. That was even more breathtaking. I was not prepared for all the wildlife on this trip, with rattlesnakes, grass snakes crossing the road, raccoons, squirrels, deer, elk and other animals at every turn.

The rally book encouraged one longer sleep stop of at least three hours, so I took this on the border of New Mexico and West Texas, amidst the stench of crude oil, a cheese factory and an abattoir. I slept VERY soundly despite this, and then rose for a 72-hour stint without any sleep. I came to a bonus in the early morning called "Oop" after the cartoon character and realized I had not planned enough points-gaining stops. As I worked out some more, another rider turned up and we agreed to take a big risk and ride to the very far south of Texas to South Padre Island for a 1300 point bonus. We made it, but I had some "explaining" to do to get back north through the "Border Force" barrier where the local police try to stop Mexicans moving into the USA. "Are you an American Citizen, sir?" says the cop, armed to the teeth. "No sir" I replied and continued to explain I did not have a visa either...

We arrived in Austin Texas, smashed, after 72 hours of riding over 2400 miles, and little sleep. I took real time to carefully collect my receipts and evidence together before sitting at the scoring table at 5am. I was 13th out of 72 original entries and very happy.

I ate, then lay down on the carpet in the BMW dealership, amongst many others, and slept soundly for two hours, dressed in my full riding gear. Quote “Anyone who asks how it is possible to sleep soundly in an armoured ride-suit, boots and a helmet clearly has never been REALLY tired!”



*Olaf and Martin ready and keen to get going.
Ian is in the background*

The Leg 2 briefing is at 8am. Colleen told us then, that Ian had seriously damaged his bike out at Window Rock Utah that night which was a little disconcerting, as we had no more information about him, until the end of the rally. Most riders were keen to get the hell out of Texas, but the Rally Master is warning to read the 36 pages BEFORE leaving. We did, and found a 500-point bonus for simply buying an item from the Dealership! Many missed that one. The next bonus was also huge, at Arlington near Dallas, where we had to play a round of bowls (the history of Team Strange who run this event started with a bowling team) for 2500 points, separated by a visit to the site of the Waco Massacre for another 500. Our initial path was very well laid out, in the 100-degree heat of central Texas. Martin and I rode off together for this one.

We then chose a local restaurant to avoid a torrential downpour and to get our mapping right for the next stage, east towards Florida, through Missouri and Alabama. We visited the site in the forest where Bonnie and Clyde were gunned down, to Billy the Kid's Grave, rode through the most un-desirable area of Memphis, and to Onward, where President Teddy Roosevelt refused to shoot a chained bear – we had to buy a Teddy Bear and return it to the finish in Minnesota for our points. The bears eventually went to needy

children in the Twin Cities.

At one point I was doing a power-nap on my tank bag while Martin found a hotel, but I accidentally pulled the control cable from the accelerator. Being a digital CAN-bus system on the BMW Bike, I had to “PAF - Phone a Friend” to find out how to re-set the computer. An African-American girl in a local gas-top had it sorted for me with a mechanic in less than 10 minutes. I was glad to be carrying a few tools.

At a small park in Missouri, named after the Rally Mistress, we realized we really had to get our skates on and headed north. More bonus sites were visited, including the summit of a huge atomic test pile, a Train-Spotting park in the middle of no-where and a part of Kentucky, that is not actually physically in in the main state. Then we had a huge, very local breakfast in Kentucky amongst a mob of “good old boys” who wanted to know why New Mexico plated bikes were so far from home. Little did they know?

Luckily, the “Rest Bonus” this time was worth real points, for six hours of sleep – and we took it in a very dodgy motel – but I doubt I have ever slept so soundly in my life, only to be woken by my “Screaming Meanie” an electronic alarm clock made especially for Iron Butt riders, that escalates its alarm up to 130 decibels if you don't actually wake and turn it off. These little \$25 devices have woken entire motels.

We had over 580 miles to go, and were so tired. At regular intervals we pulled over and slept for a few minutes on grassy banks or in a car park. At one point, Martin said that was the best ten minutes sleep he had had, but I pointed out we had been out to it, for 42 minutes. Power naps work, and are far better than a micro-sleep at 80 mph behind a huge truck.

Eventually we arrived a very low-point bonus in east St Paul, in the pitch dark at 2am we took our photo, and were then pulled over by the local Sheriff who wanted to know what we were up to. Martin must have

done a good job with the (female) cop, as I don't recollect explaining a thing! We rode through the back streets of St Paul and Minneapolis, arriving at the Sheraton Minnetonka to a huge welcome, even though it was 4.30am. I collected my scoring materials together, and was scored out on the computer, then retired to my room for fifteen hours sleep.

That night, we had a huge dinner with glittering awards and lots of photographs. We all felt on top of the world. The winner was Josh Mountain, a "Naval Aviator" – read an F18 pilot, with a huge score and 7,200 miles under his belt. Another high finisher was a Commander in the US Marines. I achieved 5472 miles and 24,511 points to finish 18th ahead of some well fancied US riders. Martin was also a qualified finisher with 4,266 miles. Ten riders did not finish (DNF) with all sorts of accidents and other events. The top bikes were Yamaha FJR's, Triumph Trophy's, Honda Goldwing's, BMW GS and R1200RT's and a lone Harley at sixth, a great result for that rider and bike from Belgium.

It took days for us to come down from the adrenalin surge. For Martin and I it has changed our lives in a simple way. We are now addicted to LDR's and my preparation for the 2105 Iron Butt Rally continues apace.

For those who want to know about the BMW R1200GS Adventure (Water cooled) – well it took 10 hours just to service it after my ride home to Santa Fe! The tires came back with the wire showing through, but overall the bike performed flawlessly. I have a very detailed technical spec of all the changes if anyone wants to look at the details. And for the Harley riders, a 1972 Sportster made it to the finish in 49th place – just.

RANDOM THOUGHTS POST-BUTT LITE VII 2014 EVENT

Olaf Moon, R1200GSA

Feeling – Well its over 48 hours since the rally finished and I am still on a high. This has only happened a few times in my life (once climbing Mt Cook and Mt Malte Brun in NZ and the second diving on wrecks in Micronesia.) I actually need to come down a little now to get on with other things in my life...

The Good Things:

- Having time and being out on the open road.
- Friends. The LDR Community is very special. I owe you all a lot, including Don who disconnected his aux tank and gave me his last cup of gas miles from anywhere.
- America. The views are incredible and the things to discover equally so.
- The smells. Farm stuff, cheese factories, even the crude oil in West Texas.
- Support from family along the way. It is critical to success.
- Support from the Rally crew and LDR community. Drain-ism #1 "Are you're here?"
- Having the where-with-all to do this – it costs heaps.
- Interfacing with the technology – I love my bike.
- Planning. Lists of lists.
- Problem Solving – learning new things about routing, maps and stuff.
- A clear objective – ride to the places, make the points, pat yourself on the back.
- Competition – I still love a bit of that. I did not come along just to ride. Others did.



The Bad Things?

Not much actually:

- A couple of small breakdowns, bad food in one place, sweaty jocks in TX.
- Being interrogated by the Border Police in TX, as an "Alien".
- Many people just do not understand. They never will. Just ignore them.

The Biggest Risks; two things almost killed the rally for me

- Micro Sleeps. After four days, and one very long day, I found myself nodding off in the fast lane. I nearly blind sided a truck and went too close to another rider in front of me. I have learnt when this happens it is my body telling me to get off the road NOW, not in 20 miles. Power-Naps are genius. I will use them more.
- A mechanical failure of the throttle system on my bike, aggravated by it being a CAN-bus controller item; I had a similar blockage in my fuel line, but was able to fix that easily. My helmet cable also failed – which was a pain, but did not affect my performance much.

Routing and Strategy – Leg 1

If I worried about one thing prior to the rally, it was that I would fall-over trying to make Basecamp work. I should not have worried, as it worked well, my pre-planned system worked and my route came to hand in 2.25 hours.

There were four obvious routes from the positioning of the Way Points (WPs), with a fifth for the lunatics. Each was a crescent shaped course, west and south. I took option 3, which I thought was "difficult". I should have gone to Utah.

Loading the GPS's worked well. I need to practise "Zeroing" them at the start – which I did ok, but in somewhat of a panic.

I had planned on 850 miles per day, as advised (to be sure to finish). This was WAY too conservative. I can easily manage 1000 to 1100 miles each day (at least for three days!).

I tried to take a short cut out of Minnetonka, having left the car park in third place. I got lost and tied up in THREE road closures. Too much the smart arse here.

My course took me to a close WP on an island in a lake surrounded by thousands of holidaymakers. I drove on the sidewalk. Then I photo'd the wrong obelisk. If had taken the correct shot, I would have finished ninth in Stage 1. Blah.

I then went to Niobrara and took the extra bonus offered at the last minute. In the rush to leave Minnetonka, I should have read the extra bonus CAREFULLY. As it happened I had an "Ahh Haa" moment in front of the pub, with Arlene, and took the required photos. These 1000 points was great value. I was the 46th visitor here!



Riding down through Wyoming, the deer were thick as bugs on a bumper – I took it very easy, but once I headed over the pass in Colorado to the ski resorts, I was a lot faster, and looking at the SPOTs, I gained at least 45 minutes on most US riders in the mountains, here and in New Mexico. The GSA carved like a ski racer and I had a clear competitive advantage.

I saw a mountain lion by the road in New Mexico – a special moment.

At Bonus “Oop” in Texas, I had finished my planned route and was working out an extra course to the south of Texas via four WP’s. Troy Martin came along, and I asked if we could get to South Padre Island and back in time. He said yes, he was heading that way, so we took off at a rate of knots. He was super fast on the WP photos, and fuel stops, which had me working hard.

I only beat him one time, at one gas stop, having got my process down pat (CC on a zinger, gloves on, receipt from the machine after filling the auxiliary FIRST (key that) and zeroing the gauge. And off.

300 miles winged by as we rode through the night. I was awake 37 hours and felt excellent. It would catch up on me at Austin.

I took real time to get the Ardys photo, and then prepared carefully ALL reporting information before going to the scoring table. It’s a good thing I did, as I would have missed nearly 1500 points. I finished with a clear score and 13th place, ecstatic.

Routing and Strategy - Leg 2

I slept in the Dealership on the floor. I should have gone to a hotel and used every minute I had.

I wondered where Ian was. When Colleen said he had a broken bike, it took something out of me.

Bart said, “read the pack here”. Some didn’t, but Martin and I agreed to read and ride together. The START of the leg was obvious – 500 points for a purchase at Austin, 500 at Waco, and 2500 at Arlington to go bowling. We were the first to Waco and AMAZED no one else was there. They turned up later.

We had a big meal at Arlington, and re-ran our route. We should have ridden off in the heat. We went east which was fine, to buy the Teddy Bear and visit the Bonnie and Clyde hit site.

Then we stayed in a hotel for our sleep bonus. This was good to take but I was not ready – with hindsight, I would have ridden on, and taken a long break out in Florida on the second night.

At the bonus Lurleen, we realised we had a LONG way to go, and took off, avoiding some bonuses in the south. This was a little too soon. We DID get some great bonuses along the way.

We rode through the dark part of Memphis. It was quite chilling actually. A local asked me with a shaking head “are you lost?” I would not have liked to break down here.

We had a big breakfast in Kentucky. This was great but it took too long and I then felt sleepy.

Overall, we were under-done on Leg 2. We should have rode through the first night to Daytona Beach and gone to Milwaukee for the bonus there.

I finished. And finished 18th. I was very happy to do that and delighted that Martin was a finisher too. Finishing was the most important goal, and we achieved that.

The Right Bike

- The right bike is the one you like to ride and are comfortable on.
- The miles are huge and the ongoing speeds at 80-85 mph are high – choose your bike to match that.
- In reality, if you want to compete, then you need a “Relaxing, Reliable, Rocket-ship”.
- Drain-Isn #2 is “Don’t buy a new bike”. I ignored that and it was a mistake. I should have bought Ox’s old FJR for a heap of reasons (Tried and true, most popular model in the IBR, ready to go, not expensive). I would have had to modify it for a more upright seat for my style of riding. (Ox if it’s still for sale I have a cheque!)
- Harleys, chain drive bikes, enduro’s and very old bikes are all not good choices.
- There were five new bikes (2014 models) in the rally. Three were 2014 BMW R1200GS Adventures including mine. I love my bike for a heap of reasons, but it was pain getting there. I plan to ride it for the next three rallies at least. Pluses of the GSA.
 - Monster tank – 350 miles as stock.
 - Good wind protection

- Upright ride position
- Useful wheel sizes with many tire options
- Lots of Farkles available
- Includes Cruise Control
- Includes ABS
- Includes traction control
- Carries a load
- Turns well in small spaces
- Goes well over 200km/hr if needed
- Seems reliable
- Proven winner from past IBR's

I had a significant competitive advantage in the mountains of Colorado and New Mexico, coming out of them at least 45 minutes in front of most other riders, based on their SPOT. Some of that is bike, some of that is Australian Riding experience.

I think Martin would choose an FJR or Honda ST1300. I know why but it's his call.

I think Honda Gold Wings are good for couples. Period.

There are other good bikes out there – Troy Martin rides a Triumph Trophy, which I was very impressed with.

Critical Bike Technology – in my view it would be crazy to ride a bike in the BL, IBR or similar, for safety and endurance reasons, without

- Cruise control – saved my arm!
- ABS Brakes – saved my life
- Shaft Drive
- I also liked the tire pressure monitors (TPM) and traction control and used both regularly.

Psychological Head-Bangers

There is no doubt at all that a big part of success on the multi-day rallies is in the rider's head.

I had little problems with that. My mental well-being was in good order. Day 5 is the hardest.

My head is more conservative than my body is able to deliver. In other words, I can ride farther and faster than my head believes. I need to take this into account when route planning.

I was never bored, even when I did not have my music. I think music and books are a great way to spend time while riding 500 miles to BF Arkansas.

Hydration is a critical factor in success.

I used a bladder in my tank bag of two litres and this worked well. But it did not give me room for other things like food in my bag, and the weight was too high on the bike. I MUST fix this for the IBR.

The drink tube was on a Zinger (Retractable coil from Office Works). Great system. But the zinger should be attached BEHIND me not in front, to avoid clutter in the cockpit.

I had a second bladder in one pannier. This was valuable and I used it, but had to get off the bike to drink from it.

I drank tap water everywhere without a problem, fingers crossed.

I also carried a one-litre drink bottle, but eventually used it to transfer a cup of gas, when I had a line failure, then tossed out the bottle. I would take this again.

I reached a point where I knew exactly how much to drink all day, without getting dehydrated or having to get off for a pee every hour. This was very valuable training.

The trick is that it is not just about drinking water in large volumes. On one hot day I drank four gallons (about 12 litres) and was still thirsty, due to lack of salts in the water. The next day, I took three salt sachets from McDonald's, emptied them into my water and felt alive again.

Gatorade and Powerade work well, but they also have a lot of sugar in them. They sometimes gave me more of a kick than Red Bull due to the electrolytes. I took a tube of electrolyte tablets and did not use them, which was a mistake.

I drank three small Red Bull's overall rally. The kick time is about 25 minutes only so they are essentially useless. I will not use them again, preferring power-naps.

Troy used three drinking containers. One for water, one for salt brine and one for coffee. I like this approach.

Warm water is better for your body and easier to drink. But it can taste like shit.

Tires are my nemesis. I have tried multiple models and brand and cannot get one I really like. They need to be hard as ever down the centre, but soft on the edges for cornering.

I used; Michelin Anakee 3's to start. They are sticky as hell, but wore them out in 3200 miles. I think they are cheap crap. I kept an Anakee on the front, and it's now completely dangerous, being scalloped out of shape on the sides, with a hard centre ridge. The Metzler Tourance originally on Martin's bike was better, but still not up to my wishes.

I changed to Metzler ME880 "Marathon" long-range endurance tires for the rally itself. They are used regularly on heavy road bikes like Honda Gold Wings and BMW F1600GTL's. I came back after 8000 miles with the rear ME880 worn to the belts. It JUST made it to the dealer with 8200 miles on it. The Dealer gave me heaps.

Noting above, I should recognise that the bike weight is huge – 290 kilos for the bike, 7 kilos for oils, 43 kilos for gas, 9 kilos for hydration, 92 kilos for me, 5 kilos for tools, 10 kilos for clothing, boots and we are at 456 kilos.

I was complaining about my tire wear and another rider said, "If you pop a power mono (wheelie) up the on-ramp to I-94 what do you expect?" Dang, I thought no one had seen that...

So, I will try Martin's new tires - Michelin Road Pilot 4's which seem to be good. I need the GT on the rear, not the Trail version for its hard centre.

For Reference the sizes are 170/60 R17 and 120/70 R19 on the 2014 bike and 150/70 R17 and 110/80 R19 on the 2007 GSA.

Otherwise, take up Josh Mountain's suggestion of Michelin Road Tyres and the Ms Carmine break leaver variation.

Speed and Radar Detectors

Drain-IsM #3 "You don't need to go really fast to win the Rally – you just need to stay on your bike with the wheels turning."

I sort of believed this but now I know it's true. Firstly, the number of Sheriffs and State Troopers in the USA is beyond belief. And they all want to increase the revenue for their tiny town. They will consistently let you past at anything under "10 over" the speed limit (but not in towns). I proved this many times, and only got two finger-waggles at me during the whole rally.

I did not get a citation riding in the rally.

Second, at 90+ mph, the attention you need to give to riding is incrementally greater, and the adrenalin used, works against being on the bike for a long time (does that make sense?). Notwithstanding that, it is NOT possible to do the times and distances that the winner achieved, without riding over 90mph IMHO. There is a time and a place.

I used a Valentine V1 radar detector. I will never go without it on a rally, particularly at night. I was caught once, outside the rally, but by an aeroplane! I plan to move my V1 to a position inside my screen, and directly above my main GPS for very good reasons.

Do not do a "roll-through" at a Stoplight on a main road. These are dangerous intersections. Tap your foot down at least once, on the way through.

Personal Gear and Weight

Drain-IsM #4 "Get rid of half that shit."

Frankly this is hard to do. I started by removing everything that was duplication – double-ups on cables etc. I cut my first aid kit in half (but still used some of it). I took clothing right out and reduced others to lighter weight garments.

I can't ride and sleep in the same pair of jocks for four days, period. I carried clean underwear. Martin and I took a few extra T-shirts then threw them out as I went along. I threw a LOT of stuff in the trash and found it very therapeutic.

I took some tools, which are heavy. I used them three times, so my case rests. I DID get rid of a lot of them before the start.

I did NOT take a sleeping mat; I might do that next time, thinking about it now. However, if you are tired enough, you can sleep on a bed of nails.

I left a huge bag of spares and clean clothes at the starting point – I would do this again.



Hygiene

I think hygiene is important. I DID take a shower and shave every 48 hours at least and I do use deodorant. I still STANK.

It did not stop me sleeping on picnic tables or in car parks though.

Monkey Butt or Crotch Rot, whatever you call it is a challenge especially in the heat. It's a fungal rash and needs to be dealt with otherwise it gets very painful. I used Venetian powder (like baby talc), which worked brilliantly. I also had creams with me and would carry them again. I still had a bad attack in 103-degree heat in Texas that medication controlled in a few hours.

I do not pee down my trouser legs, use nappies or a catheter. Some do. It is your call.

I do pee on the side of the road, but you have to be very careful, as it is an offence in the USA to be revealing in a public place, not like Australia. And they are serious about it.

My suit is now putrid. I plan to get it cleaned and waterproofed by Aerostitch.

My helmet is worse. I plan to buy a LD Comfort skullcap and use it both for the sweat and also for neck protection.

Use sun cream and lip balm. You will look like a monster if you do not.

Drain will sleep in his ride gear in a hotel room. I think that is extreme. I would sleep in the car park and save the money if I were going to sleep with my suit on.

Electronics, GPS and Other Gear

I love electronics – when it works properly.

You need at least two GPS's to run the rally effectively. Three is better. I learnt how to use them far better because of the rally and practise. Once I set one to "Fastest route" and the other to "Shortest route", I had some clear alternatives for some parts of the ride that saved me real time.

A third GPS is a good idea.

My solid-state laptop was brilliant, but expensive. Windows 8 sucks. If Garmin brings out BaseCamp on a MAC with full features, I will move to my Airbook.

I always loaded all waypoints, even if I had not coded them all. I then used them from "favourites" with effect. This allowed me to re-route my leg one, when I ran out of planned boni.

I have a lot to learn with GPS – you need to be a "Zen Master" on your GPS unit, to be really effective. I plan to be. Ditto for BaseCamp.

My J&M system worked fine, until a single critical cable broke – then I had no sound at all. I liked the J&M CB and used it regularly to talk to truckies and others about overtaking, road works etc. I am after all a radio person (VK1JDX). The J&M System is expensive once you start buying all the parts and cables, and some pieces are not waterproof. I plan to change some parts of it but am not looking forward to pulling my bike apart – again!

I found I did not need a phone to talk on, while riding. I DID need a USA cell phone though.

I did need music, lots of it. Troy uses talking books for riding the longer sections. I like that idea.

Ideally I will use blue-tooth to connect my helmet to everything. I have now purchased the cheap MixIT2 to try to get a better system built over Christmas.

I carried paper maps and used them for the "Big Picture". I would again.

I carried two cameras and will again.

I think that the SPOT unit should be mandatory for each rider.

Good Gear

Some stuff worked perfectly, or better than I had hoped. This includes:

- Schubert C3 Pro Helmet – unbeatable fit with dual lenses
- Clearwater "Erika" lights – perfect, loved them, with the CANOpener.
- AeroFlow Fast-tour screen – amazing for its size
- BMW ride boots – waterproof and comfortable
- Aerostitch "Roadcrafter" two-piece suit - it was not waterproof being a Roadcrafter and old, but the pockets are perfect and the fit is divine.
- Aerostitch "Ropers"- riggers gloves with metal tips for driving my phone and iPad brilliant and cheap. Easy to remove. I will cut the tips off some fingers.
- "Platypus" water bag from REI – which uses brilliant filling technology and connectors – I really liked this one.
- BMW panniers and their locking mechanism – I really liked it
- MAPLE Farkles auxiliary tank. Simple, bombproof and it works.
- Valentine V1 radar detector – simple and fool proof. Even the visual aid is excellent.

Food and Nutrition is a big deal and I did NOT get it right. I took advice from Ian, Rex and Martin and none worked for me. I need to do my own thing here.

Drain-ism #5 "Ride the whole rally on CLIF Bars". Not.

I carried two boxes of food, most of which I never ate. I will cut this down by 80% for the next rally to one small box.

Energy Bars ARE a good idea and convenient if they are in your tank bag. CLIF bars are actually made by a mountaineer guy I know (!) but they look like shit and taste like it too – not that I have tried. I need to find a good one. Rex lives on Payday bars (with lots of nuts), which are better but still hard. Chocolate is worse as it melts.

Martin's idea of eating bananas is a good one. I like this, but found them hard to transport over a longer period of time.

Nix breakfast cereal. I don't have time. Half a cup of coffee as I shower is good though.

Both Martin and I had a small metal box of Alltoids type mints (which we shared) and found them a great pick-me-up at times. I also like barley sugar.

I like to use OMMM moments – "Olaf Moon's MacDonald's Method. Walk into Maccas and order a hamburger and drink, then use their WIFI to check the route on your laptop or re-route while eating. I had one visit like this of 9 minutes, which made me 500 points on this rally. The advantage of McDonald's food is that it is VERY fast, and high in calories and salt, just what I need once per day on this trip. Otherwise I wouldn't touch the stuff.

When riding with Martin, we stopped regularly for meals on Leg 2 – this was a mistake on two counts – it took too long, and I felt sleepy after each meal, which was too much. I would have made about 1500 more points if I had not stopped so often for food. I'm not complaining Martin – I chose to ride that way and with you – next time I will do it slightly differently.

We had a bit of everything except for pouring rain and bitter cold.

Drainism # 6 "What are you going to do when it's pouring with rain?" I was partly set up for this with a rite-in-the-rain notebook, but had no good way to read the rally book when wet. I think I need to carry an umbrella to shelter under.

It rained about four times, which made for some slippery roads, but never really worried me. I was reminded that wet horseshit on the road is more slippery than ice.

The temperature was commonly over 85 degrees F. Sometimes it rose over 100 degrees F. The long sleeve lightweight nylon shirts and LD Comfort shirts worked well, wet or dry. The LD Comfort shorts did not, and I could not get them dry at night after I washed them. I need to find a solution to this.

I carried my heated Gerbings jacket. I did not use it but could easily do so in the IBR in Canada. It did get down to about 45 degrees in Colorado at night.

I hate the smell of West Texas – crude, chicken farm, abattoir and cheese factory, all in the same town!

A Summary of Changes for the IBR

- I will prepare my bike and self as much as humanly possible beforehand.
- I will practise.
- I will plan for 1000-mile days on average.
- I will use more power-nap stops
- I will practise the use of my GPS's more, especially on the road.
- I will replace my hydration pack with three others – this is important.
- I will take my Bead Rider
- I will move all devices behind my screen, especially the V1 (Where the windage is huge currently)
- I will bone-up on each of the states, their geography, history and places over time.
- I will try the new Michelin Tyres, and have a spare wheel available at ABQ.
- I will commune with the wonderful LDR community.
- I will have fun.
- I will return.

CLUB RUN TO MERIDIAN CAFÉ AT MARULAN

Peter Cummings, R1200GS

Sunday 19 July 2014

Arunas Pilka, R1200GS

Frank Millwood, PGO Scooter

David Prest, K75S

Martin Robertson, R1200R

I received an email from Ride Coordinator Garry requesting a trip leader for the run to the Meridian Café. I felt obliged to put my hand up as I had recommended the Café to Steve Hay, as an addition to his list of interstate Café's to visit. Had a look at the website and was fairly comfortable with the selected route for the run. Spent Saturday afternoon getting all my warm gear out and resigned myself to an early and cold Sunday morning roll call.

Setting off from home on a perfect Canberra blue sky winter's day, just a shame it had to be @#&!ing freezing. Spent the first ten minutes at the EPIC servo with my hands on the cylinder heads trying to get some feeling back. After a quick discussion amongst the riders it was agreed to skip Sutton and head down the old Federal Highway picking up the link road from Bungendore to Gundaroo.

Headed off with four riders, Frank was to join us later in the day from Goulburn where he now lives. My mates used to tell me that it was OK to ride when it was cold because once you were frozen you couldn't feel anything. Well there's another urban myth shattered! We managed to get through the old Federal highway without encountering any ice which, given the temperature, was pretty amazing. I had to agree though with a blue sky as far as we could see, the surrounding countryside as green as it gets and bugger all traffic, the ride was looking better and better. With the first two years of my life spent on my fathers' farm (The Meadows) located on the Collector-Gunning road, riding the Gunning area is always enjoyable.

Cruised into Gunning and made straight for the Merino Café. We were going to sit outside but as we came into the Café the table beside the fireplace became vacant. We colonised that table very smartly and with the warm fire, good coffee and even better company, we set about solving the world's problems.

The next leg of the ride was Gunning to Goulburn via Crookwell. Martin wasn't too keen on Goulburn via Crookwell.



Having been born at Crookwell, I know how cold the place can be and was more than happy with an alternate route to Goulburn. We decided Gurrundah was the go with Arunas leading the way, as he knew the road.

We left Gunning with the only clouds in the sky being vapour trails and the scenery still beautifully green and the road to ourselves. Headed out on the old Hume Highway before turning onto the Crookwell road then onto the Gurrundah/Goulburn road. The first few hundred metres of road were under repair with the bitumen stripped back. The last part of this work was wet, slippery and downhill with a right hand bend in the middle. Arunas took a wide line and made it through while I came in fairly wide to start with. I had both wheels sliding sideways towards the edge of the road with just enough power on to keep the bike moving forward. I made it through with bugger all road left while Martin and Dave came through making it look easy. So now I know how Casey Stoner does it – Maybe! Being an ex student of Gurrundah Primary school this was a trip down memory lane for me. After my family moved into Goulburn, I can remember coming to the Gurrundah/Bannister area to visit my cousins' farms. For me this was the best part of the trip.

Came into Goulburn, headed straight to Sloane St and out to the motorway. A few clicks north on the motorway we turned left onto the road to Towrang. This is an interesting road when there is a train on the line and you ride beside it. A few clicks out of Towrang we turned right onto the Bulls Pit road. This is a dirt link road (approx. 5 clicks) between Towrang Rd and Brayton Rd. Brayton Rd brings you into the northwest end of Marulan.

Our arrival at the Meridian was well timed and within ten to fifteen minutes of our arrival the café was full. Shortly after we arrived a bloke in motorcycle gear wandered in and joined us at our table. It took a little while before I realised that it was Frank as it's been a while since we last caught up. Frank used to be a mechanic at the Euro Tune motorcycle shop in Queanbeyan and a past president of our club. With good food (at reasonable prices), good coffee and good company, it was time for another problem solving session. We managed to solve a few problems for the BMW company with this session.

After lunch we said goodbye to Frank as he hopped onto his hotted up two-stroke scooter (couldn't start his BM) and headed back to Goulburn. We headed south down the motorway and exited to Bungonia to follow the Oallen Ford Road to the Tarago turn off. This is another quiet little country road with good scenery and it is way more enjoyable than taking the Hume/Federal Highway's. The blue-sky day remained with us for the remainder of the trip home.

With good weather (even with the frosty start), quiet and scenic country roads, add a couple of good cafes (with excellent food and coffee), some good company and it had to be a great day's ride. Thanks guys.

BMW GS SAFARI ENDURO 2014

This year's GS Safari Enduro from Darwin to Cairns has been and gone. The organisers have produced a teaser You Tube video of what you missed here
<https://www.youtube.com/watch?v=FdUUI9E5T7E&feature=youtu.be>.

The GS and TS Safari's are coming up in Tasmania and registrations are now open
<http://www.bmwsafari.com>. Check the website and register remembering that these historically and increasingly are becoming more popular and book out very quickly.

BUTT LITE 7 – USA RIDE REPORT

Martin Little, R1200GSA

Club members will recall Olaf's article pre Butt Lite Rally from a couple of months ago. Well the Rally is done and here's my ride report.

As well as this being my first time in the States in 15 years, this was my first multi day rally and would also be the first time I would be riding on the right hand side of the road in America. Was I was nervous? You bet but felt I was ready as I could be.

The trip from Australia was uneventful, including picking up the R1200GSA in Santa Fe and then riding to Minnesota with Olaf Moon (Ollie) through Colorado, Wyoming and South Dakota. My partner Rebecca followed in the rental car, which would become our home away from home after the Rally. In Minnesota the bike had new tyres fitted (Michelin Pilot Road 4's) which was a noticeable improvement over the Metzler Tourance's.



The enthusiastic Butt Lite 7 participants ready to go!

Saturday night after the Rally Packs were handed out seemed to pass in a blur. Not helped by IT issues but I did manage some sleep. Feeling totally underprepared with respect to my route and overall plan I was really glad to be finally underway on Sunday morning as the Rally commenced at 8:00am and it felt great to be out on the interstate heading south to Iowa for the first Bonus Point. (Even though it was raining).



*Martin rides out at the start of Butt Lite 7.
"Now where am I going?"*



Ian rides out at the start of Butt Lite 7



Ian, Martin & Olaf ready to go.

With the first points collected in the cornfields of Iowa I then headed west to Nebraska hoping to collect the extra special points at the Two Rivers Saloon, which I missed by about an hour (as I was riding I felt I was taking an indirect route but was happy to rely upon the GPS). Leaving Two Rivers I headed south to Kansas where a truck on fire, which delayed progress by 45 minutes, held me up. While I was waiting in the queue I had plenty of locals giving me advice about the road ahead and the travel times and this would occur many times over the course of the Rally.

Finally pulled stumps for the night at Red Cloud near the state border and celebrated the first day of the Rally

with a Subway meal. Felt disappointed with my efforts for the day but happy to be on the road and with plans for the next day. Got moving again at 3:30am crossing over the State Line into Kansas. In the pre-dawn darkness ran over a dead deer in the middle of the road. Collected the points at Pawnee Rock in Kansas and then continued onto Oklahoma aiming for the summit of Mt Scott. This Bonus Point was awe inspiring with the location of Medicine Park in Oklahoma reminding me of Lake Taupo in New Zealand. Gorgeous scenery and then there was the ride up the mountain!

With my spirits buoyed after Mt Scott it was on to Texas for the Dr Pepper Sculpture and then Ballinger. I took a moment to reflect as the sun set over the huge cross outside of Ballinger, feeling much better with my progress today as I watched the sun set and the warm Texas evening slide across the countryside.

Early next morning I was surprised at how much traffic there was about. Near dawn I had 4 close encounters with deer all in the space of an hour, then never saw any more for the rest of the Rally. After collecting the bonus points at Fort McKavett, Texas it was onto Medina, where I struggled to extract myself from a conversation started up by a passer-by who was determined to tell me his life story, despite my best attempts to explain I couldn't hear a thing with my helmet on and ear plugs in. Finally escaping I stopped outside of Medina to check my options, as I was ahead of time. I chose north looking which in the end was a mistake as the traffic on the interstate was really bad and moving slowly, which in the afternoon heat was a struggle. Finally made it back to Austin where I clocked in for the Rest Bonus and shouted myself the

first decent meal of the trip. Got up early morning to collect the Bat Bonus at the bridge and then motored over to the Check Point for an early check in.

Scoring didn't go so well, I left my Rest Points on the table as I didn't get the printed time out on my receipt (that's a rookie mistake) and then to cap it off my camera had reset itself to Australian time (14 hrs ahead) on Day 2 and I left another round of points on the table. Very humbling! Still it was great watching the other riders come in and hearing their stories from Leg 1. So much to learn! Overall I was thrilled to be at the checkpoint and had only ridden on the wrong side once! (Fortunately in a very quiet area).



Austin Texas Bonus Point 2:30amish and one of my favourite photos from the Rally

Leg 2 was very different, after reading and rereading the Rally Sheet the strategy for me was get up to Arlington via Waco to collect the 2,500 points for the bowling and then complete my route planning somewhere cool in the afternoon heat. Loved the ride into Waco, some decent corners at last and once the points were collected at Waco, I shot up the Interstate to Arlington where the Bowling was a real blast. Left the bike in the car park of the Bowling Museum while Routing for leg 2 was then completed in the air-conditioned comfort of a restaurant although the same IT issues with laptop and GPS continued. Once done, struck out for Louisiana with Olaf for company heading for the Bonnie & Clyde BP near Gibsland LA.

Rolling into Gibsland, my GPS went AWOL again so I resorted to the old fashioned method of map and asking directions. After 30 minutes of aimlessly riding round the Louisiana forest in the dark I finally stopped and asked the local policeman on the town's outskirts who was most helpful but admitted in the end he couldn't give me precise directions as he didn't know himself. A passing rider stopped to check on me so I followed him out in the dark where we collected the BP at 10:30pm that night. Kept heading west on the Interstate till 11:30pm before pulling stumps and checking into accommodation for the 6-hour rest bonus (worth 3,600 points!). I made damn sure the receipts had the times printed on them this time as I was not making that mistake twice.

Next morning had one of those great moments leaving Louisiana when I stopped for breakfast with Olaf at a Waffle House. Clearly from our bikes and our accents we were not from around here and we provided the mornings entertainment for the local crowd. The breakfast was damn good too! After collecting more points in Louisiana it was then onto Mississippi to the old civil war cemetery and then out to the Onward Store where Roosevelt had refused to shoot a beer. The Bonus Point required a purchase of a teddy bear and once done and the bear safely stored on bike it was off to Lake Lurleen in Alabama, stunning scenery here and the ride into the Lake was great with lots of corners to enjoy.

I had great plans of heading further eastwards but after stopping to recheck the amount of time available erred on the side of caution and turned back to Mississippi and then onto Missouri aiming for the Bubble and the Ferry. Got slightly lost in Memphis and this was not a great feeling crawling along suburbs that didn't feel friendly. Got back onto the Interstate North as soon as I could and headed north to Missouri and Kentucky.

Caught up with Ollie for a rest stop and we agreed to head for Bubble together. Collected Bubble in the pre-dawn darkness (along with some other riders) and then off to the Ferry. This was another rookie mistake as the ferry only ran from 7:30am and there we were at 5:00am. Nothing for it but to head north through Kentucky and this was one of those rides that will stay etched in the mind forever, the soft dawn light and winding roads through the Kentucky hills. Riding Heaven; not may Bonus Points mind you but riding heaven.

Headed northwards for Liberty Belly Bonus Point then onto the Toxic Dump near St Louis. Lots of other riders now at most of the BP's and it was great to watch the other rally participants in action, learning lots as I go. Fatigue overcame me on the Interstate in St Louis so it was an hour's nap in a parking lot. I parked the bike in the shade and lay down in the grass. This was the best sleep and I felt rejuvenated. Rechecking the route decided to head for Rochelle, Illinois for the points on offer there before striking out for the finish point in Minnesota. The gallop northeast up the Interstate went well and within 5 minutes of arriving at the town of Rochelle in Illinois the required train provided the perfect photo for the bonus points.

From here it was homeward bound, although I wanted to collect the small bonus points at New Richmond near Minnesota. After all it was only 50 miles from Minnetonka. Had dinner with Olaf in Wisconsin and then continued northwards. Had to stop for a nap at a truck stop about midnight as I was feeling shagged. Got going again after a 20m nap and a 5 min discussion with a local trucker.

Pulling into Richmond at 2:00am my fuel reserve light comes on and I realise I could be in trouble here. The first servo I try is closed and won't take my credit card for fuel at the pumps. Flustered I ride out on the wrong side of the road and promptly ride the wrong way round a roundabout, realising half way round that "this doesn't feel right". I stop on the side of the road to regather myself and locate a servo using the GPS. 15 minutes later I'm fuelled up and see Ollie ride past looking for the same bonus point. I catch up and we both collect the points whilst being interrogated by the local Sheriff. She was very understanding, considering it was 2:30am and there were these 2 men with funny accents trying to explain what they were doing.

From here the last 50 miles to Minnetonka seemed to take an age but eventually the lights of the Sheridan came into view and I was very relieved but exuberant to pull into the same spot I had vacated 6 days earlier with approx. 50 minutes to spare.

Scoring went much better this time with no points being left on the table! I'm learning!

So having successfully completed my first multi day rally in America I can say I had a ball! This is a great way to see the country while competing with other like-minded people, although clearly I have some work to do on my Rallying skills.

I must acknowledge the fantastic work done by Rally Master Lisa along with Bart and David. The amount of work required to organise and run a Rally like is huge. Thanks also to the other Aussies who helped and encouraged me along the way. Experienced Rally hand Ian McPhee was a very calming influence supported by Colleen. Olaf Moon was always his enthusiastic self plus there were Ox and Shane back in OZ who had provided invaluable support over the last 8 months. And last but by no means least, my partner Rebecca was there to share in the journey and the stories.

And to all those other Rally Participants who lifted my spirits along the way, either with a friendly wave as we passed or shared stories and notes at various times, Thanks!



The Aussies at the Finishing Banquet



Ollie is all concentration at the Finishing Banquet as the results come in!



OVERNIGHT CLUB RIDE TO COOTAMUNDRA 16 AUG 14

Garry Smee, R1200ST

Dave (R100GS), Andrew (R1200GSA), Matt (R1200GS *wasser boxer*), Bob (F800GS), Hoss (R1200RT), Martin (R1200R) and me made seven at the rendezvous for the overnight ride to visit Geoff and Marion, outgoing proprietors of the Cootamundra Caravan Park and Geoff's varied collection of motorcycles.

We left Canberra for Boorowa enjoying the overcast and dry conditions with the BOM forecasting significant rain for our return trip on Sunday. Following a circuitous route we returned to Young and lunch before changing our route via Grogan and on to Cootamundra; <http://goo.gl/maps/4itpH>



Squatters outside [landra Castle](#) or Mt Oriel homestead. Photo: Andrew S.

Our afternoon check-in at the saw us one of the first guests for the ex-Toyota employees and now tree-changer new Cootamundra Caravan Park owners with Geoff and Marion handing over the keys on Friday. Five of us chose to share a cabin with Matt taking a tent site, whilst Hoss had arranged to stay at Geoff and Marion's home.

Once organised we made the short walk to Geoff's house and garage where he showed off his Suzuki powered, Ducati running gear and custom frame café project bike; Triumph Tiger & Scooter (alleged 178kmh) daily rides; MV Augusta F4; BMW R100RS; BSA along with sole older trail bikes awaiting restoration.

Dinner was taken at the very popular Central Hotel, before the evening crowd moved in and music ramped up, leaving us to walk home during a break in the forecast rain... that continued on through the night.

Arising to a damp morning & Matt packed we headed off for Jugiong and breakfast at the Long Flat Pantry. Council must have come into some money as quite a number of roads were being widened, that involved chopping up and flattening the edges whilst leaving a narrow strip of bitumen down the middle. With the now steady rain, I was appreciative of the little traffic and no trucks that would have required a trip onto what was likely wet, slippery clay.

Over a very pleasant breakfast, we took a further group decision to give the narrow, winding and in the dry quite fun Mountain Creek Road (and its short dirt section) a miss opting for the more mundane but nonetheless quick Hume Highway for our return to Canberra.

We made a final stop in Murrumbateman to make our farewells with riders splitting off in different directions and home. A great weekend with good company along some fine roads and scenery.



Our return to Canberra was via Jugiong and breakfast at the Long Track Pantry



*With the Canola flowering, Spring must almost be here, just add bitumen and corners –
What's not to like about Winter riding. Photo: Andrew S.*

NOTES FROM THE TREASURY

Bob Ellison, Keeper of the Club Coin

To assist in reconciling the Club accounts, can you please include your surname in the reference box whenever you EFT funds; you should also include the invoice number if one has been generated for the event.

BMW Motor Cycle Club ACT Inc. ABN 92 119 579 085		
Detailed Profit and Loss Statement		
For the period ended	18/08/2014	28/02/2014
	2015	2014
	\$	\$
Receipts		
BMW Rally receipts	3,670.70	
Membership subscriptions	1,272.50	5,540.00
Oil Head Rally		3,300.00
Christmas party		1,455.00
Kosciuszko rally		570.00
Meeting surplus	13.11	130.00
Interest received	67.39	181.34
Other receipts		228.00
Total income	5,023.70	11,404.34
Expenses		
Bank Fees And Charges	28.10	86.00
BMW Rally payments	3,670.70	
Christmas party		1,441.00
Communications web page print post stat		1,755.00
Commissions		260.00
Filing Fees	108.00	213.00
First aid course subsidy	331.00	
General expenses	618.00	
Insurance	270.00	
Kosciuszko Rally	195.25	1,045.00
Oil Head Rally		3,517.00
Postage	107.00	
Printing & stationery	52.30	
Rider training	100.00	800.00
Web page Wild Apricot & iiNet	279.75	
Total expenses	5,760.10	9,117.00
Net (Deficit) surplus for period	-736.40	2,287.34

CLUB SUBSIDISED FIRST AID COURSE

Garry Smee, Ride Coordinator, BMWCA Delegate & Editor

One of the Club's objectives is to support members improve their road craft skills by subsidising rider training and by extension offering first aid courses to members so they can assist those who may have not benefited from advanced rider training.

So on a cold, wet and wintry Sunday, seven of us fronted at the *Canberra Irish Club* to learn anew, refresh or update our first aid skills with Gary from *Aspect Training*. This club subsidised first aid course offered two options (1) a nationally accredited first aid qualification, or (2) first aid awareness certificate of attendance. What's the difference? the need to read the provided workbook and pre-complete a knowledge test and on day in-class assessment or the on-day in-class assessment alone. Our competency-based assessment included Gary observing, guiding and fine-tuning our technique throughout the day with the support of co-trainer Melissa.

With a break for lunch at the club bistro, the afternoon session included further specialist first aid topics, our assessment and Gary passing on some practical motorcycle first aid tips based on his 10+ years as a London paramedic and daily motorcycle rider.

By the end of the day Martin, Kevin, Barry, Errol, Morgane, Mitchell and I had learnt some new practises, refreshed some old ones and gained renewed confidence to offer assistance in first aid should the need arise.



Despite 'Annie' (not her real name) suffering massive trauma, Kevin (L) and Errol (R) confidently apply their DRABCD skills until the Ambos arrived, taking over Annie's care, and freeing them to adjourn to the bar and a well earned Guinness.

THE TAIL LIGHT

Having difficulty in putting fingers to the keyboard or finding the words to accompany your riding picture? Well then, this is the section just for you. Send your picture to the Editor@bmwmccact.org.au along with your name and a caption. If that is too hard, then your picture will go in without credit!



The Ride Coordinator and Editor's trusty been to several *Alpine Rally's*, Cape York & 2012 *Off Centre Rally* R100GSPD has gone to a new home and replaced with this club plate registrable R100RS.

Garry is looking forward to renewing his relationship and supporting the retirement and superannuation plans of Internet based purveyors of BMW quality parts.

If you own a R100GS, give me a call for the list of new and used spare parts...or have the need to rebuild a gearbox, I have lots of knowhow and tools.

Rob Dunston (right) owner of Motohansa Pty Ltd has plans for a desert racer, so Rob I expect to see a story and pictures!

For the airhead club membership, expect to see a café based spring carnival.

