



**Australian
Property Centre**

RALLY 2011

PRE – EVENT GUIDE

Edition 1



Welcome to The Australian Property Centre Rally 2011

The Rally is designed for bike riders who want an adventure and not a race.

The event shall be held from 23rd July 2011 till 5th August 2011.

A total of 14 days riding on a course that is approximately 7000 km in distance.

Riders shall be going through QLD, ACT, NSW, VIC & SOUTH AUSTRALIA.

The course has been designed to test riders ability, endurance and aptitude.

The route shall be crossing the Simpson desert which is one of the biggest in the world. The rally will also go through the Victorian Alps where there will be snow and extreme temperatures.

The route will be following the Great Dividing Range from Mt Hotham in Victoria to Woodenbong in Queensland. This is nearly 1000 km of rainforests and dry eucalypt forests where Adventure bikes will be really tested. The organisers have been putting together sections of this track for ten years .

How will the Rally Run

The riders shall be navigating using GPS units with a route that will be loaded at the start of the event. This means that they can either ride by themselves or with their mates. Riders must complete the route to be eligible for a “*Nev Thorley Completion Medal*”.

What makes this rally special is that all riders must carry camping gear and there are no designated night stops so riders can go at their own pace. The riders cannot commence riding before 7-00 am each morning and they must finish riding by 5-30 pm each day. All riders shall carry a “spot” GPS tracking device and this means that all competitors' movements can be followed live on the APC Rally Website. Riders will have the option of staying at a country pub for the night or camping out.

Every rider shall also be placed in a “State “ or international team and the team with the highest percentage of riders who complete the course shall receive a trophy. This will ensure that riders with little experience will be helped by riders with more experience. Before the event each State team will have a pre run weekend to make sure all riders know how to use the GPS and spot tracking device. They can also look at bike set up and see how much gear others are carrying. The less weight a rider carries the easier their bike is to handle, however all riders will need to carry gear so they can camp in cold conditions.

STARTING POINTS

To make it easier for riders to compete in this event there will be seven starting and finishing points on the course.

The course is a big loop so riders will start and finish at the same point which will be close to where they live. All riders shall cover the same distance so times can be compared.

The start points are as follows

Queensland Start Points.

1. Camp ground at Woodenbong, NSW (Sth of Brisbane 2 hours) Woodenbong Hotel Ph. 0266351275
2. Hotel Corones 33 Wills street Charleville Ph 07654 1756

Victoria Start Points.

1. Porepunkah Hotel 13 Nicholson street ,Porepunkah Ph .0357662391

New South Wales Start Points

1. Royal Hotel Hill End (West of Sydney 3 hours) Ph 0263378261
2. Heritage hotel 6-10 Cudgery Street , Dorrigo Ph 0266572003

Northern Territory Start Point

1. Mount Dare (Sth of Alice Springs 4 hours) Mt Mount Dare Hotel Ph 08 86707835

South Australia Start Point

1. Yunta hotel , Barrier Hwy ,Yunta Ph 0886505002

Riders will need to arrive at these start points by 7-00 pm 22nd July 2011. There will be a riders briefing and GPS UNITS WILL BE LOADED WITH THE ROUTE.

The official start time for all riders is 9-00 am 23rd July 2011. Standard eastern time (Qld Time) all competitors shall set their watches to this time zone and use that for the entire event.

Entry Fee

1. Early bird Payment made prior to March 1st 2011 \$1000 \$200 deposit to secure a place. Some of the route we could have numbers restricted by National Parks and wild life .
2. Payment between march 1st and July 21st 2011 \$1200
3. Payment 22nd July 2011 \$1300

Your Entry will include:

1. 7000km course
2. Remote fuel stop in the middle of the Simpson Desert
3. Merchandise pack shirt, hat, stickers

Other costs for a rider to compete in this event are as follows.

1. M.A National licence approx \$280
2. "spot" tracking device \$260 plus \$140 Subscription fee.
3. GPS unit with bike mounts and hard wiring kit approx \$600
4. Spare set of tyres that need to be pre purchased at a bike shop that is on the course. Approx cost \$400 including fitting.
5. \$200 a day budget to pay for fuel, accommodation where possible and food and drinks Total \$2800 (cash should be carried)
6. Event insurance \$160
7. Bike insurance that includes recovery \$280

Total \$4920

For riders who already have GPS units and comprehensive insurance or spot trackers their costs will be less. All competitors would be required to have ambulance subscription or the equivalent from where they live. International competitors would be required to have travel insurance that includes ambulance and hospital cover.

Break downs

In this event there are no back up vehicles or recovery vehicles. If a rider breaks down they are responsible for their bike and themselves to be returned home. The event organiser will cover no costs that the rider has from an accident or break down. The event organisers should be called if this has occurred and they will try to help coordinate the logistics to help the rider get home. All riders are required to call the event organisers if they are leaving the course. All riders will be required to stop and help a fellow competitor get back to civilization. The riders can tow each other to the next town however both parties must agree that it is not to dangerous.

Accident Procedures

If a rider is involved with an accident where medical help is required 000 should be called from the nearest phone possible . Emergency services will be activated.

All riders will be required to carry a mobile phone. Some areas of the event are extremely remote and a mobile phone will not have coverage . A fellow competitor would be required to ride to the closest working phone and call 000.

Emergency services would require details on the riders injuries and the location of the accident. The name of the road and the distance from the nearest town is the information emergency services will require.

The spot tracking devices have an emergency button on them however it would usually take 8 hours for help to arrive so in most cases another competitor will be on the scene and helping a rider to communicate with emergency services way faster than activating a spot unit.

The spot unit has an okay button that competitors should use if they are broken down, but not injured. This will allow their friends and the event organisers who are watching the progress of competitors to know they are okay. Here is a link to explain the “spot

“ GPS tracking device and its capabilities
<http://au.findmespot.com/en/>



Spot

"satellite tracking device

At the start of the event each rider shall receive instructions on how to use this unit and the tracking will be activated.

GPS Used for Navigation

There will be some competitors that will not have used a GPS before and might be hesitant on whether they will be able to navigate using one. There will be on line tutorials and there will also be a pre run for all competitors so they can get used to one. All riders will be required to bring a computer connection cord for their GPS unit to the start of the event so the route can be downloaded. Riders will be able to ride in groups if they are not comfortable using a GPS. However all will require A GPS unit to start the event the reason is that if one unit fails in the middle of nowhere the next persons unit will be able to be used.



The event organisers will be recommending the Garmin 60 CSX with Ram mount and hard wiring as the GPS to purchase if they do not already have one .

The good news for those with little experience is that once the unit has the route loaded it is very simple to use. It is also one of the easiest units to read for those riders who have trouble with their eyes.



The event organisers will check every GPS to make sure that the route is loaded onto their units and that they are functioning correctly. Every rider will be required to have this functioning before starting the event, there will be no exceptions because this is our safety net. A good mounting system is very important . Ram Mounts have proven to be the most durable to date. Hard wiring is also essential so riders can clearly see the map on the unit, if AAA battery power is used it is difficult to see the screen because the unit tries to conserve power.

Hard Wiring for Bike Required



You will be required to purchase a 4 gig micro SD card for your unit as well. The best way

is to get your supplier to bundle all these goods up together and even ask them to load the maps for you onto the unit. The event organisers shall have a recommended retailer soon that will do this for clients.

When purchasing this unit you will require software that is called map source it is usually sold with the unit you do not need to buy any other Garmin mapping software . You will then be able to load mapping software for Australia free from the internet . This is called tracks 4 Australia. Here is the link to the website.

<http://www.gpsoz.com.au/tracks4australia/>



Ram mount
handle bar
mount



Ram Mount bracket for
Garmin 60 CSX



Garmin
60csx

Camping Gear and Survival Equipment

All riders shall have the following equipment inspected before starting the event. It will be required to be functioning and must be carried through the entire event.

1. Sleeping Bag 0 degrees rated
2. (Ground sheet and tarp) or swag(or tent)
3. Cigarette lighter
4. Knife
5. Can opener
6. Warm cloths other than riding gear (in case it gets wet)
7. 2 litres of water in separate container to camel back Bladder.
8. Torch or head lamp
9. First aid kit (must have large pressure bandage) and CPR guide
10. Food for 2 meals
11. Dry bags that will keep bedding dry and spare cloths dry
12. Sunglasses
13. Rain coat that will fit over ride gear.
14. Cup and cutlery
15. Toilet paper
16. Shoes that can be worn around a camp.
17. Hat
18. Mobile telephone charger



Notes

A Coleman king single blow up mattress with pump and a one man tent is a good option . Please test your sleeping bag before coming on the trip and make sure your mattress fits in your tent. A small tarp to lay your riding gear on and then to cover the gear is a very good idea.

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Clothes

- 1. Jeans**
- 2. 3 t shirts**
- 3. Under ware for four days (socks and Jocks)**
- 4. Thermal under ware**

Some optional items

- 1. Mattress**
- 2. Small folding chair**
- 3. Camera and charger**
- 4. Balaclava**
- 5. Spare gloves**
- 6. Rag for wiping visor or goggles**
- 7. Pen and notebook**
- 8. Wet weather pants**
- 9. Stove**

Mini Ratchets



From £1.99

When riding adventure bikes most of the problems come from gear not being attached to the bike well enough. Elastic straps do not work on large trips because they wear out. Ratchet straps with the ends cut to a reasonable length have been the best method found for holding on gear.

A set of ratchet straps holding panniers to the bike as a back up is a very good idea as well. When purchasing straps try to always go for good Quality.

The less weight the rider has on their bike the more chance they have of completing the event .

Fuel Range and Acceptable Fuel Containers

All bikes shall require a range of 300 km of heavy going. This would mean on most adventure bikes that 30 litres of fuel would be required to be carried.

Riders must always use fuel containers that have been designed for that purpose.

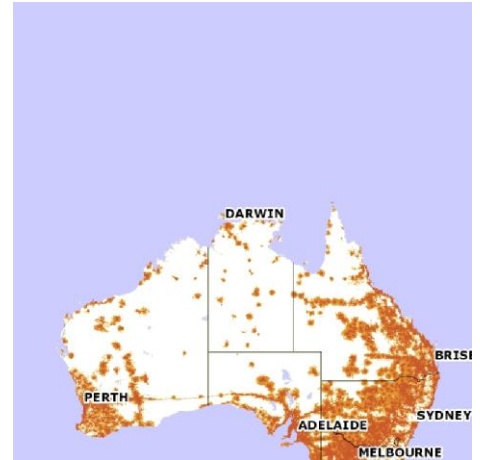
Fuel bladders could be the cheapest option for some riders to increase the range of their bikes. Here is a link .

www.liquidcontainment.com.au/fuel_bladders.htm



Communications

In this event a Next G mobile phone will give a rider the most coverage. Pre paid mobile phones with next g coverage can be purchased for as little as \$190. Phones with other carriers will work just not as well. All riders will be required to call the Event HQ at the start of the event to test their phone and then both parties will store the numbers.



UHF radios

These radios are very useful all riders that have radios shall be asked to use channel 16. The radios are not compulsory. Equipment scrutineering shall be done before starting the event and shall be checked carefully because the event is going through some very hostile terrain.

Riders protective clothing



1. All riders must wear helmets that meet Australian standards
2. All riders must wear protective leather motor cycle boots
3. All riders must use shatter proof sunglasses or motorcycle goggles or full face visor helmets, Riders eyes must be protected at all times when on the bike.

Australian Road rules

1. All riders must comply with the Australian road rules at all times because we are travelling on public access roads.
2. Police and ambulance shall be notified of our route prior to starting because they will be used in case of an emergency. Could all riders please be very careful not to speed. Especially when entering small townships.

Bike Requirements

Riders will need their machinery to be in 100% working order. For riders with little experience they should simply take their bike to a bike shop and show them this document so there is no confusion on what is required. All bikes will be required to be road registered in Australia. Lights, indicators and review mirrors are real safety items on and adventure bikes and these need to be in good working order.

Tyres and tubes

Riders will all have their own favourite brands of tyres but the event organisers will recommend what tyre set ups they believe are the best. When doing difficult riding on adventure bikes the following set up is recommended.

- 1. Ultra heavy Bridgestone tubes front and back. Make sure they are ultra heavy and not just heavy. If the bike shop does not have them in stock, ask them to order them and return later. The ultra heavy duty tubes are the only way to avoid flat tyres .**
- 2. Tyre pressure . 28 lb in front and rear tyres is recommended .Lower tyre pressure will result in rim damage and flats.**
- 3. Tyre Selection Dunlop rally raid front and rear or Dunlop 606 for lighter bikes. For example on a KTM 950 . Rally raids will last 4000 km and then on the KTM 690 the Dunlop 606 tyres will last 4000km.**
- 4. All riders should plan on putting on a fresh set of tyres about half way through the event. The route shall pass by bike shops so in a riders pre planning they should call a bike shop approx 3 months prior to the event and purchase a set of tyres . This way they will be there when you go through. Most riders will want the bike shop to change the tyres for them therefore riders should organise this when they purchase them in advance. Bike shops do not stock that many tyres and because they are imported a rider needs to pre order. Putting incorrect tyres on a bike is the quickest way to get into trouble on the event.**
- 5. Riders will be advised which bikes shops to contact once the route has been finalised.**
- 6. Carry a spare front tube. This can be just a heavy duty. You will require a pump, tyre patching kit and a good tyre gauge and good tyre levers.**
- 7. If a flat tyres bead is difficult to remove use the stand on the bike or even try riding it slowly till the bead breaks.**

Chain and Sprockets

- 1. Buy the best chain you can for your bike and carry a small can of chain lube.**
- 2. Make sure your chain tension is correct at the end of each days riding. This way if you have a problem you can work on it at night.**
- 3. Buy only steel sprockets and source the best quality you can.**
- 4. When fitting the chain get an expert to do it and ask for a spare joiner for you to carry in your tool kit.**
- 5. A small chain breaker is also very useful.**

Tool Kit

All riders should at least carry their bikes factory tool kit and make sure they at least have the correct tools to change a flat tyre. A good multipurpose tool such as a Leatherman is also very useful.

Air Filters

Make sure your air filter is new when you start and check that it is well sealed.

Brakes

Make sure all your brake pads are new and carry spares. A small can of brake fluid shared between a couple of riders is a good idea.



Wheel Bearings

- 1. Carry a spare set of wheel bearings. You and a friend might share a front and back set if you have the same bike.**
- 2. If your bike has done more than 2000km with the bearings currently in the bike they should be replaced before the event.**
- 3. It could pay to carry a socket that is a correct size for replacing bearings.**

Engine oil

- 1. Make sure you start the event with fresh oil it should be the best you can buy.**
- 2. It should be measured in carefully and not over filled. A rider should check this level at the end of every day.**
- 3. New oil filters should be fitted before starting. A spare oil filter should be carried in the event.**
- 4. Oil will be available at all the fuel stops .**

Electrics

- 1. Carry plenty of spare fuses .**
- 2. Carry some electrical wire and tape.**
- 3. Stand switches are the most common fault that occurs with adventure bikes.**
- 4. Carry a set of jumper leads or even a second battery if possible. The most common mistake is when a rider does not use the key to switch the bike off and accessories are left running. Practice just using the key.**
- 5. Get a professional to help connect your GPS to your bike for power if it requires hard wiring. A faulty power source to GPS units is very common.**



Keys for adventure bikes

- 1. Please wire a second key to the bike and make sure you are careful with the key each night .**

Heated grips

If you want to have a far more enjoyable ride get a set of heated grips and make sure you fit them a couple of months before the event to see if any problems exist.

Exhaust systems

- 1. If the bike has more than 10 ,000 km it could be worth getting the exhaust re packed.**
- 2. Check the rivets in the exhaust are okay . Replace any bad ones with stainless steel rivets.**
- 3. Check all exhaust mounts are in good condition.**

Steering head bearings

- 1. These should be checked by a good mechanic .**
- 2. If the bike is older than 20000km I would suggest they be greased and checked.**

Suspension

1.If the bike has done more than 20000 km the rear shock especially should be serviced. This will include re-gasing . The oil in the front shocks would need to be replaced as well.

2. Springs may need to be upgraded if the rider feels the bike is bottoming out once the bike is carrying all the gear. This point is very important and it does not matter if the bike is new or not. Your local dealer should be able to advise you on this point. The bikes handling ability is not about trying to go faster it is about the bike being safer.

Lights

1.A good working headlight and tail light are really essential. A headlight should be on at all times . The route is on public roads so there will be traffic coming in both directions.

2. A spare bulb for the headlight should be carried.

Panniers and protection Bars

1. Protection bars on adventure bikes are a good idea because it is very common the riders to lose balance at low speeds and fall over.

2. Panniers need to be locked to the bike well . Canvas panniers cannot carry much weight .For example a fuel container will usually split a canvas pannier.

Tow strap

All riders should carry a five meter long tow strap usually made from webbing material. When tying to the bike being towed it is essential that no knots are used simply put the webbing once behind the fork leg and then up to the bars. This way if you let go of the strap at the bars it will let go of the bike and you will roll to a stop. The bike that is doing the towing can be tied onto. Please ask experienced riders to show you this technique before coming on the event. Remember to start gently and not up a hill if it can be avoided.

Summary of bike setup

This is an outline of what experienced riders do when they are preparing a bike for a trip of this nature. When on the ride the bike needs to be cared for at the end of each day. If the bike does break down just try to work through the problem. Stay calm and try to make good decisions. Check things on the bike one at a time so you can hopefully isolate the problem.

Weather

If it is raining or snowing, some tracks could be impassable . If this occurs you are to navigate around the affected area and re enter the route at the nearest point. You will be required to call Event HQ and tell them what is going on as soon as you are in Mobile range. If a detour on the route is required a text message will be sent to all competitors with instructions . So whenever you are in a Major town you should check your messages on your phone to get updates from H.Q.

How to take the next step

There is an expression of interest form that is at the end of this document. This shall have banking information of the event organisers. To guarantee a position on the ride a deposit can be paid now. Numbers could be limited due to entry permits into National Parks.

There will be further information bulletins going to all interested parties so if you're not sure please send an email to john@australianpropertycentre.net.au and ask to be placed on the event mailing list.

Phone John Hudson for any further information. [m] 0414457455



This is not just another Ride

Some of the friends you will make on this rally will be friends for life.



In 20 years time there will be riders telling stories to their friends and family about this rally. The organisers understand how important time is to people and 14 days is a long time to be away. It has been organised so riders will never be sitting

around and every day will be action packed, the hard part will be trying to remember it all in years to come.

This is not just another ride this will be an adventure where riders will see more of Australia in 14 days than most people will see in a life time.



**Australian
Property Centre**

84 Barrack Rd,
Cannon Hill QLD
4170

Rally 2011

Expression of Interest From

First Name: _____ Surname: _____

Address: _____ State: _____ Postcode: _____

Contact Ph number: (H) _____ (MB: _____ Email Address: _____

Date of Birth: _____ Drivers Licence number: _____

Bike Registration number: _____

Next of Kin details:

First Name: _____ Surname: _____

Address: _____ State: _____ Postcode: _____

Contact Ph number: (H) _____ (MB: _____ Email Address _____

Relationship to applicant: _____

Deposit Details

Cheques Payable to : JLH Advertising Pty LTD

Sent to: PO Box 785 Bulimba Qld 4171

Electronic
Transfer

Bank: Suncorp Branch: Cannon Hill BSB: 484 799 Account: 085120055

Payment by cheque or electronic transfer of \$200 for deposit of Entry Fee. This is fully refundable till 1st March 2011 then the balance of \$800 shall be required to be paid to ensure an early entry fee saving. If a rider pulls out after paying the balance of an entry fee, 80% of the entry fee shall be refunded.

