



APC RALLY 2012

Newsletter
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JLH Advertising Pty Ltd. ABN 95 128 459 334. PO Box 785, Bulimba Qld 4171. John 0414 457 455

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What's happening!

Qld 4 day ride postponed til March 29th 2012

NSW/Vic high country 4 day ride April 19th 2012

APC RALLY Photos
[Click here](#)

The Big Rally Information

The Desert Leg Status

We are attempting to include the following. Birdsville to Poepples corner(100 km leg) which includes "Big red" then head south down over Warburton crossing(300 km leg(this leg is not travelling over dunes but between them, then to Mungaraneer where we will rejoin the easy option that will be coming down the Birdsville track.

To me this is better than crossing the desert because it is more enjoyable and we will be in the desert for approximately 400 km. This route is subject to flooding at Warburton crossing. We will know after the pre ride. If we get this leg I will need to put in a remote fuel stop for the people who plan on attempting it.

At this stage the Warburton crossing has been under water for three years so if it rains between now and July 2012 we will have to divert around it. We have an interesting situation to deal with on the pre ride, no one has been down this track for 3 years, we could need to create a new track.



Pre-Rally Drinks and GPS Loading

July 19th Brisbane

Story Bridge Hotel 200 Main street Kangaroo Point.

July 20th Sydney

Watsons bay hotel 1 military road at 6.00 pm

July 21st Melbourne

Belgian Beer Cafe 557 St Kilda road at 4.00 pm.

July 22nd Adelaide Stag Hotel 229 Rundle Street at 4.00 pm.

Riders who can't make one of these evenings and are not able to load the route onto their GPS themselves can have the option of sending their GPS to me by post and I will set it up and load the Routes for \$50. I would ask that they include a return overnight delivery bag. Last year we did this and it worked well.

Starting Points and suggested tyre change points

Start	Tyres
Urbenville -	Hawker
Dorrigo -	Hawker
Charleville -	Wodonga
Birdsville -	Canberra
Maree -	Goondiwindi
Ouyen -	Goondiwindi
Wodonga -	Charleville
Canberra -	Charleville
Bathurst -	Charleville

How do we deal with track closures due to weather?

I am getting many questions about the route which is understandable because riders are trying to mentally prepare. I am sorry but on a 7500 course there will be many changes made to the route on the final pre ride which is completed 3 weeks before the event. Two weeks before the event I will issue track notes which have all the fuel and accommodation distances and phone numbers. A set of maps that I email which show the route marked on a map and



we also have the wet diversion routes marked as well. If a rider hits a section that they cannot get through they are to navigate to the diversion route and then follow it till they can re enter the course. Riders are expected to buy a Hema map book (Ver 8) and then they mark the routes on their own map book. This is a great tool because it is also a back up for electronic failures. You could not navigate the course using paper maps only but you could get home.

Fuel Stops and Fuel Range

At this stage all riders who have entered have paid for one remote fuel stop that we have planned. All riders should be set up for about 330 km. If we are able to do the leg in the desert we will need another remote fuel stop which will cost another \$50 it just depends on the distance which we can't finalise before the pre ride. I will sort this out one month before.

GPS Route Loading Help

This year I am going to visit Sydney and Melbourne and Adelaide to load GPS units before the rally. Please bring GPS and connection cord. I would not recommend driving or riding to these locations because you will meet all the guys who you will be doing the rally with and we will have a few beers. Invite anyone you like it will all be very casual.



GPS and Spot Tracker Deal

The team at GPS OZ are putting together a rally package again for 2012. This will include the latest Garmin Montana GPS and a spot tracker. I have asked them to do help set up the equipment so it is as simple as possible for riders who have never used these items to get started.

The spot trackers need to have live tracking set up on them which costs about \$150 per year.

If a rider wishes to get a cheaper GPS they can get a 62s which Gps oz shall load with tracks4aust for free.

In summary Garmin Montana \$790 has a 4 inch touch screen and it also can be used to get around town in your car.

The 62s Garmin is \$470 has only a 2 inch screen and can only be used in the bush on your bike it can't be used to get around town.

Spot 2 shall do the job in the rally and cost \$190 plus \$150 tracking fee. There is a new unit called spot connect that cost \$270 which is great because it will act as a satellite receiver for a smart phone and you can send text messages from your phone up to 70 characters anywhere in the world. I have not used the spot connect and don't know how easy it is to set up.

In the rally there will only be about three places that you would stay at night where you may not have mobile reception.

GPS OZ contact details are:
http://www.gpsoz.com.au/Contact_Details.htm

Radio

UHF radios are not required but they are handy when travelling with others.

Best 5 watt uhf radios are either the GME tx 6100 or the Uniden UHo76sx.



Channel 16 is what we usually use out in the weeds.. In the Simpson desert channel 10 is the go because the 4wds are told to go on this one. If you see a red flag coming over a dune get out of the way there will be a 4wd attached to it. When road trains are thick I always go to channel 40 so I can talk to them about overtaking manoeuvres. In the forestry you may see signs saying logging trucks are on this channel. I will usually go to that channel when I am on a bit of high ground and ask if anyone out there. Radios are just "gold " when you are in a group and your lead rider is calling traffic. I drive my mates mad who listen to ipods because i will always say car, car ,car or truck, truck, truck. The reason I say it three times is so I know they heard me. Many radios have delays before they start transmitting.

My mates just say thanks and then we know we are right.

Some stuff that the recce team have learnt is that we have a rendezvous point every 50 km when riding in a group this way everyone in a team knows what's going on if we have problems on the track . In the rally we don't use corner men systems so this is really important especially for teams who have spare parts distributed between them. Radios can't be counted on all the time, We also have learnt to group up before we enter a town. You never know what someone might need in your team so if you are line of sight it is all easier when in town.

If you turn up the speaker Mic to full on and place the radio at the top of your camel back you will get a 5 km range.

Smartphones and Spot trackers

Another tip for riders who have smart phones is to supply the URL for their spot trackers to their riding mates and then they bookmark this URL on their phone. When they want to know where each other are they simply log on and can see them.



REC licence

Riders need to get a 12 month Recreational licence from there State Motorcycling authority.

1. Rec rego has no competency test involved .Just fill out the form and send your \$85-50.
2. You don't need to be in a club.
3. Simply fill out form and send cheque or do by credit card and they will issue you a licence.

Here are the links to each state.

Qld [Click Here](#)

NSW [Click here](#)

Vic [Click Here](#)

S.A [Click here](#)



Gear Guide

WEARING

merino jocks
merino t shirt
Merino ls top
MX socks
pants
boots
Pressure suit
merino buff
Neck brace
jacket
earplugs
helmet
gloves
goggles

JACKET

Windproof layer
puffy liner
Spare earplugs
beanie
Sunglasses
lighter
Fly net
Silnylon backpack
flynet
Wallet
3lt bladder
snacks
first aid kit
wet wipes
tissues
glowstick
space blanket

Rally Accommodation - How it works

In the rally a rider will never really know how hard or easy the track in front of them will be, so it is impossible to plan to far ahead. All riders will need to fuel their bikes in the afternoon of each day. When doing this fuel stop they should get out there track notes and check how far it is to the next accommodation and make a phone call and try to book a room, If they plan on camping they may want to buy supplies at this time.

Most pubs on the rally route charge about \$35 per night for shared accom. Dinner starts at about 6.00 pm and finishes at 8.00 pm. Big steak, chips and salad is about \$20.

In the morning some pubs will have cereal and toast and coffee facilities where you just help yourself. Some will cook hot breakfast but riders should try to be on the bikes close to 7-00 am and try to do about 150 km and then stop somewhere for brunch. This saves a lot of time. To do this you need to get filled up with fuel the night before.



GARMIN MONTANA New Adventure Bike GPS Tested

I have just been out two weeks looking for more rally track and thought i would give some feedback on this new GPS.

It is a ripper!!!. The most common problem with GPS units is that they are hard to see. This has a 4 inch screen and has six different settings for handling sunlight. It worked well and my old eyes could read it easier than my Zumo 550 which was the bench mark to date. It is tough and waterproof with a good touch screen , I could leave my gloves on and still use it .

<https://buy.garmin.com/shop/shop.do?pID=75228>

The Topo maps that it comes with were very good. It was great to finely get a GPS where the mapping software that the Gps has as standard was of good enough quality for adventure bike riding in Australia.

The tracking works like a normal GPS and is not complicated like the Zumo units. This feature sets this above the old Zumo for adventure bike riding in my opinion.

It has city navigator loaded in as well which means you can use it around towns in a much easier fashion then a Garmin 62 s. This feature makes the GPS practical for putting in your car for when driving around town which means most people will get a lot more use out of it. The good thing about doing this is that if you use it every day in your car you get a lot more familiar with it and won't be stumbling when out in the bush.

The city navigator feature means you can use it to find the nearest fuel and accommodation.

The bike mount with ram mounts did not miss a beat on our trip. It has the old screw locking device like the old Zumos which is great.

Gear Guide cont.

TANK BAG

ipod & plugs
Camera
phone
Spare keys
USB lead
ipod lead
Camera charger
SPF30 TUBE
Lip balm
Insect repellent
Reading glasses
Spare battery
led head lamp
Lens cleaner
leatherman
lighter

DRYSACK

Silnylon tarp
expeddown mat
tent footprint
bivvy sack
shoes (opt)
conv pants
6 tent pegs

COYOTE

down bag
silk liner
Travel towel
1 mx socks
1 Merino tshirt
1 Merino jocks
butt powder
Wet bag
Everyday bag
Kitchen bag
Tool kit
Spares bag

WET BAG

1 voltarin tube
24 panadine forte
6 Loperamide
medication
eye drops
toothpaste & brush
Shampoo
Soap
Deodorant

Video Footage of the Rally

This year I am going to have overnight post bags waiting at petrol stations. Inside them will be SD cards for go pro cameras. I hoping that riders who have taken footage can take their SD cards out of their cameras then put it in the post bag and then replace their SD card. Riders just need to give the post bag to the petrol station owners and they will post. This way we will have up to date footage streaming in each day on you tube.

I am also looking for Volunteers who can go to the starting points who can take a video camera and help do a bio of each rider and there bike just before they leave. I am hoping to have this video Bio up next to their spot tracker and pre event photo. The volunteer will need to know how to convert their video clips to you tube because i am trying to get them up on day 1. The video bio will just have their name, age, where from, what they are riding, and bike setup. Just 20 seconds per rider if they want to do more like talk about how they are feeling that would be cool. I will get more footage of the Simpson when I am out there next. Last time I did the pre run I was worried about surviving. We had a freaky hot day and got into some trouble. I broke two clutch levers on the 990 and had to do the last 130 km without a clutch.



Event management Can we have too many riders?

The rally can handle large numbers of riders because we have 8 start points. After day 1 there is usually 100 km spread between riders who have left the same start point. The largest start point last year was Woodenbong which had about 30 riders.

Everyone who wanted a bed in a pub that night got one because they stayed in three different pubs.

Dust is not a real issue in the rally because every rider must have a GPS which means that the corner man system is not needed. You just meet your mates at points where you are taking photos or at the next town doing refuels.



Gear Guide cont.

EVERYDAY bag

Trip diary
pen
spare goggle lens
book
spare head lamp
Bum powder
750ml rum
Cup, spoon, fork knife

TOOL KIT

plug socket
¼ socket ratchet ¼ extension
¼" **Sockets** :6,8,10,13
3/8 ratchet
3/8 extension
3/8 16 socket
Torx keys 6,8,10
10/11 spanner
allen set
stub screwdriver
Stubby adj wrench
Spoke tool

SPARES BAG

Parts list
fuel line
spark plug in protector
21 tube
patch kit (check glue!)
MSR quick inflate
4 co2 canisters
1 tail/head/turn signal Bulbs
15 zip ties
latex gloves
MSR pump
30/15/10 fuses
safety wire
243 Loctite
Oiled Filter sock
1 litre oil
Radiator stopleak
Quiksteel
Small WD40
Exped patches
27/32 mpro tyre levers
Set bearings
jack
clutch and brake levers
spare bolts and nuts
Chainbreaker kit
2 master links
3 link piece
duct tape
electrical tape.

Bike Selection (If in doubt get the lighter bike)

When organising the APC rally I had many riders call me about bike selection which I really appreciated. Learners, beginners up to average riders should not be riding a machine that weights more than 200 kg. This weight stops them purchasing anything over 700 cc. I had a number of guys who were just starting to get into adventure riding want to buy the 990 r that they saw me riding in the promo material. I advised them to get 690 cc bike because of the weight and ease of riding.

The bikes throttle is something we can all control so I don't think it is a "power thing" for learners. The weight of a bike is what is critical because it dictates how much speed you need to carry through an obstacle to keep your balance. In the sand for example if you can't do 60 km/h on a bike which weighs 240 kg and over, you will have a shocking time trying to ride it. On slippery clay the weight of bikes makes an incredible difference anything over 240 kg is an absolute shocking experience in which I personally still have not found a solution. Crawl before you walk otherwise you may never walk again.



Lucky dog last rule.

Last rider to finish the APC RALLY gets a free ride next year!!

I want to reward the slow and have a good time approach rather than the racing go fast approach. I have not minded at all watching the spot trackers for an extra couple of days. If you crash out or your bike breaks down on Day 1 or 2 you will also get free entry into next year's event. Why? Because when this happens it is horrible.



The End. But for many this is just the beginning!!!