

CBX Travel: Fave Rides & Eats

Team Leader: Rick Pope

To submit an article please contact Rick Pope via email RickeIEIO@aol.com. Anytime Saturday and Sunday. Current article format/content, but be creative. 250-500 word count in MS Word or email format. Jpeg pictures please. Submit text files and picture files separately (do not embed pictures in article). Regular mail/photos acceptable. Next Xpress submissions due by 12/15/2003.

My CBX Late Model and Iron Butt Lite Story

Part II - Riding the Ride

By: Jim Mulcahy (shown at right)



If you think it's a major accomplishment to trailer your CBX to a rally or go for a 100 mile spin once a month on a Sunday this is a good read for you

*Can an ole CBXer and Late Model make it 5000 miles in five days without problem, trauma, issue or a trailer?
Is this really the ultimate CBX Fave Ride and Eats story?*

The CBX and Butt Lite 5K

Sunday morning I got up and I went to church. I probably looked a little strange to the rest of the congregation but they were very friendly. Several asked me about what I was doing in St. Paul and I told them about the Rally. They all looked at me like I was a little crazy but wished me a safe trip. Sunday afternoon was the tech inspection and odometer check. They also checked the decibel level of all the bikes. With my Kerker exhaust and my individual K&N filters, I barely passed.

A couple of local CBX owners had heard about a CBX being in the rally and stopped by to say hello and wish me good luck. Pictures were taken of all the Rally contestants and later that evening we were given one set of bonus sheets with a warning that more would be given out the next morning.

I looked at mine but decided to wait until the next morning before figuring out my plan of attack. I was excited about the rally and it was hard to get to sleep. I just hoped that my boots would finally be dry before morning. I had been stuffing them with newspaper since Saturday morning and they were still damp.

Leg 1 - St. Paul, MN to Denver, CO
Monday morning final instructions and the rest of the route sheets were given out. It was also announced that some highways in Iowa were closed due to flooding. I now had 4 different route

sheets (16 pages total) for the first leg of the rally, which was from St. Paul, MN to Denver, CO.

Each route had about 15-20 bonus locations with varying point totals. Some of the bonus locations were only available during certain hours of the day. There were also some "sucker bonus locations" with high bonus points that you could not possibly make in the time allotted. There was also a bonus for staying at any location for more than 4 hours (referred to as a sleep bonus).

Anyone with a fuel capacity of more than 7 gallons was required to keep a fuel log and receipts for each stop. The receipts for each stop had to show the gallons purchased, location and the time of day. Sounds simple but sometime the pump doesn't print a receipt, is incomplete or just wrong.

Each leg of the rally had a two-hour window for you to check-in. For every minute you arrived after the window was opened, you lost bonus points. If you didn't make it during that 2-hour window, you lost all of your points for that leg and were ineligible for any bonus points on the next leg. I choose a rather conservative route to Denver because I knew from Ron's book that as the Rally went on the bonuses locations had higher points.

My first stop took me to City Hall in Downtown Minneapolis for a picture with city council member Lisa McDonald. She was located on the 5th floor and had a BMW motorcycle in her office. I wonder what the people of Minneapolis were thinking seeing a bunch of motorcycle riders running into city hall early in the morning. With my picture tucked safely away I headed south.

On my way out of town I noticed one riders rally towel flying off into the unknown. Oh well, so much for his bonus points. I picked up another bonus by taking a picture of my rally towel on a statue in the middle of some small town. That duck tape I had came in handy for this one, as the wind keep blowing my towel off before I could take the picture. My next stop was a Mexican restaurant in southern Minnesota or northern Iowa.



BL5K Rally Towel

You had to purchase a certain item on the menu and the time stamp on your receipt had to be after 12 noon. I got there at least an hour early and so did at least a dozen or so other rally participants. This gave each of us time to study our route sheets a little further. Just before noon we were all lined up to make our purchase. Some choose to eat theirs others just threw it in the trash after getting their receipt.

CBX Iron Butt Bike and Kawasaki Connection

Off I headed for bonus locations in Nebraska including the Kawasaki plant before heading south to Fay Meyers Motorcycle World in Denver. About 2AM riding through Nebraska my headlight decided to quit. I also discovered that the alternator on the CBX did not have enough output to handle both the auxiliary lights and my bright light. I pushed on for a while but I was getting sleepy.

Time to take advantage of the four-hour sleep bonus. I decided to get a cheap room in Sterling, CO. I was up early and made it to Fay Meyers just in time to avoid losing any bonus points. I had covered 982 miles my first day.

Leg 2 (Denver CO to Marietta, GA)

After turning in my bonus sheet, PICS, fuel log & receipts, I headed to the service department to see about getting my headlight bulb replaced. There was a line of people waiting for service but they took any rally participants first so I got the CBX in right away.

The forecast was calling for more rain so I decided to invest in some new rain gear. With time to kill before the second leg route sheets were handed out, I headed to a room set up for rally participants only. There was plenty of food and drinks and after getting my share I laid down on the floor for a nap. At noon, the first legs results were posted and the bonus sheets for the second leg were given out. I was somewhere in the middle of the pack in the standings. Most everyone went back to the rider room to study the routes and bonus locations.

Several people even had laptop computers with mapping software to help them calculate their routes. Damn these guys are serious about this stuff.

The next checkpoint was in Marietta, GA and we had a whole two days to get there. The first bonus location on every route sheet was the Mother Cabrini



Shrine in Golden, CO. It was only 10 miles west of Denver and just about everyone decided to go for it. What the bonus sheet didn't tell you about was the 500 plus steps uphill from the parking lot to the shrine.

There were two questions to be answered at the top and if you did not read the questions very carefully you were likely to get them wrong. Eddie and Adam showed up in the parking lot in time to laugh at all the hot and tired riders coming down from the shrine. A few participants had some choice words for our rally masters. Their sick sense of humor was starting to show.

I decided to take the shorter route to Georgia because I was not sure I could make the bonuses in Texas and still make the checkpoint in Georgia in time. There was a big bonus in Navasota, Texas at the Live Oak Resort. You had to stay at the resort for at least an hour. What the bonus sheet didn't tell you was that the resort was nudist resort. Some of the rally participants just stripped naked out of their Aerostich suits and jumped into the pool. I told you the rally masters had a sick sense of humor.

Kansas: Someone Out There Must Love It

My route took me across Kansas on I-70. This was a route that I was familiar with on my many trips to Colorado and I was making good time. I wasn't speeding much but I noticed a car in my mirrors that could have been an LEO. I slowed down and waited for him to pass. As the car pulled up along side, I noticed the passenger had a video camera and it was aimed at me. It getting close to sunset and it took me a few minutes to realize that it was Eddie and Adam. I waved and then eventually went on. I headed south at Salina, KS towards my next bonus location east of Wichita, KS. My next bonus was out in the middle of nowhere. A GPS would have really come in handy here. The roads were not well marked and I had to stop to look at my maps and directions several times. I found the bonus location but the

plaque that I needed to find was on the ground and it was about 4AM and very dark. I eventually found it and started heading south towards Tulsa.

Oklahoma

Since I live in Tulsa and I was getting real tired I decided to stop at home for a few hours sleep. Bad idea! It is too easy to get comfortable at home and I stopped for longer than I should have. Back on the road after picking up another sleep bonus, I headed to the world's largest McDonald's on I-44 between Tulsa, OK and Springfield, MO. Then it was on to Precious Moments in Carthage, MO. The bonus required you had to purchase a porcelain figurine and deliver it unbroken to each checkpoint. It was worth 333 points for each checkpoint you delivered it to. There was a catch, as I would find out later. .

I headed south for another bonus location at the George Washington Carver Museum. This was my first rally and I was quickly finding out that sometimes covering more miles is easier than stopping at more bonus locations on a shorter route. Traffic and stopping



to prove you were at the bonus all cut into your allotted time.

I got the nods a few times in the middle of the night so I stopped for naps in the Iron Butt Motel. My chain was starting to act up despite oiling it at almost every gas stop. The clock was ticking and had to get to Marietta. I got to the checkpoint about 30 minutes late but well before it closed. I lost some points for being late but I was still in the middle of the standings, although I had dropped a few places.

Remember the figurine that I purchased at Precious Moments, Eddie took the figurine out the safety of it's bubble wrap, signed it and give it back to you with no box or bubble wrap. You had to make sure it didn't get broken in order to get any more bonus points for it. At the checkpoint I had my chain cleaned and lubed and the oil changed again. Armed with a small can of Chain Wax, I was ready for leg 3. I went 1,816 miles on leg 2

Leg 3 (Marietta, GA to Springfield, OH)
While I was at the second checkpoint, I decided to get a room for a few hours to

get out of the heat and to wait for the Atlanta area traffic to thin out. There was also a three-hour sleep bonus so I decided to take it at the start. One of the other participants decided to do the same, so we decided to split the cost of a room.

We found a decent looking motel across the street from the checkpoint but the room was hot. It seems that a lot of these places save money during the day by leaving the air conditioning off until someone checks into the room. I was tired but not sleepy so I didn't get much rest. The shower felt good but with the room being hot I was sweating again fairly soon. When I awoke a few hours later I found that my roommate had already left. Time to hit the road. My layover had lasted longer than had planned, 5 hours.

My first planned stop was Chattanooga, TN for a picture of myself in front of the Chattanooga Choo-Choo and a rest stop, a sign in Hermitage, TN and then the Jack Daniel's Distillery in Lynchburg, TN. Big Mistake!

No, I didn't get drunk at the distillery and fall down. It was 10:30PM when I got to Lynchburg and they had obviously "rolled up the side-walks" a couple of hours earlier. The road to Lynchburg was a dark two-lane road and coming in from the east the sign for the distillery was hidden by trees. I finally found it but I wasted time in doing so. I needed to make up some time if I was going to make Springfield by morning.

I took the interstate highways to make time but I found myself getting sleepy and I knew that I needed to stop. A picnic table in a rest area worked for a short nap and I was soon back on the road. About 5AM, I was getting sleepy again. I knew that if I stopped I was risking not making the checkpoint but it was too dangerous to continue. I stopped at the next rest area.

After a brief stop, the sun was coming up and I was back on the road. I knew I would be late for the checkpoint but I thought I could make it before it closed. Then my speedometer cable broke. I stopped to check and see if maybe it had just come loose but that was not the case.

As I got close to the checkpoint at Competition Accessories there a few competitors already heading west. I had missed the checkpoint closing by 10 minutes. What a disappointment! All my bonus points for the third leg were lost and I was ineligible for any points on the 4th leg. Estimated mileage was 675 miles.

Leg 4 Springfield, OH to St. Paul, MN

After I got over the initial disappointment of being time barred at the 3rd checkpoint, as sigh of relief came over me. No more pressure, just get back to St. Paul by the next morning. Competition Accessories had a replacement speedometer cable so I repaired the CBX before hitting the road again. I decided to ride until I was tired and then stop and sleep. I made it to the west side on Indianapolis before getting a room. I was not that tired but I wanted to get out of the heat for a while. I made sure the room was cool before checking in. After a shower and a few hours of sleep I found a good restaurant for dinner. This was the first decent meal that I'd had since leaving St. Paul 4 1/2 days earlier. After dinner,



I packed up my stuff and I was back on the road.

The CBX Brings Me Home: 5000 Miles and No Real Problems

I rode all night only stopping for a short nap under an overpass and for breakfast in Wisconsin. I got back to the motel in St. Paul in plenty of time, checked-in and got some sleep before the rally dinner that evening. The awards dinner was fun. War stories were told and trophies were given out. Not all the riders had finished the rally and I was not the only one that had been time barred at a checkpoint. Afterwards, most everyone adjourned to the bar for more tales of the road. I stayed for a while before heading off to bed for my first good nights sleep since I had left here five days ago. Estimated mileage for leg 4-780 miles.

I sleep in a little the next morning, after all Tulsa was only 700 miles away and I was rested for a change. The trip home was uneventful and by Sunday night, I was home sleeping in my own bed. I had gone through 18 states and covered about 5,700 miles on my CBX in just over a week.

I felt good about finishing the rally even though I was near the bottom of the standings. This was my first endurance rally and the lessons I learned would come in handy if I ever managed to get in the big one, the Iron Butt Rally.

The Iron Butt Rally usually has about 1,000 applications for the 100 available slots. I've applied for both the 2001 and 2003 IBR but my number just hasn't come up yet, but the CBX will be ready; count on that.

What the Other Iron Butt Rally Entrants Thought of the CBX

The other riders in the rally all seemed to like the CBX and what I had done with it.

I think it was probably the most photographed bike in the rally. The bright paint job probably had something to do with that.



A few had even owned a CBX at one time or another.

Many recalled the first time they had seen one in the dealer's showroom, but in the end I think some of them probably thought that I was crazy for trying to run a 20 year-old bike in a 5-day rally but CBX did finish and most felt this was quite an accomplishment.


Tips for Long Distance Riding and Rallies

1. Make your motorcycle as comfortable as possible. While my Corbin seat looked good, I have now replaced it with a Russell Day Long Saddle which is much more comfortable.
2. Make sure you are as comfortable as possible and ready for all weather conditions. A heated vest and gloves or grips can be a necessity to keep going when it gets cold. Be prepared for rain if you plan to keep traveling in it. I won't take a trip without

either my Aerostich suit or a good rain suit and a pair of waterproof boots. A GPS is not a necessary accessory but in a rally where time management is important, it is a handy item to have if you want to be competitive.

3. A good hydration system with a drinking tube is also a necessity. When it is hot out you will sweat a lot and you can't get enough to drink at your fuel or rest stops. I could give you a lot more tips but that would be another article by itself. Ron Ayres has another good book out on long distance riding tips and there are some great tips as well at the Iron Butt web site.

I had planned to do another rally in 2000, the Blackfly 1600 starting in North Bay, Ontario but that's another long story.

Last summer, I took the CBX to the Marlinton, WV Rally and had a great time. Hope to all of you at a rally or on a ride soon. 

ICOA PSYCHIATRIC TEAM

Symptoms: *Your ass and end of fingers burn due to sitting at your computer too long posting about CBXs*

Prescription: *Attend a 2004 ICOA Rally or join an ICOA Xpress or Web Team*