



RALLY PLANNING

for beginners

By Greg Rice

With some work and determination, anyone is capable of joining the big dogs and be competitive in long-distance rallies and consistently finish near the top. Along with the work it also requires a little luck, but the dividends are obvious.

By adhering to a strict preparation regimen and being organized, your chances of successfully finishing safely and high in the standings will improve. Every successful long-distance rally rider has a method that works best for him or her. I've developed an approach that's carried me to a top-10 finish in every rally I've entered in the last seven years. I hope, my tips will help you achieve the same results.

1 COMMIT

Taking the time to plan, prepare and be organized is part of the commitment to rallying. This process includes taking the time to learn the tools you use, like how to create a route using your mapping software, upload routes to your GPS, and learn about all the functions of your camera. If you do not know how to use the tools you plan to use, your results won't be very good.

Staying committed can get tough when you encounter bad weather, road construction, mechanical gremlins, and other negative things that can happen during a rally. However, it's best to view these occasions as character building exercises, rather than morale-draining events that can undermine your game plan. Focusing on the positive instead of dwelling on the any obstacles you're facing will help you maintain your momentum.

Committing yourself to this sport also means taking a dedicated approach to scoring bonuses, which includes everything from reading the rally book's bonus instructions and taking photos, to properly recording bonus information and logging gas stops.

2 PREPARE

Being prepared and ready for unforeseen circumstances that arise during the rally translates into confidence, which reduces stress. Reduced stress means you are more likely to be relaxed, will not fatigue as quickly, and that you'll be able to ride longer and, score more bonuses.

Make sure your motorcycle is in rally-ready condition, bring the right gear to wear for all types of weather conditions, and obtain all of the things you need during the rally before the rally starts. These include, but are not limited to, often overlooked sundries like clipboards, pens, markers, flashlights, and clips or mini-bungies to attach your rally flag to your bike or to the bonus. It's also a

good idea to pack backups of the essential items that might fail in a rally like flashlights, GPS, cameras.

3 ORGANIZE

Organization contributes to efficiency, which leads to faster bonus stops. That means you have more riding time to score more bonuses. Being organized can be as simple as having your camera, rally flag, rally book and pens in a convenient, easy-to-reach place. Always store frequently used items in the same place so you don't lose time trying to find them.

Also, lay out the items you plan to carry on the bike before the rally and find a secure, dry, easily accessible place to store them. Develop a routine that works for you and follow this approach even when you are not in a rally — it will help you become more efficient in the heat of battle.

4 TRIPLE CHECK YOUR EQUIPMENT



Be sure your laptop is in good working order and that the software you plan to use for the rally is installed and has been tested — repeatedly. One way to test it is by creating waypoints using bonuses from previous rallies and uploading them to your GPS.

Make sure your GPS is also in good working order and that you can quickly and easily navigate through the menus to add, modify or delete waypoints in case you need to make changes to your planned route on the fly.

Finally, ensure that any other items you are going to use in the rally are in good working order and you know how to use them. Do not buy a new camera, for example, the week before the rally and expect to know how to use all its features. »



PHOTO BY RON OREM

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5 CHECK YOUR MOTORCYCLE

To help prevent mechanical failures during the rally, ensure your motorcycle is completely serviced and is safe. This especially includes any farkles you installed, like additional lighting or an auxiliary fuel cell.

Checking everything does not mean something won't happen since, by definition, competing in a rally is demanding for the bike and rider. But inspecting your motorcycle thoroughly and knowing how to perform basic repairs will minimize the chances of a DNF. Be sure you have the correct tools to work on your bike.

6 YOU SIGNED UP FOR A RALLY. NOW WHAT?

After signing up for a particular rally, do as much research as you can to find out about the previous running of that rally. For instance, I try to find an old rally book to get a feel for how the rallymasters list bonuses and how they want information recorded. Understanding the rallymaster's approach to putting together the rally will help you be prepared when you do get the rally book for the rally. It is also one less thing you have to figure out, which gives you more time to plan a route. Since most rallymasters produce their rally book in electronic format, finding an older rally book should not too difficult.

Once you know the length of the rally, you can create a rally planning spreadsheet (below) to estimate how many hours you will have for riding. This will provide you with an estimate of how many miles you can ride within the time frame of the rally. I use this approach when planning my route to be sure I do not get too aggressive or plan a route with too many miles.

2013 IBR Rally Planning Worksheet

Rally Planning Worksheet														
2013 Iron Butt Rally														
Rider: Greg Rice														
Day	Start	End	Rest	Gas	Food	Other	Stop	Time	Distance	Speed	Time	Distance	Speed	Time
1	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
2	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
3	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
4	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
5	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
6	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
7	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
8	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
9	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
10	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
11	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
12	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
13	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
14	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
15	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
16	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
17	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
18	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
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86	07:00	12:00	01:00	01:00	01:00	01:00	01:00	05:00	100	20	01:00	100	20	01:00
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