



**Ed Krugman past away from a fatal heart attack while riding the Baby Butt last month, he was only the second treasurer our club has known, like the “white wizard” he was the “Yellow Wizard” proclaiming yellow was the only proper color for a bike, he was our raffle master conducting our 50/50 raffles at each month’s meeting, he was our navigator, conscience, big brother, cheerleader, can-do-it man, go-to-man, the answer man, the man behind the scenes, beginning dirt biker, experienced long distance rider, passionate about two wheels, fair, kind, thoughtful, a father, a husband, and a friend. He will be missed. Godspeed Ed.**

## The 2005 Baby Butt 1000/Bun Burner Gold 1500

By Ron Farkas

Jeff Pratt inherited a tough job ever since Eric Levy left for Colorado a couple of years ago, but Jeff continues to make each version of the Baby Butt more rewarding and scenic than the years’ before. This years ride, “Herbert Hoover’s Legacy”, (the 1000 miler) and the Four Corners Tour (the 1500 miler) was complimented by some great roads and scenic national parks.

Check in on Friday night was at a new start hotel, the Comfort Inn in Escondido, Dave Lockard and his crew manned the tables and had check-in working fast and efficient. Old acquaintances that usually meet once year at this event were being renewed in the meeting room as well as out in the parking lot. The Comfort Inn was good enough to create “reserved parking” for those on two wheels that were spending the night before the start in the morning.

This was my fourth Baby Butt, the morning of the start came after mapping out the route, checking over gear, and making sure my big Vstrom was ready for a full day and night on the road. With all this completed it left little more than 5 hours sleep until I awoke and left for the start hotel. My riding partner was Geoff King, who I rode with on part of the BB1000 last year. We hooked up at the riders meeting; downed some coffee and listened to Jeff Pratt explain where the difficult parts may be and the conditions of the highways over in Arizona and Utah.

Steve Lockard and his crew verified odometers, had starting chutes set up and at 6am the first of the Bun Burner 1500 riders were off.

Geoff and I were at the rear of the line for the 1000, I gave simple instructions to head toward Jim Branch’s favorite place for French toast (Idyllwild), but instead of heading up to the mountain, we turn right and follow Palms to Pines highway down to the Palm Desert. Shortly after 6am, we were off on another Red Hot Rider’s adventure.

The route book called out for (4) gas receipts and (1) State park receipt to officially finish the ride. Geoff and I had little time to plan, and our conversations in this early part of the route were basically exchange of statistics on gas tank range and what speed did we mutually feel safe traveling while on the local Interstate system. Geoff was riding his trusty FZ1, a bike I strongly considered buying before the low-end torque of the big Vstrom had seduced me.

The route had us headed toward Parker, Arizona for the first gas receipt and it was on I-10 out of Palm Desert we had our first “Reality Check” concerning the highway patrol.

Interstate 10 is a 2-lane freeway where passing is a strategic effort not unlike playing a game of chess. Our efforts in passing much of the 18-wheelers finally paid off as Geoff was in the lead while we cruised at a comfortable pace. In my mirrors come into view blue and red flashing lights. I slow in lane number 2, but Geoff’s not watching. He starts pulling away as I try my best to gain his attention by flashing the lights on my Vstrom. Today was his lucky day as he finally sees the CHP and moves over into lane 2 just in time as patrol car goes flying by.

We breathe a sigh of relief as we pull into Parker for the required gas receipt and head north to Hoover dam. The after affects of 9/11 come into play as signs forbidding larger trucks appear. We are slowed and “inspected” off the main road by security forces and directed back onto the original route, we are enjoying the feel of the road with our two wheeled “friends” and it’s on to Mr. Hoover’s legacy!

The road across the dam is narrow and filled with cars and people, evidence of gates or large “pop up walls” are at the actual entrance and exit. The pace slows to a crawl until we finally climb out of the canyon and toward Boulder City.

In the morning meeting Jeff recommends buying gas at small station across from the first casino and as luck has it we take his advice. We look for the next turnoff, but miss it and have to turn around. Finally we find the entrance to the Northshore road, pay a small fee and head toward the Valley of Fire State park. While on the Northshore road we must navigate another turn in order to catch the entrance to the park. Understanding that Nevada has no state income tax, the state must be saving money by not putting

**Baby Butt cont'd...**

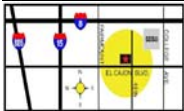
up road signs on their back roads! We get lost again by taking a wrong turn, but get turned around by a fellow rider on a rare Yamaha GTS. Checking our map we start to navigate by compass and finally find the turn for the Valley of Fire. The state park is made up of some gigantic red sandstone rock formations, with names like "Seven Sisters", "Beehives" and "the Apartment"; it's when the sun's ray reflects on the rock they appear to be on fire. A great sight, but we ride on climbing out of the desert, to I-15 and Utah to the halfway point. The interstate climbs thru the Virgin River Gorge with some spectacular rock formations on each side of the highway as we enter southern Utah toward Zion National Park. The next required gas receipt is Springdale, Utah and we catch up with fellow riders on a new BMW RT1200 and a Honda ST1300. The entrance to the park is only short way away and the rock formations climb above you like skyscrapers in big cities. We pay our entrance fee and marvel at the beauty and ruggedness of the landscape. Slowly we finally make it thru some long tunnels and out of the park to start climbing over Cedar Breaks (10,000+ft) with the cold temperatures the elevation brings late in the day. Geoff and I stop near the summit and don our warmer riding clothes and downward we travel past Brian Head ski resort to the next gas stop in Parowan, Utah. We had to make Parowan before 9pm (as they close down for the night) and we roll in at 8:45 just in time to make it for gas. Geoff gets the munchies and heads over to the local Dairy Queen for a burger while I change face shields and dine on granola bars and sport drink. We get rolling again and feel good about the progress we have made, as this is the final leg south past Vegas and into Laughlin. One more mandatory gas stop in Alamo, Nevada and the desire to pick up the pace takes over. Riding at night with the "laser cannons" that are on my Vstrom help us reach the lights of Las Vegas and the city traffic that quickly commands you attention. We have to make a decision to buy gas in Las Vegas or try and make it to Laughlin with what we have in our tanks. We travel on only to pay the price for the quick pace down the highway with Geoff's low fuel light cautioning him to find some gas quick. Searchlight, Nevada is up ahead and we take a very conservative pace all the way up to the pumps, as neither one of us feels like siphoning gas or pushing anything as we are almost "home". Finally we make it into Laughlin at 12:45pm. It's the best finishing time I have had, beating my old time by 1 hour and 15 minutes. Our friend Richard French, who was nice enough to have a couple of cold ones ready and waiting for us at the finish of this great adventure, greets Geoff and myself.



**CUSTOMER SATISFACTION OUR #1 GOAL**

**SALES—PARTS— SERVICE**

**HOUSE OF MOTORCYCLES**



4904 El Cajon Blvd. San Diego, CA 92115  
 Website: [www.houseofmotorcycles.com](http://www.houseofmotorcycles.com)  
**(619) 229-7700**  
 SAN DIEGO'S #1 YAMAHA DEALER

**EVENT CALENDAR**

- OCT Wed 12-RHR meeting at Giovanni's  
 Sun 16- San Diego's Ride for Kids  
 Sun 30- HOM & RHR Club Ride
- NOV Wed 9- RHR meeting at Giovanni's
- DEC Fri 9- Sun 11- CW Int'l Motorcycle show at Long Beach, Ca.  
 Wed 14-RHR meeting at Giovanni's

Inclement weather may cause the cancellation of any of the above RHR events. Contact Jim Branch at (619) 460-0669 the evening before a RHR scheduled ride/Track day if weather is a question. You can also check out the Web site for up-to-date changes in the Schedule : [www.redhotriders.com](http://www.redhotriders.com)

**MotoPro** 1425 South Coast Highway  
 House of Motorcycles Oceanside, CA 92054  
 (760) 433-4333

**Club Meetings:**

Giovanni's Restaurant in Kearny Mesa, Corner of Clairemont Mesa & Ruffin Roads  
 6PM 2nd Wed of the Month

**Newsletter Submission:**

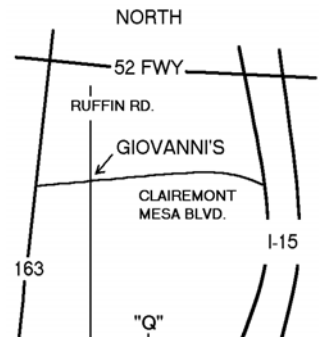
Newsletter submission can be sent to Ron Farkas, email is: [hondaron@cox.net](mailto:hondaron@cox.net). Phone & Fax: 858-486-3257

**Officers 2004-2005**

- President.....Jim Branch
- Vice President.....Chris Crawford
- Secretary.....Michael Gorga
- Treasurer.....Ed Krugman
- Committee Chairman**
- Rider Education.....Vacant
- Activities.....Richard French
- Merchandise...George Devereaux
- Publication.....Ron Farkas
- Membership.....Kyle Chandler
- HRCALiaison.....Dale Stark
- Referee.....Rached Maalouf
- Legislative Officer:  
 Andy Mansker

**Red Hot Rider's would like to thank the following for donating prizes to the 2005 Baby Butt/Bun Burner Gold:**

- |  |  |
|--|--|
| Chatterbox/<br>Tony Matter Enterprises<br>Friction Zone<br>John Herman<br>House of Motorcycles<br>ICON<br>Irv Seavers BMW<br>Joy of Motorcycling Traffic School<br>K&N Filters<br>Mansker Consulting | Motoport<br>Motoventures<br>Motoworld of El Cajon<br>SBRT Trackday.com<br>Scorpion Helmets<br>Shoei - Helmet House<br>Sidi- Motonation<br>Southern Motorcycle Supply<br>Tour Tank<br>Mission Motorsports |
|--|--|



**MEETING LOCATION**  
 Giovanni's Restaurant  
 9353 Clairemont Mesa  
 (858) 279-6700