



Over the years, we've met a lot of special people through their connection with Tufoil. Here's one that impressed us so much, we had to share his story with you. Dave Barr began his adventure with his military career in 1969 with the U.S. Marine Corps, receiving 57 air medals while serving on a helicopter gunship in Vietnam.



After completing his military career, he continued to support peace around the world in places like Israel, Zimbabwe/Rhodesia and finally in South Africa. In 1981, a landmine explosion left Dave with life-threatening injuries that ultimately resulted in the amputation of both his legs. His first motorcycle ride after the explosion inspired Dave to travel around the world on his Harley. It was his hope that he would encourage others to overcome their obstacles and make their own dreams a reality.

The Dave Barr Foundation was established to support charitable organizations, both in the U.S. and overseas, that are dedicated to improving the lives of the disabled. Once you read his award-winning Australian adventure, disabled or not, you will be inspired.

Now, here's his story in his own words:

For the last 12 years, I have been a faithful Tufoil user. I know that I can rely on it to get the best out of my motorcycles, as well as my other vehicles. And believe me, I put my machines to the test.

I recently established a second Guinness Book World Record by riding a 2002 Harley-Davidson 883 Sportster to the four extreme corners of the continent of Australia. In short, the following is a brief summary of that adventure which took place in the fall of last year.

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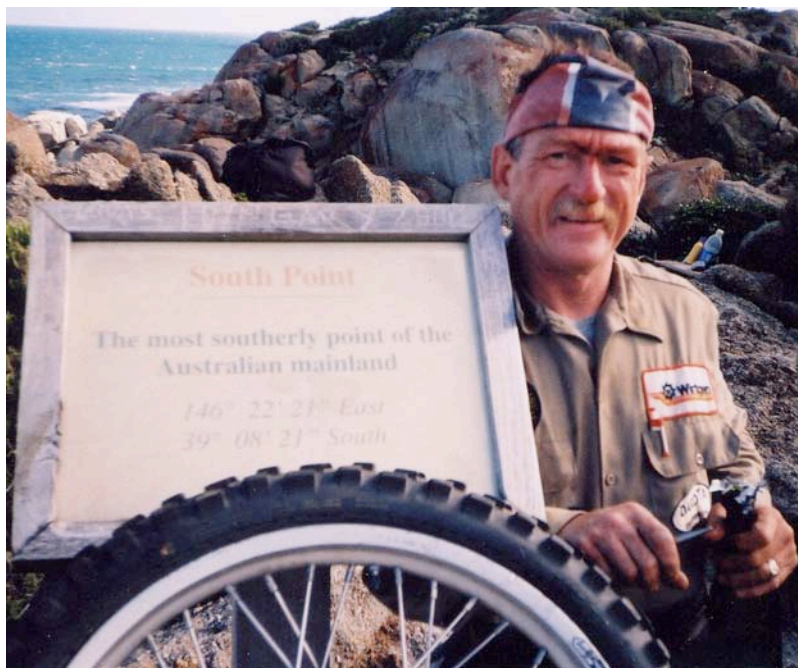


I left the U.S. on the 1st of October and arrived in Perth, Australia two days later. The next couple of days were spent prepping the motorcycle for the challenges that lay ahead. My journey started in earnest on the 5th of October when a good friend of mine, Ken Taylor, and I started out for the most western point of the land down under. Unlike myself, Ken was riding a very practical dirt bike. I say practical because after leaving the paved highway behind, we had to battle 90 miles of pot-holed dirt roads, sand dunes and soft sand roads. By the afternoon of the 6th, we had arrived at a sign that said we had reached the most western point of Australia. At that point, Ken headed home and I headed inland towards my next destination on the east coast.

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The ride across the continent to Byron Bay (the far eastern point) was 4300 miles of which 2000 were on dirt tracks. It took twelve very long days to complete that leg of the journey. When I reached the east coast, I had the help of the Vietnam Vets Motorcycle Club to help me walk the Sportster down 60+ steps to get it to the bottom of the bay and the official most easterly point. That was the easy part. We then had to muscle the machine back up those same 60+ steps and get it back on the pavement.

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From there, I headed south towards Wilson's Promontory, my third destination of the journey. Upon my arrival, I learned that the Park Service would only let me ride to a point that was still 2 1/2 miles from the actual southern tip of the continent.

The reason they gave was their concern for the environment. Here's where I had to get creative. I decided that if I couldn't ride the remainder of the way, I'd walk. So I simply took the front wheel off of the machine and marched it down to the bottom, using the narrow track made by animals on the side of the mountain.

We finally made it to the bottom and took the obligatory photos. Then it was time to begin the very long and tiring trek back up. Needless to say, by the time I finished hiking up, the front wheel, which in reality weighed 32 lbs., felt more like a ton. After the wheel was back on, it was time to head north on my final leg of the journey.



It wasn't long before I was once again on a dirt track half way up the infamous Cape York Peninsula. It was there that I joined up with a group of dirt bike riders named G.R.O.W.L. (Geriatric Riders of Weipa Location). What a great bunch of guys! Together we traveled on to the top of the Cape. It was quite an undertaking, one that required the use of a block and tackle setup and a 200 lb. winch that I had mounted on the motorcycle back in the U.S. This was to pull the machine over boulders, up ledges and through numerous ravines.

Finally, 44 days after the journey had begun, we arrived at the top of the Australian continent. My journey took me to four different oceans and covered over 10,000 miles (3,000 of which were on dirt tracks through the outback). It had been not only a wonderful adventure, but I had met and been helped by some wonderful people as well.

I'm often asked why I use a Harley-Davidson motorcycle for my adventures. I always say it's because they're tough machines and they'll take you anywhere as long as you treat them right. And then I tell them about the amazing product I always use in it...Tufoil. I guess you could say Harley-Davidson, Tufoil and me...We're one 'tuf' combination!



About the author

As you can see by his adventures, Dave Barr is a determined, knowledgeable individual, who probably knows more about using Tufoil in a motorcycle than anyone else. Dave has offered his expertise to our Tufoil customers and will answer any questions you may have about motorcycle applications.

You can reach Dave by email through his website, www.davebarr.com. If you enjoyed this story, you will like his books *Riding the Edge* and *Riding the Ice*. You can order copies while you're on his website.