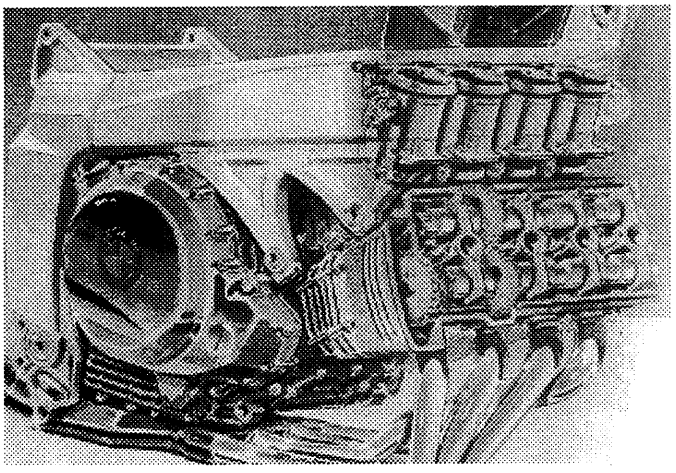
Cleveland Club News

The Official Publication of the BMW Motorcycle Owners of Cleveland Winter 2003

BMW Motor/Design Changes Tempt 2005 Buyers

BMW has begun tantalizing the sport bike contingent of motorcycling with photos of a new K1200 RS dubbed, at least for now, the K40. This machine hasn't shown up at any of the European show venues as yet, but the MotorWerks knows what they're doing when they go for gas at MotoSpion Benzin. BMW usually also uses nomenclature with some connection to the bike, but, it's anyone's guess as to the meaning of K40.

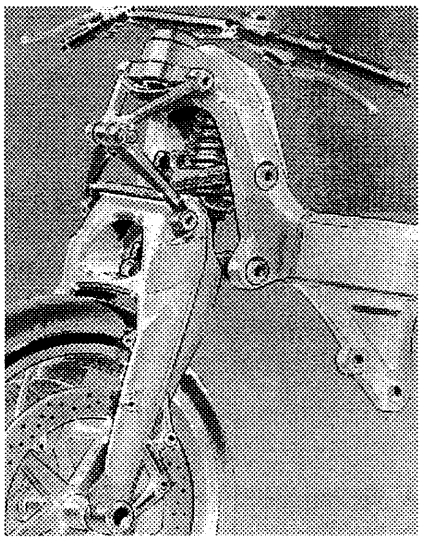
The main theme is that this machine will be Schneller (faster), Starker (stronger) and leichter (lighter) than any K1200 RS we have seen to date. Contributing to the faster claim is 170 horsepower in a bike weighing five hundred fifty pounds. The stronger part comes with the perimeter frame that may use the engine as a stressed member.



But, the huge item is that the motor is no longer a flat four mounted in line with the frame. The new design moves the engine 90 degrees to make it a transversely mounted unit canted upward at a 30 degree angle. This places the air box directly above the engine and it is pressurized by ram intakes on either side of the headlight. This provides the much-vaunted 'direct shot' at the injectors and into the combustion chambers like most Japanese designs. As you would expect, the exhausts are beneath the engine and route the gases rearward to a point just ahead of the new linkage rear suspension and out the right side, presumably into a fairly large exhaust cannister.

Jurgen Brune and Tom Primke of the Four Winds assisted with the translation from German as it appeared in Motorrad magazine. "A low-noise chain on the right side drives the exhaust camshaft. Compared to the center chain design, this saves one crankshaft bearing. The intake camshaft is gear driven from the exhaust shaft." Stroke has been reduced to allow revving to 11,500. Top speed will most likely be electronically limited to the 285 k.p.h. that lets cars go 15 k.p.h. faster on the European super highways.

The suspension on either end of that new frame is also new. The rear suspension now acts through a linkage rather than directly, and rates are hydraulically adjustable at the base of the spring. The swing arm is single sided, but on the left, the pivot point moved below the drive shaft, the torque strut is on top. The front fork appears to be similar to the Norman Hossak design. Two trailing links are mounted with a spring in the forward section of the frame. There is a knee-joint linkage from handlebar to fork in front for steering and lateral rigidity.



The perimeter frame appears to be rigid enough to allow an option of hanging the engine with rubber mounts to lessen vibration. No information was available regarding the transmission or components that appear behind the cylinders, but with this sea-change in design, why not make it a cartridge unit that would allow gearing changes for competition?

These drastic modifications to the "K" signal that BMW is willing to update the "brick" and, in so doing, remain competitive with the Japanese Big Four, plus meet the incursions by the Austrians, Italians and possibly even the French. From the looks of new machines like the Kawasaki ZZR-X shown in Milan and Tokyo, the KTM RC8, the resurgent Moto Guzzi, fresh models from Ducati, and the French Voxan VB1 as shown in the recent, racy Paris show, the sport touring segment of motorcyling remains dynamic and willing to incorporate new technology. Some would scoff and remind us that show bikes are just that, for show. Then again, I saw a Honda Rune being ridden by a smiling rider at the Barber Motorsports Park in September. ■

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Editor
Donald Poremski
Contributors
Larry Cardo, Keith Code, Ralph Crider, Darwin McClellan, Don Poremski,Rose Wood

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The Ralph Report

By President Ralph Crider

Welcome to the Winter issue of the CCN. This is the last time I'll be addressing you as President (and Don says "Thank God! Last time he's late, too."). In finishing up my second term, I'd like to thank everyone who has helped, everyone who has served on the board, and, in general, those who were supportive of our club. THANK YOU to the local dealers, most of whom are advertisers. Without your support I have no idea where the club would be. Advertising in the newsletter has never been better. This is due to the efforts of Dan Frederick, our ad manager, and the advertisers who believe that it is worth their time and money to support our club newsletter. Please let them know you saw the ad they placed, let them know it was money well spent and remember our supporters when it comes time to spend your hard earned dollars. It is their dollars that pay quite a bit of the cost of our newsletter and let us spend club dues on other events and causes

To all who sat on the board of directors last year and this. I say thank you again, it truly has been a pleasure to have worked with you in directing our club. To the new board of directors I say good luck, the last board has set the bar high.

I personally take pleasure in stating that membership is up from last year (requiring a sixth director on the board in 2004), compliments concerning what we do are up, and member participation is WAY up. That is primarily due to Don Poremski , who brought a point system from his other club, 4 Winds and tweaked it for our use. I'm sure his report will be full of really interesting. and high, numbers for participants for the MOCal award.

Our slimmed down events schedule has been a hit with the membership also, with turnout being around what was expected for most events and reports of a good time being had by everyone in attendance.

As I turn the presidency of our club over to Howard "Turp" Cobb, our next president, I'd like to report that our finances are solid. Don Poremski also took over the newsletter in the middle of an interesting time last year, and has managed to cut costs and still pump out a quality product with a renewed focus on motorcycles and those who ride them. As I said earlier our advertising revenue is solid, Dan has done a great job in getting and keeping advertisers. He is leaving that position this year and I know someone else will step up and do a good job. Membership is up with the corresponding dues income, and attendance at meetings has been pretty good all year with input from our members outstanding to say the least. 50/50 money has been pretty good also, considering it seemed like Turp won every other month. Of course, he did need the money to pay for all those victory cigars he had to buy for all the other events he and Dale

The Ralph Report continued from page 2

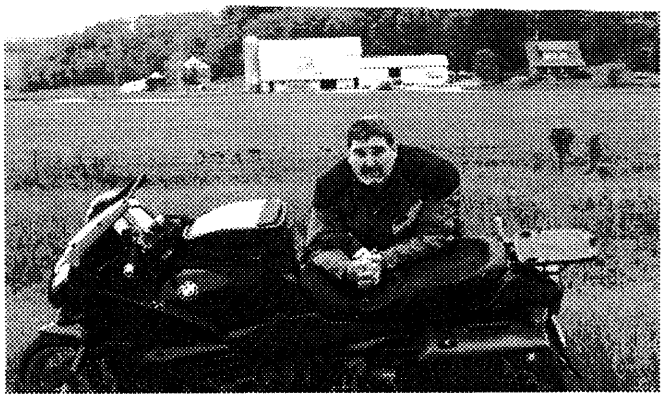
won this past year.

In closing, I would like to say thanks again to all who supported me and the club the past two years, especially during the few bumps that we hit. And thanks to all who participated in our events, gave feedback and ideas Please keep up the good work. You have a great group of people coming in who are more than worthy of the same support. From what I'm hearing of future plans, another exciting year is just around the corner.

p.s. Get well soon Bob, we need more of your kind around.

Capt. Darwin's REV-olutions

By Darwin McClellan



Happy Holidays everyone! It's hard to believe that it's this time of year already, snow and cold. Crap! I hate when that happens. But, if you have the right gear, as John Belushi said, "It ain't over 'til we SAY it's over." Cold weather riding can be tricky. Most of us who ride in the cold know that traction is our greatest concern. We try not to be out there when the rain and snow are coming down or the streets appear to be wet. But, even when the roads are dry, there is still water around in the form of puddles on the sides of roads and runoff from snow melts. Puddles get splashed onto road surfaces and runoff can be anywhere.

Another contributor to slippery conditions is salt. Yes, the same stuff that gives your car traction will act like ice to your bike. Not only the freshly dropped salt, but also the white ground up residue that coats the roads all winter long. The worst places for this are the edges, center of the road, and at corners. Pick some clean tire tracks and stay in them.

Make sure you dress for the ride. Good winter gloves (heated if you've got 'em), electric vests/pants/socks or just extra layers of clothing if you don't have the electrics. I like to wear a light cotton turtleneck and lounging pants with the electrics over them. Then I wear a pair of jeans and a sweatshirt over the electrics to keep the heat tight to my body. Last is the everpresent Aerostich. So, when you're out there, heed the above and keep the speeds down, the following distances up, your eyes wide open, and give everyone a little extra room.

Now a recap of the Fall events. The RA National at the Barber Motorsports Park was very enjoyable. This place is spectacular! The grounds are beautiful with iron sculptures, nice lawns, plenty of camping, and the museum is the Guggenheim of the motorcycle world. You have to see it. There is something for everyone. There were about twenty five MOC members who made and enjoyed the rally, comeradeship and 'loophole' campfire. The weather was a bit cool on departure but got nicer as we went further south and stayed nice for the trip home. Some of us did have mechanical problems on the way home, but it was still a great time.

Bob Wood and his group of volunteers did an excellent job with "The Gathering of the Clams" feeding all who showed for this event (about 85). It's a monumental task and Bob pulls it off flawlessly every year. To the members who helped cook, clean, set up and tear down, KUDOS. You guys and gals are what this club is all about: good friends, good food, good rides and good grief! How about that bonfire Saturday night? I think that one was visible from the space station. More wood!

The RA Haloween Campout at Cadiz couldn't have been better. While all of you who stayed North had rain and cool temperatures, we had bright sunshine, 74 degrees and good riding. The potluck food was great as always, and the company even better. Even the ride home in the rain Sunday couldn't put a damper on the weekend.

Now, I don't like to treat this like the end of the season. To me, it's more like the beginning. We have the Holiday Party coming in December, the Int'l. Motorcycle Show and luncheon at the end of January, and the Breakfast Ride to the Military Air Preservation Society (MAPS) the last Saturday in February. We'll get to see the restoration facility and maybe the F4 Phantom that was just added to the collection. I need your support on this so we can get the group rate. That means fifteen (15) persons minimum. Admission would then be $3.50. What a deal! The tour lasts two hours. Check the Calendar of Events for details.

This being my first year as Road Captain, I want to thank all the members who volunteered the time, information and support that made this an enjoyable and successful year. I could be dangerous now that I think I know what I'm doing. You know what? The only hard part about this job was finding doughnuts for Sunday mornings. Ride on!

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Ramblin' with Rose

by Rosemary Wood

The struggle between Mars and Venus crosses over in every aspect of our lives, including motorcycling. Regardless of your seat position, traveling with the 'other side' poses both challenging and humorous moments. BMWMOC has a large Venus contingent with many lady members riding their own machines. It is my hope to create a forum where the questions and queries of traveling couples can be addressed for both men and women. Questions or comments can be sent to ramblinrose@adelphia.net or mail to the CCN editor.

In my last column I presented a scenario that involves the decision process of determining the appropriate time to stop for gas as seen through the minds of men and women. I contend that most men find great sport in squeaking out every drop of gas prior to refueling. Whereas most women are perplexed by the 'gas game' and will fill up at a reasonable time and place. To refresh your memory, this was the situation presented.

You're heading west on US 54 on a black K1200RS or a silver R1150RT with 5-10 m.p.h. crosswinds hitting you since your last gas stop. It is 8:30 p.m. and, under normal conditions, you would have about thirty miles or so left on your tank. As you cross the Kansas border you look for lodging in Fort Scott. Unfortunately, there are no motels to be found, but there are two brightly lit, newly built, state of the art truck stops at the intersection of US 69 and US 54. The next day's travels will be taking you south. There are tiny towns dotted along the way and one decent sized one about 26 miles south where there is a campground marked on the map. What do you do?

A. I am a woman, I'll get gas and continue south on US 69.

B. I am a woman, I'll continue south on US 69, worry about gas later.

C. I am a man, I will get gas and continue south on US 69.

D. I am a man, I will continue south on US 69, worry about gas later. (There were also extra points if you looked at a map before you answered. The results were:

100% of women respondents would get gas. 83% of men responding would get gas. 17% of the men would continue on and worry about gas later. Only 17% of the male respondents looked at a map and none of the women did.

Hmmm. As you can see, the results appear to contradict my initial hypothesis. I've pondered these results for some time and came to the following deduction: Either the responding men lied, or 'real' men don't respond to surveys...or, quite possibly, the test was flawed. What was the missing element?

The emotion of the moment, of course. Were you guys envisioning a warm summer night approaching the twilight of evening, trailing six hours behind other riding parties, 300 miles short of your preferred, but unlikely destination, weary of the pounding sun and wind, body sticky from sweat, thirsting for a hot meal and a cool bed as you glance at the mileage on your odometer knowing that one time, back in May of 1998 you got 221 miles, well over the 190 miles of your usual fill up? Would you change your vote under those terms?

This demonstrates a point in itself. When a situation is presented in a logical way, in the comfort of an armchair, men make sensible choices. But, when the hot passions of a challenge are at hand, in meeting or surpassing a gold or previous mark, the thrill of the risk drowns out any reasonable choices. They can't help it.

Draw your own conclusion! ■

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PAMELA HUMPHREY

Stars Fell in Alabama

By Don Poremski

Bob Wood, the RA's state representative said, "I don't get you, Don. You're going two weeks early." Well, that's right, but the draw was greater for September 19th through 21st than it was for the first weekend in October. Overall, the weather was probably better, too. And, there were stars falling in Alabama. Motorcycle racing stars, that is.

No, it wasn't a ghoulish desire to see folks crashing and burning that was the prime reason for heading south. The Barber Motorsports Park promised "the best of everything" and that would start with a visit to the newly erected museum. Ten bucks gained a person entry, but who knew that George Barber himself would be standing next to the ticket counter signing autographs? Mr. Barber is a good example of what a successful businessman/gearhead does to stave off boredom. He has already dropped $54MM of his own money in the park project and insisted that the building and track be within the city limits of the town that made him rich.

It was rather poignant that another museum containing priceless examples of motorcycling history, and one also near a Birmingham (England) caught fire and ruined so many examples of the motorcycle's evolution just as the Barber museum held its grand opening. There are over 800 motorcycles on display on five floors connected by a circular concrete ramp. The floors each represent roughly 20 years of production each. Someone mentioned in passing that it would be possible to see an example of any bike a person owned in the past while strolling through the displays. I never owned, nor did anyone in my acquaintance ever own, a Rhone Gnome, but there was one to be seen.

My cherished Parillas were there, too, along with Triumphs ('61 Bonneville), Cushmans ('58 Eagle), Hondas (several including an '82 CBX), Harleys (Sportster XLCH), lots of Beemers and more. But, no Laverdas! Hmmm.

These displays have all come down from their ivory, well, white, cubicles and we fans of two wheels can drool and puzzle all we like. In the future, the museum brochure says, a visitor will be able to scan a bar code attached to a curious part of the machine and hear an audio report on its function, origin and the like. There were no alarms going off if one approached too closely as was the case with the Art of the Motorcycle displays. Captain America was there, too.

From a race spectator perspective, in many ways this track is as good as Mid-Ohio, as interesting as Road America, as challenging as Road Atlanta and could be ideal with the addition of two jumbotrons and a tunnel or bridge to the infield. As it is, all spectating is done from the outer perimeter and, when dealing with the Alabama sun, the tree shaded section that overlooks turns 5 & 6 is very popular.

The camping areas open to the racegoers were actually parking areas pressed into service for this event. The RA National attendees, 2,039 of 'em, had it better. The perimeter road could be made one-way during events to avoid the stutter stops caused by the shuttle and those steel beams meant to keep cars off the sloped hillsides are going to scratch many a saddle bag and fairing before long. But, all in all, the two thousand plus miles traversed to be on hand for the museum opening and last AMA races of the season were worth it. Discovered a new, challenging road for us in south-eastern Ohio, too. Let's ride Rt. 218 south of Gallipolis towards Ironton, then come back on 141. ■

The Fine Art of Braking

Reprinted from Keith Code **California Superbike School** internet post via Marty Zakis

By survey, 100% of over 10,000 riders agree on this point: they know that if they possessed the ability and skill to get their turn entry speeds consistently right, their confidence would soar; they would feel more in control; they would be faster and smoother. Here is more on why you might want to master that ability.

Coasting Races- In the mid '70's I was introduced to an amazing form of "racing". Four or five of us would get together at the top of one or our favorite Southern California canyon descents; turn off the engines; line up across the road, heckle each other; count to three; pick up our feet without pushing off any more than necessary to get moving and laugh and yell out insults to one another all the way down to the bottom. Most of the runs were a couple of miles long with lots of turns. That's a coasting race. The rider who coasted the farthest and fastest (they were usually the same rider) "won". There weren't any tricks, equipment mattered little, it was all you. Well, I did have one little trick: pushing the pads back into my front caliper to eliminate pad drag.

The cameraderie was elevated enormously by the fact that, unlike our usual canyon rides, we could, for the most part, communicate throughout the descent. It was such a delight. Even when it went wrong and someone crashed (like me) , I still have fond memories and get a warm sensation when recalling it.

Strategy of Coasting Races- On the technical side of things, I was immediately impressed with several aspects of this form of entertainment and a couple of those points were indelibly printed in my memory and became part of the school over 20 years ago. The simple trick to winning a coasting race is the obvious. The rider who could maintain his momentum by using his brakes the least generally would prevail. Doing an entire run down some of the steeper roads with little or no braking took as much or more mental grip than doing it with them. This became immediately apparent in the first semi-tight corner you came to. Unwilling to give up the momentum, yet afraid of the speed which had accumulated, your focus and interest became laser sharp.

Sure! Your hand would be poised over the lever and sure, it took some supreme acts of willpower to keep from using brakes and sure, you would make errors and have to use them, but you also paid closer attention to the speeds than you normally would. The reduction of distractions like engine noise and gear changes and throttle and charging the corners with hard braking were all eliminated and it allowed you to make much finer estimates of your corner speeds and maintain that precious momentum.

Low Noise, High Speeds- After my first coasting race I realized I never would have gone through those turns as fast as I had with no engine running, no charging and, for the most part, no brakes. It made me realize just how distracting those things really were and just how much of my attention they absorbed. One of the things I continually notice when I watch students is how erratic their turn entry speeds are. It comes from the idea they have to charge the corners and brake hard, but they tend to over-brake and foul up their entry and corner speed momentum. Has this ever happened to you?

Low Speeds, Quick Time- As I was driving up to Laguna Seca to do a school one day, I realized that if anyone was going to overcome this self-generated confusion from over-braking, the quickest route to that was riding with no brakes. Once I got to the track I tried it out and rediscovered what I'd already figured out before from the coasting races. I went faster into the turns, my speed sense and judgment became sharper, I worried less about my entry speed and found that getting back to the throttle earlier was significantly easier. I thought it would be worthwhile to have the students try it out.

While it's true that some tracks lend themselves to this form of sharpening your riding skills better than others, I did begin to notice a trend at different tracks. The riders who stuck with the no brakes, even after we officially switched back to using them, made more improvement in their speed and confidence than those who were "testing" our brake pad material by charging the turns.

Ignore the Instincts- It's almost as if riders feel obligated to charge turns. It's the idea that you will go faster because of it and seems such a simple and direct route to that end, but rarely works. The instinct to brake late and hard is like clubbing a female and taking her for your wife. Great plan, but it isn't going to work. I have observed many truly diligent riders who ignored the instinct and stayed with the No Brakes format knocking off seconds from their lap times even compared to when they were using the brakes.To top it off, they were achieving their quicker times with only one or two gears instead of the usual thrashing through the gearbox. They might be doing twenty m.p.h. slower on the straights, but one should pay attention to the results (improved lap times and corner speed) not your impulse to go fast on the straights. As I have said a thousand times, the brakes become more of a crutch than a tool for most riders. Someone always whines about the No Brakes riding

format at the school. Well, crutches are hard to put down, aren't they?

Riders claim it is difficult (of course it is), that they could go faster with them (faster down the straightaway, yes), that they "had" to use them (the crutch again) and on and on. What these riders don't realize is how satisfying it is to persevere at the exercise until you really get it, so you can really judge your entry speeds and *really* know you can do it. Very, very satisfying. Very, very big contribution to your riding confidence. Very!

The Basic Idea- The logic is flawless. Using or not using the brakes is irrevelant to the intended result of getting into a corner at the exact right speed. One either knows what that right speed is and can achieve it, or they are guessing. If they are guessing they are paying more attention to it than they should. Guessing brings about inaccurate braking, inaccurate braking brings about rough and uncertain turn entries.

Trail Braking- Trail braking is a valid and useful tool for any rider at any skill level. The warning is this: when used too often, or as a crutch to calm the fear brought on by the inability to sense speeds accurately, it not only doesn't solve the source of the problem; it makes it worse. As the pilot, you must make the decision on when to let off the brake(s). It is a complicated little piece of work with all the other usual distractions you encounter at the turn's entry e.g. setting the lean angle, getting the line, and feeling the traction. Bottom line, if you are trailing the brakes toward a well-known, accurately undrstood speed, it is a tool. Otherwise it tends to become a crutch and invites riders to charge the turns, low line them, leave the throttle 'til late and make tricky, and sometimes dangerous mid-corner steering corrections-- all of which could be avoided with accurate turn entry speed sensing and setting.

Panic Crutch- In contrast to that, I see many riders who feel compelled to stab at their brakes in the last moments before entering a corner. While watching them do it, the only conclusion you can come to is that the speed was a big surprise and they suddenly become aware of it. This is an obvious error. They aren't using the brake to adjust anything except their fear. In the above case, an accurate sense of speed opens the door to confidence.

Results Then and Now- The essence and final result of any brake release for cornering remains what I said in 1980 in my first Superbike School lecture and on page 64 of the first "Twist of the Wrist" book in 1982. Set the speed of the bike correctly for that place on the track (or road) so that no further changes are necessary. In other words, get it right. Not too fast. Not too slow. Braking itself is an art within the art of cornering. Your sense of speed is the underlying resource. You have to get it right. As an exercise, No Brakes riding will help improve your sense of speed. Do No Brakes whenever you have the opportunity and see what happens to your sense of speed and what happens to your riding. The best part is that, once you have combined a good sense of speed with the other basic skills of cornering, it all begins to come together. ▮

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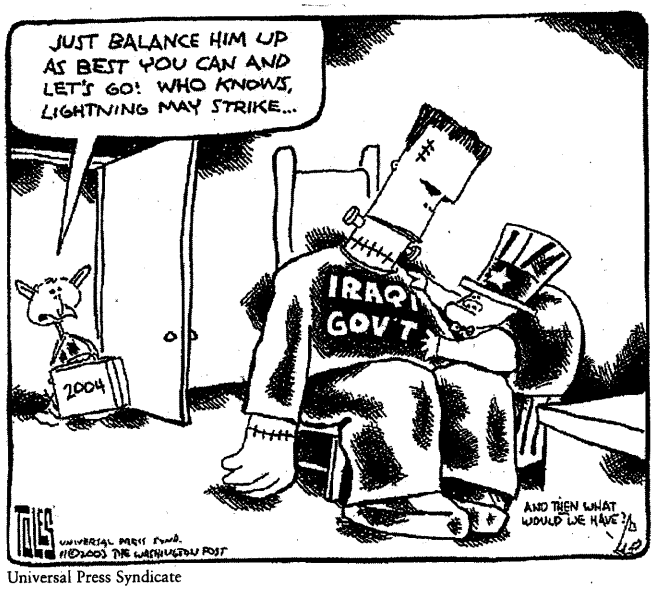


Universal Press Syndicate

Great Lakes Challenge II

Text and Photos By Larry Cardo

Background- Last year "Team Strange", a major motorcycle organization out of Minneapolis held an organized group ride around the Great Lakes. They used the Iron Butt Organization's rules and awards for the ride. This required gas receipts from Cleveland, OH; Chicago, IL; Duluth, MN; Thunder Bay, ON; Sudbury, ON and Watertown, NY as well as starting and ending witnesses and receipts indicating location and time/date. The route was about 2,450 miles. Last year they issued three levels of awards: Less than 50 hours, less than 75 hours and less than 100 hours. After reviewing the route and my long distance riding capabilities, I selected less than 70 hours as my goal.

The group ride started and ended in Eau Clair, WI. Thus, an additional 1,600 miles were added to get to the start and ride home. I lost two hours with bike problems and then needed to stop early the first day as gas was unavailable late at night along certain parts of the route. With that handicap, I finished in 66 hours. I was proud of that time until I saw the finishing times of many of the other riders. Many finished in less than 50 hours.

Then, this year on the internet, Craig Severson asked if anyone was interested in repeating the ride on Memorial Day weekend. I thought to myself, if I really prepared for the ride, I might be able to complete in less than 50 hours. I told Craig to count me in and the preparation started. As I look back, I think I can blame all this on Craig!

The Preparation- I need a plan to reduce my time from 66 hours to 50 hours. I decided to stop fewer times for gas, no stops for food (carry and eat while riding), carry water and sleep less. The thought was complete the ride in less time and therefore require less sleep. Last year I ate in restaurants and had a hot bath each night.

My 1993 K1100RS typically indicates low fuel at around 165 miles. At this point there is about a gallon in reserve, but I get nervous. (Reading this, Rose? ed) How far to the next town, will they have a gas station open, etc. Thus, I found myself stopping for gas more frequently than necessary. Gas stops take time. In addition to gas stops, you must maintain all gas receipts and keep a gas/mileage log.

Many long-distance riders mount an extra gas tank, sometimes referred to as a fuel cell. I decided to mount a five gallon version. I first looked to see if there were any fuel cell kits. There were, but, at a cost of $800. On the internet I found a five gallon aluminum tank for $160. Haha, I thought. Hidden costs were fittings, fuel filter, shut-off valve, electric fuel pump, electrical switch, wiring fuel pump, on indicator, quick disconnect, and, last, but not least, mounting hardware. Mounting a large (heavy when filled) tank high on a motorcycle must be well-planned. It must stay secure over very rough roads and not shift during turns. This project took the better part of three weeks and total cost was $400.

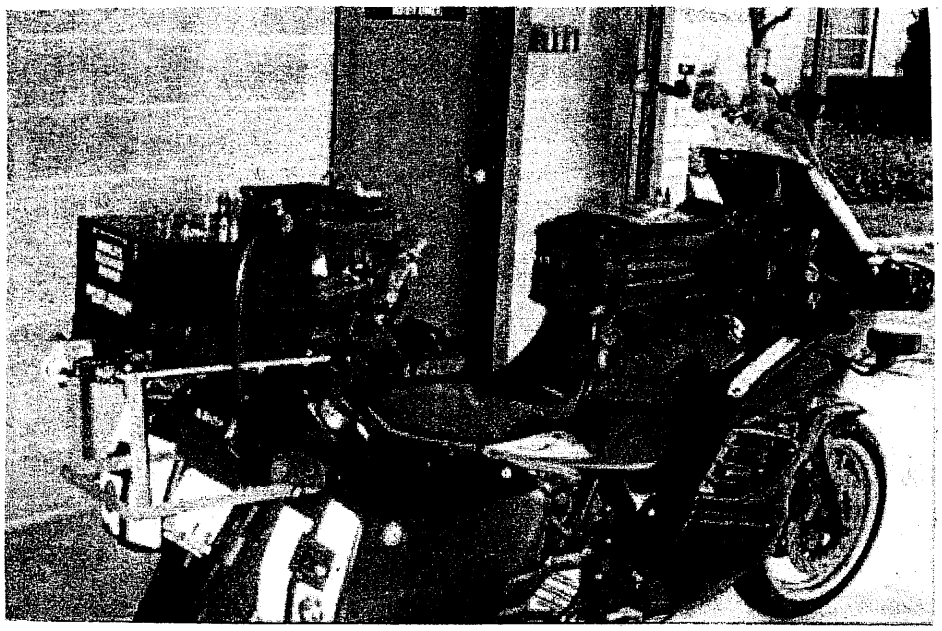
For food I selected cans of Slim Fast, Power Bars, two large Subway sandwiches cut into small pieces and smokies cut up in a sandwich bag. Now I needed to place the food where I could get at it easily while riding. I purchased two leather zipper bags (5"x5"x12") for $9 each. I water-proofed them and velcroed them on either side of the gas tank on the fairing. For water I mounted a 16-can cooler and a water jug. This allowed me cool water to drink while riding and a place to store Diet Coke, Slim Fast and food.

To help pass the time, I recorded two MP3 CD's with 250 songs each. The weather forecast for this year looked improved over last year's. This year the temps were forecasted to be in the 50's and 60's, Let the good times roll!

I planned and re-planned this trip with a spreadsheet with actual miles. Using realistic travel times, there was

Larry models his handiwork/tailoring made necessary by leaking jacket.

only seven hours available for sleep. I broke the trip into two days. Day 1- Cleveland to Thunder Bay, Canada, (950 miles), and Day 2- Back to Cleveland (1500 miles). I allocated one 1-hour nap on the way to Thunder Bay, four hours in a motel in Thunder Bay and two 1-hour naps the next day. We were to start at 7:00 a.m. Friday,



Larry's 1993 K1100RS ready for the challenge.

Memorial Day weekend in Elyria with plans to be back before Sunday at 9:00 a.m.

The Trip Day One- We met at Denny's restaurant in Elyria, just off the turnpike. We had a nervous breakfast as the adrenaline was pumping. We had our starting forms witnessed, got gas and were on the road at 7. Scott and Craig hit the turnpike and began traveling over 80 m.p.h. I know the turnpike greedy cops, so I rode my 10 over. Met up with them at first gas in Indiana and agaia in Chicago. The plan was to ride directly through the city before noon traffic. Chicago traffic, although always bad, was livable. Paying tolls on a motorcycle is always difficult. Scott Brown, the younger rider, headed out and that was the last I saw of him for the trip. He finished in under 50 hours.

Craig and I rode most of the way across Illinois, Wisconsin and Minnesota together. I enjoyed following Craig as he had the radar detector. Arriving in Duluth near dark, the temperature dropped to 35 degrees. Electric vest and gloves turned way up. Just 150 miles to a motel. Craig and I parted company somewhere around Duluth.

It was a cold and dark trip along the north shore of Lake Superior. The majority of the roads were now two lanes with passing zones every five miles or so. I found a fast rabbit and followed him for nearly one hundred miles. Arriving at Thunder Bay a little past midnight, gassed up and found Craig at the motel. Craig said Scott decided to go on without stopping. Our plan was to leave at 4:00 a.m., but Craig suggested 5:00 instead. I happily agreed. This meant I had time for a hot bath as that was a cold ride. The motel was in a poor part of town forcing me to unload the bike. More sleep time lost.

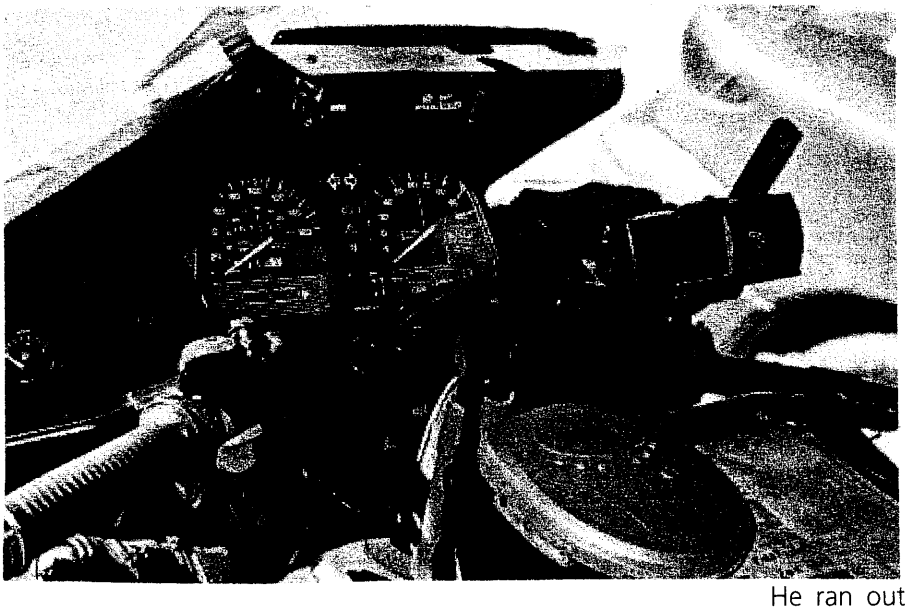
The Trip Day Two- Still dark after three hours of sleep. 5:00 and I'm ready to go. Craig looks very tired. We stopped twice to quiet his "screaming meanie" alarm clock somewhere in his pack. Around 8:00 we met up with two of his internet friends who escorted us for the next four hours across the back roads of Canada. Having an escort is wonderful, as it is much easier to follow, requires less thinking, especially when you're tired. Even with an escort, I was becoming too tired to continue. I let the group go ahead and stopped for breakfast. I was planning on taking a nap but felt refreshed after eating and continued. I met up with the group at a gas stop an hour later. One or our escorts laid her bike down on an off-camber, gravel-covered turn. Luckily, no bike or body damage. I felt very bad since they were going far out of their way to assist. I saw seven moose on this leg. They are huge! Unlike deer who run, the moose just stand and watch you.

We left our escorts about 2:00 p.m. 1,500 miles into the trip just as the rain started. So far we were running close to schedule, maybe an hour behind, but we had included a little reserve in our plan. I was again getting tired and thinking about an hour nap at a roadside park. The rain increased in intensity however, and my Tourmaster jacket was leaking. Now I was both tired and wet. The forecast was for continuing rain the rest of the day and night. I knew I could not ride the rest of the distance in wet clothes. I got a gas receipt to confirm my 1,500 miles in fewer than 36 hours for the Iron Butt award and told Craig I was going to catch a few hours at a motel. That's the last I saw of Craig.

Both sleeves of the jacket were leaking so I duct-taped two plastic bags over the sleeves of my Gerbing jacket. Assured that I had fixed the the water problem, I took a two hour nap.

Still raining hard as I started out at about 5:00 p.m. Feeling refreshed, I again had the under 50 hour goal in sight. Riding became significantly more difficult as night

fell. My 200 watt auxiliary lights were blinding oncoming drivers. I knew because they kept putting their brights on. I was on what is called the Trans-Canadian highway, a two-lane with little traffic. In addition to the rain, fog was settling in. Face shield and glasses were fogging and I couldn't see the road. The pace slowed and I tried to follow cars, but they would outdistance me. I tried following trucks, but the spray just made things worse.



Around 11:00 p.m the fog was worse yet and the rain hadn't let up a bit. Riding in those conditions was just too dangerous, but it took another hour of riding to find a motel with a vacancy. I knew I couldn't make the 50 hour goal so I decided to smell the roses.

I took a hot bath and ate most of the food I had left and turned in for a good night's sleep without an alarm. While eating breakfast in a nice restaurant I calculated that I could still finish the ride in less than 60 hours. That was an attainable goal, so off I went. The rain let up and the sun peaked out. I rode the next four hours on back roads and reached the US border near Watertown, NY at about 1:00 p.m. Just 450 miles to go, interstate all the way and the weather was perfect. Each time I calculated the arrival in Elyria by 7:00 p.m. I knew it would be tight. I rode at exactly ten miles per hour over the speed limit and made the gas stops as quick as possible. Met Candi for a short visit in Mentor and made Elyria with about eight minutes to spare at 6:52 p.m. The trip took 59:52, or as I like to think of it, less than 60 hours.

Epilogue- Craig finished in 55 hours. He ran out of energy in New York and had to get a motel. Naturally, I have re-analyzed the ride, what can be done to make the ride in under 50 hours. To this day I don't know. Maybe if weather conditions and traffic was perfect? The benefits of the fuel cell were minimal on this ride as there were many mandatory gas stops and Iron Butt requires gas receipts every 350 miles. Canada has a 55 m.p.h. speed limit and it is well enforced. The Canadian roads are, for the most part, two lane which further slows the progress. It is a great ride, but 2,500 miles plus preparation is expensive. Things that worked well: fuel cell, GPS, extra leather bags and cooler. Next up? 50cc probably Jacksonville to San Diego. 2,500 miles, all interstate. Could be a cake walk. Interested? ∎

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Daytona 200 Week Schedule Boasts New Look

Reprinted from the AMA News Release of October 17, 2003.

Daytona Beach, Fla., (October 17, 2003)-- The Daytona 200 Week schedule will have a new look in 2004, Speedway President Robin Braig announced today.

Highlighting the changes to the Daytona 200 Week schedule is the Daytona Supercross By Honda, which will move under the lights for the first time in event history on Friday night, March 5th.

The 63rd Daytona 200 By Arai motorcycle classic, the season opener to the AMA Chevy Trucks U.S. Superbike championship season, will be held for the first time at the Speedway on Saturday afternoon, March 6th.

The Daytona Supercross By Honda has traditionally been held on a Saturday afternoon in the tri-oval grass while the Daytona 200 By Arai has been contested on a Sunday afternoon on Daytona International Speedway's historic 3.56 mile road course.

Other changes to the Daytona 200 Week schedule include: Flat Track Championship Races, traditionally held on Friday and Saturday nights at Daytona Beach Municipal Stadium, will be moved to Wednesday night, March 3rd and Thursday night, March 4th respectively.

The Pro Honda Oils U.S. Supersport Championship race will precede the Daytona 200 By Arai on Saturday, March 6th along with the much anticipated return of the BMW BoxerCup.

Thursday's schedule will include Pro Honda Oils Supersport Qualifying, BMW BoxerCup Qualifying, Daytona 200 By Arai second-round qualifying followed by the inaugural Daytona Lockhart-Phillips Formula Extreme race and the Genuine Suzuki Accessories Superstock event.

Wednesday's schedule will include Daytona 200 By Arai practice and first-round qualifying, Lockhart-Phillips Formula Extreme qualifying and Genuine Suzuki Accessories Superstock qualifying.

"We're thrilled about the changes to the Daytona 200 Week schedule," Speedway President Robin Braig said. "We feel these improvements will enhance our fans' experiences at our facility. Moving Supercross to Friday night is going to create an electric atmosphere for both fans and competitors, and scheduling the Daytona 200 By Arai on Saturday afternoon will make it more convenient for our guests to attend one of the most prestigious motorcycle races in America."

AMA's Pro Racing CEO Scott Hollingsworth shares Braig's enthusiasm. "Reworking the schedule so more fans can attend the races during the Daytona 200 Week is consistent with our business plan to aggressively grow the sport of motorcycle racing in the United States," Hollingsworth said. "We're gratified to have been able to work with the folks at Daytona International Speedway to make this happen."

In 2004, history could be made in both the Daytona 200 By Arai and the Daytona Supercross. Miguel DuHamel, the 2003 winner, will be racing for his fifth triumph, which would tie him for most Dayton 200 wins with Scott Russell. Ricky Carmichael, the 2003 Supercross winner, is currently tied with Jeff Stanton with four straight victories and will be gunning for a record fifth consecutive win on a tough and demanding Gary Bailey-designed course.

http://www.daytonainternationalspeedway.com or 386-253-7223 for tickets.

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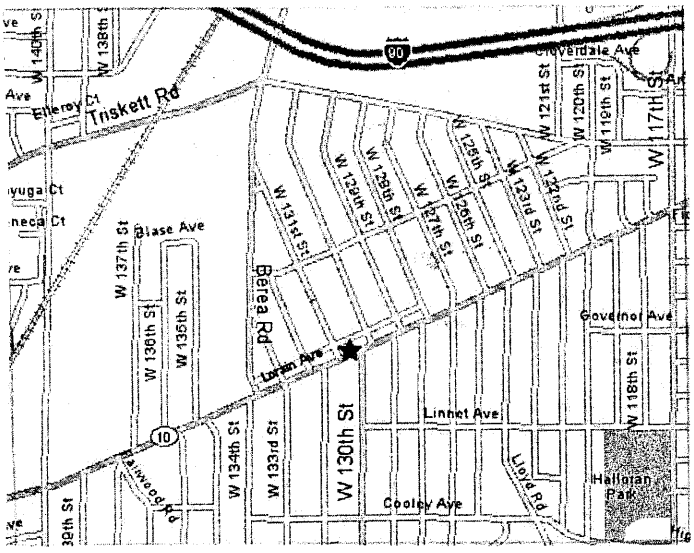
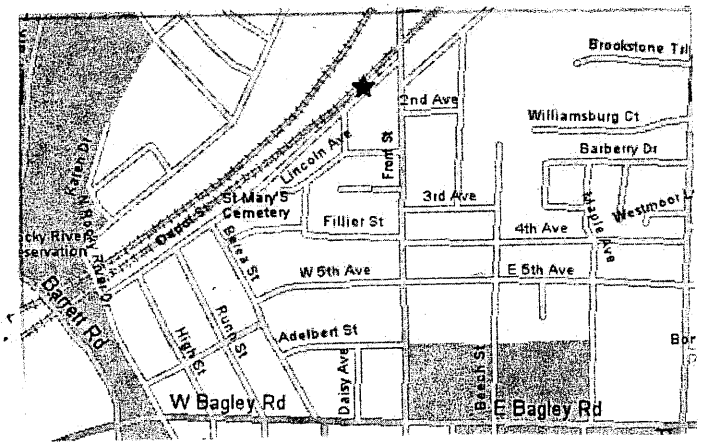
Calendar of Events

January 8
BMW MOC Membership Meeting
7:00 p. m. at Der Braumeister,13046 Lorain Avenue, Cleveland. Phone 216-671-6220. Same location as the November meeting. Bring a big appetite and enjoy German cuisine and more than fifty beer varieties. PLEASE NOTE, this meeting is on the SECOND THURSDAY OF THE MONTH due to the 1st being a holiday. We will return to the regular first Thursday regimen in February.

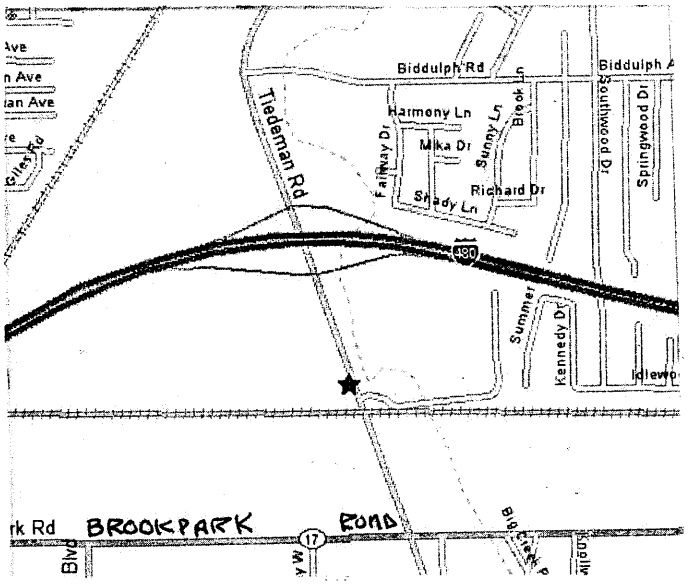


January 29
BMW MOC Board Meeting
7:00 p.m. at Dale Wright's house, 7595 Leavitt Road, Amherst OH. Contact Dale at 440-842-2960

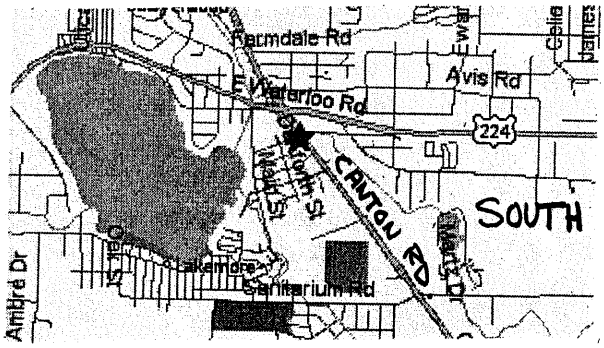
January 31
International M/C Show & Brunch
We may have begun a new MOC tradition by gathering for a meal before attending the Int'l Motorcycle Show at the IX Center. We'll do it again in 2004 by meeting at The Station Restaurant, 30 Depot St., Berea, OH at noon. Tel. 440-234-1144. Meals range from $5 to $14. We'll be able to leave some cars/bikes in the restaurant parking lot and reduce the number of parking fees for the show. You may want to check with your local dealer to see if they have tickets on sale, or you may want to purchase on line before arrival at the center.



February 5
BMW MOC Membership Meeting
7:00 p.m. at Panera Bread,5090 Tiedeman Road, Brooklyn, OH. Tel. 216-362-8130.



February 28
Field Trip to MAPS Museum
A great place to meet for a meal (at the South Breakfast Ride location- Farmer Boy Restaurant) and go to the Military Air Preservation Society location near the Canton Akron Airport. Recent additions include an F4 Phantom and normal contingent of historically significant military aircraft. We'll meet at 9:00 a.m. for breakfast then go in groups to the museum for the tour start at 11:00 a.m. If we have 15 or more partricipants the admission fee will be only $3.50. The tour will include the restoration shop and take about two hours. The Farmer Boy Restaurant is at 1324 Canton Road, Akron (extension of Rt. 91S) just south of Rt. 224. Tel. 330-784-4052.



March 1 throug 6
Daytona Bike Week
See Daytona Bike Week article forward in the CCN. The racing schedule has been changed to attract more attendees before heading back to "snowbird" country.

Calendar of Events

March 4

BMW MOC Membership Meeting

7:00 p.m. at Panera Bread, 5090 Tiedeman Road, same as Feb.

March 25

BMWMOC Board Meeting

7:00 p. m. at Bob & Rose Wood's house, 4257 W. 130th Street, Cleveland, OH. Contact Bob or Rose at 216-252-7933.

April

Return of Regular Breakfast Rides

Beginning in April, 2004 we will once again use three area restaurants for meeting points on the second, third and fourth Saturday and Sunday of the month. We gather at 9:00 a.m., eat and head out for a putt. Refer to the MOCal article elsewhere in this issue of CCN for updated points-garnering opportunities. There's money, prizes and certificates to be had, and that's not mentioning your stature with your fellow members.

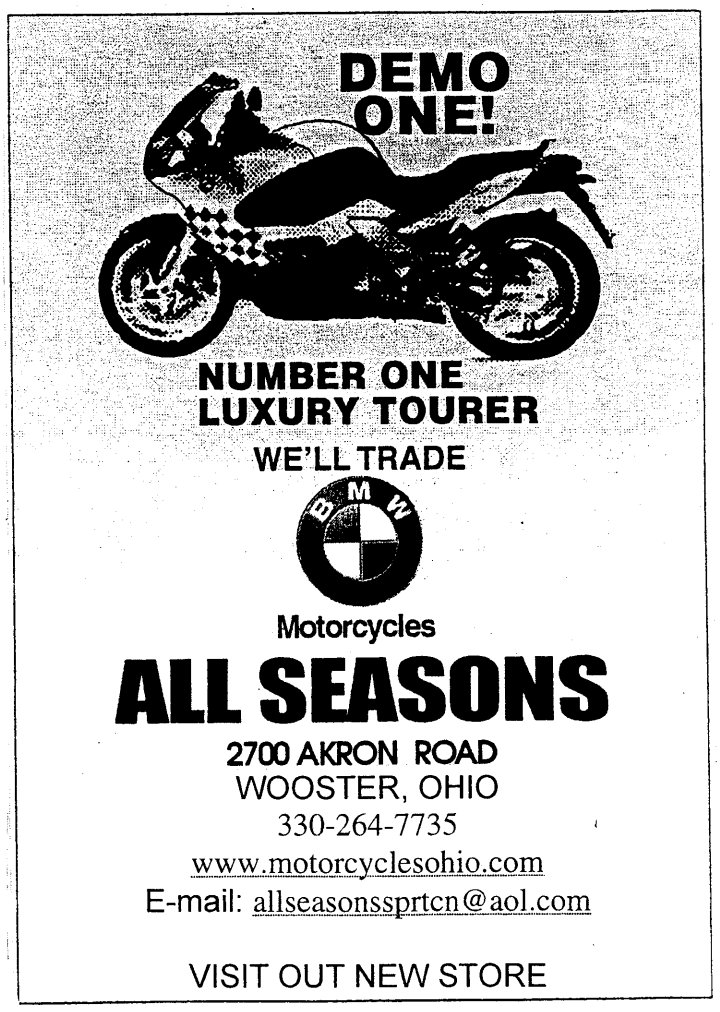
New Board Elected

By Don Poremski

Elections for the 2004 board were held in accordance with the BMW MOC by laws at the November membership meeting at Der Braumeister Restaurant. Ballots from both the mailed-in response and those cast at the meeting were tallied with the following results:

President- Howard "Turp" Cobb
Vice-President- Dale Wright
Secretary- Rose Wood
Treasurer- Barb Cowan
Road Captain- Darwin McClellan
Directors- Bob Shelton
Don Poremski
Mike Potisuk
Roger Pivonka
Rick Matisak
Ralph Crider

Congratulations to all the winners!



MOCal Program Returns With Bridges for 2004

By Don Poremski

The club started 2003 with a grand experiment to bring more excitement to being a member. This fun quotient would then be able to attract new members and keep existing ones. One element of those plans was the adoption of the MOCal points program. Members would receive points toward prizes for various forms of participation. The term MOCal combined the MOC abbreviation with the word decal because for each ten points, the person would receive a symbol of that participation which could be displayed on his/her motorcycle or helmet.

The program included awards for those who participated. For getting the most points, a member would receive a $200 check. Runners, up would receive trophies and any member who had at least ten points, or one MOCal, would be entered in a drawing to be held at the holiday party, where that member had to be present to win. Here are the results of the first year.

The member with the highest point count was Road Captain, Darwin McClellan with 426 points. He visited 94 barns and 21 capitals, was a board member, led rides, attended rides and served on rally committees.

First Runner-Up was Mike Kiesel with 381 points. Mike also got 94 barns, 26 capitals but didn't have the benefit of the entire year to go after points. He only joined the club in August!

Second Runner-Up was Larry Cardo with 88 barns, 13 capitals and several other activities. Thanks, guys for embracing the program so completely.

Now, although 139 persons earned MOCal points, there are only 51 eligible for the Mathias BMW Cycle Sales 2003 Doer Prize, a $100 gift certificate redeemable at Mathias. Each of the 51 will have their name entered once for each MOCal they received during the year.

Next year the bicentennial barns will be replaced with covered bridges. Proof is the same, take a picture of you or your bike next to any covered bridge, identify it and the persons in the photo and send it to: Don Poremski, 1290 Desert St. NE, Uniontown OH 44685 or e-mail it to strutguy@yahoo.com. Your efforts will be tracked to see how close YOU come to being the winner next year.

The rest of the ways you can earn points appears to the right. Please notice that points available increase with the number of participants. This is meant to encourage "mini" road captains. Copy it and keep it with you during the 2004 riding season.■

MOCal Point Activities - 2004

Rally Chairman: 25 (Micro, PowWow, Clams)

Rally Task Chairman: 5 (Cook, Clean, Games)

Rally Task Helper: 2 (Help with above)

Monthly Mtg. Organizer: 5 (Set meeting place)

Monthly Mtg. Activity: 2 (50/50, Door prizes)

Board Member: 10 (Officers & Directors)

Ride Leader: 3 (Lead any reported ride)
Leader Bonus: 2 (Lead 3 or more bikes)

Ride Attendee: 2 (Follow leader on rides)
Attendee Bonus: 1 (When 3 or more bikes)

Breakfast Attendee: 1 (Meet & Eat at 3 sites)

Committee Head: 5 (Ads, Membership etc.)

CCN Story Submittal: 3 (Send in a story)

Regular Meeting at Residence: 15

Board Meeting at Residence: 5

Covered Bridge Photo: 3

Rally Flag Photo: 3

Regular Meeting Attendance: 1
Ride to Meeting Bonus: 1
Bring Guest to Meeting Bonus: 1

New Member Sponsor: 5

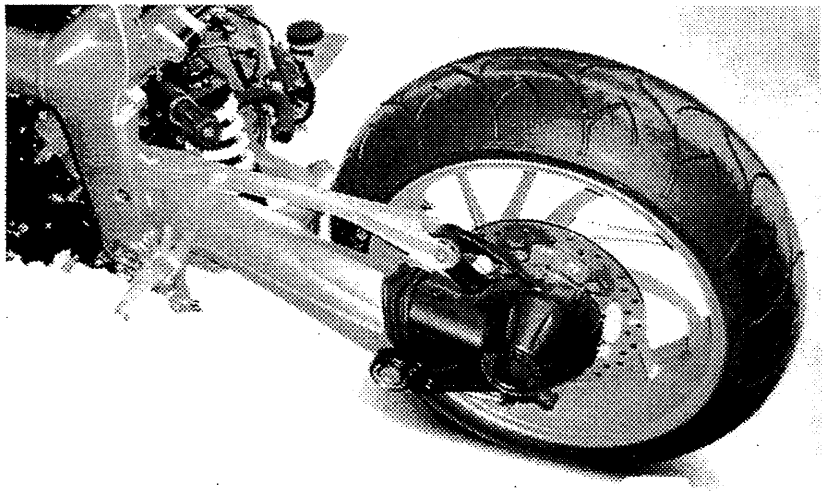
New Member: 5

Board Awards: As voted at November Board Meeting for outstanding effort during year.

CCN Editor: 25

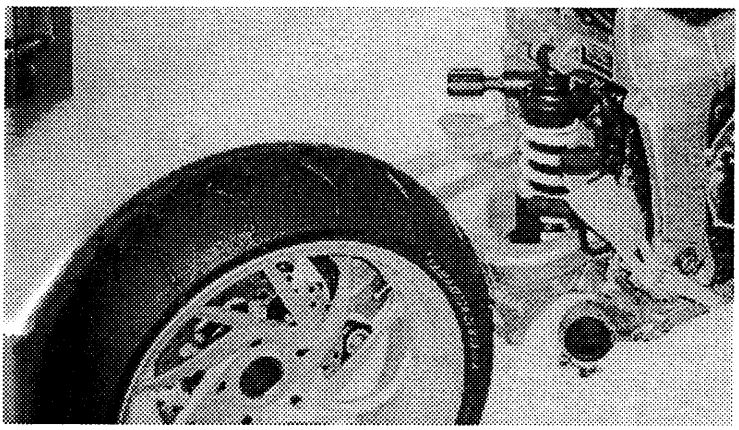
More K40 Photos from Motorrad

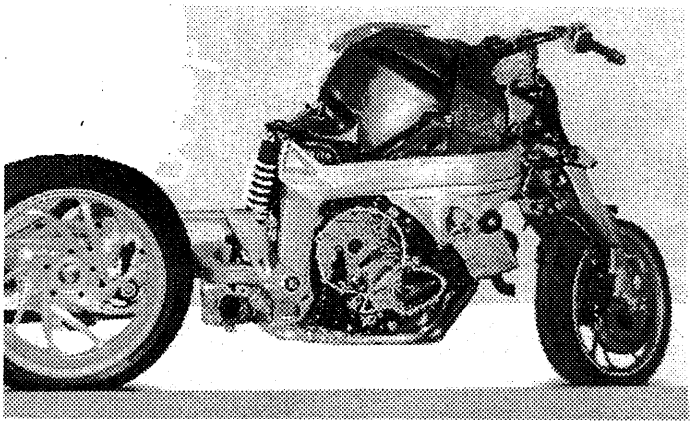
< Aerodynamic fairing work hides much of the novelty of the 2005 K40. Note the twin air scoops at either side of the fresnel-lensed headlight. The wheels weren't mentioned, but it appears there has been an effort to reduce unsprung weight in them. Wouldn't it be great if those were six-piston Brembos? Then, according to Keith Code, we might use them as a crutch. (Many thanks to **Bob Wood** for bringing the bike to my attention. ed)



Single sided swing arm is on the left with torque arm above it. Spring rate adjuster is visible at top of spring. Pivot is below < the drive shaft.

Below left, better view of linked rear suspension.
Below right, The frame integrates all the new features.





Post Mortem on Britain's Fire at National Motorcycle Museum

By Don Poremski

In late September we learned of the fire that gutted the National Motorcycle Museum in Solihull near Birmingham England. The exhibit opened in 1984 and welcomed nearly a quarter of a million visitors each year. While some of us were reveling in the opening of the Barber museum in Alabama, our British fellow enthusiasts were mourning the loss of more than half of the 900 machines collected there. Damage estimates have exceeded twelve million dollars, but no one was injured in the conflagration. Three of the five exhibit halls were lost.

Although not certain of the cause of the fire, it is suspected that a discarded cigarette near an elevator shaft may be to blame. ■

Post Accident on Bob Shelton

As the CCN went to press the latest on Bob Shelton is that his broken left femur still has him off work, but with some physical therapy needed to regain flexibility, he could return soon. He's trying to make the Holiday Party, but would enjoy hearing from the fellow members. The bike may be salvageable, but that decision has not yet been made. Bob was fully insured. ■

The Corner Market

FOR SALE:**1963 R-60**. Purchased from the original owner, 6,000 miles ago. Estimated mileage 35,000 (odometer stopped). Runs perfectly, ride it home. Use E-mail to request for pictures LCardo@aol.com

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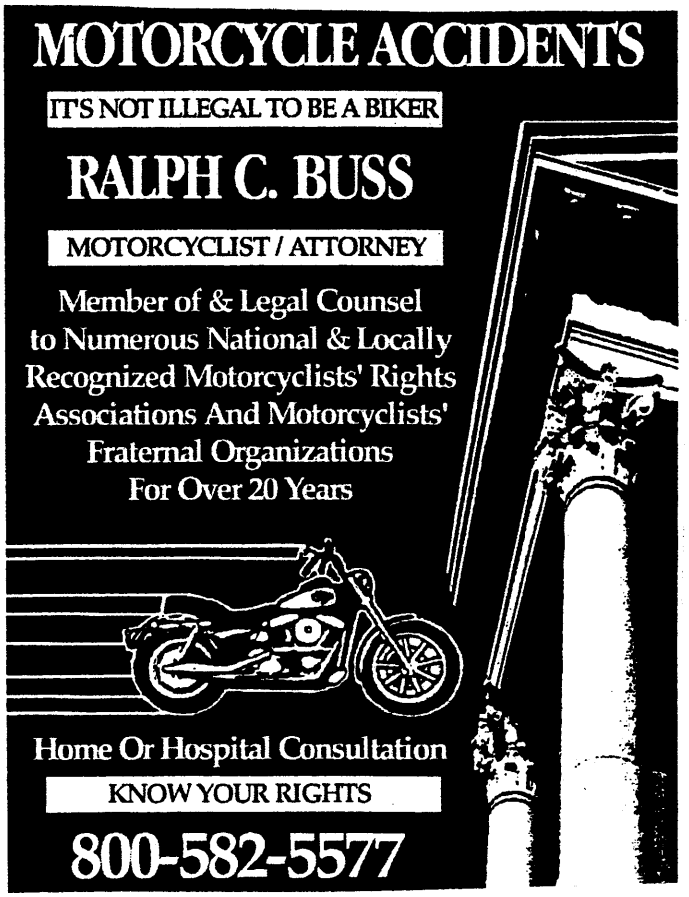
Country Store Inventory:

Black T-Shirts, Small - 9; Medium-5; Large - 1; Extra Large - 3 $10; Extra, Extra Large- 3 $12

Micro Rally T-Shirts: Small - 3; Extra Large- 2 $10; Extra, Extra Large - 6 $12

Patches 8 $5.25

Reflective Stickers - 80 $1.00 each, 6 for $5;,Other Stickers 377, call for pricing. Rose Wood 216-252-7933

BMW North America Plans Party in May

There will be a gathering of BMW riders like the one held last Fall in Squaw Valley in 2004, but this time it will be at the Biltmore Estate in Asheville, NC in late May. Save some vacation for the group ride south.