

# BMWMOCM NEWSLETTER

## Volume 25, Issue 7

### Editor's Notes

Let's hear it for fellow club member Will Outlaw, Overall Winner of the just completed 2001 Buckeye 1000! Riding his BMW R1100GS, Will absolutely obliterated the rest of the field, winning by some 800+ points. He rode north to Hell (MI), then to the Mackinnac Bridge, up to Parry Sound, Ontario, around Lake Huron to Niagara Falls and finally back to Columbus, OH (amongst other bonuses), covering over 1,500 miles. For his efforts, Will receives a guaranteed spot in the 2003 Iron Butt Rally. Congratulations Will!

You can read Steffan Fay's report about our Buckeye 1000 ride in this issue. Weather played a big factor in the outcome of our ride, though we would have remained Will's bridesmaids at best. Still, one is always happy to come back from an event in one piece.

Which leads to some gloomy reporting, that an LD rider is still missing, a BMW rider from the Thin Air TT, held last weekend in Colorado. Jim Young was last seen riding his R1150GS when he disappeared somewhere in eastern Utah or SW Colorado. You may have seen Jim at the MOA Rally in Redmond, manning the Motolight booth. I've met Jim and competed against him a few times, and hope this story ends happily. Jim's an ex-Army Ranger and one hopes that if anyone can survive this, he can. It doesn't need to be said that endurance rallies are dangerous - that's a given. Everyone signs a waiver and accepts the risks involved. Still, for those of us who ride alone in the mountains at night, with no one knowing where we're headed, this is a particularly chilling story.

I went on my first COG ride last month. That's AConcours Owner's Group@ for those of you who are Kawasaki-challenged. I met a nice group of people who do what we BMW riders often do - go for a ride and then eat. A tech session was held, too and much support was found. I'm a bit underwhelmed by the bike (worry not, I still prefer my Boxers) but it is the most affordable LD tool out there, with a huge after market. Plus, it ain't exactly exotica if you need it wrenched on in the boonies. It buzzes, the radiator kicks out terrible heat, it's heavy, just like a K bike...if I put a couple of roundels on the tank, nobody will know the difference!

August, 2001

### President's Column

Well, I survived the MN 1K. It was my first real >endurance ride', although my idea of endurance is more than 3 hours without stopping for some fine dining. Suffice it to say, I did indeed survive. I now know the true meaning of the term Abun burner@ & in fact, we were only 200 miles away from achieving the Bun Burner Gold AwardCwhatever that's worth - but I growled into my riding partner's ear something to the effect of >if you don't get me off this bike within ten minutes from now you will definitely regret living'. Use your imagination.

We went from MN to ND to SD to Nebraska then back. We rode most of the way with fellow club member Will Outlaw, and I learned from watching him many new seated positions that are possible on a BMW! My Lord, that man was hanging off the side of that bike by a thigh alone! These high mileage junkies, though: I just loved Will's story of the time he stopped to sleep for 15 minutes to an hour in Montana where, due to snakes liking warm places to sleep, he chose to remain on his bike to catch a couple of zzz's. Now, imagine being on a danged bike for a solid 20 hours and feeling like some rest - so where do you chose to sleep? On your bike, of course! (See? THIS is what I refer to as insanity...). In any case, the best part of the story was Will suddenly waking up SCREAMING in his helmet; lunging for the brakes, only to realize he was not moving! Oh my Lawd - I thought I was gonna laugh until I cried.

In any case, I fear I have two permanent red patches that indeed look & feel like burns. It's a lovely addition to the overall declining state of my aging body. The bizarre thing about it? The adrenaline rush that I got out of being a part of it! Now that we only placed second, I think I heard myself saying something about coming back next year to place 1<sup>st</sup>. Whaaatt? ? Was that ME talking?? Must have been temporary insanity. Then Kiecker starts telling me about this event coming up in late July in Ohio, & I actually start counting frequent flyer miles & wondering who's got a bike out there I can borrow...

But then again, after my experiences with burning the legs of a BORROWED Aerostich suit, & replacing them to the

tune of \$348, I'm not too sure I'll ever want to borrow anything again. Although bless her heart (thank you Lori Schmidt) for having the generosity & graciousness to do so to a relative stranger.

Then it was onward to the M2M July 6 & 7 - the Milwaukee to Minneapolis run from Motor Oil to Fuel Cafe, then back to Motor Oil again, although THIS rally thankfully involved a hotel room and a good meal while in Milwaukee. Also, it involved a whole bunch of good (and some not so good) riders from both Mpls. and Milwaukee, some of whom I really like & admire. It turned out to be a highly eclectic mixture of about 30 riders from Mpls., with at least 90 total on the ride. The first few riders came in around 5:30pm, with the final Rider's meeting being held at Motor Oil at about 10pm. At this time Kevin Kocur, who was checking riders as they came in, had only checked in about 60 riders. Due to some of the most beautiful twisty roads in WI., what is a 5 hour straight shot down the freeway, turned into a 12 hour ride for some. There were all different types of makes & bikes (the smallest I saw was a 350 Honda) and (hopefully) a real good time for all.

Me? Well it wasn't such a good time. I blew a rod about 45 miles outside of Milwaukee. So although my paint job was finally completed on my trusty old R-65 - and I even had the brand new faring & side covers painted & attached, with the paint even still sticky when I left. I didn't even get the pleasure of pulling into Fuel with my really cool bike. Instead, I limped in 2 up, on the back of Will Outlaw's buddy's bike. Talk about humiliation! I was devastated. That's what I get for riding with a bunch of big new Beemers & Hondas who can easily average 95 miles per hour - keeping up, & proud of it - not realizing you can't push an older bike to that extreme level. I was running at 95 - 105mph for most of the 4 hours I was riding. And the engine just couldn't take it, I guess. I should have known better... As you can imagine, being one of the few females who were involved in this rally, I was the victim of all sorts of comments following the demise of my Beemer:

ASee Molly; THIS is why we told you to just buy a Honda!@ and ASay Molly - there's this thing called OIL - & you need to put it in the machine@ or AIch bin BMW!@ And the icing on the cake was from our very own Will (WHO said I'm sexist!?) Outlaw: AI just LOVE it when girls try to ride motorcycles@. It was so wearing I just went back to my hotel (thank god I had one) & pouted. Very depressing.

So, the R-65 might as well be put under glass. After this, I keep telling myself (& my significant other), there will not be another event this season. But then I always get a call from some hyped up maniac telling me how this is the event not to miss, how I will only live to regret not going, and I eventually rationalize myself into yet another vacation day with a bunch of kooks on motorcycles. If you think I'm kidding you should see the picture I have of Bob Waitz in a white fur covered helmet from the MN1K. Or try Jay Golden with a stuffed animal bungied on the back of his bike. Now, I don't know Jay real well, but I thought I knew him well enough to know that he's not the stuffed animal type... Yeah, sure - he hit a dog once so this was his way of warding another off. But a grown man with a stuffed animal on the back of his Beemer? Kooky.

What do I get out of these experiences? Much of what you all get when riding distances with friends. Beautiful sunsets that Will turns around to give us the >thumbs up' over; unfortunately (for me) bright sunrises that (mostly others) think are cool; moments of clarity like AI want to swim right NOW! NOW, dammit!! Full Aerostich & all!! I'll even jump in with the helmet on, JUST LET ME GO FOR A SWIM! PLEASE?@ 92 degrees has a way of affecting one. You get wonderful nicknames like APrincess@ because you think going to the bathroom & not catheterizing yourself is actually O.K., and your mother & s/o scream at you upon your return because you didn't stop to call them to tell them you were Aon your way home@. Um - aren't we continually on our way home? Isn't that the whole point? To get home?? How does one explain that if one stops long enough to make a phone call one is sacrificing time? I loved this conversation with my mother:

AWell you stop to go to the bathroom, don't you?!@

AUh, well --- not exactly...@

In short, these are the memories of a lifetime and hopefully the same can be said of the friendships formed during these rides. I know all of you know exactly what I am talking about.

### Secretary's Report

The July 12<sup>th</sup> meeting of the BMWMOCM was called to order by President Molly Gilbert at Motor Oil Café. A warm welcome was extended to all new members and guests.

Congratulations to club member winners of the MN 1000. Tom Roe received 1<sup>st</sup> in Sport Touring Class, Shelden Moe received 4<sup>th</sup> in Touring Class, Will Outlaw received 5<sup>th</sup> in Expert Class and Mark Kiecker (on a Yamaha), with trusty co-pilot Molly Gilbert, received 2<sup>nd</sup> in the 2-Up Class. Finally, Pat O'Keefe earned the esteemed Ray Bentsdahl Award, riding 5,000 miles in his first four MN1Ks. To add to this honor, he is the only competitor to have reached this milestone on a single cylinder bike. Looks to this secretary like the BMW club of Minnesota dominated the 2001 MN 1000. Yee Haw!

We heard two presentations. The first was a custom motorcycle painter. If you have been thinking of personalizing your bike and/or helmet, this gentleman has several years experience and would live to help you. Please contact Molly Gilbert for his information.

Out second presenter was our very own Bob Cox. He showed us the ins and outs of patching a flat tire. It was a very informative presentation. I know I always appreciate tips on how I can ride more independently. I also know now that I did not have to replace my rear tire at 1500 miles just because it had a nail in it. Thank you Bob.

Our August club meeting will meet at Afton City Park (across from Selma's) for our traditional pot luck. A grill will be available. Details on the club web site.

Respectfully submitted by Michelle Moe, Secretary

Darrell's Tip of the Month

Situation:

You once again find yourself trying to figure out why you are always needing to polish the black parts (not tires) on your motorcycle. Now is back to the automotive section to buy the next greatest and latest plastic parts polish. All your buddies have the same problems so you figure you might as well keep doing what they are doing. Polish, polish and polish.

Solution:

Toss all the cans and bottles of stuff you have purchased and grab that \$1.59 can of WD 40 and go to work. Spray it on the rag or directly on the part to polish. At all costs avoid the tires but use on the rims. Let stand 3 - 4 minutes and then wipe off with a clean cloth. You have now removed all tar, bugs and dirt as well as putting a protective layer which make it easier to clean next time. Check out my bike, Elizabeth's or Larry Stern's if you want to see the results. I do mine twice a year. By the way the interior of my 174,000 mile Honda car looks like new. All WD 40.

Riders on a Storm

A Buckeye 1000 Ride Report

by Steffan Fay

Those of you familiar with the Minnesota 1000 may also have heard about a new event with a similar format held in Ohio, the Buckeye 1000. Yes, Team Strange is at it again, and it seemed like such a good idea when I signed up, almost a year ago, snagging rider #3. So it was under sunny skies, and with all the enthusiasm that prefaces such a weekend, that #13 (Bart) and I lit out for points east and - in my mind anyway - potential victory, in the event's inaugural year. Of course it worked out nothing like that, and although it was hardly a litany of disasters, it could have been better. Or worse.

Friday night saw us at the AMA Headquarters/ Museum in suburban Columbus, tucking into BBO and receiving an ominously short route sheet. That there would be additional bonuses divulged in the morning seemed a certainty, but we spent a few hours Friday night planning a base route around Ohio just in case, assuming (correctly as it turned out,) that the outer ring of Ohio cities would be bundled into a "Super Bonus." St. Ignace in the Michigan U.P. and Niagara Falls hinted at a Great Lakes route, instantly producing the sinking feeling that always accompanies the more important of my (frequent) rally mistakes. I am still a British citizen, and had neglected to bring my passport and green card along. Even so, I was fully prepared to take a crack at fibbing my way across the border (twice) anyway B it's only a minor, deportable offense. Had we gone that route I would probably be writing this in a tent pitched on the Rainbow Bridge above Niagara Gorge! (Sorry - Canadian border guard humor from a previous run-in).

Saturday morning's route sheet addendum was four times the size of the previous night's. The intent was obviously to give people much less time for routing, and it worked wonderfully. At previous events, I've seen almost everyone out the gate ten minutes after the start. This time I didn't hear an engine fire up until then. The lap of Ohio super bonus wasn't worth the trouble, and we had already rejected Canada. Nothing else was too obvious but we managed to find a couple of high point anchors - Metropolis (home of Superman) and Chicago, and filled in the cracks with a lot of other stuff. We would have to ride almost the entire lengths of Kentucky and Illinois, and knew we weren't going to avoid rain, but with the skeleton of the route in place we busted south to find a church in Tranquility, OH.

Trying to write down the title of ten, count 'em, ten historical markers in Paris, KY, kinda sucked in the rain, but we got it done anyway. Then there was nothing to do but blast west across practically the entire bourbon-laced state, getting to Metropolis, IL via Paducah. Central Kentucky is what the Australians would call GAFA country (Great Amounts of Y). We went a little over the posted, although I doubt it would have mattered if we had doubled it, a refreshing change from having to actively countermeasure the revenue generating speed enforcement tactics in Ohio.

By then, Bart had determined that we could not make Chicago by the 2 AM bonus close. OK, so he had forgotten to factor the time zone change, but it still was too risky to try. Had we missed it we would have had no chance of placing well. So we settled for Reno, IL and Franklin, IN. Combined, they were worth about 2/3 of the points but involved fewer miles. The bonus in Franklin was hard to find, a historical marker in the middle of the road, even though Bart had been there before.

So things were looking pretty good. We had tons of time to get back to Columbus from Indiana, all on the Interstate. The weather was muggy but dry, and we were both pretty much wide-awake. Back in town in time to collect the sleep bonus,

have breakfast with the Buckeye Beemers, a couple more local bonuses, and we'd be done. Probably not a winning route, but substantial nonetheless.

It started to rain. We pressed on. Then came some lightning and heavier rain, so we slowed to avoid too much aquaplaning, and soldiered on some more. I watched the ETA for Columbus on my GPS get further and further out past our original estimate - well I did before it got waterlogged and quit. Pulling in to a rest area to gather our thoughts and take a breather we both decided that this officially sucked. I made the discovery that one of the local bonuses, the Maze in Dublin, could be done on the way to the Buckeye Beemers Club breakfast in Sunbury. It was an unfortunate error, one that I had no idea about until later. As we got back on the highway, my low beam quit. Did I mention this sucked? So now we are making our way along at maybe 30 mph, with Bart's mediocre Airhead light leading, hazard flashers on and wetter than if we had been swimming through it. Oh yea, and it was still pitch dark.

As we counted the ears in a Dublin field of concrete corn (you had to be there), it was still raining hard, but at least it was now light. It was then that Bart told me of a near miss he'd had behind me back on the Columbus ring road, I-270. Evidently his front wheel had got caught in a gap in the pavement, causing a tank slapper and bringing the back end round, all with a semi-truck right behind him. He kept it up, a testament to his riding skills, but it was an unpleasant moment to say the least.

Back on the highway, heading up to the Flying J for breakfast, I got that sinking feeling again. It was already 8 AM. There was no way we could get our 3 hour rest bonus and complete breakfast with the Beemer club before the 11 AM cut off. I had screwed us up by going to Dublin first - we could now only do one or the other. Breakfast was worth more points, so we sat down, ate and started to total things up. My spirits sank further still - we had 1000 fewer points than fellow club member Will Outlaw, the eventual overall winner, who was also there. He had gone around the lakes, through Canada¼

Back at the hotel, and after hot showers all round, we tallied things up for real. Surreptitiously extracting scores from other riders revealed things weren't so bad. Of the people I made conversation with only Will had more points than us. At the awards banquet we found that we had missed the expert class trophies by 9 points, with our score of 6,449. Nothing like coming up short by 0.13% to lift your mood. If we had made the sleep bonus we would have done much better, maybe even snagging first and second in Expert. That said, a few mistakes are always made, and most of the time we lost was due to weather. I defy any sane individual to have made it through that storm at normal highway speeds. Come to think of it, any sane individual would have done something else that weekend.

So my hat goes off to Will. You deserved the win, and your Iron Butt spot. And thanks Bart for a great route, great ride and great company. We learned from this, and really didn't do too bad. We'll just have to save the ass kickin' for another time.

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### BMWMOCM Fall Roundup

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When: September 28,29 and 30.  
Destination: Ely, MN.  
Ride Details: Friday, Sept. 28 Ride to Ely  
Saturday, Sept. 29 Ride area roads.  
Sunday, Sept. 30 Ride home.  
Accommodations Paddle Inn Motel, 1314 E. Sheridan Ely, MN. Tel: 888.270.2245. Kevin and Sandy Hensel, prop.

Cost: \$63-\$83 per night. The number of rooms is limited to 15, parking outside your door.  
Meals: We will find some fun places out of the mainstream of chain restaurants.  
Highlights: Visit to Aerostich  
Visit to the Wolf Interpretive Center  
Visit an open ore mine  
Ride along Lake Superior  
Ride some great roads around Ely

Reservations: Send a \$100.00 check to Darrell Penning to reserve your room. Make the checks out to Darrell Penning. Checks will be cashed on Sept. 25. Checks must be received by September 1, 2001. No refunds for cancellations after Sept. 1st.

**Other Information:** Last year's attendees will be give first chance to sign up. This could fill up quickly based on the 22 people we had in 2000.

Ely Chamber of Commerce phone # for info - 800.777.7281.

**My latest info says there are only 3 rooms left! Contact Darrell ASAP if you want to participate in a great event.**

Club Officers

<b>Molly Gilbert, President</b>	<b>612.712.0045</b>
<b>Kevin Kocur, Vice-president</b>	<b>763.566.0243</b>
<b>Jeff Oden, Treasurer</b>	<b>612.922.8258</b>
<b>Michelle Moe, Secretary</b>	<b>763.323.4932</b>
<b>Larry Stern, Board member</b>	<b>651.223.3743</b>
<b>Deb Westberg, Board member</b>	<b>763.754.1614</b>
<b>Mike Donohue, Board member</b>	<b>651.633.2262</b>
<b>Bob Ekberg, Board member</b>	<b>651.690.5968</b>
<b>Dale Peterson, past President</b>	<b>651.739.4623</b>

The club **voice line** number is **612.534.7433**. Check it out for the latest on club activities, and contact **Sheldon**, our **Activities Coordinator** with any updates or events that need to be publicized, at 763.323.4932 or sandmmoe@webtvnet..

Steffan Fay is our web meister and one heck of a rider. Contact him at [sfay@odbs.com](mailto:sfay@odbs.com), and please visit the club web site at [www.bmwcom.com](http://www.bmwcom.com).

Thanks for caring and giving!!

*By Karol Patzer*

**What a great Ride to Redmond and a great rally!!**

The National Rally significantly benefits the community financially, but there is a segment of that community that does not benefit from our presence. Each year we like to choose a children's organization to be the recipient of funds raised for our National Charity.

Port Washington BMW Club's challenge to match the \$100.00 they donate has been met and exceeded each year by BMW MOCM. Thank you once again for the \$200.00 the club donated to benefit the Deschutes Children's Foundation. Imagine the staggering amount we could present if ALL the clubs donated. Magilla continues to "give 'em h\*\$! At the Presidents' Meeting.

This year the following clubs met or exceeded the donation: BMW MOA, BMW Motorcycle Owners' Club of MN, BMW Club of Northern Florida, The European Motorcycle Owners' Club of Las Vegas, Chicago Region BMW Owners Assoc., Greater Cincinnati BMW Club, The Madison BMW Club, The Wisconsin BMW Club, and the Yankee Beemers. The Chain Gang issued their own challenge to donate \$.50 per member and issued checks totalling \$678.00.

During the entire event we sold 50/50 tickets to the attendees. If you volunteered to sell tickets, or even if you bought ticketsYThank You! We presented a grand total of \$7,178.00 to Bill Cardwell, President of the Deschutes Children's Foundation at the awards presentation. We also donated a Ping Pong Table that was used in the Teen Lounge.

The following was e-mailed to me:

*Dear Karol,*

*Thank you so much for making us the recipient of your fund raising event. Bill Cardwell brought us the checks Monday. We were astonished by the amount, what you did is very incredible, thank you for your support. Jan LaChapelle who is the Foundation's Executive Director, would like to send a press release about your donation. Is that OK with you? if yes, could you give me some information about the rally. How many people attended, where the money came from etcY..*

*Thanks again.*

*Chloe*

If she sends me a copy of the press release, I'll forward it for inclusion in a future issue.

Thanks again!

**It is my understanding that the BMWOCM Board meeting will take place simultaneously with the general meeting/potluck dinner in Afton. If this information is incorrect, please blame Molly.**

Deadline for newsletter ads or submissions is the **21<sup>st</sup>** of the month. Really, it is. Contact Bart at [blbakker@isd.net](mailto:blbakker@isd.net) or phone 651.645.7796

### Fourth of July Ride

What did you do on your July 4th holiday? Well, 23 of your fellow riders and club members met at the McStop in Lakeville for another of Darrell Penning's group rides. This time, the destination was the Lark Toy Store near Kellogg, MN. One of the destinations, anyway, as the priority is always FOOD, after all. Twenty three riders on five brands of bikes (I was there on my Kawasaki, right next to a Ducati 907) headed out for the Happy Chef in Northfield where everyone was served within some fifty minutes.

Darrell led the way at a moderate pace, a good idea given the large number of bikes (only a couple of K12RS' were seen misbehaving). I always impressed that Darrell manages to find at least one road I haven't been on - just when I start thinking I have been everywhere...Arriving at the Lark Toy Store, we met up with six other riders on a Bob Cox led dual sport ride. The group spent about ninety minutes at the store; some rode the carousel, while others enjoyed ice cream and sodas. At this point, I had to head back to the Twin Cities so as to be at work that afternoon (no rest for the wicked!), but it is reported that TWO more ice cream stops were made, one in Nelson, WI, and later at Selma's in Afton, MN. As is often said, "a good time was had by all." Thanks again to Darrell for arranging these group rides, and show your appreciation by participating in the next one.

### Harley Unveils New Cruiser

I thought it was about time for some Harley-Davidson news in our newsletter. After all, I've written about Triumphs and Kawasakis, so let's be fair...Perhaps you have seen the new "V-Rod", the liquid-cooled Harley that is soon to be released. Long in development with Porsche and based somewhat on the VR-1 race bike, this machine is to Harley what the first K bike was to BMW - controversial, in particular with "the Faithful." To me, a non-Harley rider, it looks pretty good (IF I was in the market for a cruiser, anyway). Honda threw down the gauntlet with the VTX1800, and it looks like ol' Willie G. is more than answering back. What will be most amusing, though, is to watch and listen to the complaints and protests from the faithful who have no interest in giving up their old air-cooled bikes, much like the Airhead owners' protests, when the phasing out of the old R bike line was announced, only to be quietly reintroduced when the K bike didn't sell very well. Of course, the development of the Oilhead got BMW back on track, once again building what some might consider "real BMWs" (the K bike shall always remain an aberration, however good they have become.) One could argue that, before the Oilhead, BMW built BMWs, bikes that were fairly unique and, despite their flaws, full of character and individual personality. After the Oilhead, BMW became a modern motorcycle company. Sadly, for some of us, some of the charm and the character got engineered out of the bikes, and we cling to our old Airheads ever faithfully. Harley is facing the same crossroad. Their current line-up of bikes, however charming, is so ancient in terms of technology (other than the fuel injection) that they had to do something, even at the risk of alienating the core. It will be fun to see how it all plays out.

### Judson Cycle Sales

**BMW/Moto Guzzi. Peacefully located west of Mankato on Hwy. 68. As always, your hosts, Ron and Carolyn.  
Phone/fax@ 507.947.3852.**

**Dick's Porting**

**Flow porting, valve grinding, polishing**

**and boring.**

**Richard P. Snyder 16445 Valley Dr. NW  
Anoka, MN 55304  
763.427.7195**

### Midwest Cycle Supply

**For all your accessory needs.**

**4300 Nicollet Ave. Minneapolis, MN**



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**Wanted:**

Molly really, really, REALLY needs a new motor for her R-65. I want an R-80 or 100, preferably. Just carbs & motor minus electronics.

Call Molly at w. 507-333-1655 or email at [m.gilbert@ssm.pvt.k12.mn.us](mailto:m.gilbert@ssm.pvt.k12.mn.us)

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