



# AKRON BMW

Newsletter of the BMW Motorcycle Club of Akron September 2006



Do we still have some rallies left this year? Of course, we do! Although the weather is a little iffy right now, don't despair! October will come back as a great motorcycle month!



## Editor's Corner

Going back to Germany, although mainly for business, is always a nice opportunity to check on the new BMW stuff that they come out with and that has not yet made it to the U.S. I do find the time in the usually busy schedule to stop at a couple of dealers and chat with some of my old friends who are die-hard BMW fanatics. After all, it was them who convinced me several years ago to give the R1100RT a try as a daily rider and we changed over from the Milwaukee brand to the marque with the propeller symbol.

This time too, I was able to learn a few interesting tidbits and listen to some rather provocative opinions about BMW and the direction they are taking. Obviously, rumors about an involvement in MotoGP with a K1000RS-type bike are abound, and BMW Motorrad CEO Dr. Diess has been quoted: *"According to the number of R&D-Engineers, we should be able to compete with the Yamahas and Suzukis of the World already"*

A bold statement for sure, but if you consider all the new models they have brought to market and have announced for the near future, it seems like BMW is well positioned to become a major player in the world motorcycle industry and is not content to just continue as a brand for the well-to-do and as an equipment supplier for the few **Iron-Butt** fanatics. BMW as a motorcycle manufacturer who has something for everybody? Whether this is the right direction remains to be seen. As a company over all, they sure have the right tools available. And whether the image of being "just a bike manufacturer" (as 3 of the four large Japanese and most others are perceived), will be enough for the future is questionable.

*Ride Safe!*

*Mike*

The **AMA Superbike Shootout, September 30- October 1**, has been added to the Mid-Ohio schedule this year. It features a unique qualifying format and will crown the AMA Superbike Champion.

The **2nd Annual Rally in the Poconos September 29 – October 1** is also going on at the time this newsletters appears.

The **Colonial Virginia Motorcycle Rally October 13 -15**, a favorite of our treasurer, may provide a late year opportunity to camp one more time.



This is what it could look like, a K1000RS, BMW's much rumored about contender in MotoGP. As the new K1200 powerplant has absolutely no reserves to increase displacement by means of a larger bore, ever since the introduction, it has been theorized that the plan is, to go the other way: reduce size to make a competition 1000cc motor. Retaining the 79mm bore, a crank with a stroke of 51mm would provide exactly 999cc. This would be

the shortest stroke 4-cylinder among all competitors. The valve-train is already good for 14,200 rpm, which is definitely more than a Sport-Tourer like the K1200S will ever need. Turning the motor a little more upright, could increase ground clearance and provide the possibility to reduce the wheelbase to around 1500mm, a typical MotoGP spec. Finally, by taking the mitre box off the drive will convert from shaft to chain fairly easy.



It seems that BMW is working full force on a full line-up of the 800-twins. After the introduction of the F800S and F800ST, there are talks of a F800R and a F800GS. That one even in an "Adventure" variety.



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