

Appendix A

Rider Biographies

A few years ago I asked the PJ-1K participants to submit a “Bio” of their history with motorcycling. A few have, and hopefully in time more will send some material to be included.

PJ Naumchik

D.O.B. 10-6-1944

Beginnings: 1967-1976

In 1967 I encountered my first motorcycle. Thanks to a car racing friend of my room-mate Ken, a '64 Honda CB305 Dream was loaned to me for 6 months after my Corvette was stolen. In 1969, I moved to Massachusetts. While living there I had the opportunity to ride several bikes belonging to friends; Barry's 650 BSA, and my only off-road experience was acquired on Brad Marshall's 1963 Bultaco 200. Later after moving to Ottawa, Canada '72-74, another friend owned a Honda CB350, and a Kawasaki KZ500 2-Stroke triple. On two occasions, I had the opportunity to sample each.

I was definitely hooked, but conditions back east, particularly in Eastern Canada (10 months of winter) were not conducive to motorcycle ownership. In 1975 I returned to California, and in May '76, with my first income tax return, I purchased my first motorcycle, a 1972 Honda CB450T. The moss green Honda taught me numerous important motorcycling lessons:

- 1) Never buy a bike you haven't ridden. The owner took me for a ride behind him, and it wasn't until I rode the bike aggressively I found it wouldn't stay in 2nd gear under acceleration.
- 2) Motorcycle parts guys don't always have all the right answers (even though they Always think they do.)
- 3) Never leave the fuel tank petcock @ 'run' on an old Honda. (fills the crankcase with gas)
- 4) You really don't steer a motorcycle by pushing with your knees.

1977 - 1978

Between '77 and '78, my interest in motorcycling increased orders of magnitude. The motorcycle press, particularly Cycle and Cycle World magazines, introduced me to the awesome world of modern street bikes. Once my awareness was raised, I quickly became disenchanted with my 450 Twin. At National Semiconductor I worked with a fellow who owned a metallic orange '75 Honda 750SS. I really like the look of his bike, and began to shop for a similar motorcycle. After months of studying the want-ads I located a bright yellow '76 for sale at a San Jose Toyota Dealer. November, 1977 in one lunch hour I talked the salesman down to \$1175, and thus began my "Cafe Racer" craze.

1980 - 1981 Attitude Adjustment

Between '80 and '81 I went through another motorcycling 'attitude adjustment.' For my birthday in 1980, my wonderful wife arranged an opportunity for me to attend a Bob Bonderant's 'Defensive Driving School' (for Cars). I had just finished reading about Keith Code's Superbike School, which was coming to Laguna Seca in November. I asked if she would mind if I attended Superbike School instead, and she agreed.

I had no idea this experience would completely alter my approach to motorcycling. I went to the School intent on just cruising around the circuit, in a nice safe environment, improving my steering and braking skills.

After a few hours of classroom instruction we mounted the school's modified 1980 Kawasaki KZ550's, and followed the instructors through several warm-up laps. At 'the Flag' I started out, according to plan, just cruising around, getting the feel of the bike and the track.

Then, one of the other students passed me!! The adrenaline started pumping, and in the next 20 laps around Laguna Seca Raceway, my entire appreciation of motorcycle sport riding changed. I found that motorcycles didn't need to wobble in the corners, or 'stand-up' under braking, I also found that after that, no-one else in that class could pass me!!

By December of 1980, I was the proud owner of an almost new (4800mi) 1980 Honda CB750F.

That bike, when introduced in 1979, set an entirely new standard for handling. In the months following I added low bars, rearsets, a Kerker 4-1 Exhaust, and a sport fairing. During the ensuing 2 year period I rode in excess of 17,000 miles, gaining experience - dragging footpegs.

April '83 up to 1100cc

Having now accumulated almost 40,000 peg scrapping miles on my two 750's I had become a full fledged "sport bike addict." As a dedicated subscriber to *Cycle*, *Motorcyclist*, *Cycle World*, and *Cycle Guide* Magazines, I was continually bombarded with a barrage of "Liter Bike" reviews and comparisons.

I became convinced, I had to have an 1100cc, 100+ HP Motorcycle. In April of 1983, I located an almost new Honda CB1100F. This bike originally sold for \$3600, I purchased this Blue and White version with only 3,900 miles for only \$2,800.

Ouch!

In October of 1983, I experienced a bad fall on the 1100F. This crash had a significant impact on my motorcycling habits. Although I wasn't hurt seriously, I did lose a lot of skin. I agreed with Florinda that I would significantly reduce my riding miles, which I did. It also slowed me down some, although Dave Sweetman probably wouldn't agree.

Another result; during the insurance funded resurrection of the Honda 1100F, a complete metamorphosis took place. It took until February of 1984, but the bike that emerged from PJ's garage was very different from the original. The Honda now sported a custom red, white and blue paint scheme, and was propelled by a freshly tuned 1100cc motor, fed by 33mm Mikuni Smoothbores, and exhausted through an Ontario 4 into 1.

Smaller Bike (exit Honda, enter Kawasaki)

As I talked with riding buddies about my next bike, they were all betting on something like a Honda Hurricane 1000. But by this time the "Magazine Guys" had changed their tune. Instead of pushing the big 1000cc power bikes exclusively, they were beginning to promote lighter, more agile machines. My next decision was influenced by this new media disclosure. I chose a salvaged 1987 Kawasaki 750. Only 85 HP (only weighs 495 lbs). A nice, middle-of-the-road Middleweight. Handled great, and was very comfortable.

Corner Paranoia

After my crash during the 1991 PJ-1K, caused by gravel in an Ebbetts Pass corner, I was very 'tentative.' During the '92 PJ-1K, a wasted front "wedgie" tire caused the ol' confidence meter to register even lower. I just couldn't seem to get my act together in the turns, particularly blind right-handers.

After the '92 ride, I mounted a new front tire. The new Dunlop radial felt so strange (read normal) I almost fell down in my driveway. That's how badly the old tire had worn. With my new tire, I headed out to Mt. Hamilton. The first couple of times I was cautious and nervous and took it very easy scrubbing in the front. Then I began to push-it a little. Several Saturdays, on my way to work at Crosspoint, I donned full leathers and went to work via Quimby and Mt Hamilton Roads. After 4 such trips, I began to feel a bit more confident. Late in November '92, I joined Chris and Rick on an aggressive ride from Livermore out Del Puerto Canyon, then over Mt Hamilton to San Jose. After that ride, I was feeling better about my skill, and I think I finally accepted how much better Rick and Chris can ride the corners. At that time I could hang with Rick when he isn't 'on the limit,' but when Chris set the pace, there are just too many places where I would back off, and they wouldn't.

By 1993 I felt a lot better about my cornering prowess, but had spent very little time on the bike. 1993 I had ridden less miles than any year since I began serious motorcycling in 1977. Being a 'somewhat' competitive person, it's been hard for me to accept not being able to keep up. But finally, there were no excuses left, I had to accept my skill relative to the skill level of Chris and Rick. Not that I won't keep trying to keep up, but if I can't . . . it's OK.

1994, A "Repaired PJ" Rides again

Man, the miracles of modern technology. On May 19th 1994, I 'went under the knife' and had my old worn out left hip replaced with a high-tech high-performance, tungsten-carbide-chrome-moly design, good for 15-20 years. After a few months of crutchin' around, July 23rd I took my first ride over Mt. Hamilton. I wasn't very smooth, and not real fast, but it didn't hurt a bit!!

New Kawasaki in 1994

The Sunday prior to the running of the 20th PJ-1000 I located and purchased an almost new 1994 Kawasaki ZX-9R.

2001

I've now ridden my big green machine for 6yrs and more than 18,000 miles. By today's sportbike standards, it's overweight and underpowered (if you can call a 500LB, 127BHP motorcycle by such terms). But it's very comfortable, and I become very used to it's clunky gearbox and stiff suspension. I also realize, that a faster motorcycle wouldn't necessarily make me any 'faster.' There are plenty of riders who could go a lot quicker than I on this very motorcycle. So, I'm content to take my place mid pack, or even at the back of the fast-pack and just do my thing. (which is to continue to try to keep up!). I'm just happy to be still riding my motorcycle!!!



David Sweetman

D.O.B. 30 January 1948

I met Dave Sweetman while working at Signetics in late 70's. I didn't think we had much "Motorcycling" in common because he road a Gold Wing. And, I was right we didn't. But, as it turned out David has been the most consistent participant over the many years of the PJ-1K. Dave has participated on the ride 15 times over the past 20 years. He has logged 16,688 PJ-1K miles.

Dave used 3 different bikes on the PJ-1000:

- ❖ 1978 Honda GL1000 *GoldWing*
- ❖ 1984 Honda VF1000S "V65" *Saber*
- ❖ 1994 Honda ST1100

Dave is retired now, Living out in Nevada, but if his health holds Up, we will probably ride together again.



David's PJ-1K History

1981	<i>The 5th Annual</i>	<i>PJ-1000</i>	<i>August 15, 16, 17</i>	<i>1,034 Mi.</i>
		1978 Honda GL1000 <i>GoldWing</i>		
1982	<i>The 6th Annual</i>	<i>PJ-1000</i>	<i>August 28, 29, 30</i>	<i>1,041 Mi.</i>
		1978 Honda GL1000 <i>GoldWing</i>		
1983	<i>The 7th Annual</i>	<i>Missed</i>		
1984	<i>The 8th Annual</i>	<i>Missed</i>		
1985	<i>The 9th Annual</i>	<i>PJ 1000</i>	<i>September 20, 21, 22, 23</i>	<i>1,117 Mi.</i>
		1984 Honda VF1000S "V65" <i>Saber</i>		
1986	<i>The 10th Annual</i>	<i>PJ-1000</i>	<i>August 16, 17, 18</i>	<i>1,060 Mi.</i>
		1984 Honda VF1000S "V65" <i>Saber</i>		
1987	<i>The 11th Annual</i>	<i>PJ-1000</i>	<i>September 18, 19, 20, 21</i>	<i>1,407 Mi.</i>
1988	<i>The 12th Annual</i>	<i>PJ-1000</i>	<i>September 8, 9, 10, 11</i>	<i>1,400 Mi. (3 days only)</i>
		1984 Honda VF1100S "V65" <i>Saber</i>		
1989	<i>The 13th Annual</i>	<i>PJ-1000</i>	<i>September 16, 17, 18 (Rained Out)</i>	<i>243 Mi</i>
1989	<i>The 14 running of the</i>	<i>PJ-1000</i>	<i>Missed</i>	
1990	<i>The 15th running of the</i>	<i>PJ1000</i>	<i>September 15, 16, 17</i>	<i>1,121 Mi.</i>
		1984 Honda VF1000S "V65" <i>Saber</i>		
1991	<i>The 16th running of the</i>	<i>PJ1000</i>	<i>September 7, 8, 9</i>	<i>1,108 Mi.</i>
1992	<i>The 17th running of the</i>	<i>PJ1000</i>	<i>September 11, 12, 13, 14</i>	<i>1.488 Mi.</i>
		1984 Honda VF1100S "V65" <i>Saber</i>		
1993	<i>The 18th running of the</i>	<i>PJ1000</i>	<i>October 2, 3, 4</i>	<i>965 Mi.</i>
		1984 Honda VF1100S "V65" <i>Saber</i>		
1994	<i>The 19th running of the</i>	<i>PJ1000</i>	<i>September 17, 18, 19</i>	<i>1,036 Mi.</i>
		1984 Honda VF1100S "V65" <i>Saber</i>		
1995	<i>The 20th running of the</i>	<i>PJ1000</i>	<i>September 15, 16, 17, 18</i>	<i>1,407 Mi.</i>
		1994 Honda ST1100		
1996	<i>The 21st running of the</i>	<i>PJ1000</i>	<i>September 21, 22, 23</i>	<i>1,018 Mi.</i>
		1994 Honda ST1100		
1997	<i>The 22nd running of the</i>	<i>PJ1000</i>	<i>Missed</i>	
1998	<i>The 23nd running of the</i>	<i>PJ1000</i>	<i>Missed</i>	
1999	<i>The 24th running of the</i>	<i>PJ1000</i>	<i>Missed</i>	
2000	<i>The 25th running of the</i>	<i>PJ1000</i>	<i>September 15, 16, 17, 18</i>	<i>1,426 Mi.</i>
		Honda ST1100 (Shortened Route)		

David's Bio.

I started riding in 1972 (age 24), when I bought two Honda CB-350's. I was raising my brothers and a sister at the time and I had always wanted a motorcycle when younger, but was not to be. I had ridden once on the back of a friend's father's Harley when I was in the Navy and had tried a Honda 175 once. The Honda dealer was close by and was able to make a deal when I went in and offered cash for the 2 CB-350's. Quickly one of my brothers chose to use my car (a 1970 Dodge Challenger), so I did most of commuting to work on the motorcycle, which in South Carolina at all times of the year (winter used a truck), is an adventure. The other brother chopped the other cycle and eventually it was totaled by a construction truck driver making the famous left turn.

Total miles ~ 11,000 (1972-1975).

After getting married and moving to San Diego, my wife was jealous that I could go riding with some old Navy buddies, but she could not (not on a CB-350 anyway). We had borrowed a friend's CB-500 for a few trips, but that was not big enough (although we weigh a lot more now, even then we were a load for a motorcycle!!). Therefore, the next motorcycle was a CB-750 (1975). This was the first year of the Gold Wing, but we were not ready for that. The CB-750 got a Vetter Windjammer and off we went. Donna & I had our first flat tires (at least 4) and subsequent accidents on the 750. A flat in Mexico, up in the mountains, which took about 5 patches to repair, one for the nail and 4 for the workmanship of the local (friendly and helpful) Mexicans. The next flat I fixed, but had a blowout 30 miles later, got the cycle stopped but fell over in the sand and Donna broke her arm. After getting that flat fixed, riding the cycle home in the wind (out near 29 Palms) was not a pleasant experience. First time on a cycle went over 100 mph. Total miles ~ 20,000 (1972-1978).

In 1977 moved to Milpitas, then in 1978, we got a GL-1000 Gold Wing, added a Windjammer fairing and Samsonite saddle bags, custom seat. Donna & I took many trips about the western USA. Longest trip about 4,000 miles over a 3 week period. Only one major accident, flipped the cycle near Ojai, going too fast for the road, significant road rash that took a few months to heal enough to be able to ride. Only a couple of flats, but did not go down. Most exciting experience when going down Wolf Creek Pass (in Colorado) and met a truck passing a car on the way up. Rode the edge of the road side line when could reach out and touch the truck; that line was the only thing between us and a 500 to 1000 foot drop off. Went on first PJ-1000 in 1980, including the editorial in Rider magazine. Total miles ~ 50,000 (1978-1986).

In 1982, bought a CX-500 for commuting. Commuting on the 750 was OK, but not the Gold Wing. So now had two cycles, one for vacations and one for commuting. This also had a Windjammer and saddle bags. No major accidents 1 flat, though did get rear ended at a stop sign. Total miles about 10,000 (1982-1984). In 1984, bought the VF-1000 Sabre. Increased the height of the stock fairing windshield, added a Corbin seat, steel braided hydraulic hoses. This was to do better in the PJ-1000, as well as a better commute cycle. This also improved my skills, as this was a tall and very powerful (121 horsepower at the rear wheel) cycle. Even kept up with Pete for a while near the Trinity river, when his cycle had some carburation problems. No major accidents (at least one flat and a minor one on wet pavement) until 1994, when a swerving car and oil/sand on the road caused a go-down that pretty much messed up the body work, which by this time was not replaceable. Total miles ~ 40,000 (1984-1994).

In 1986, bought a GL-1200 Gold Wing SEI (with all the bells and whistles) to replace the GL-1000. Added a Corbin seat and did some minor tweaking to the electronics to eliminate the noise in the radio headset. Unfortunately hit a carriage bolt (best guess based on the size of the hole in the rear tire) when only had 317 miles. Neither Donna or I were seriously hurt (scratches, showing what protective gear will do when the cycle goes down a 65+ mph), but Donna became very timid about riding. This cut short some of our vacation times, but we did travel some about the western USA, longest rip about 3,000 miles in 2 weeks. Total miles about 25,000 (1986-1994).

In 1994, bought the ST-1100 to replace the VF-1100. At the same time, got rid of the SEI. Not only was Donna not wanting to ride, but my MD was beginning to affect my strength and 2-up riding may not have been safe. The ST has a Corbin seat, special handle bars, and a raised windshield on the fairing. This is the only cycle I have ridden that I have not been down on or has gotten a flat. Used mostly for commuting, but has seen a few PJ-1000's. This is the best handling cycle I have ridden and has somewhat compensated for my declining strength and lack of ability. Total miles ~ 20,000 (1994-current).

Have never been interested in racing, either watching or performing. Did go to Laguna Seca with Pete once, but did get bored, when was not amazed. Have taken the MSF beginner and advanced safety riding classes. Read "Twist of the Wrist" 1 and 2 and Rider magazine. So virtually all of my adult working life was spent commuting on a motorcycle, with a few trips thrown in. Most trips were 2-up on a Gold Wing, plus 15 PJ-1000's.

Thanks, David

Rick Allan

D.O.B. 5-27-64

Born and raised in San Jose.

Rick joined the PJ-1K circus in September of 1991. He has participated in 9 annual rides, and has accumulated 10,373 trip miles. He is the 5th most frequent participant in on the ride, and the one of the most skilled motorcyclist of the group.

Rick has used 4 different motorcycles during his years of participation:

- ❖ 1990 Kawasaki ZX750R Ninja
- ❖ 1993 Honda CBR900RR
- ❖ 1995 Suzuki GSXR750
- ❖ 2000 Yamaha YZF-R1



Rick's Ride History

1991	The 16th running of the PJ1000	September 7, 8, 9	1,108 Mi.
	1990 Kawasaki ZX750R Ninja		
1992	The 17th running of the PJ1000	September 11,12,13,14	1.488 Mi.
	1990 Kawasaki ZX750R Ninja		
1993	The 18th running of the PJ1000	October 2, 3, 4	965 Mi.
	1993 Honda CBR900RR		
1994	The 19th running of the PJ1000	September 17, 18, 19	1,036 Mi.
	1993 Honda CBR900RR		
1995	Missed 95 was on vacation in Italy		
1996	The 21st running of the PJ1000	September 21, 22, 23	1,018 Mi.
	1993 Honda CBR900RR		
1997	The 22nd running of the PJ1000	September 12,13,14,15	1,085 Mi.
	1995 Suzuki GSXR750		
1998	The 23rd running of the PJ1000	September 18, 19, 20, 21	1,520 Mi.
	1995 Suzuki GSXR750		
1999	The 24th running of the PJ1000	September 17, 18, 19, 20	1,404 Mi.
	1995 Suzuki GSXR750		
2000	The 25th running of the PJ1000	September 15, 16, 17, 18	1,426 Mi.
	2000 Yamaha YZF-R1		

Rick's Inputs

Born and raised in San Jose. Lived in Bay Area my entire life. (until 2001, Rick moved to Reno, NV.)

How Rick got interested:

I got interested in dirt biking when I was 5 years old when my father brought home a Honda CT70 for me, and a bike for my older brother. My family had a few acres of land in the east San Jose foothills and we built a track around the perimeter with jumps and burms and my brother and I would ride around all day long. I got my first street bike when I was 22 when I loaned \$500.00 to a co-worker and when he had a hard time coming up with the money to pay me back I suggested he give me his RD400, and he did!

Significant Rides:

9 PJ100's

2 Southern California Trips (Willow Springs Track Day and Angeles Crest Highway)

Yosemite (camping)

Tahoe

L.A.

Track Experience:

Willow Springs (Track day 2 times)
Thunderhill (DP Safety School)
Laguna Seca (DP Safety School 4 times)

Races Attended:

Almost every AMA, WSB, GP race at Sears point and Laguna Seca for past 10 years.
San Jose Mile at the Fairgrounds (4 times)
AMA Supercross 2 times
Arenacross 4 times

Dirt Bikes	Street Bikes	Approx. Miles
1970 Honda CT70	1978 Yamaha RD400	20,000
1972 Honda Trail90	1990 Honda CBR600	1,000 (Stolen)
197? Honda 100	1990 Kawasaki 750R	25,000
197? Yamaha YZ80	1993 Honda CBR900RR	17,000
198? Honda CR125	1993 Honda CBR600F3	500 (won in contest, sold)
1988 Honda CR250	1995 Suzuki GSX-R750	12,000
	2000 Yamaha YZF-R1	3,000



Always the motorcycling pioneer, Rick has developed some unique fuel tank cleaning techniques

Scott Murnan

"Scotty"

Born on 4th Feb 1964 in Bristol, England.

I met Scotty via email while he still worked For a C-Cube rep in England. He'd heard About the PJ-1k from a co-worker, and when He came to work for C-Cube, he and I had Already decided he would become a PJ-1K Participant.

Scotty has only participated in 3 rides, then unfortunately had to return to England. But we're all hopeful Scotty will return and participate again.

We'll miss ya Scotty!!

Scotty used 2 motorcycles during his few rides, He loved em' both!



Scotty's PK-1000 History

1998	<i>The 23rd running of the PJ1000 September 18, 19, 20, 21</i>	1,520 Mi.
	1995 Suzuki GSXR750	
1999	<i>The 24th running of the PJ1000 September 17, 18, 19, 20</i>	1,404 Mi.
	1995 Suzuki GSXR750	
2000	<i>The 25th running of the PJ1000 September 15, 16, 17, 18</i>	1,426 Mi.
	2000 Yamaha YZF-R1	

Scott Murnan A Motorcycle History.....So Far

My first motorcycle experience was stood on the footplate of my uncle's Vespa scooter at the tender age of 4. I think my mum may even have a photo. At age 10 dad then brought home a battered go-cart with a Villiers 197cc 2stroke motor but he thought it was too lethal for me and sold it. I was so keen to get on it and go fast.

It was on another boy's battered BSA Bantam 175cc, on a disused railway siding that I learned to change gear. I was 13 years old and so proud of myself that I forgot to change down and stalled it.

From there I had fun on another friend's step through four stroke 50cc Honda moped, riding around local fields. That thing took so much abuse. We thought 30mph was SO fast.

My dad bought a seized 2stroke Lambretta GT200 scooter and got it going but would never let me on it. He used it for work and it was very quick for a scooter.

I had to wait for my 16th birthday before I finally bought for £100 an old Garelli 50cc 2stroke moped. I'd just started college after leaving school and intended to commute the 12miles on it everyday. Problem was the thing was good for 70mph but as a result was broken down most of the time with shattered piston rings or main bearings or the like. I never did get it to run properly although it was a great grounding for learning mechanics.

All the lads at college rode mopeds too and although I didn't realize it at the time, I was getting firmly into the brotherhood that surrounds motorcyclists worldwide. I've never left it and hope I never will.

At the tender age of 17, I joined the big boy's league and got my first real motorcycle. A Blue CB250RS Honda single. I bought it brand new and it financially crippled me as I was on an apprenticeship salary of £30 a week. The bike cost £712 and I can remember when Fowlers of Bristol motorcycles delivered it. The smell of a new bike has stayed with me ever since, particularly when you stop and smell the hot engine.

My parents were paranoid but I soon mastered this new beast.....or so I thought. I could get it to 85mph with head on the tank and could get 50yard broadside skids out of it. My friends were all getting RD250s, X7s, DT175, XT250 and we used to go crazy in the college car park. The caretaker hated us.

One day, late for work I took a risk and overtook a slow car in a country lane. As I finished the maneuver the road narrowed across a bridge to one lane.....which was filled by the same type of car I had just passed. "Oh shit" went through my mind. I was braking so hard the front wheel was locking and I hit said car at about 30mph. I smashed the windscreen of the car with my head, rolled across the front of the car onto a wall and onto the floor.

I led there thinking “you’ve really fucked it up this time” but was amazed to be badly bruised and shaken but in one piece. The driver of the car was frightened out of his mind and must have thought I was joining him in the front seat. Anyhow I was lucky, very lucky. I got the bike fixed (handlebars were bent U shape where I’d been forced forward on impact) and slowed down, even sold the bike and bought a car.....yuk.

The car lasted about 6 months before buying a Honda 400-four. Bought from a Roll Royce Aircraft Engineering apprentice. I’d just bought my first lemon. The engine was noisy and so I set about checking the cam chain tension.....there was none. The soon to be Rolls Royce Engineer has cut off a bolt and jammed it into the tension mechanism to get more out of it. The fact was the whole thing was disintegrated internally. I set about a rebuild and ended up with a very sweet 400four engine.

After the Honda came a Yamaha XZ550 Vision vfour. It had a shaft drive and the handling of a slack Harley. Got rid of that very quickly.

I moved onto a Kawasaki KH100EX. It was a sweet 100cc 2stroke I used for commuting. Always the fiddler I bought a 2stroke tuning manual and moved the top speed from a lowly 55mph to 85mph. The thing kicked ass and could kill most 4stroke 250s off the lights. Needless to say it went through main bearings and engine seals like they were going out of fashion.

Then came a Kawasaki GPZ600R. Red and slate grey. Very beautiful with white wheels. I rode all over Europe on it and one time spent 2 weeks touring through northern Italy and the Alps. Every motorcyclist should do this at some point. The Kawasaki was fast when new but was superceded in time by the excellent but boring looking CBR600. Not to be outdone I had the engine ‘tweaked’.

The head was completely gas flowed and stage2 cams fitted. Stainless 4into1 and dynojet kit plus K&N filter finished off the work. It took weeks to get carburation right but the 600R was now seriously fun to ride. Dull under 7000rpm then taking off like a bandit all the way through 12000rpm it was almost like a stroker. I thought it was the best bike ever. My friend has it back in England now and I rode it last time I was home. It feels old and the frame horrible. How technology moves on!

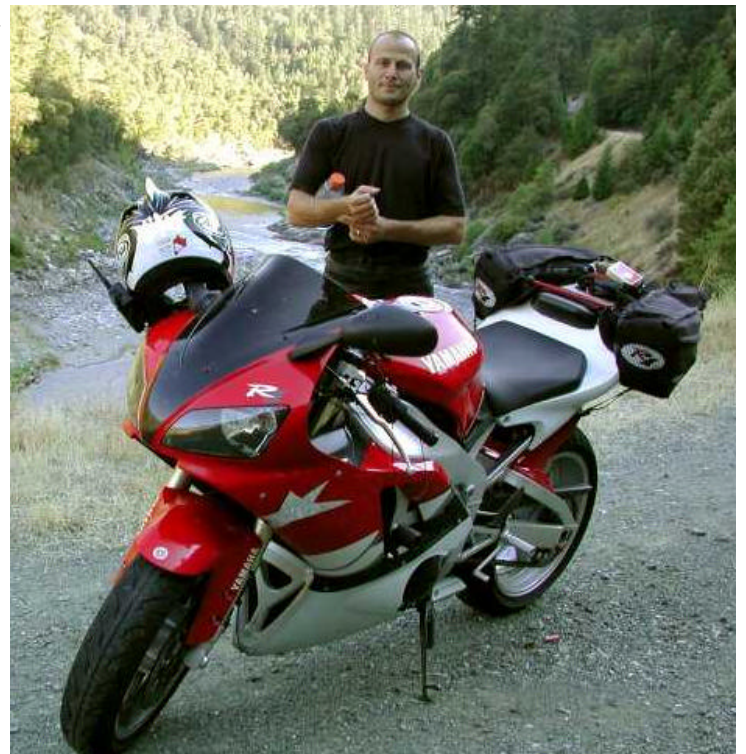
My first bike in the US was a 95 GSX750RW. Ugly purple, black and orange paint job was topped off when I painted the wheels fluorescent orange. I found the ride very hard but handling, brakes and engine were great. I did the 98 and 99 PJ rides on it and had a great time. I commuted every day on it and it never missed a beat. I never used to like Suzuki, the finish always seemed poor but the GSXR changed that perception.

I’ve just taken delivery of a 2000 model blue Yamaha R1. What can I say? It’s suspension and steering are superb and it goes around the corners like it’s on a rail. The engine has so much power you can get yourself into trouble very quickly if you lack respect. I’d say the Suzuki had better brakes and gearbox believe it or not but the R1 is so beautiful it turns heads wherever you take it. I can’t wait to cut loose on the 2000 PJ ride by which time the bike should be nicely loosened up.

So there it is. I’ve been riding for as long as I can remember and have seen the technology improve in leaps and bounds. The R1 feels awesome but you can guarantee it’ll be surpassed in a year or so, maybe sooner with the Honda twin now on the market. I am grateful to all the motorcycle people I’ve ever had the luck to ride with, the PJs being the peak of this experience. I’m a reasonable mechanic and an OK rider but I’ll never be Carl Fogarty.

It’s good to know your limits but I suspect the R1 will help improve my riding, technology does that.

See you at the PJ and above all, be careful
Scotty



*Unfortunately this is not Scotty’s “True Blue R1”
But it’s fitting to have a photo of the Brit with a
Yamaha R1*

Terry Tuohy

DOB 09-21-1965 Carson City Nv.

1994	<i>The 19th running of the PJ1000</i>	<i>September 17, 18, 19</i>	<i>1,036 Mi.</i>	<i>Page 55</i>
	1985 Suzuki GS1150			
1995	<i>The 20th running of the PJ1000</i>	<i>Missed</i>		
1996	<i>The 21st running of the PJ1000</i>	<i>September 21, 22, 23</i>	<i>1,018 Mi.</i>	<i>Page 69</i>
	1985 Suzuki GS1150			
1997	<i>The 22nd running of the PJ1000</i>	<i>September 12,13,14,15</i>	<i>1,085 Mi.</i>	<i>Page 79</i>
	1985 Suzuki GS1150			

Terry's Inputs

I've lived and ridden in California, Nevada, Montana, and Alaska

I first became interested in motorcycles when my dad bought me a Honda XL125 street legal dirt bike when I was 15 yrs. old. I owned my first street bike in Alaska which was a Honda CB500T twin.

Bikes I have owned:

- #1 1980 Honda XL125 enduro 3yrs. 25K miles
- #2 1977 Honda CB500T 2yrs. 12K miles
- #3 1982 Suzuki GS650E 2yrs. 20K miles
- #4 1982 Suzuki GS650E 4yrs. 22K miles
- #5 1985 Suzuki GS1150ESF 6yrs. 30K miles
- #6 1985 Suzuki GS1150ESF 3yrs. 10K miles (I still have this one)
- #7 2001 Suzuki GSF1200S Bandit 3 Mo. 500 Miles

Bike # 6 is my labor of love rebuild. I had the crank and rods balanced and polished at Falicon in florida. Other engine mods included valve job for increased flow, new cams, and a Yoshimura pipe. The stock engine made 101 BHP. My seat of the pants estimation after mods is an added 15-20 ponies. This bike is a real drag racer.

Bike #7 is my first ever new vehicle purchase. It is a great all around bike and still has the "stuff" to pass "wannabee" kids on repli racers. Suzuki did a great job on this bike and for \$7399 it's a deal that just can't be beat.

My most memorable rides have been the PJ100's, an event I hope to continue to participate in with my newest steed, Mr. Bandit.

As PJ says, "keep the rubber side down".

T2E