The Polar Ice Ride introduction video now online!

Dear Polar Ice Ride supporter,

Finally there's time for an update. Sorry that it took me so long, it's very busy. This is no excuse, but it's the reason. A lot of preparations are ready, or are nearly there. But there is still an awful lot to do. Each time when I can remove an item from my list, somewhere else a new one appears. This I recognise from previous travel preparations. Sometimes this means stress, but it has definitely something nostalgic!

A lot happened since my first edition of the newsletter to all the people, companies and clubs who support my Polar Ice Ride Adventure. Below I describe most of the important items. Hopefully I didn't forget any. If so, you get them in the next newsletter.

Video, First the happy announcement that the Polar Ice Ride introduction **video** is online. In brief it tells about what I've done previously, and, what I'm going to do now! Again Marcus Kingma of **Reismotor** delivered a perfect video. This video and all the following ones will be brought online via the YouTube channel of sponsor **Clymer**. I would appreciate it a lot If you share the YouTube link with all your friends. Let the whole world know what's going to happen!

Tyres, On a Sunday I drove by car to Immenstadt in the Algau, the south of Germany, close to the Austrian border. In the back were the classic car tyres which are going to be fitted on the R1. In Immenstadt I went to **Reifen Immler** who was going to put the polar ice ride tread on. Stephan Immler and I talked about what conditions the tyres would have to withstand. After weighing up the pros and cons we chose a Cross 1 pattern for the rear tyre. The big 16 mm knobs will have – especially after they are fitted with studs from **Best-Grip** – great traction on the snow dune covered polar ice. Once we are on land and for sure when we reach the asphalt this pattern will perform less. But that's not important now. Riding the ice is what counts. That's where the tyres have to do their job. For the front we chose the Cross 3 pattern. This pattern has slightly smaller knobs, but will react a little less nervous on the asphalt. Because the front tyre doesn't fit between the front legs, Stephan told me he would take some rubber off the side wall when he machines the original tread off the tyre.

Wheels, After the parcel arrived from Germany, it proved that **Reifen Immler** – just like for my 2009 Alaska challenge – did an excellent job. Immediately I went with the tyres to **Motor Service Vierlingsbeek**. As they did during my previous adventures they again offer their assistance. After the tyres were fitted on the rims it turned out that they are completely up to my expectations. The gap between the front legs and tyre is about 1 millimetre. Is this enough? Future will tell.

Front fork extension, The inventors and developers of the **OSCO** One Second Chain Oiler took care of the extension of the front forks. The extension looks simple, but isn't because it replaces the cap bolt which holds the springs preload adjuster and rebound adjuster. In total the forks can be lowered 10cm/4inches to gain enough room to fit the huge front wheel and to create more ground clearance.

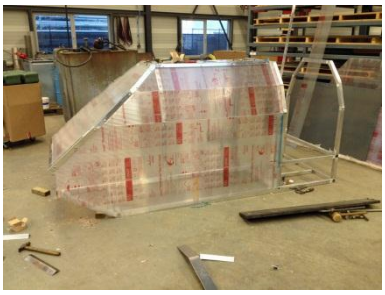
Swing arm extension, At **Vemewa** they have a weakness for motorcycling. The precise work of extending the swing arm, fitting the rear wheel and making it adjustable, and making an R1 calliper stopping an FJ rim which is equipped with a Virago break rotor, is already done by them. They put in hours of fabrication. Lots of thanks for that.

Construction of the sled, **P+Steel** donated the aluminium (40x20x3mm and 40x40x3mm) to build the sled. At **Vemewa Metal** they welded it into an approximately 40 cm high and 320 cm long sled. Lengthwise the sled exists out of 2 parts because otherwise it would not (easily) fit in a plane.



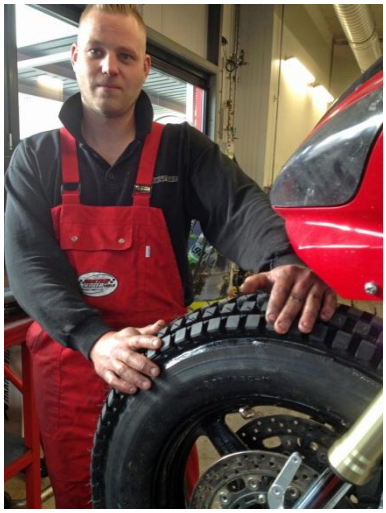
Mounting the skin, At **Polypla** they normally build swimming pools but now they mount a skin of super light Lexan on the R1 sled. Because their enormous experience with synthetic materials they noticed several mistakes that I wasn't aware of. Partly because of that, I now get a much sturdier and also warmer sled. But the choice (because of the weight) to use Lexan I totally make on my own risk. Some of the advantages and disadvantages of Lexan.

+ Saving circa 100 kg in weight compared to Nylon
+ Better insulation
+ Hammer proof (polar bear protection)
- Below -30°C /-22F the structure of the material changes slowly for the worse.
- Lexan can't be welded


Fuel, My bed will be on top of the compartment which will hold 24 jerrycans of fuel, 10 litres /2.6 gallons each. In total I will carry about 300 litres of fuel. The fuel compartment will be separated from the rest of the sled and will be vented to minimise fuel vapours in my living compartment. Each jerrycan itself weighs 1 kg. and is of excellent quality which is important to keep its strength at low temperatures. Using decent quality jerrycans keeps also fuel – and its smell – from evaporating through the synthetic material the can is made off. Tests I did during this autumn show that until now no smell got through. Lower temperatures will only have a more positive effect, I think.

Bike check over, At **Motorcenter Venlo** they checked the bike technically. They did the valve clearance and we looked at the gearbox and even at the bottom site of the pistons. All looked fine. Only the clutch plates were bad and are replaced now. Because I am going to ride in the cold we also put spark plugs in that can handle these conditions better. It still runs on regular oil. Only when I am in Alaska I will fill it with oil that can handle -45°C easily. This will be specially developed by **Putoline**



Clothing, I am almost ready with getting the right clothing for this adventure. The Polar overall from **Lookwell** kept me comfortably warm when I rode to the north of Alaska in 2009. Just some minor changes are getting done on it. Under the overall I'm going to wear a Lookwell bike suit. At this moment they are making that. Like I do for many years now, I will wear the electric heated clothing from **Klan** under the bike suit. The first layer will be thermo underwear from **Booster**.

Others, There is still an awful lot of work to do and things to arrange. But on my list I was able to tick off 2 important items thanks to **Mainport Forwarding** who takes care of the transport from the motorcycle and the sled to Alaska and **Van Veelen-verpakkingen** who is going to build the boxes for transporting the R1 and sled.

Next on the list are,
The construction on the R1 to pull the sled at **Vemewa**
Mounting custom-made suspension and steering damper at **Hyperpro**
Electric wiring on the R1 and the sled, by **Brandsma**
Chain and sprockets by **Motorketting.nl**

In the next newsletter you will read more about the developments. Would you like to take active part in making this adventure happen, then just let me know. There is always something that needs to be done or sorted out which is in your field!

There is still plenty of space for names and logos on the support poster. If you have friends that would also like to follow my challenge, let them know via **Support** that they can symbolically ride with me.

More info on **www.R1goesExtreme.com** and the Facebook pages **Sjaak Lucassen** and **R1 Sjaak Polar Ice Ride**

This adventure will be made possible with the help of,

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