

Cleveland Club News

Fall 2007

“Gathering of the Clams” 2007 BMWOC Fall Foliage Folly Whispering Hills Campground, Shreve, Ohio... *see page 8*



The F800, It's Not Your Father's BMW

By Don Poremski

Throughout the past five years the CCN has chronicled BMW's intent to provide a bike for other riding habits besides long distance touring. Not that all of us are LDRs, but that's the reputation the marque got in the early days here in the USA because they didn't break down; you don't break down, you risk longer trips. If America is good for one thing, it's long trips. The first departure was, of course, the "K" bike. That has lasted much longer than the "boxer" crowd predicted, but even the lay-down four has recently been superseded.

We have also seen the introduction of singles and twins bearing the rondel if not a Bavarian motor. BMW has investigated, created and placed their unique spin on other forms of dirt competition, or sand, and we shall soon see a competitive single destined for the MX tracks. But now the company is taking direct aim at one of America's favorite spectator motor sports, one that has been around for decades before the invasion of moto-cross—flat tracking.

There have been previous incursions into the once Harley-dominated sport of flat-track racing. You know, go fast, turn left, repeat—on dirt. Honda, Yamaha, Ducati and now BMW has

fielded a mount for the Grand National sport that gave us Jay Springsteen, Scott Parker, Ricky Graham, Chris Carr, and others, these being the most recognizable names for the uninitiated. Well, if you're going to go flat track racing, there's no better place to start than Iowa.

At the West Liberty fairgrounds in that state, Ron Woods brought out an F 800 to see how she'd go. Johnny Murfree was supposed to ride it at that venue, but broke his foot at the Grand National Race in Greenville, Ohio. Luckily Shaun Russell was available. Russell is almost as good as Parker and Carr at riding the high cushion and many a fan has thrilled to his style of close quarters racing. This was a Pro AM/AMA race so the crowd was limited to about 2,500 persons, but still a 6th place in a 14-rider field is pretty good for a first outing for both bike and rider. And that was up against some flat track notables such as Kenny Coolbeth, current #1, Robby Pearson and J.R. Schnabel.

The F 800 was reportedly the loudest bike on the track and was likened to " a bear

coming out of his den for the first time." The "bear" will have made another appearance at the famed Springfield Mile and Springfield Short Track races Labor Day weekend. No matter the outcome of those races, it can be said that BMW has cast off the staid, conservative aura that many of us knew. More power to them! ■



National Number "28" Shaun Russell

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The Gau Gazette

By President Judith Gau



To start off my column, I would like to mention that our club has taken a heavy hit with some of our members being injured in motorcycle accidents this summer. On behalf of our club, we extend our sincere get well wishes to Johnny Bova, George Lopez, Ralph Crider, Bob Simpson and Sue Sikora. We hope you all are recovered or recovering, and back riding again.

Whew! What a season this has been. I've taken a few weekends off just to veg at home and take care of things neglected from being on the road. As much as I love riding and attending the many rallies, the body starts telling you to slow down, more rallies will be conquered next year. I believe the exceptionally hot temperatures of this season have played some part in my weaning down to catch my breath. We still have a few more months and coming events to enjoy the wearing of the tread, and I want those rides to be just as exciting as the beginning of the season.

This year has been an especially good riding year since I upgraded to my R1100RT. Now I can keep up with the boys and the winds flow ever so lightly around me. I've also enjoyed riding with various members on long distant trips, learning new tips and improving my riding skills with each and every ride.

Since the RA Rally at the Biltmore, I didn't think future rallies and trips could match the great times we had in North Carolina. Well I was mistaken. Laurel Highlands in PA, the MOA National in Wisconsin, Kelley's Island and the Gathering of the Clans were events not to be missed. And the rides still continue. I'm off to camp in Michigan in October, and a few more trips visiting family and friends before covering the big girl bike for the season.

With the election process in full swing, please try to attend the October Membership meeting to nominate your fellow riders to a Board position. The October meeting will be the close of nominations, so nominate those you would like on your board. Our club is strong and growing stronger every year, and you are the ones who make up this great club of ours.

As I've said before, life is good. Ride safe and enjoy these last months of the riding season. ■



Darwin's REV-olutions

By Darwin McClellan

Great googlie mooglie! What a summer! We sure have had our share of break downs, accidents and tipovers this year. George Lopez gets rear ended, thank goodness only minor injuries to him but the LT is a total loss. Ralph Crider goes down on the turnpike in an unmarked construction zone, broken thumb and wrist. Again it could have been worse. Bob "O.J." Simpson goes down on his new Concours with about 100 miles on it and the best part is he has no clue how or why! Other than the car behind him may have given him a slight nudge. No witnesses, what ya gonna do?

The list of breakdowns is too long to list. Some of us with the older high mile bikes can somewhat expect some problems. So what about the newer bikes? What's up with that BMW?

There was a good side to the last half of summer. The MOA rally in West Bend Wisconsin was well attended by the Cleveland club, and a lot of other clubs too! The entertainment was excellent. Did anyone see the living glockenspiel? These guys were funny, clean funny, and talented with their rhythmic axe wielding and dance routines.

The weather cooperated also, a little wind and rain and cool temperatures, but perfect for riding with gear on. And it sure was nice to be able to move around the fairground with a beer instead of being confined to the beer tent. Sometimes they just get it right!

There were many other rides and rallies but I didn't have the opportunity to make most of them. Margi and I did manage to make the B&B ride to Coudersport PA that Jim Sedivy arranged. Hats off to Jim. This ride started near Burton OH with a good breakfast, then continued through the back roads of Ohio and Pennsylvania through the scenic towns of Greenville, Franklin and Oil City to name a few. The roads were great and the skies were blue and the air smelled like, well air (only clean and fresh).

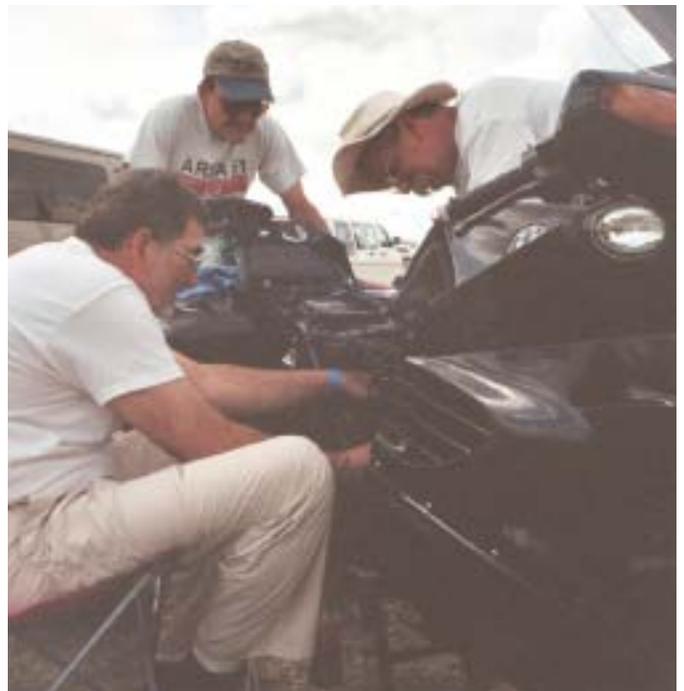
To Cell or Not to Cell?

Gathering as a club at any riding venue would be a lot easier if we could publish your cell phone in our member directory. New membership forms will have a place to include yours and it would be great if you did. *Please note if your cell is your primary phone.

We arrived at the Susquehannock Lodge at about 5:00 p.m. and sat down to a great prime rib dinner. We had a few drinks around the fire and turned in for the night. Most of us awoke to birds chirping and a beautiful sunrise. Margi and I got to wake up to Mike Sikora pounding on our door yelling breakfast is served. Thanks Mike, I would have hated to miss breakfast.

We found that the Stroup's had left very early due to a family emergency and Jim Sedivy had a decision to make because of an electrical problem and the answer was ride it home. The rest decided to ride along just for support and to help push if necessary. Margi and I stayed with the group until Kinzua where we headed north to the slab so we get home in time for an evening at the theater with Chloe. I felt bad, but everyone lied to me and said they would be ok. Yah! Sure! Jim's bike limped to Jerry Riha's house, Mike Sikora holed a tire, and Don Walker lost the splines on the transmission input shaft and was rescued by a gentleman from the the anonymous book who put him up for the night and hauled him to Pittsburgh. Aren't these BMW people nice?

Well everyone made it home ok, some sooner than others, but all in all, we had a good time, with good friends, good food and now that all the bikes are fixed we should try it again some time. Watch out, be safe and RIDE ON! ■



Darwin got some wrenching help from Bob Gibbs while at the MOA national in West Bend WI

AMA and MASA Team Up to Offer Life-Saving Benefit

AMA Press Release Issued August 15, 2007

The American Motorcyclist Association (AMA) has announced its partnership with Medical Air Services Association (MASA) to provide emergency medical services at a reduced cost.

Most motorcyclists probably don't have tens of thousands of dollars lying around to pay for an emergency. What if you need an air ambulance flight to a hospital? Who would transport your motorcycle home after a crash? What if you are traveling outside the United States and need medical care that's not available locally?

The solution to these worst-case scenarios is the Medical Air Services Association. MASA is not insurance. Like the AMA, it's a membership organization. MASA provides a variety of emergency services to its members.

An annual membership fee of \$240 for an individual or \$360 for an entire family earns AMA members all the benefits of MASA membership. Normally, there is a one-time \$60 initiation fee. But now, AMA members can join MASA and the initiation fee is waived.

A MASA membership includes a list of benefits that apply all the time, whether you're at home or on the road, and could save you thousands of dollars or even save your life:

- **Emergency air transportation:** If you're hospitalized and need specialized treatment, MASA will fly you to the nearest medical facility that can care for you. Ground ambulance service to and from the air ambulance is also included.
- **Commercial air transportation:** If you need treatment more than 100 miles from your home, MASA pays your airfare. If you're hospitalized away from home, MASA will fly you home to recuperate. MASA also provides air transportation for the patient and an organ used in an organ transplant, and the return of a member's remains whether due to accident or sickness.
- **Family benefits:** If you need emergency air ambulance transportation, MASA will fly a family member or friend to travel with you. If you're hospitalized away from home for more than seven days, MASA will fly a family member to visit you. If minor children or grandchildren are left unattended

because you need air ambulance transport, the children will be flown home with a qualified attendant.

- **Vehicle return:** If you use the air ambulance service, your motorcycle, car, truck or RV will be returned to your home. MASA has more than 30 years of experience handling these types of emergencies and has 750,000 current members.

"The greatest appeal to a motorcyclist is tremendous peace of mind," said Keith Knapp, MASA motorcycle division director

and a motorcyclist himself for more than 40 years. "A MASA membership allows a motorcyclist to enjoy every ride, confident that both the rider and the motorcycle will arrive back home. At the cost of a good riding jacket or helmet, it's nice to know that help is as near as the membership card in your hip pocket."

Because MASA is not insurance, there are no deductibles to pay, no claim forms, no age limits, and no overall maximum dollar limits per flight. MASA covers you anywhere in the United States, Canada, Mexico, the Caribbean, the Bahamas, Bermuda and the Turks and Caicos.

To sign up for MASA without having to pay the initiation fee, AMA members must use the signup form in the Benefits

section of the Members Only area of the AMA website, www.amadirectlink.com. If you're not yet an AMA member, you can join online. Annual AMA dues are \$39 and you will instantly be eligible for the waiver of the \$60 MASA initiation fee.

Learn more about MASA at www.medairservices.com/ama.

The American Motorcyclist Association: rights. riding. racing. Founded in 1924, the AMA is a non-profit organization with more than 280,000 members. The Association's purpose is to pursue, protect and promote the interests of motorcyclists, while serving the needs of its members. For more information, visit the AMA website at www.AMADirectlink.com ■

What if you need an air ambulance flight to a hospital? Who would transport your motorcycle home after a crash?

All Aboard For the Kelley's Island Film Festival

By Judy Gau

The trip to Kelley's Island started out overcast and threatening rain, which I would have welcomed as the drought in our area was quite evident. This was the only time I've donned my new rain gear all season and it really wasn't needed, but insurance to stay dry if the heavens decided to open up. The ride was hot, as most rides this season, but the thrill of going yet again on the road was exhilarating.

Roger Pivonka, George and Colleen Lopez, Arp and Sharon Viiberg, Tom and Cathy Cannell and I, made the journey to the Kelley's Island Film Festival for some fun, fresh fish and camping under the stars. With a monster storm a few days earlier in the week, the Island State Park was still a little damp, and some campfire pits were underwater. Finding a dry spot to plant the tent was tricky, but for some it wasn't an issue. George's new room addition on his trailer was constructed by the gang and enjoyed by all. Tom and Cathy arrived on their boat the following morning.



another field just down the road. The movie on Friday night was King Kong, and started around 9pm when darkness had fallen. I was amazed at the enormous screen, clarity of the film and outstanding sound system. I believe the screams from Naomi Watts were heard clear back to Cleveland. The inner field was filled with those that brought chairs, while the back section had bleachers. Popcorn, beverages and snacks were sold throughout the performance, or you could bring your own. It was a late night as the Kong didn't meet his fate until around midnight. The night was still warm and a good time was had by all walking back to our bikes.

The following nights feature was Happy Feet with a midnight run of Monty Python and the Holy Grail. Way past our bed times, so instead we enjoyed a nice campfire with dry wood and beverages. It was a great time and I would definitely go back next year. ■



The days grew warmer and swimming in the Erie was a treat for some of us willing to ignore the bacteria count warning. My motto was no cuts, no worry. The food was great, shopping not as plentiful as Put-In-Bay, but some bargains were to be found. The walking trails, touring the rocky grooves of the glacier that sliced thru the island millions of years ago, and riding the island were side trips enjoyed. Music was in the air almost wherever you traveled.

The film festival was quite an experience. It was initially to be held at the high school but the field was under water, as were numerous lawns and yards. One flooded yard had a "no wake zone" sign hanging on the fence, which we all thought was pretty funny. Thus, the enormous blow up screen was moved to



Med(ieval)-Ohio

by Don Poremski

Nominally it's a sports car course. Actually, on one weekend in summer Mid-Ohio is that and much more. More may not be better depending on your age, outlook and need for sleep. Nor can a comparison be made between the sports car or open-wheel crowds and bikers, but it's doubtful that campers for those other events match the, um, enthusiasm of the two-wheelers.

Superbike weekend 2007 is the inspiration for this report. Arrival Friday night after dark meant that my pass couldn't be had until Saturday morning, but signing a waiver worked for admittance. Pitched my tent and went into Lexington for supplies. Geysers being open 24 hours helps for such as I. With just about everything loaded in and on Beeming Bettie it was time to reenter the track area and maybe, just maybe find "the boys from Indiana" (BFI) who are regulars at this event.

The boys were great for hospitality, jocularly and at least one great quote. Years ago at this very venue, sitting with the BFI at about 1:00 a.m., a silence had fallen over those sharing a fire. Silences don't last long around avid riders. One of the Indians started out rather haltingly but gathered momentum quickly enough. "You know, if you was to take a picture of this gathering and show it to most folks—they'd call it an example of male bonding. Well, I'm here to tell ya, this here ain't male bonding. It's male welding!"

Steering the Beemer through the lanes between camp sites, the first observation was that the management was "paving" same with much larger stones, no doubt to keep them passable for cars when damp. These made my progress slow and careful while seeking out the skull and crossbones flag that the boys usually flew over their RV. Even though control was tenuous, what sights there were to see.

Security was once rather persnickety about fires in the camping area. They had to be in an elevated grate, not too big and water for dousing had to be kept nearby. Jouncing through the dark was made no easier for the steam and smoke coming from a huge fire that just received massive pieces of new fuel. Breathing was no picnic either. In the fire's muted glow however were flushed, grinning faces. Alcohol and radiant heat were no doubt the causes, but these silly mugs were owned by rascally boys/men absent of supervision. Twasn't just boys either. The girls would coax the guys into starting their bikes and holding them at the rev limiter in neutral. Sometimes it took a bit of baring up, but judging from the frequency of stutter screams, the gals were busy. I suppose if the presentation were titillating enough, the boys would throw in a burnout. The rev-limiters outnumbered the burnouts three to one, but both practices went on into



Don and Beeming Bettie, frequent Mid-Ohio visitors.

the night, my night, my sleepless night. So, Morpheus being reluctant, it was time for earplugs.

It was while listening to my own breathing that the parallel of a village festival during Medieval times and Superbike weekend in the "snake pit" occurred to me. Gee, if one could add jugglers, a dancing bear,

roast beef on a spit and a flagon of mead the jaunt backward in time would be complete. The gathering was of equals, there would be some celebrities, the fun would be shared by all but the cow. No explanations were necessary. The same applied to these motorcycle aficionados. No need to rationalize the inherently unstable mode of transport, the danger prevalent in riding among cars, trucks and cell phones with gallons of flammable liquid between your thighs.

No one here was going to lament the loss of a brother, cousin, work mate to a "sickle" accident. No. Here, the topics were: bikes, rides, roads and adventures, track days, scenic vistas, odd strangers well met, poor drivers avoided. I drifted off with a sense of community, a tribal harmony even, that let me smile at the overall scene. I wasn't known to the revelers on the other side of the course, but I was no stranger to their impulses. They were enjoying the part of motorcycling that to some degree entices us all: the thrill of risky behavior, the knowledge that it takes special skills to become an old motorcyclist, the adrenaline that comes from moving through one's environment unimpeded by visual boundaries (mind candy to a species with sensitivity to movement) with every appendage on duty for a well timed prod, pull or twist. Now it was mostly the ability to completely unwind after a day teeming with their favorite pastime.

They also provided a wistful remembrance of similar times for one of their more abstemious brethren, he now equipped with earplugs. So, I added a few more pounds of air to my mattress, arranged my sleep mask and fell into the comfort of a life well sampled. Good night merry-makers. Our festival is short and the demands of our stations in life will recall us soon enough. ■

Product Review

by Don Walker

This review is about a face shield, that really works! It is called EVERCLEAR PHOTO CHROMATIC, and to date it is only made to fit a Scorpion full face helmet.

Last year I purchased a Scorpion EXO 400 full face helmet from On The Edge Cycle in Amherst, Ohio. It is vented well and fits great. They were offering them at the IX Center Motorcycle Show and were giving an extra shield with purchase. The price was \$119.00 if bought at the show. The salesgirl told me about a different tinted shield soon to be coming out for the Scorpion helmets.

BOBS BMW at the Wisconsin national rally had the shield in stock. Bob let me take the shield outside to see what it does. It darkens with sunlight and turns back to clear in dim light. SOLD! I walked back to my camp site, changed the shield and went for a long ride. WOW! I like what this shield does. From sun, clouds and into the dark, IT WORKS! Since using this shield I don't need to change from tint to clear or wear sun glasses, as glasses give me a headache.

BOBS BMW, ON THE EDGE CYCLE and BMW of CLEVELAND sells Scorpion helmets and would have this shield. Price is \$70.00.

It helps my aging eyes!! And yes I bought spare! ■



Before and after simulation of the Everclear Photo Chromatic shield



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“Gathering of the Clans” Clam Bake Whispering Hills Campground, Shreve, Ohio

by Judy Gau

If you didn't make it to the Clam Bake this year, you missed a great time. The weather was a little toasty, but few complaints were voiced after recalling the last two years of much colder temperatures. The warmer weather seemed to bring out more members for this year's event, with almost 100 in attendance. And it also brought out the bees and mosquitoes. Bug spray was the fragrance of the weekend.

A surprise tech-session was held by Turp Cobb on how to hot wire a bike when you forget the key. Turp and Cheryl trailered their bikes down to the campsite with their camper. The grace of pulling wires, taping, checking to see if all the lights and signals were working was amazing. A side trip to the local hardware for some switches, more taping and mounting, and you never would have known a slight problem existed. This should be a repeat session at the Tune-Up Clinic for those that may lose their keys while camping. I was impressed.

Another observed event was watching Chloe McClellan, one of our younger members ride her new dirt bike. She admitted the hill at the campground was very intimidating, and

was hesitant to even attempt it, but with gentle instruction from her grandfather Darwin, and Uncle Lil Darwin, she conquered the hill. Once she got going, there was no stopping her. That little gal rode until dark.

As daylight disappeared and the night skies fell, the campfire was blazing like all our other campfires, hot and lighting up the night. The music was plentiful and of course, the dancers took over the pavilion. No one disappeared, and a good time was had by all.

The bakes were tended to by many cooks and volunteers, with nothing but praise for their efforts and expertise. This was truly a meal worth waiting for. And the 1st Annual Basket Fun(d) Raiser was a huge success. Colleen Lopez ran with an idea and nursed it from beginning to end. Thank you Colleen.

The Saturday ride was a fun filled day of back roads and little towns, with Road Captain Darwin leading the team. The day and roads could not have been nicer. Another gathering came to a close with fun filled times and lots of memories. ■



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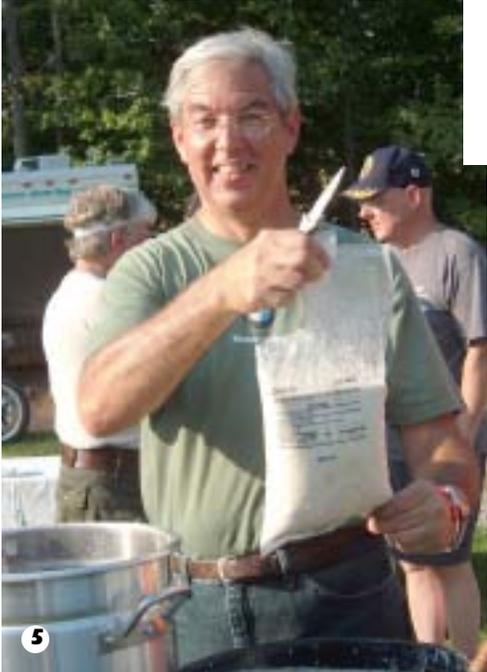
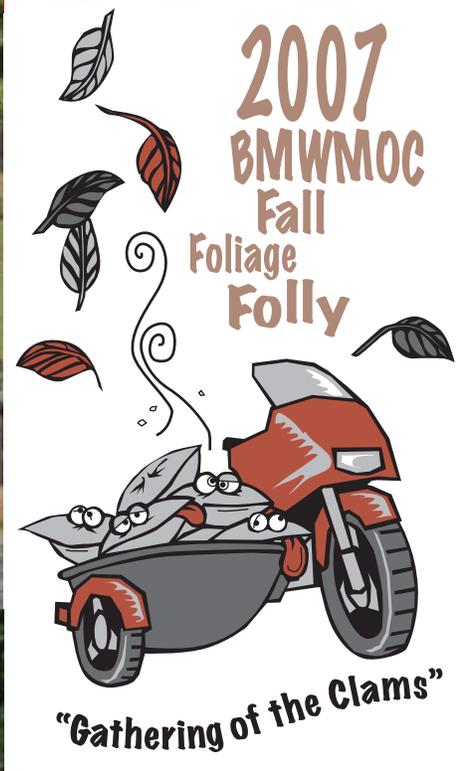
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Clockwise from top: 1) See! It was sunny. 2) George Lopez and his new ride. 3) Bob Shelton carries everything with him. 4) It ain't easy getting satellite acquisition with a bonfire. 5) Carl Bork not only dances, he cooks. 6) The Utilikilt has arrived for John Gerow and Rick Sessions.

Avoiding Chicago On The Way To MOA National

By "Ranger" Rick Gzesh

How did you get around Chicago? That seemed to be THE question at the recent MOA National in West Bend, Wisconsin. Everyone was discussing this route or that route to avoid the traffic and inevitable congestion. So how did I get from the Cleveland area to West Bend without any Chicago style traffic blues? It was simple—by avoiding it altogether.

After fretting for weeks about how I was going to get through dreaded Chicago, I made the decision that if I wanted to make this a fun ride, Chicago was not to be included. Instead, I left a couple of days early on Tuesday morning and 'slabbed' it west to Toledo. I then rode up north through Michigan on mostly secondary roads past Houghton Lake in order to ride over the Mackinac Bridge just outside of Mackinaw City. Though I had also heard horror stories about the bridge and its high wind and metal grate surface, I experienced no problems even though it had started to rain lightly as I approached the bridge.



I spent the night in St. Ignace after having a most delicious meal of local blackened whitefish at a restaurant next to my motel. Wednesday morning, after buying the mandatory Mackinac Bridge Sticker for my Jesse Bags, I followed the shore line west and then north a bit to go play in the Hiawatha National Forrest. I am a GS rider you know, and they don't call me Ranger Rick for nothing. It was then a relatively easy ride south where I stayed Wednesday night in Fond du Lac, WI just



30 miles from West Bend allowing me to register early Thursday morning.

For the ride home, I had other another plan for avoiding



Chicago and still make it home in a single day. The Lake Express!



Apparently I bought the last ticket available a week before the trip. The ferry ride was quite relaxing and very smooth. I had lunch on board and watched the movie "Wild Hogs" after forking over \$3.50 for a headset. Not long after the movie was over we spotted land! After we docked and I retrieved my bike from the cargo level and started the final leg of my journey. I rode on some scenic secondary roads all the way to Toledo arriving just before dark. I then jumped on the good ol' Ohio Turnpike in order to make it home by midnight. Mission accomplished as I pulled into my driveway I had 18 minutes to spare and I had avoided the dreaded Chicago traffic. So how did you avoid the Chicago traffic? ■

Coudersport

By Jim Sedivy

Sat morning we all met for breakfast in Newbury. There were 6 couples and 10 bikes. Jerry and Mary were running late due to Jerry's UNcrankiness (battery issues). We had a nice meal and maps were handed out. I don't read a map if I don't have to. I would rather follow. Don always says "You're never lost as long as you've got gas". We rode some nice back roads through Ohio and caught a number of historical markers along the way. Route 62 provided some beautiful scenery once we crossed over into PA. We started passing markers, a lot of them. It wasn't easy to pull over a large group for pictures so close to the road. Not everyone is competing in the MOCal contest either. It was getting time to get moving to our destination too.

After turning onto Rt 6 outside of Warren, PA, Jim started having a problem with his R bike. It was shuddering and backfiring. We stopped for a late lunch at a 50's style diner in Port Allegheny. Jim opted to stay in the parking lot to see if he could remedy his problem with a spark plug change, no luck. Then Judy got a call that her mother who is in her 90's had fallen and had to have 16 stitches in her head. Man this trip was starting to feel jinxed.

We all made it to Potter county and pulled into the Susquehannock lodge in Ulysses, PA. It was a large house. The landscaping was lovely like most bed and breakfast places. The owner, Carol, and her black lab, welcomed us as we pulled in. The guys started trying to find the problem with Jim's bike; but after a while Jim decided that there really wasn't anything they could do.

We met at the back patio tables for some relaxing conversation. Carol was setting the tables for dinner in the main house and her husband Ed was cooking in the kitchen. She announced dinner and we all entered the main house for a family style dinner. We feasted on thick slabs of juicy prime rib with baked potatoes, sour cream, and corn on the cob, slaw, and good bread. There was plenty of food. There was even prime rib left if you needed more. We were stuffed. Carol brought out a birthday cake with a candle and we sang Happy Birthday to Mary.

After dinner we all went on a walk to try and work off some of those calories. It turned into a treasure hunt. Someone found a GPS along rt 6 however it was already road kill. As we made it back it had turned very dark. I saw the deer scamper from the yard. We grabbed our chairs and beverages and headed to the back where they had left us a pile of fire wood. Jerry got it lit and we enjoyed a good fire. I live in a rural area but I swear we don't have that many stars in my backyard. It was a perfect night.

In the morning Mike and Judy took off early to check on her



Coudersport cruise crew from left to right: Becky Sedivy, Darwin McClellan, Jerry Riha, Susan Sikora, Don Walker, Mike Sikora, Mary Riha, Jim Sedivy, Donna Schettine and Margie McClellan.

mom. On the menu for breakfast was your choice of eggs and sausage or blueberry pancakes. After breakfast we loaded up and took a few group shots. We presented Carol with a BMWOC bandanna and she wrapped it around the dog's neck.

We made it to Smethport where we gassed up and got some more markers. Jim was starting to feel like a bobblehead doll with the bike "running" very poorly. Margie and Darwin had company flying in and had to take off to the slab to make it home in a hurry. Mike and Sue pulled up with a flat. They left in search of some sort of tire repair store. We were down to 5 bikes now. Hobbling along I felt sorry for Becky on the back of Jim's bike. She seemed to be suffering whiplash needlessly as I had an empty backseat. I took Becky on my bike. Don took Jim's luggage to lighten the load on his faltering bike.

In Warren, PA we waited at the turn for all of the group. Where is Don?? We waited and had ice cream but still no Don. A cell phone call confirmed our suspicions, Don had mechanical problems. A 2004 R1150RT DOA! Many people stopped to offer Don water or help. He pushed his bike 2 miles to a parking lot. Then someone brought him up to us in Warren. Tim Foster, a local, had pulled over to talk to Don then up to us to give us a message. He said he could take me to the U-haul. And he did, with his 95 lb boxer Pearl in my lap. Pearl was a leaner and as good as any seatbelt or airbag pressing me into my seat. The U-haul was out of trucks. We came back to the group and pulled out the anonymous book. I picked out a new friend for Don from the book. Doug Lasseter came and helped him. I will let him tell you about that. The last 4 bikes pulled out leaving Don waiting at the ice cream stand. We went along

Continued on page 18

Breakfast Ride Calendar

The MOC Breakfast Ride locations and dates are shown below. Riders are asked to arrive early enough to begin rides at 9:00 a.m. Gas tanks should be full and bladders empty to start the ride. Destinations are free form, but this is an opportunity to be Road Captain for a Day. Let the other members know that you will be on hand by stating so on the web site, or just give a fellow member a call and say, "Let's ride!" Remember to turn in your ride, who lead and who attended for MOCal points. ■



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BMWOC Breakfast Ride Calendar

Breakfast Ride East	Breakfast Ride South	Breakfast Ride West
Bob Evans Restaurant 6100 Som Center Road Rts. 422 & 91	Farmer Boy Restaurant 1324 Canton Road Rts. 224 & 91	Steak & Shake 5300 Abbe Road Rts. 254 & 301
October 13, 2007	October 14, 2007	October 21, 2007
October 28, 2007	October 20, 2007	October 27, 2007

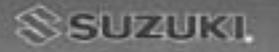


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AMA Concerned About Proposed Increased Ethanol Levels in Gasoline

The American Motorcyclist Association has expressed concern about unanticipated consequences of proposals that might allow gas stations to increase the level of ethanol in the fuel they sell. Currently, pump gasoline in the United States can contain up to 10 percent ethanol, which is used to increase octane, reduce carbon monoxide emissions and provide an alternative to petroleum-based fuels. But now, the state of Minnesota is seeking permission from the U.S. Environmental Protection Agency to allow the sale of fuel that includes 20 percent ethanol. And that has led to concerns about the effects on motorcycle engines, which manufacturers say are only certified to run on fuels containing the current 10 percent blend. The difference could be significant, since burning ethanol creates more heat than conventional gasoline, which has the potential to damage air-cooled motorcycle engines. In addition, fuel systems on bikes may be susceptible to corrosive effects of higher concentrations of ethanol in gas. And while ethanol helps reduce carbon monoxide levels in engine exhaust, it can also increase the levels of oxides of nitrogen, one of the components of smog. "The AMA supports the use of cleaner-burning fuels, but we are concerned about premature engine damage or failure while a bike is being ridden on a highway if the allowable level of ethanol is raised to 20 percent," said Imre Szauter, AMA legislative affairs specialist. "We are also concerned about any degradation in performance, fuel economy and rideability that may result from the long-term use of blended fuels with greater than 10 percent ethanol." The proposal currently under consideration comes from Minnesota, but the AMA notes that an EPA waiver would open the door to the sale of 20 percent ethanol blends across the country, without any evaluation of the long-term consequences. With the limited number of choices at gas stations, that could force out existing blends and leave some riders without a suitable fuel choice for their vehicles. "Until studies show that a 20 percent ethanol blend won't damage motorcycle or ATV engines, and won't make motorcycles emit more nitrogen oxides than are allowed by the EPA, the AMA can't support the Minnesota proposal," Szauter said. The AMA is a member of ALLSAFE, the Alliance for a Safe Alternative Fuels Environment, a group formed to ensure that new bio-based fuels such as ethanol are promoted in a thoughtful manner. ALLSAFE is made up of associations that represent consumer and commercial users of ethanol blends, manufacturers of boats, vehicles, engines and equipment, and retailers who sell gasoline

and ethanol-fuel blends. For more information on ethanol-fuel blends, go to www.allsafe-fuel.org ■

The American Motorcyclist Association: rights. riding. racing. Founded in 1924, the AMA is a non-profit organization with more than 280,000 members. The Association's purpose is to pursue, protect and promote the interests of motorcyclists, while serving the needs of its members. For more information, visit the AMA website at www.AMADirectlink.com Contact: www.constantcontact.com American Motorcyclist Association, 13515 Yarmouth Dr., Pickerington, OH 43147

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Calendar of Events

October 4

BMWOC Membership Meeting

7:00 Sill's Motor Sales, 1901 Brookpark Rd, Cleveland 44109.
Last meeting to nominate 2008 Board Members. There will be dessert and beverages provided along with a RAFFLE with PRIZES.

October 6

BMW MOC Dealer Poker Run

Starts at Sill's at 9:00 AM Contact Darwin McClellan 216-631-0851 for more information. Sill's will be open at 8:00 AM for coffee and donuts. Thanks Pam!

Oct 26 - 28

Ohio RA Halloween Campout, Cadiz, Ohio

Trail Riders Campground, 4 miles north of Cadiz on SR 9. Primitive camping, pit toilets, and a paved road into the campsite. Look for a Harrison State Forest Sign marked "Trail Riders Campground". All interested BMW riders are invited to this end of season the camp out. Cindy Hoskey will be our food coordinator this year so we can keep a handle on the weekend feasting. The theme this year is again Pie Iron Cheffing. E-mail her for pot luck suggestions. Friday night, Debbi's famous Cincinnati Chili and Pie Iron desserts. Saturday morning, Pumpkin Pancakes and sausage, RA-Ohio coffee, tea, etc., Sam Hill Memorial Ride at noon, Pie Iron Cook Off dinner competition and more. Will Bones fall out of the tree this year? For even more info call Bill Johnston, RA Ohio Region Coordinator at 614.855.3148.

November 1

BMWOC Membership Meeting

7:00 Panini's, 480 West Aurora Rd., Sagamore Hills, OH 44067-2199
Restaurant number: 330-468-620

November 10

RA Northeast Ohio Meeting and Brunch

Atwood Lake Resort, 2650 Lodge Rd SW, Sherrodsville, OH
Brunch 9:00-11:00 AM in the restaurant at the Atwood Lake Resort in the Tappan Room. Come early and enjoy their fabulous Sunday brunch for only \$8.95 and stay for the regional meeting at 10:00 AM. If you wish to stay at the resort Saturday evening, you can get a special double room rate of \$79 which includes the buffet for two. To reserve your room, call the Atwood Resort at 800.362.6406 and ask for the special room rate for the BMW Riders. The Atwood Lake Resort has a web site at - <http://www.atwoodlakeresort.com> - where other last-minute deals on a room for Saturday night may become available. The address for online mapping to the resort is 2650 Lodge Rd Sw, Zip 44675.

November 29

BMWOC Board Meeting

7:00 pm Don Walker & Donna Schettine 4170 Columbia Road, Medina, Ohio 44256 Tel. 330-722-2798

January 6

BMW MOC Holiday Party

To be held at the Diamond Event Center (new location), 1480 Pearl Road, Brunswick OH 44212, 330-225-1995. Festivities start at 6:00 p.m., dinner at 7:00. Price \$23.75, BYOB. Questions and remittances to: Darwin W. McClellan, 5604 Franklin Ave., Cleveland OH 44102, 216-631-0851. MOCal Doer Prize contestants must be present.



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CyberSpaces to RealFaces!

by Paul Mitchell

A year ago my 2000 LT found me but I couldn't part with the K75 that brought me back to riding after a 20 year hiatus. Carl Bork asked if I had logged into the LT site, www.bmwlt.com yet? I didn't realize that there were sites for the interactive online exchanges of BMW model specific info. My prior cyberspace browsing has led me to BMWMOA, BMWRA, Flying Brick and BikeWorld to name a few.

I completed the registration and began exploring ("Lurking") and found a wealth of cataloged information in the "Hall of Wisdom" related to maintenance, technical information, trip reports, humor and classified For Sale" items to name just a few of the forums.

Additionally I noticed a "Header" on the home page about CCR or the Curve Cowboy Reunion. This was a BMW specific rally that invited LT riders (early registrations) and then the entire BMW & motorcycle rider community to a specific registration limit based on the venue and capacity at a selected VACATION RESORT!

This is the "hook" on the CCR home page:

Are you looking for something different than the usual fare for a motorcycle rally?

Are you looking for an event that is geared to the rider as well as the passenger?

Are you or your spouse tired of riding thousands of miles only to find yourselves camping on the ground in the rain and long for the luxuries of a first-class hotel, room service, spa, or a heavenly bed?

Well, we have a solution for you... This is NOT your typical motorcycle rally!!!

Now don't get me wrong, I've attended the Cass WV Rally (my virgin experience) three national rallies in the past two years, and many week-end trips since getting back on to the riding saddle. BUT, this was intriguing!

Registration for CCR and the Tan Tar A Resort in Osage



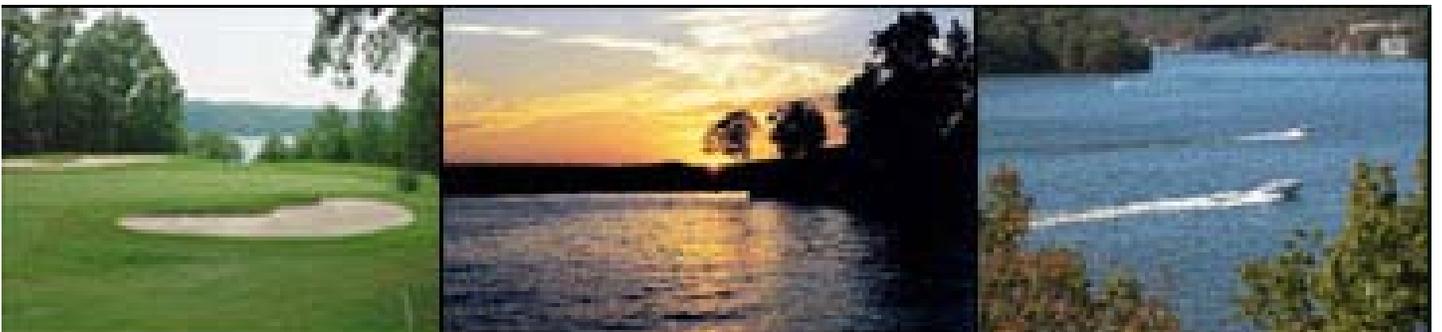
Roughing it a la Tan-Tar-A and CCR.

Beach Lake of the Ozarks, MO would be available on January 1st. I checked my vacation schedule and made plans to make a 5 day commitment of riding and experiencing the CCR. Incidentally, I later found out that CCR was coined by a non-rider at a prior rally in Broken Bow, Oklahoma by a grandmother-type who saw a bevy of LT's all parked together. She mentioned to one of the riders that they were all Curve Cowboys. . . and the tag stuck!

Prior CCR's have been held in Hot Springs AR, Santa Fe NM, Gatlinburg TN, Breckenridge CO, Jackson Lake Lodge Grand Teton National Park WY, Chateau Élan Winery & Resort, Braselton GA and in 2007 the Tan Tar A Resort in MO.

On New Year's Eve I eagerly awaited the online line registration opening. As a lark, I logged in at 11:55 and surprise, surprise; I was able to register and received # 001 as my confirmation. I'm on the way to a real BMW bike vacation in the "Show Me State"!

Over the course of the spring and summer, I learned of "Group Buys" that members negotiate with accessory vendors and purchased a new Shoei Multitec, an HID headlight kit, a



Continued on page 18

Third Time's a Charm for Finger Lakes Rally

by Dan Dobosz

The 2007 Finger Lakes Rally was by far the best one for me. Three years ago I found out about the rally by some people attending the Lima National Rally, the rest is history. At the 2005 Finger Lakes Rally, I remember arriving at 1:00am and trying to find a camp site. After traveling 600 miles to get there, I was very tired and ended up dropping my bike twice in one day. As I was getting ready to leave after stopping for a sandwich, I turned around to tighten up one of my bag straps, lost my balance and the bike went down. When I arrived at the rally, I removed my helmet & put it between the handle bars. As I was walking my bike out of the way, I saw my helmet sliding off. To keep it from falling, I lost my balance and down went the bike for the second time. The funny part was in the morning when I woke up, I looked over to see my bike on its side again. What the heck! I had put it on the center stand but it sank into the uneven ground over night. Okay that's three times.

At Finger Lakes, Dave Clark gave me a ride in his cart showing me what camp sites were available. As it turned out, I was camped next to John Gerow and his trailer. I was also camped next to "Karl with a K", the legend. It was a great rally. When I awoke Monday morning I saw that Karl was packing up, and asked where he was headed for. He mentioned Cleveland. "Hey, that's half way home for me. Do you mind if I ride with you?" His answer was no & the rest was again history.

Leaving early that Monday morning it was very foggy. I remember wiping my visor off about every 20 seconds. I sure am glad I was following Karl since he knew the back roads well. There was one point that I came up along side of Karl on the highway He had his chin resting on his left arm with his left hand on the throttle. I never saw anything like it.

At the 2006 rally, I inadvertently met Robin Moss at a rest stop. I had met Robin for the first time at the Iowa Rally the year before, and ended up riding the rest of the way to New York with her, Mike & Mary.

2006 was the year for rain, lots of rain! I met a guy at a rest stop who told me to see the gorge while at Watkins Glen. Boy was I glad I did! I met up with Roger Pivonka & Judy Gau who were going to the gorge also, so I tagged along. I had also met Roger the year before at the Iowa Rally. I had gone over the bridge in downtown Watkins Glenn several times, but was sure surprised to find out what was upstream. It was spectacular! We also made it to see She-Qua-Ga Falls, which means tumbling waters. It was the best in years because of all the rainfall. 2006 was also the year to meet the people of BMWOC. That was the year I joined. They were all so friendly and fun to be with,

and made me feel right at home. Did I mention they like to party?

Back in July of 2007, I was fortunate to go around Lake Michigan with Paul Mitchell, John Gerow and Judy Gau. It had been 30 years since I had last gone around the lake and into Upper Michigan. What a great trip! We ended up at the BMWMOA Rally in West Bend, Wisconsin. Coming home, I rode through Chicago with Don Poremski. On arriving home, I passed up my neighbor John. I laughed when I saw him out with his newly purchased dark blue 2003 K1200GT. I ride a 2004, same color K1200GT. I stopped to talk with John and found out that he had also been to the rally with his kids. What a small world.

I was only days away from leaving for the 2007 Finger Lakes Rally. John my neighbor had mentioned an interest in going, and as it turned out, we left together on that Friday morning. We did encounter the usual roadwork and congestion along the way. Just shortly after crossing into New York State, we saw a drive shaft from a semi just lying in the lane next to us. I could just imagine running into it riding a motorcycle. It's not just potholes you have to look out for, but all road hazards in general. It took us eleven hours to get to the rally. Later in the day, I found out that John had only gotten 1 ½ hours of sleep before leaving. I thought he had done a fine job of riding with so little sleep.

We went to Watkins Glen Racetrack on Saturday and paid our \$20 for 3 laps around the track. Things were good for the first lap around. After that, people started passing and things started getting dangerous. We saw a guy with a sidecar that almost took out a couple of riders. Labor Day weekend was the week for Ferrari's. There were over 100 Ferraris that lined the downtown streets of Corning on Thursday. Some of them showed up at the racetrack on Saturday to run the 3 laps like us. I saw this guy named Ron wearing red Ferrari sneakers, which of course I had to take a picture of. I also saw a vintage TWA plane



Glenn Curtis's V-8

Continued next page

flying overhead. What great memories. We also visited the Glenn Curtiss Museum., and saw the "AMERICA" seaplane that was being reproduced. It has a wingspan of 72 feet, and was getting the finishing touches for its maiden voyage of the weekend of September 15th. I was impressed that the people will take time to talk to the visitors about the project, and encourage you to walk into their shop. How cool is that? I think airplanes and motorcycles go together. Glenn Curtiss is an example of that combination, 136mph on a V8 motorcycle in 1907!

We stopped in at Dann's to get beer, and John referred to it as a "hoot". It has old wooden floor planks, a pile of tires and a washing machine to mention just a few odds and ends. As we were walking in, a fella was walking out with a handful of flares. John thought the guy must have known in advance that he would be breaking down on the road. As it turned out, at 9pm on that Saturday, people were going to light the flares all along the lake for their last hoorah of the season.

That night at dinner we sat next to guy named Bob. Bob asked us about our route back home and mentioned about an "Awesome F@\$%ing Road" for us to take. We left the rally a day early just to take the "Awesome F@\$%ing Road". Bob was right! This road took us along side of a river and through a forest. There was a welcome center in Pennsylvania that we stopped at



Teena

and met Teena, who also mentioned this "Awesome Road". Pennsylvania is so beautiful. We also stopped at the Pennsylvania Grand Canyon, a lookout over the river valley. Continuing on, a section of the road goes through a long tunnel of trees, as well as some tall pine trees lined up in a straight row. Another section is a road paved through the forest. John's only regret was not taking a picture of a straight and curvy section. It weaved back & forth for quite a ways and also dipped down on the sides. We had never seen anything like it before.

Next, we came to the town of Renovo where time stands still. We pumped gas from the old pumps where the numbers are on wheels that rotate. The gas station also had the rubber



Pennsylvania's Grand Canyon, Colton Point State Park

hose that you ride over to ring the bell. Yes, they have full service available! I mentioned to the kid inside that they have beautiful scenery. "Yes, that's all we have" was his reply. Gee kid, get a motorcycle and enjoy it! Just after leaving the gas station, we passed up pumps that were right along side of the road. You could stay on the street and gas up.

Half way home, John & I ended up pitching our tents at Judy's place. She was out of town and I figured that we could leave early in the morning and make it home at a decent hour to relax and unwind. It worked out great at Judy's Camp-N-Go. Got pavement? That night I used pavement for more than just my bike. Thanks Judy, Dan and John. This has been a great year for riding.



"Judy's Camp 'n Go"

p.s. For anyone interested in taking the "F@\$%ing Awesome Road", these are the directions from Watkins Glen. South on 414 to 86 west (a short dog leg) to 15 south. The Pennsylvania Welcome Center is in Tioga and overlooks the upper Tioga river watershed. Continue south on 15 to 6 west. Just west of 362 in Ansonia is Forest Road which will take you to Colton Point State Park. There you can view Pennsylvania's Grand Canyon. Continue on 6 west to 144 south. You will go by Carter Camp Lodge at the north intersection of 44 & 144. The camp was built in the 1850's. Continuing south on 144 will take you into Renovo. You will cross over the river and see the largest right arrow sign that I have ever seen. Continue south till you get to 53. Take 53 west to 80. ■

Coudersport Continued...

US 6 and 6N for the ride back. In Ashtabula, Becky switched over to the pillion of Jerry's bike and Donna continued on home. We left Jim's bike at Jerry and Marys' place and picked it up the next day with the trailer and then down to Zircon's for the definitive diagnosis.

In spite of all the breakdowns we had, It was a great trip. We'll do it again next year!

Epilogue

Jim's problem turned out to be a faulty ignition canister. Nothing we could have done on the road to fix that. Bob Z had a known working spare and when it was switched with the bad unit, the bike ran fine. A new unit was ordered and installed.

Don's problems were a bit more complicated. After being picked up in Warren, Don and the bike spent Sun nite in Bradford PA @ Doug's house. Monday Doug took Don and bike to the dealer in Wexford PA. The following week Don picked up his bike and had a much lighter wallet. It seems that at 82K the clutch splines were gone! Oilhead owners might want to watch for any new service recommendations for this critical area of their bikes. ■



Mark Your Calendars!

BMW MOC Holiday Party January 6, 2008

New Location!

Diamond Event Center
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Festivities start at 6:00 pm
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RealFaces continued...

rear case rack all at significant discounts. From the members' classified forum, deals on the Suburban Machinery peg lowering kit, a used but in good condition Corbin seat as well as advice on waxes, windscreen cleaners, extra keys, etc. began my need to review my PayPal debt!

The excitement was building on the website with a count-down clock and many prior participants talking about the hijinks, such as who would be presented with the "thong", and meetings of the "Booze Brothers". Like many sites on the Web, there are non sequitur handles like Bustedknuckles, Grif, Raffy, Deputy5211 and Just Joe rather than real names. I was anxious to place a face with these real people that I had conversed with in Cyberspace. I had also offered my LT as

a demo bike for the 24K maintenance day but was informed that I'd be an alternate. Instead I decided to fill some of the time with a self-defense course taught by a retired DEA Agent (Lone Wuff) using the key chain defensive device or Kubaton. (Don't every try to mug me! You'll be sorry.) Other typical rally events included vendor exhibitions, a local BMW Dealer from Cape Girardeau performing various service offerings as well as resort activities like golf, pontoon boating, jet skis, massages, facials and a shopping spree for the ladies and gents at a local Outlet Mall.

A week before my departure date, I received an e-mail stating that the primary LT would not be available and if I was willing, my LT would be one of the demo's.

I handle a wrench pretty well, but it is a challenge to do some of the maintenance on the LT because of all of the "Tupperware" fairing. It really was going to be exciting to see my lady naked! The 24K maintenance schedule calls for changing fluids in the engine, tranny, rear drive, radiator coolant, flushing/bleeding the brakes, lubing the center stand (no mean task), checking valve clearances, replacing the air and fuel filters and putting her back together again. The fuel filter is "in" the fuel tank so it has to come off the bike!

My own challenge was to chart a route on scenic highways through Ohio, Indiana, Illinois and finally Missouri. As usual, I charted a path 2 days before departure and color copied whole pages from a Rand McNally Road Atlas for the tank bag as a supplement to the GPS. The direct route on the slab was about

850 miles, but my scenic route resulted in a journey of 1,200 miles traversing the back roads of four states. I had planned to experience OH 555 but due to heavy rain the day of my planned departure, I decided to save it until the autumn and enjoy the color. Highway 555 twists and turns from Zanesville to Athens and will have to wait for my Metzler rubber.

I soon discovered that my route was taking me through many historic villages and towns with an ample opportunity to collect some targets for this year's Mocal contest. I saw historical markers citing a Lewis & Clark campsite, the location for the Lincoln-Douglas Debate of 1858 in Jonesboro, IL, covered bridges and many civil war raids and Underground Railroad sites.

The round-a-bout journey took us (my LT & me!) through towns like Oxford, Metamora, Columbus, IN and Cape Girardeau, MO . . . great land preserves like the Hoosier and Mark Twain National Forests and historic events like the "Trail of Tears" relocating the Native American of the Cherokee from Georgia to Oklahoma resulting in at least 4,000 deaths.. The Ohio, Wabash and the Mighty Mississippi & Missouri Rivers were crossed and I wondered what the early settlers were thinking when they found these great obstacles to their journey west. Stopping to "smell the roses" as well as talking to the locals was one of the great pleasures of this trip. The system of Interstate Highways has cut off many of these small towns representing a snapshot of past

Americana. Some of the folks live their entire lives in these small towns. In Ohio, one of the Wendy's servers asked me about the bike. He had never been out of that town. At Cape Girardeau, MO the hotel clerk didn't know about Osage Beach or Lake of the Ozarks, a major resort area only 100 miles away.

One of the most scenic roads was State 64 in southern Indiana. I wove thorough a wooded valley with a canopy of tall oaks & maples that opened into farm lands. A safe distance away, I saw deer "prancing" through the fields and around one twisty a flock of wild turkeys interrupted my approach and even the throaty horn on the LT didn't faze them. They must have been distant cousins of the Canadian Geese on our neighborhood.

To be continued... next issue! ■

The excitement was building on the website with a countdown clock and many prior participants talking about the hijinks, such as who would be presented with the "thong", and meetings of the "Booze Brothers"

BMWOC Election Process

Printed from Bylaws

- a. A summary of the election process will be published in the Club's newsletter serving as notice to the membership prior to opening the annual officers election nomination window. During the September meeting, the president will appoint a three member election committee from the general membership and declare the nomination window open.
- b. An individual must meet all applicable membership requirements, must have attended at least three monthly meetings during the current year, and must expect to be able to attend all board and monthly meetings during the coming year.
- c. Nominations must be seconded by another member.
- d. Individuals may be nominated for more than one position, but can only accept one nomination.
- e. The Election Committee will confirm that each nominee is willing to serve. Nominations of unwilling nominees will be withdrawn.
- f. At the end of the October meeting, the president will make a final request for nominations and then declare the nomination window closed. Additional nominations are prohibited on the Election Day unless there are no nominees for a particular position; then nominations will be accepted only for that position. The President shall appoint any additional directors as needed to address the growing membership per Section IV, Part 2.
- g. The Election Committee will compile an Annual Election Ballot and a document containing nominee position statements. The Election Committee must receive all nominee position statements no later than thirty days following the October membership meeting. The Election Committee will mail or distribute with the club newsletter one ballot per member and the nominee position statements at least thirty days prior to the January membership meeting. The ballot will provide: a list of nominees, a space for write-in votes, an address where the completed ballot must be mailed, and a deadline after which ballots received will not be counted.
- h. Members who cannot attend the January membership meeting to vote in person must return the completed ballot in an envelope with the member's membership number on it per the included instructions for such vote to be counted.
- i. The actual election will be held at the January membership meeting with both the mail-in ballots and the in person votes being counted.



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- j. Determinations:
 - (1) Except for directors, the nominee with the greatest number of votes for a particular position will assume the duties of that position at the February meeting. Nominees determined to have won the election for their respective positions shall endeavor to attend the January Board meeting along with the current office holders for that term.
 - (2) For directors, members vote for the mandated number of the director nominees as stated on the Official Ballot: if the out-going president is re-elected, elected to another position, or declines to become a director for the year following presidency, the highest tally of votes cast for director nominees shall determine the director electors. if the out-going president exercises his right to become a director for the year following his presidency; the past president and the highest tally of votes cast for director nominees shall determine the director electors.
- k. If a member is elected to a position by write-in votes, the Election Committee will confirm that that member is willing to serve in that position before finalizing the results for that position.