Cleveland Club News

Fall 2009 Edition

Barber Motorsports Park and Vintage Motorcycle Museum Road Trip

by Judy Gau

Since I had never heard of the Barber Motorsports Race Track and Museum in Birmingham, Alabama, an opportunity to visit and attend a wedding there was a must do. The trip was two-fold, seeing the grounds and race track, and the wedding of our own Robin Moss and Johnny Bova.

I'd been to Alabama briefly attending a rally nearby years ago, but only to marvel at the fields and fields of growing cotton. Didn't venture too much into the state, as where we entered not much was happening and it looked like mostly large towns. I was sure mistaken.

Margie McClellan and I decided to do the road trip to Birmingham, initially on our bikes. After watching the weather channel and getting a feel for current Alabama temperatures, we decided to make the trip by car. Yes, we were disappointed. We left an overcast Ohio heading right into rains which continued all the way to Alabama. With an overnight stop in Elizabethtown, Kentucky, then onward to Nashville, we hoped to see big stars and partake in the nightlife and music. Our plans in Nashville were foiled due to several tornados in surrounding areas, and continuous warnings of unpleasant weather, but we still man-

aged to walk the streets in the pouring rain and winds.

We headed out the next day to Birmingham in the rain. Several of our club members were riding, driving or flying out to the event, as did the bride and groom earlier in the week. Once we were on the grounds of Barber, the rains were light and mud was everywhere. It was like being a kid again trying hard not to miss any puddles of mud to step in. After hooking up with the gang on the grounds, the vendors were a must see. Several long rows with every type of motorcycle, some fairly new and those very old, parts, tires and odds-n-ends, all to rummage through. If you're into motorcycles, this was a happening place to be.

The grounds of Barber were magnificent. Everywhere you looked there were statues of different venues. Huge ants eating people, race cars and motorcycles, large scale insects and drag-

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Sieben Berg Nachricht

by Arpad E Viiberg

Hello all,

Just a quick note this quarter to thank the Club Officers, Directors, Cabinet and Members who made this past riding season and Club events such a success.

Even though the riding season is almost over, well … for most of us, the Board will be hard at work planning the off season monthly meetings and events. In fact, I've heard some talk about doing some tobogganing this winter in the Metro Parks Brecksville Reservation. Or how about a skiing/relaxing weekend at Peak n Peek Ski Resort in Western New York, kind of a BMWMOC version of the CCR.

On a final note, since its election time, I urge all of you to consider running for a Board position for a term or two or accepting a Cabinet position. We just can't have the same people doing all the work all the time and getting burned out.

See you all soon, Arp

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Capt'n Carl's Do'in the Bork

There's a little bit of the Captain in all of us!

by Road Captain Carl Bork

Hi everyone. It's that time of the year again where the riding season for most of us is coming to a close. I say most because I know there are those among us who don't let a little snow bother them (Darwin and Mike Keisel to name a few). I'm one of those that will put it away for the winter.

Just got my last long ride in for the season. Took off with our treasurer Tom and a few other guys to take in the NASCAR race at Talladega, Alabama. This was my first race and as such, didn't have a favorite driver to root for. Decided after the race (LOL) that I would start my own race team. I will now be known as Carl Bobby with the fire red devil car #666. Watch for me next season! Had a great time and only a slightly red sunburn on the back of my neck.

Our annual Dealer Poker Run worked out real well. The weather cooperated and we had 17 riders participate. Congrats to Bob Shelton who finished up with a Full House and took home 100 bucks. Special thanks to the dealers who participated in this event and to Robin and Johnny for hosting one of the locations. Robin makes a great Corn Chowder.

It was kind of a strange summer for Rose and I with flexibility of her vacation time restricted. Kept us from attending either of the national BMW events, but we still managed to get in some really great trips. Took in the Land between the Lakes area of Kentucky, the Four Winds Rally, a long loop around all of Pa., a 6,600 mile trip across Canada and back to CCR in Rapid City, S.D. and also the trip to Talladega, AL.

Upcoming events are the Holiday Party in January, the bike show at the IX center at the end of January and the Rock–N-Bowl tentatively set up for March 19th. We are looking for an alternate place to have breakfast prior to the bike show and will announce the location later. Will also firm up the date and times for the Rock-N-Bowl. Watch the new website for details.

Other possible off season events being talked about are a Ski trip to New York and a gathering to the toboggan chutes in the Metro Parks.

We are also looking for an alternative location for the Spring Campout. If you have any suggestions let a member of the board know about it.

Well, safe riding for the remainder of the season. Hope to see as many people as possible at the meetings and events to follow through the winter.

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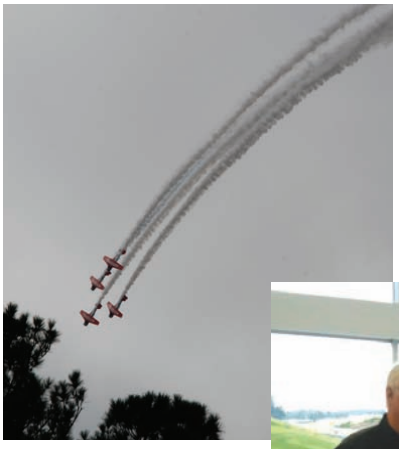
Barber Motorsports Park continued

on flies strategically placed around the grounds and track. Camping was plentiful for those that braved the elements, and a trolley to transfer you from one location to another on the grounds. We were fortunate enough to have a golf cart, compliments of the bride and groom, to see all the various oddities. We all could have racked up some MOCal points if this was Ohio.

The Barber Motorsports Vintage Museum is worth the trip in itself. There were four floors of motorcycles, new and old, from the beginning of their existence. The bottom floor was mostly reserved for race cars, but vintage bikes were tucked into available space. Every display was uniquely labeled with enough room surrounding each to admire, inspect and take it all in. All the while you're inside the museum, the racers are on the track whizzing by, with a great view on every floor. This is the history of motorsports at its finest.

Sunday was a very special day for all of us at the museum, especially for Robin and Johnny, where they were united in marriage by the Reverend Rick Matisak. We couldn't have asked for such beautiful weather, the race track next to the museum, and formation flyers outlining a heart in the sky for the newly weds, compliments of Mr. Barber. The wedding was a very emotional and elegant event, as well as the surroundings in which all this was taking place. Mr. Barber even took time to congratulate the Bride & Groom.



The next day, Mr. Bova was flying his young son home, while Mrs. Bova was escorted back to Northeast Ohio on her bike by Big Darwin and Don Walker. Everyone said their good-byes and life outside of Barber goes back to normal again, that is until next year at the races. As the brochure of the Barber Motorsports Museum states, it is "dedicated to the preservation, interpretation, exhibition and history of motorcycles, vintage vehicles and motorsports" and so much more. If you haven't had the opportunity to visit Barber, try to put it on your agenda, and enjoy the southern culture. You won't be disappointed!

Dear Friends and Family

By Robin Bova

Please let this serve as a very informal announcement... "We're Hitched!" I could not have dreamed of a more perfect wedding day. I will share more when things settle down, but wanted everyone to know that we had a marvelous time and are back safe and sound as Mr. and Mrs. John Bova.

A brief recap, John and I rode our bikes down to Alabama early to get our marriage license and be at the swap meet and festival to set up. Our motor home crew, Hilo, Gill and Bill drove the rig with all of the vendor setup, bikes and parts down to the event. John flew back to get little johnny on Friday, they flew back together on Saturday for the big day on Sunday.

Again, I could not have asked for a more perfect wedding day in a more appropriate setting. We had many, many highlights of the event; I don't know where to begin!

Our dear friend and motorcycle buddy, Rick Matisak, officiated a beautiful and very fitting ceremony. (see photo on pg. 5) I cried the entire time and threw off my poor sister Teri, who compiled a reading that could not have been more perfect for the occasion, with excerpts from the book The Perfect Vehicle – What It Is About Motorcycles, by Melissa Holbrook Pierson. I don't know if it was Teri who had me crying, or the other way around. There wasn't a dry eye in the house.

Rick worked with my nephew Brian back in CT to stream live coverage of the ceremony to my mom which was really cool as she was unable to join us in person.

I have to share this with everyone who may not have been close enough to catch it during the ceremony; when little johnny was asked to present the rings, he said "Does this mean I get to have a mood ring?" LOL

Rick did an awesome job with the ceremony, really tailoring it to our unique lifestyle. After the wedding, Mr. Barber himself paid us a visit, just after the Aerobatic Team put on an air show for the event and as a surprise drew a heart in the sky for us! We found out that was arranged by Mr. Barber. We were absolutely floored.

Incidentally, the aircraft flown by the The Aeroshell Aerobatic Team were four North American Advanced Trainer AT-6 "Texan" nicknamed "The Pilot Maker". This plane was the same plane my late father trained in before going on to fly a P-51 Mustang in the China-Burma-India Campaign as First Lieutenant of the Army Air Corps in WWII. This made the day even more meaningful.

The day flew by. It's so fleeting when you want to spend time with everyone and catch every moment.

I am so thankful for the wonderful friends and family who were able to make it on such short notice. You all made the day that much more meaningful. It's all about the people, both around us and at home who are in our hearts. The only thing that would have made it any better would be for everyone to be there with us, but please know that you were in our thoughts and there in spirit.

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Our arrangements to return home were unplanned, left up in the air depending on what we were going to do with John's bike that he rode down. What ended up happening was that John flew little johnny home on Monday morning. The Motor home Crew, Hilo, Gil and Bill loaded his bike up in the trailer on Saturday after determining there was indeed going to be enough room. (You never know as John is on a perpetual shopping spree.) Either way, I was going to make the trip back home on the bike.

The day of the wedding, I was approached by another dear friend Margi McClellan, who said I had a surprise waiting for me. That surprise was that I was getting a "motorcycle escort" back home with two of the best riders I know, her husband Darwin, and Don Walker from the club! That was so cool. So everyone could rest assured that I was in good hands. These guys most assuredly had to move their plans around to do this as both had to be back at work [Tuesday,] and our departure would be delayed a bit with the reorganizing and farewells of Monday morning. I have no idea when we finally left, I'd guess 9:30 CST.

We got in (I think) around 12:30 EST [Tuesday morning.] It rained a comfortable rain about a quarter of the trip, then the weather improved as we moved north. We lost about 40 minutes in traffic, otherwise I think we averaged 60 mph including stops... you figure out the math! These guys are great to ride with.

After I waved my travel escorts off, I came home and found my poor husband sleeping off a sore throat and bad head cold that he must have gotten on one of the flights. Poor guy was already back at the shop the next morning, picking up where he left off! Hilo and Gill had a mission to pick up more parts and a motorcycle on the way back home.

I can't thank everyone enough, honestly, for making this an unforgettable milestone. Everybody get your calendars out for this event next year; Mr. Barber wants us to return every year and maybe we'll have to have a first anniversary party at the festival. You don't want to miss this place. (Bring your mud boots just in case!)

Now, off to find that mood ring... ■

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Suspension Upgrade: Is It Worth It?

by Wally Gingerich

If you read the Internet forums you'll discover that many riders consider a suspension upgrade the best upgrade they ever made. What exactly is a suspension upgrade? For a bike with a traditional front fork like my K75 it involves new fork springs and oil, and a new shock for the rear. For Telelever bikes it's new shocks both front and rear. Suspension upgrades can be expensive – fork springs and oil typically run around $130, and a rear shock for a K75 in the neighborhood of $300 to $400, or more. The shocks on Telelever bikes can run up to $1200 to $1500 for the pair, or even more. So you'll want to be sure a suspension upgrade is really worth it before you pull the trigger. What made me do it? Well, I had been thinking about it for some time, and then Klaus from EPM Performance Imports was offering a 20% discount at the RA rally this summer, so I decided now was the time.

So why would I (or you) do it? Several reasons, actually. The suspension on BMWs is on the soft side, which makes for a cushier ride but less secure handling. K75s are known for soft front forks, so that was a factor for me. If your bike has more than 30 or 40 thousand miles on it, you can be pretty sure the suspension is no longer performing up to standard. If your bike pogos over rough spots, you need new suspension. If it bottoms out on potholes and big bumps, it needs upgrading. Or, if you just want to have a more secure and planted ride, you will probably want to upgrade your suspension. It depends a little on what you want from your suspension. Perhaps more importantly, new suspension will give you much more secure handling, particularly in corners, and particularly so if the road is rough.

Motorcycle suspension serves several purposes – to give you a soft ride over bumps, and to keep the wheels on the ground so you can control the bike. These two purposes tend to work against each other – the cushier the ride the less planted the bike will be, and vice versa. Your optimal setting will be somewhere in between, depending on what you want from your ride.

Ok, so let's get to it. As soon as the springs and shock arrived I went right to work. (Delaying gratification would be irresponsible when a task of such import awaits.) Springs are fairly easy to replace on a K75. First, place a jack under the front of the engine and raise it just enough to take the weight off the front wheel. Next, remove the plugs at the bottom of the forks to drain the old oil out. Then loosen the handlebars and tilt them back, and remove the rubber switch console to give access to the tops of the fork tubes. Remove the plastic covers

at the tops of the tubes, remove the lock ring that keeps the springs secured in the tubes, and pull out the spacer tubes and springs. They're oily, so be prepared for a mess – wrapping an old rag around the tubes will take care of most of it. You'll want to raise the front wheel up and down a few times to expel as much of the oil from the inner workings of the fork as possible.

Now it's in with the new springs. Reinstall the drain plugs and raise the front wheel until it reaches the top of its travel and block it up so it stays there. The instructions with the Hyperpro fork springs required me to fill each fork leg with oil until it was 170 mm from the top of the tube. You'll want to run the front wheel up and down again to make sure all of the air works its way out of the tubes. There are several ways to do it to get just the right amount of oil in the tubes – probably the best is to overfill a little and then use a suction tool such as a Mity-Vac to insert a plastic tube 170 mm into the fork leg and vacuum out the excess oil. You want to take care with this step – the amount of oil (and air) in the fork tubes affects the damping action of the fork, so you want exactly the right amount of oil in both

Continued, page 8

tubes. The oil that came with the new springs was 15w, which also added to the damping action of the forks. Fork oil is more commonly 7.5 or 10 weight. Once the oil is in, lower the front wheel and install the springs, which is the reverse of removal. The new springs took up the entire length of the tubes so no spacers were included.

Replacing the rear shock was more straightforward (and cleaner). You raise the rear of the bike to just take the weight off the rear wheel, remove the bolts at the top and bottom of the shock, and pull it out. On the K75 I had to loosen the rear footpeg plate and piece that holds the hard bags on – not hard to do. Then install the new shock, torque the bolts to spec, and you're done! Well, not really. Here comes the fun part!

To work optimally the suspension has to be set up correctly, and this is where "sag" comes in. The term sag is used inconsistently by the manufacturers and writers on the topic, so I adopted my own terms. "Free sag" refers to the amount of suspension travel that is taken up with the weight of the bike alone. "Rider sag" is the amount of travel when the rider is sitting on the bike in full riding gear. Suspension travel is the maximum distance the suspension can travel up and down, and your owner's manual is the place to find this. You want to set up your suspension so the rider sag is 30-33% of total travel. Free sag should ideally be about 20-25% of travel in the front, and 5-15% in the rear – you don't want the bike to top out when you go over bumps. It really helps to have a qualified helper (like club president Arp Viiberg) help you measure the sag.

Suspension setup can be confusing, and it is partly an art to be sure, but generally speaking you want rider sag to take up about a third of the travel, typical riding to take up the middle third of travel, and extreme bumps or braking to use the top third of travel. The fork springs Klaus sent me originally didn't give me enough rider sag, so he exchanged them for a slightly softer pair that moved the sag nicely within range. The rear shock was almost perfect – I increased the preload just slightly (tightened the threaded collars at the end of the spring a little bit to increase the force on the spring) to bring it within range.

So what is the end result of all this expense and effort? The bike sits much higher, perhaps an inch both front and rear. That suggests it had too much sag before the upgrade and although it gave a cushier ride it left little room for big bumps. Second, the bike feels much more planted, and I notice this mainly when taking corners at a brisk pace, or going over rough roads. It's like the wheels stay on the ground up and over bumps,– nice! The ride is definitely less cushy, but more controlled and supple. The rear shock has adjustable rebound damping, so I spent some time on a section of rough road to find the best setting for that – no pogoing over bumps, but not any harsher than it needs to be either.

Would I do it again? Given that my K75 has less than 20,000 miles, probably. The new fork springs are a definite improvement, and not too costly. Not only is the sag where it needs to be, but the heavier oil in the fork gives it more damping, which gives a more secure ride. However, I could have taken more time to adjust the preload on the rear shock to see if I could bring it within desired range, and since it wasn't leaking I probably could have kept it on longer. On the other hand, the adjustable rebound damping and more supple action of the rear shock gives a significantly better ride, so overall all I'd say I'm happy and think the upgrade was worth the cost. ■

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The Road Runner Akron Marathon

by Mike Sikora

It was around 5:30 A.M. and the streets were dark, but standing in the middle of South Broadway Street in downtown Akron were four members of BMWMOC. Paul Koontz, Bob Chalfant, Wally Gingrich and Mike Sikora prayed for the rains to hold off while they waited for the start of 7th Road Runner Akron Marathon while they waited for their passengers. Paul was providing transportation for Nelsen Petersen of KIBO productions for filming of this growing event. Wally's passenger, Pookie, was

providing live on-course radio coverage of the Women's Marathon and Bob rode around with John Naigle on the back to provide live coverage of the Men's event back to the announcing crew at the finish line in Akron Aeros Stadium.

The starting line filled with runners and the sidewalks were jammed with spectators as the starting clock approached 7:00 AM. At 6:59, 5 wheelchairs racers screamed down Broadway and disappeared as they raced towards the high-level Y-Bridge - these guys fly! At exactly 7:00, over 5,500 runners took on the challenge of the Akron Marathon. Over 4,000

more waited for their team mates at relay points along the course This year's event featured the 26.2 mile marathon, a 13.1 mile half-marathon and the 5-person relay. During the next 3 to 4 hours Paul, Bob, and Wally got to run red lights, totally ignore stop signs and have a really fun time while the Akron Police just stood back and smiled. They all just rode around having a great time while their passengers filmed the event and sent info back to Akron Aeros Stadium for the crowds waiting at the finish line.

This is the fourth year that BMWMOC has provided transportation services to the Road Runner Akron Marathon and it

sounds like we'll be invited back for next year. Circle Saturday, September 25, 2010 for the 6th running of this fun event. Last year we had 5 bikes as the event included a Women's 8k National and this year we provided 3 bikes to cover about 9,500 athletes. The event keeps growing and Race Director Jim Barnett is always looking to add another prestigious event to the schedule. He'll need help for the 2010 event and I'll post it in the CCN as the date gets nearer. It is a really fun time – just ask Roger Pivonka, Rick Sessions, Marsha Bedford, Wally Gingrich, Bob Chalfant, Paul Koontz, Arp Viiberg or Mike Sikora! Think about joining us!

Troisième Couldersport Caper

by Paul Mitchell

For the past couple of years Jim Sedivy has organized a B & B weekend to the Susquehannock Lodge in Porter County PA. One of the lures to this event has been the award winning "big as Darwin's shoe" prime rib dinner. I had a conflict last year but signed up early with Jim.

This year's group was small but a good time was enjoyed by all. Arp & Sharon and George & Colleen left via a slab route, while Jim, Wally & Elaine Gingerich and yours truly met at greasy spoon in Newbury for breakfast. Jim led us on a great route through eastern Ohio and some great twisties in western Pennsylvania stopping for a scenic view of the Kinzua Dam in the Allegheny Forest. I learned later that the construction of this structure displaced the Seneca Nation breaking another Treaty. In fact, President John F. Kennedy reviewed the issues and "for the greater good" allowed the US Army Corps of Engineers to dam Willow Creek and the Allegheny River. Two small towns, Corydon & Kinzua were flooded after their residents were relocated.

After a lunch break at a small roadside restaurant featuring home made ice cream, our group proceeded to a State store to acquire liquid "provisions". Low & behold, two other Beemers rolled into the parking lot with the rest of our group. A short ride east of Couldersport found us at the Susquehannock Lodge.

There were a variety of accommodations including the main house, a converted loft in the barn, and a separate group of rooms in an adjacent building.

After a short rest and apéritifs, we entered the dining room and were greeted with rich, flavorful aromas from the kitchen. Our hosts, Ed & Carol, made us feel at home in their establishment and served up heaping platters of BBQ'd ribs, corn on the cob sweet potatoes and ice cream sundaes for dessert! The prime rib was for Saturday evening.

In the morning, we had a country style breakfast with blueberry pancakes, eggs, bacon, sausage and all the OJ, coffee &

tea we could consume. Jim had outlined several options for the day's ride and exploration . . . the Pennsylvania Grand Canyon, the quaint town of Wellsboro, the Woolrich factory store in Woolrich, PA and various state parks in the Allegany forest.

I chose to "hang" with the Viiberg's & Lopez's and visit the grand canyon and Wellsboro, while Jim went on to find Woolrich and the Gingerich's toured the local country side.

Wellsboro is an idyllic small town with century buildings, artist studios, gift shops and the Wellsboro Diner. This is road trip "good eats" dining destination!

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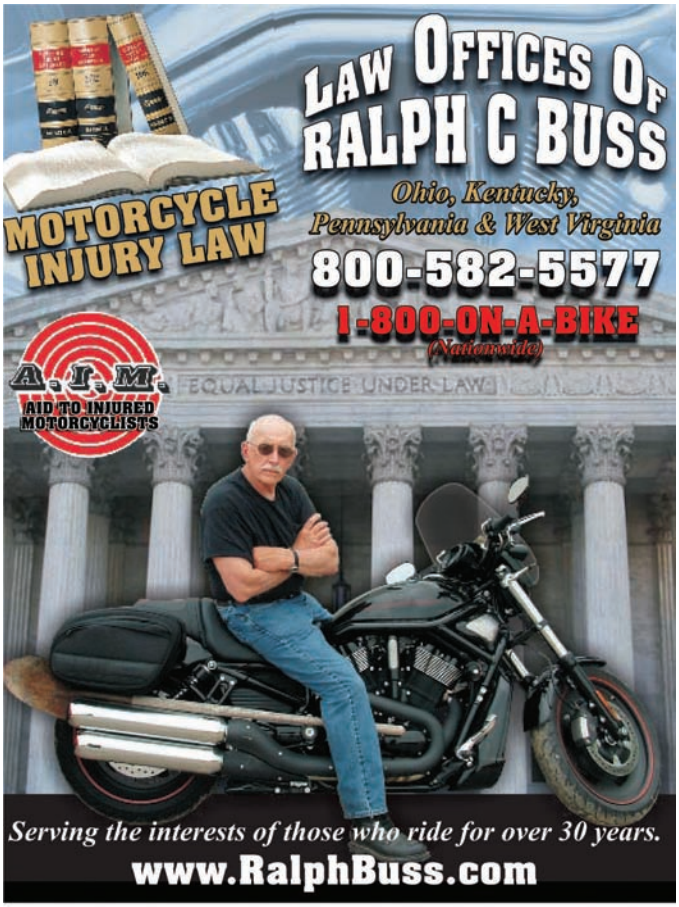
All groups returned mid afternoon for a bit of R&R and the anticipation of the award winning "big as Darwin's shoe" prime rib dinner. We enjoyed the patio atmosphere as the kitchen's aromas again teased our olfactory senses. We were not disappointed when Carol rang the dinner bell. OMG!

After dinner, we retreated to one of the parlor rooms and convened employing the almost lost art of conversation relating to politics, social issues and a bit of Beemering. After a few more libations, it was time to retire.

The next morning we were again fed to complete satisfaction and decided on our routes home. I decided to go north and catch the Southern Tier in New York State. I later met Wally & Elaine at one of the rest stops. The others chose the country road routing home.

There were some great twisties on my bearing North as well as an encounter with Bombus terrestris better known as the Buff-tailed Bumblebee or Large Earth Bumblebee. Just glad that I was wearing sun glasses when my visor was open!

A great weekend, enjoying friends and BMW motorcycles as well as the award winning "big as Darwin's shoe" prime rib dinner was truly enjoyed by all!



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This Summers Ride:

MOA, Heritage Ride, RA, Gaspe', PEI and Nova Scotia

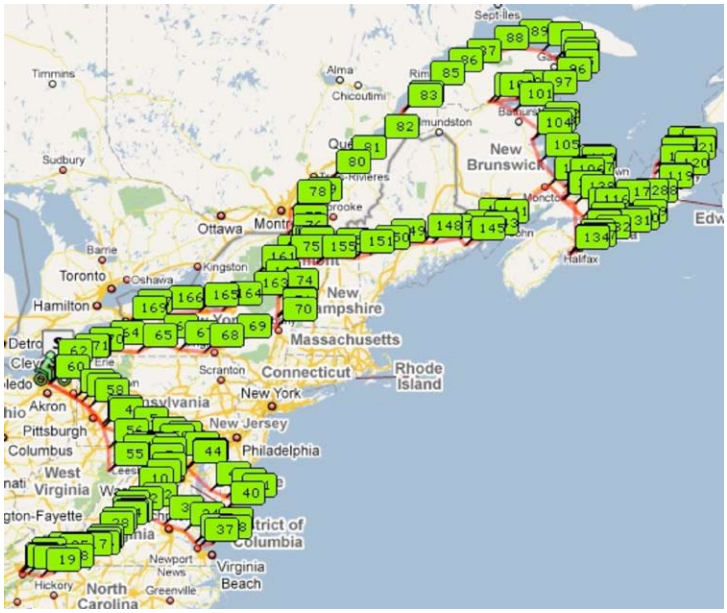
by Larry Cardo

During these trips, I used SPOT which relays my GPS co-ordinates to whom ever I choose, which enables family and friends to follow the trip. Above is a summary map.

The Blue Ridge Parkway was just too nice of a route to pass up driving to the MOA rally in Johnson City, TN. Lots of deer! At the Rally there were a lot (guessing 25) Cleveland Club members. I find it very enjoyable to run into fellow club members hundreds or thousands of miles from home. I found "most" of the seminars interesting and informative. The closing ceremony was as usual very long and boring—and more so when you do not win anything. As I recall, one of our club members won a two week bike trip to New Zealand – but was not there to claim it.

As the RA Rally was the following week end, the MOA and RA got together (imagine that!) and arranged a rolling rally to get there. I rode a good part of the next week with Michael Stroup and Jerry & Mary Riha. A rolling rally as I learned, consists of predetermined night locations and suggested routes for each day. The organizers planned the ride well providing great scenic roads and interesting locations. The route consisted of "The Snake" similar to Deal's Gap but much longer, part of the Blue Ridge Parkway, over to the ocean at Newport News, VA, across the 17 mile long Chesapeake Bay Bridge and through the unique pony infested Assateague National Park. Then, a night in Cambridge, MD where the organizers reserved a country club for our dinner. Michael is a sea food expert and he found us some wonderful crab cakes at a sea side restaurant. We also visited Bob's BMW and were treated to a free dinner. The next day we rode to Canaan Valley for the RA Rally.

The RA Rally is naturally smaller, but always feels good! They have less vendors, but great speakers. I spent a good portion of my time in seminars listening to the likes of David Hough, Fred Rau, Bob Higdon, Jim Owens, (this year's Iron Butt Rally winner), Don Author and Mike Kneebone. Again a LOT of club



members were in attendance, including our club's honeymoon couple. When asked how their honeymoon was going in Sherpa tents, Rick answered "we found out a lot about our riding limitations—which we found out to be 9 days. We are now on our 13th day!!!!"

After two weeks on the road in cheap motels, it was great to see Candi. However short, (as in 3 days) Wayne Slepecky and I were off to north east Canada.

Our plan was to crank miles the first few days then enjoy the scenery of Eastern Canada at a more leisured pace. Within 2 days we were riding the southern edge of the St. Lawrence Seaway into an area called the Gaspe Peninsula. The Gaspe was the highlight of the trip. It went on for about 600 miles. Scenic, well maintained roads with little traffic was the order of the day. Towns that looked like they came directly our of a story book were one after the other. Riding was equivalent to the Pacific Coast highway.

Heading south from the Gaspe , we briefly visited Prince Edward Island and then rode southward to Halifax to meet Anna who was flying in to continue with us for the rest of the trip. We naturally rode the "Cabot Trail" which after Gaspe' we found overrated—but nice. Then onto a tour of the south shore of Nova Scotia. With a large storm coming in we detoured to find lodging and accidentally found "Peggy's Cove". We found this to be one of the most scenic areas of the trip. Wayne and Anna

Continued, page 16

Beemkaweekend

Evidence that brand coexistence is possible

by Don Poremski

Hungry Mother State Park (HMSP) called out to six riders in mid-September and they dutifully responded with a three-day effort. If the fact that the group stayed more or less together tells you that both riders and equipment were equally matched, go ahead and maintain that assumption. One LT, one K1200S, one R1200RT joined a Concourse 14, ZX-9 and the Suvanuzzi to gather at Chestnut Lodge on Sunday the 13th having come from PA and OH. As a group, our first task was the Chinese buffet, sank you.

The next day however included more challenging roads, thrills, no spills and no tickees. That day the group leaves Virginia for parts south and west in North Carolina and Tennessee. Yeah, Shady Valley was a must just to see if the Draggin Knees club was keeping 421 clear of gravel in the apexes. They were, so much fun was had. No one was counting turns, but there were plenty of 'em.

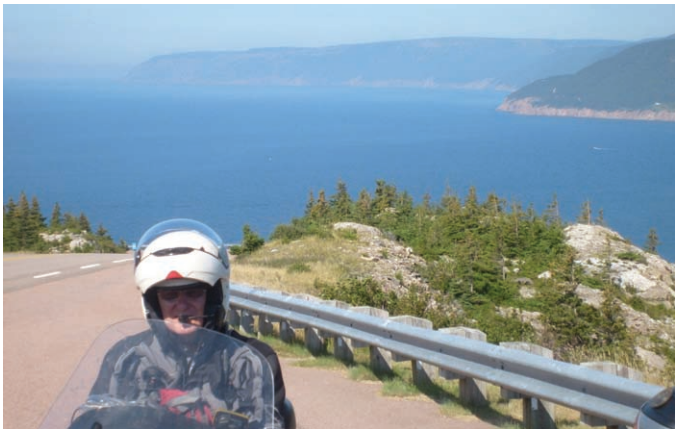
Mountain City was next and the new guys, Mike Kiesel and John Allen were keeping up just fine with Trent Denison, the author, Ed Tatters and Alex Walters. Some roads were so nice we did them twice. That would include; 58 between Volney and Damascus, over Roan Mountain and back, 80 and others.

Each night there was a fire before which we could reminisce about the days ride and wax nostalgic about previous rides

and experiences. If we do Chinese the first night it would obviously be pizza the second night so a contingent was sent out to retrieve them since none of the local shops would deliver to Hungry Mother. What cruelty!

The weather was more than cooperative for the entire trip including on the slabs used to return home. Ah, but that meant one more crack at 16 from HMSP to Beckley WV which includes the up/down up/down up/down to Tazewell and more decreasing radii until we nudged up against the interstates. But, each time this trip is completed there is the unspoken intent to return once more. 2010 may include new turnaround/activity centers such as Carters Cave State Resort Park near Grayson KY or others, but those who know her, won't forget mother. ■

Nova Scotia continued



stayed to further explore the cove and I rode off to Maine to visit family.

We met up again in Lubec, Maine, (the eastern most town in the U.S. & 97 miles of shoreline) and then took back roads all across Maine, NH, VT and across NY via the Adirondack's. The ferry across Lake Placid is always nice.

One month of fantastic riding and riding partners! No matter how great the trip, it is always good come home. ■

The Club's Iron Butt 1000 Mile in 24 Hours Ride

by Larry Cardo

In early spring Judy Gau and Wally Gingerich asked if I would assist in facilitating an Iron Butt Ride and they both wanted to participate. The club has talked about this type of ride for years, but it somehow never happened. As the summer was busy, we decided on a September 12th ride date. Wayne Slepecky volunteered his considerable experience and expertise in the effort.

Wally, Wayne and I had a number of meetings to plan the ride. A route was selected to maximize Interstates, and legal speed limits. A starting point was selected very near the Turnpike. The route required taking the Turnpike across Indiana and North on Rt 69 to the Mackinaw Bridge and return (1026 miles). A starting time was chosen to maximize daylight hours and limit the amount of night hours when the riders would be most tired.

Long distance riding tips were provided at the club meeting preceding the ride. Maps, forms and riding tips were provided to interested riders.

Bill Stinson volunteered his vehicles and himself to rescue any stranded rider. Jerry Bruce who was considering the ride, but wisely decided it was too soon after surgery, volunteered to ride with Bill on any required rescue.

Nine riders attempted the ride. Most started from the recommended start point, but a few ran the route from other locations. This was not a group ride. Riders could ride together or alone.

There was a send off crew to cheer on the riders at the start consisting of Jerry Bruce, Wayne and Anna Slepecky, Larry

Cardo and a friend of Bob Sheldon's whose name I missed. Anna Slepecky gave riders a lucky penny to keep them safe on the ride. She gave me one years ago—and it is still working. Witness forms were signed and all riders were away by 6 AM. Many thanks for the cheerleaders getting up at 4 AM.

I found it worrisome during the day, hoping that nothing went wrong. Likewise, Wayne kept calling for updates. Riding

1,000 miles in 24 hours is not insignificant! If we organize another ride, I would request the riders call in at some point. Fortunately, Wally did call in at 3 PM and indicated all was well.

The welcoming crew consisted of Rick Sessions, Jerry Bruce, Judy Gau, Anna Slepecky and Larry Cardo. Judy Gau was too impatient to wait for the "formal" club ride and successfully completed her ride a month earlier.

The riders started arriving about 9 PM, with Don Walker leading the pack. All nine riders completed the SS 1000 ride!

Continued, page 18

The riders and their completion times were:

Don Walker	15 hours 1min
Bob Shelton	17 hours 11min
Pat Corrigan	17 hours 14 min
Bob Larrow	17 hours 14 min
Roger Pivonka	17 hours 20 min
Colin Binkey	17 hours 21 min
Wally Gingerich	17 hours 49 min
Ray Shaw	18 hours 0 min
Bob Chalfant	18 hours 22 min

As the riders came in, Anna gave them each a congratulations card.

A few comments from the riders at the finish--

Don Walker, ***"I never took my helmet off. Good route, no cities, no traffic. Nice scenery in Northern Michigan."***

Colin Binkey, ***"Absolutely great, no problem! Could do it again tomorrow."***

Pat Corrigan, ***"You made the ride easy. I've been wanting to do this for a long time"***

Bob Larrow, ***"Fun Ride"*** — as he was looking at his receipts that were floating in water that had leaked from his cooler. He quickly ran into Sheetz and with a handful of napkins and carefully dried the receipts—thus saving the trip documentation.

Congratulations riders and supporting crew!

For Sale
Club Classifieds

Headlight Cover, Large Round 7 3/8" Sell for $30.00 I will pay shipping. Dealer price: $49.95.
Fits: R1100R (1997-on), R1150R, R1200C, R/6, K75C, K100C, R/7, R65 ('86-On), R90S, R100S, R80 (1985-on)
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New Members

by Wally Gingerich

This issue we introduce two new members, both of whom like to cover a lot of miles. Read on…

John Ubinger

John Ubinger, who lives in Berea, started riding 30 years ago when he traded his car for his first bike. After a 10-year hiatus John got back into riding this summer when he purchased a Pacific Blue 2001 K1200LT from a club member (hmm, who would that be?), which he subsequently rode to New England for a two week camping vacation. John's first club event was the recent Clam Bake where says he met "a bunch of great people." Thanks for the compliment, John, and we feel the same about you! John likes weekend rallys, tech sessions, day trips, and cold weather riding, and was still riding 400-500 miles a week in October! John does most of his own maintenance, and hopes to make some good riding friends in our Club and trade stories with other BMW riders. Welcome aboard John!

Bob Chalfant

Bob's first bike was a Benelli he purchased from Montgomery Wards on his 16th birthday. He has ridden Hondas, Kawasakis, and H-Ds during the intervening years and now rides an "exotic and busty" black K1200LT which he fondly refers to as Elvira. Bob currently lives in University Circle, but a few years ago while living in Southern California he rode with the South Coast BMW Club who held their annual rally in Death Valley every February. Bob freely admits he is "addicted" to long distance touring, and gives as evidence his ride from Cleveland several Februarys ago (28 degrees) back to Southern California to rejoin his old friends for the Death Valley Daze rally. Bob has ridden Elvira through the lower 48 states and six Canadian Provinces. Although he prefers to ride alone, Bob joined us for our Michigan SaddleSore 1000 ride this summer. Bob says he hates to work on his bike, but let it slip that he has added two radios, an intercom, a radar detector a GPS, and installed Ohlins shocks! Oh, I get it – that's not work, that's having fun!

Welcome to BMWMOC, John and Bob. We're happy to have you in our club. ■

WANTED: LIBRARY MATERIALS

A Call for Library Resources. . .

Please contact **Bill Stinson** at **440-646-0433** or e-mail **williamstinson@att.net** to "lend" or donate any motorcycles or related travel books, magazines or videos (VHS or DVD's) to our new BMWMOC Member Library resource. Materials will be published in future issues of CCN and also posted on **www.bmwmoc.org**

Calendar of Events

*visit www.bmwmoc.org/calendar.htm for updated event information
or call Capt'n Carl to confirm 216-383-9161 email:sprdoorman@roadrunner.com

Thursday, December 3
Monthly Membership Meeting
Location : Winking Lizard Tavern - 6901 Rockside Road - Independence, OH 44131
Contact : 216.524.2226 Food service and the 7:00pm meeting will be in the big room to the left of the entrance.

January 7
BWMOC Monthly Meeting
7:00 PM
Panini's 480 Aurora Road - Sagamore Hills, OH
(330) 468-6200

January 16
Holiday Party / Awards Banquet
6:00 PM cocktails, 7:00 PM dinner
Location : American Legion #572 - 6483 State Road - Parma, OH 44134. The event will be catered by Stancato's ... Details to follow

January 28
BMWMOC Board Meeting
7:00pm - 8:00pm
Panini's, 480 West Aurora Road, Sagamore Hills, OH
(330) 468-6200

January 29-31st, 2010
Cycle World International Motorcycle Show, IX Center
www.motorcycleshows.com
The club will meet for breakfast and carpooling to the show. Location and time TBD.

February 4
BWMOC Monthly Meeting
7:00 PM
Panini's 480 Aurora Road - Sagamore Hills, OH
(330) 468-6200

February 20
Tobogganing
12:00 Noon
The two 1,000-foot refrigerated ice chutes operate with or without snow. In addition to tobogganing, guests can enjoy the facility with a snack bar, two fireplaces, a large-screen television, indoor restrooms, and a main gathering area. Experience the thrill of tobogganing at The Chalet in Mill Stream Run Reservation, located on Valley Parkway between Routes 42 and 82 in Strongsville. Four person toboggans are included in the $8/person fee. www.clemetparks.com/recreation/tobogganing

March 4
BWMOC Monthly Meeting
7:00 PM
Panini's 480 Aurora Road - Sagamore Hills, OH
(330) 468-6200

March 25
BMWMOC Board Meeting
Thursday, March 25, 2010, 7:00pm - 8:00pm
Panini's, 480 West Aurora Road, Sagamore Hills, OH
(330) 468-6200.

June 11-13
Spring Campout
Location: Whip-Poor-Will Hills Campground - Danville, Ohio
Contact: Carl Bork Save the dates .... more info to follow.

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STRESS or Don't Worry, Be Happy

Reprinted from July 2009 Motorcycle Consumer News
(Submitted by Roger Pivonka)

STRESS is a natural body response that occurs whenever our brain perceives danger, preparing us to either battle the threat or to run away. This so-called "fight or flight" reaction may do a lot of good when we're confronted with certain kinds of danger. Our adrenal glands pump adrenaline, which speeds up our hearts, makes our big muscles stronger and can serve to focus our attention on the threat.

Those changes all make it more likely we'll survive a confrontation.

The problem with stress is that we're stuck with having a brain. The brain's role in the body is kind of like the radar in a ship—it's used to look ahead for danger. As our brains initially evolved, the dangers tended to be temporary—we were being chased by a predator; the woods were on fire; we've fallen and broken an ankle but need to make it back to the cave, etc. But as our brains evolved over the millennia and our lives became more complex, we've gotten new things to worry about. And worry, which is one form of chronic psychological stress, ends up killing a lot more people now than saber toothed tigers.

The long-term effect of stress on our bodies is responsible for most of the disease and death in the industrialized world. Heart disease and stroke are associated closely with hypertension (stress related); smoking (also stress related, since nicotine's a powerful, though addictive stress reducing drug); sudden cardiac death; intracranial hemorrhage and many more kinds of sudden death. Also, overeating is sometimes stress-related, and the obesity that results can cause breast cancer, colon cancer, kidney cancer, diabetes, etc.

For a great book on how stress affects us, see Dr. Robert Sapolsky's, "Why Zebras Don't Get Ulcers" (snipurl.com/zebras). Stress also impairs judgment, which is vital if you plan to survive on the road, especially if you ride in challenging situations. It also hurts our fine motor control, and the combination of bad judgment and poor control often ends up with a rider smeared over the hood of an SUV.

Unfortunately, we're subject to a lot of different kinds of stress while riding our bikes. When we're anxious, our brains (and bodies) are under more stress. When we're tired, cold, hot or get scared (think "unfamiliar and unexpected decreasing radius blind turn on a back road") we're more likely to be subject to more stress—with potentially lethal consequences.

So, what causes psychological stress?

There's always been a lot of dispute in the scientific literature, however, I like McGrath's 1976 definition that stress is "the interaction between three elements: perceived demand, perceived ability to cope, and the perception of the importance of being able to cope with the demand."

What does that mean?

First, note that any given situation itself does not cause stress—it's our perception of the difficulty of the situation, our ability to handle it, and how important dealing with it at that point in time is for us. Imagine waking up and finding a tarantula three inches from our nose. Got stress? Suuuuure, you do ... But if it was your pet tarantula you'd had for several years, just compare the resulting stress. Remember, the only difference in the two situations is the information that's entered your brain since the first time you saw a tarantula up close—the situation itself is identical.

Remember, if our stress level goes up all of a sudden, our actual (not our per- ceived) ability to deal with the situation goes down. Let's take that "unfamiliar and unexpected decreasing radius blind turn" we mentioned earlier. Notice that if we're not comfortable with our ability to tighten up in the turn, our perceived demand (PD) is quite high. That by itself increases stress. However, if our perceived ability (PA) is also high, the stress—and how much our performance is likely to be impaired—is lower. Of course, if our perception of the importance (PI) of coping with that situation is higher, the stress is more (and our performance is worse). Think of it as "Stress = PD x PI / PA."

Imagine how each of these factors in the formula might affect the stress level.

Scenario: You're Valentino Rossi. Your bike is a Yamaha YZR-M1. You're wearing full racing leathers. You're on a closed one-way road in Kansas, with 5' stalks of corn planted about 40' back from the road, with grass between you and the cornfield. You find that you're going too fast for the turn up ahead...

Or, you're a brand-new rider who's just bought his first motorcycle and is trying to keep up with his more-experienced friends who are ahead, out of sight. The bike is about 12 years old, with worn, overinflated tires; glazed brake pads; air in the brake lines; you're wearing jeans and a tee-shirt, and are riding down from Yosemite with a 200' cliff at the outside edge of the decreasing radius turn and are going too fast for the turn up ahead...

Which situation causes more stress? Which rider is likely to let that stress impair their ability? Which rider is more likely to either crash or have to take an unexpected bathroom break?

Continued, page 21

A good way to lower your stress level and lower your risk is to learn to ride right and practice, practice, practice. I took Reg Pridmore's CLASS riding school a couple of decades ago. I recall a mnemonic he used: "C.R.A.S.H.," which stood for Concentrate / Relax / Anticipate / Smooth /

Have fun! All of these are vital in reducing stress, fear and anxiety. Remember, when you're stressed (say, because you've never taken the Motorcycle Safety Foundation courses, or your bike isn't up to snuff, or you're not wearing "all the gear, all the time,") you're more likely to find yourself in a situation where you'll panic and end up with a death grip on the bars.

Literally.

Flash Gordon, M.D., is a primary care physician practicing in Greenbrae, CA, and the author of Blood, Sweat and 2nd Gear: More Medicine for Motorcyclists, a collection of his MCN columns, available through www.white horsepress.com.

Creation of a Chapter Library

by Bill Stinson

1. A lending library will be established for the club.

To get started, requests for motorcycle related books and videos will be posted in the newsletter and posted on the web site.

After posting, a list of available materials will be listed on the BMWMOC web site and in the newsletter. A monthly uipdate will list new additions.

2. The site will be organized as follows:

- Links to web sites containing online free safety information such as BMWMOA, AMA, Motorcycle Safety Foundation, etc.
- Links to commercial sites that sell motorcycle books and videos. This can be used if members want to examine materials which may be in the library or recommended for purchase. A small budget will be requested to purchase materials recommended by the membership.
- A link to our website with a list of books and videos available for the members.

3. All available materials will be posted on the web site.

- Book or Video (DVD or VCR) name
- Comments about the material
- Contact information: (owner, phone number)
- Availability from owner or the club librarian.

Members may elect to keep their materials at home and bring them to the meetings as requested. Requestors will deal directly with the owner and the librarian will not be involved.

Members may elect to give, or loan books to the club librarian who will maintain these materials for the members. A note will be made in the front of the book if it is a loner or owned by the club (just like public libraries do it). Requests for materials will be posted on the site and will be delivered to the meetings for pickup. If the member is not able to attend meetings, alternative arrangements may be made. (You pick up the book from the loaner, etc.)

All loans will be on the honor system. Members may borrow materials for one month with additional time requested, if available. A sign-out record will be maintained with date signed out, borrower name, phone number, item name, and return date.

BMWMOC 2009 Elections

Reprinted from the revised BMWMOC Bylaws

5. ELECTIONS

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 membership 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 five monthly membership meetings during the 12 months prior to the September membership meeting, and must expect to be able to attend all Board and monthly meetings during the coming year to be eligible for nomination. Meeting sign in sheets will be used to verify the required attendance.

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 prior to and 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. In the case where nominees for all positions are running un-opposed, the election may be declared Moot by a membership meeting vote at the November meeting. If so voted, further efforts and expense to conduct an election shall be suspended. The new Board of Directors shall be announced at the January membership meeting.

h. The Election Committee will compile an Annual Election Ballot and a document containing optional nominee position statements. If a nominee chooses to provide a position statement, it must be received by the election committee no later than thirty days following the October membership meeting. The Election Committee will distribute electronically or by mail, one ballot per member and the optional 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 mail in completed ballot must be returned or instructions for returning the electronic ballots, and a deadline date (December 31st) after which ballots received will not be counted.

i. The results of the election shall be announced at the January membership meeting and following on the Clubs website and in the next Club newsletter.

j. Vote counts shall not be announced or posted. They will be recorded in the minutes of the January membership meeting and will be available to be viewed by any interested member. In any reading of the minutes at a membership meeting, the actual counts will be omitted.

k. 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 membership 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:

(a) 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.

(b) If the out-going president exercises the right to become a director for the year following his or her presidency; the past president and the highest tally of votes cast for director nominees shall determine the director electors.

l. 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.