Cleveland Club News

Spring 2008

BMWMOC Holiday Party

by Roger Pivonka

I hope you didn't miss the BMW MOC Holiday Party at the Diamond Event Center in Brunswick.

Why?? Because if you missed it, you missed a great evening.

You missed a great location, the room was just the right size for our 85 members and guests and it had a wood dance floor for Boogy-ing The Night Away.

You missed the good food - I tried all three of the entrees and would have gone back for seconds but by then I was full (except for desert).

You also missed the "George Lopez Flying Slideshow" of the years event and rally photos, and the Dance music provided by Carl "Boogie Man" Bork.

Don Walker, who discovered the Event Center for us, had his NEW K1200GT there as a photo prop backdrop for everyone to drool over.

Our Board of Elections, Dominic Cioffi, Rosemary Bork and Don Walker scurried around collecting last minute election ballots, counting them and then announcing the New 2008 BMWMOC Board of Directors (16 good folks who try to make every year a Fun Year, see page 4).

Don Poremski announced the top ten in the annual Mocal contest: in no particular order... Darwin McClellan, Don Walker, Margie McClellan, Donna Schettine, Don Poremski, Erica Petras, Roger Pivonka, Judy Gau, Darwin W. McClellan, Sam Walker.

Bob Shelton ran another BIG 50/50 (that I didn't win - again) with Taylor Dotson winning a down payment on her first bike.

Cheryl Fallis, our club secretary, also brought Country Store for those who needed another shirt or hat.

Darwin McClellan, road captain, informed us of the coming events for 2008.

Don Poremski received the Schwing Award for 2007 for long term outstanding contributions to BMWMOC.

And Judy Gau, our past and present President, presided over the super short meeting and the awarding of five door prizes from Country Store.

And, of course, you missed spending the evening with 85 of your closest friends and riding buddies.

Thanks to everyone for being there AND for your volunteer help thru the year. ■

1. Santa was good to someone this year!
2. MOCal contest winners
3. Bob and Nancy Shelton
4. Tom and Cathy Cannell
5. I can't believe he wore the same outfit!

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The Gau Gazette

By Judith Gau

Many, many years ago, too many to remember, my three sisters and I formed a SAD Club; Sisters against Dave, one of our brothers. As I grew up, I realized there was another meaning of SAD; Seasonal Affective Disorder. I think I have this condition. With the long winter nights, the snow, wind and cold, I'm out of sync with my body and feel something is missing. Maybe it's just the winter blues, if that's a condition, I have it also.

For the oddest reasons, these conditions seem to come on almost instantaneously when I walk into the garage. Could it be the bike sitting all covered up with an occasional power cord hanging beneath the cover? My side cases sitting off to the side garage wall empty? The tent and Kermit chair waiting to be strapped on the back to go for a ride? The bug sprays and fire starter sitting on the workbench feeling neglected? Maybe it's the maps and literature of states traveled sitting stuffed in their box on the shelf? Could my GPS be sending me telepathic adventurous thoughts of places yet to be traveled? Whatever the reason, I've got to kick this feeling. Spring can't come soon enough for me, and I'm sure for most of you also.

The club has many planned events this year, and I'm looking forward to being a part of them all. Get your thoughts in gear, as the riding season will be here before you know it. ■

Hey, we've added a new feature to our monthly meetings. Show and Tell. Did you get a new bike? New gear? Some fantastic gadget? Well, tell US about it too. Maybe we'll want one. At the next meeting you attend, when our Pres. asks "Anybody got new??", be sure to jump up and tell us about whatever it is (don't be bashful).
See you at the next meeting!!

Darwin's REV-olutions

By Darwin McClellan

Greetings all!

Well the winter hasn't been bitter but the weather has been unpredictable enough to keep the most hard core of us from riding, but you make do with what you got!

Eighty of us made it to the holiday party at the Diamond Event Center which was at a new location. Everything worked out beautifully thanks to the management and staff of the hall and the devoted volunteers of the club. Carl Bork seems to be the designated DJ for the club as again he rocked the house with his sound system and great collection of tunes. The meal was wonderful I and the hall was nicely decorated, it even had a New K1200GT for a center piece that was provided by Don Walker. Imagine how disappointed we all were when we couldn't talk Don into donating it as a door prize. Don Poremski hosted the awards presentation for the MoCal contest and door prize. The lucky recipient of the door prize drawing went to Don Walker. The top three finishers in the MoCal contest which is awarded for club participation and collection of target destination points (HISTORICAL MARKERS this year) were Handsome Darwin C. McClellan in 1st, Don-High-Horsepower-Walker In 2nd and Margi-Am-I-Surprised-McClellan in 3rd. I think club members knew who were battling for the top two spots, but were as surprised as Margi, when her name was announced for third. That's what she get's for hanging around with her kids.

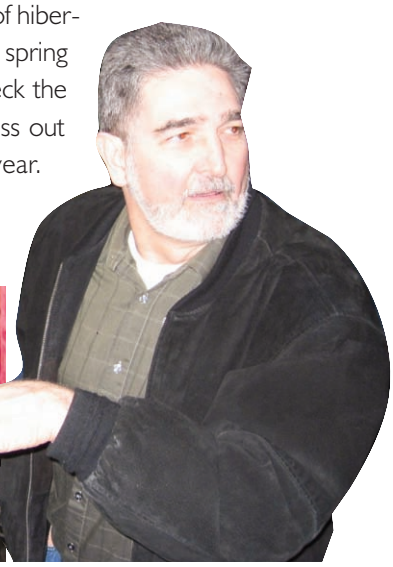
Later that month twenty four of us made it to Fairview Lanes where we found that none of us could bowl. We did have a lot of fun and it helped stave off the cabin fever and provided us with a lot of laughs and some needed exercise.

Next, was the International Motorcycle Show and brunch at the Station Restaurant in Berea. This annual event is becoming so popular that we may have to find another location. It is a great way to start the day, hooking up with friends and planning your day at the motorcycle show. In my own opinion, (and we all know what that's worth) the highlight of the show was the Friday night unveiling of Harley's new model, The Crossbone! Maybe I'm an optimist but I was expecting to see something exciting like the V-Rod motor in a sport touring platform. But NOOOOOOOOO! Here I am looking all over for this new model and can't find it. Finally I ask a salesperson," where is this thing?" When she shows me, my reaction is "D-OH!" Now I just feel stupid, another cruiser. I SHOULD HAVE KNOWN BETTER! Ape hangers, flat black paint, Bobber fenders, sprung solo seat. Come on, there's guys building bikes like this in their back yards every day. The best part is whoever buys this bike might get it home before the bars, pipes, seat and paint are changed and the chrome starts going on. Willie G., challenge yourself and your company. Do something out of the box. Be daring and get creative! It could open up a whole new market. Sorry, I'm rambling again. In a nutshell, it's always an entertaining show.

In February it was Robin's Cuyahoga Valley Wine Train. This was great fun, if not just a little crazy. Flesh being exposed (ask Paul Mitchell), underwear being displayed (ask John Gerow or Margi) laughing, singing, and I think I remember having a drink or two. As for the wines, there were some I didn't like, but in the end we'd all found at least one we did. Let's see if we can fill the whole car with club members next time.

As you all know the Daytona 200 Brunch was a wash-out due to all that "white stuff" that was falling from the Heavens so we won't talk about it.

Now it's time to break out of hibernation and get ready for the spring riding season. Make sure to check the calendar of events and don't miss out on any of our antics this year. Ride On. ■



BMWMOC 2008 Officers

Special thanks to our Board of Elections, Rosemary Bork, Dominic Cioffi, and Don Walker for all their time spent on running a seamless election, and congratulations to our new and re-elected officers:

Judy Gau
President

Arp Viiberg
Vice-President and International Spy

Tom Cannell
Treasurer

Cheryl Fallis
Secretary/ Country Store

Darwin McClellan Sr.
Road Captain

Cathy Cannell
Membership

Carl Bork
Director

Larry Cardo
Director

Dominic Cioffi
Director

Howard "Turp" Cobb
Director

George Lopez
Director

Rick Matisak
Director / Web Meister

Paul Mitchell
Director / CCN Editor

Robin Moss
Director / CCN Layout Artist

Don Poremski
MOCal Program

Bob Shelton
Director
50/50 Raffle

This May Be Your Last CCN! *Renew Your Membership, Don't Miss Out!*

Membership Renewal forms available at **www.bmwmoc.org/membership.htm**

Annual Membership Dues ($10.00) " Associate Membership Dues ($5.00)

Make your check or money order payable to: **BMW Motorcycle Owners of Cleveland** *Please DO NOT send CASH!!*

Mail to: **BMWMOC Membership - Cathy Cannell, 709 Cheriton Dr., Highland Hts., OH 44143**

Your membership includes the quarterly CCN newsletter, Club directory, membership card, Club eGroup membership and all member rights and privileges for this membership year.

Sill's Open House Recap

by Dominic Cioffi

After thirteen years of making real money and having fantastic benefits; I am now following my heart working for Sill's Motor Sales. The transition from rider and enthusiast to sales and seeing the inside track on things has been eye opening. There is surprisingly very little mark up on parts and accessories, and even less on the motorcycles. How some of our dealers still have their doors open is a mystery to me.

So when they have an Open House, I strongly encourage people to attend. Out of our four dealers, I certainly have an order of preference. However, when any dealer would have an Open House, I would encourage people to go and be sure to thank the owner.

Sill's Open House last Saturday night had a very low turn out. We had more prizes to give out then we did attendees, not to mention the access of food. Members from the club included the "McClellan Gang" and Don Walker. We had a raffle with all of the proceeds going to the "Cleveland Ride for Kids," a benefit to the Pediatric Brain Tumor Foundation. The owner, Pam has been an active member for the organization for many years. I wish the turnout would have been better, so maybe next time we can have enough people to at least eat all the food :>) ■

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2008 BMW Trivia Quiz*

1. Legendary BMW motorcycle racer Ernst Henne, later worked for what company?
2. What industry first feature did the R100R and R100GS have on the wheels?
3. What year was the first BMW GS model introduced?
4. What was the name of Helge Pedersen's famous R80GS?
5. What type of drive train was first introduced on the R80GS?
6. What year was the last year of the airheads, for the U.S. market?
7. What model did Richard Sainct win the 1999 Granada-Dakar on?
8. What was the black and yellow R100GS commonly called?
9. The R100GS was the first BMW to use what type of drivetrain?
10. What is the current horsepower of the GS?
11. Is the HP2 Enduro model heavier or lighter then a R100GS?
12. Which GS model was the first to use the Telelever front end?
13. Name the first BMW Dakar winner?
14. What was the name of the "Road Version" GS of the early 1980's?
15. What "big" feature does the Paris Dakar and Aventure models have over the standard GS model?
16. What is the new nickname of the GS motorcycle?
17. What was the first year of the Paris-Dakar?
18. Name the "single" door BMW car.
19. What short Italian guy dominated the GP motorcycle scene in the late 1960's and early 1970's?
20. What feature can be turned off on the GS models to enhance the dirt riding experience?
21. What does "GS" stand for in its German translation?

(Answers to be published in the Summer CCN)

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Latest News: BMW Nomenclature History

Reprinted from Latest News, BMW Motorrad

Ever wondered how BMW motorcycles get their names? The history of the nomenclature for aero engines, motorcycles and cars is marked on the one hand by enduring lines, and on the other by surprising twists and turns.

As the company started out building aero engines, it was ancient history that provided BMW with the inspiration behind the naming of the first ones. The German Imperial Flying Corps arranged the engines for its aircraft according to output classes using a system based on Roman numerals, and the majority of engine manufacturers adopted this military coding for their product designations.

There's no mistaking that the 'S' in R 1200 S stands for 'Sport'

The company used this naming system for both its water-cooled and air-cooled aero engines up to 1932 - from the 'BMW IIIa' to the 'BMW XV'.

However, this military-inspired nomenclature sat rather awkwardly with the power units developed by the BMW engineers for cars and motorcycles. Instead, these engines were given the name 'Bayern-Motor' as a sales designation, usually followed by the output figure. A new designation system for these units was agreed within the company based around their technical fundamentals, such as the number of cylinders, their model series and project number.

This produced designations like 'M4A1' and 'M2B15', which looked decidedly secretive at first glance. Broken down, however, it was immediately clear to the initiated which product they referred to. The 'M' stood for 'Motor' (engine), the following figure for the number of cylinders, the letter for the model series and the final number for the project number in question. For example, the 'M4A1' was an 'A' series (large-capacity in-line) four-cylinder engine with the project number 1.

BMW acted to simplify the system in the mid-1920s. The references to the number of cylinders and model series were abandoned. Now the only entry in front of the project number was to denote an engine ('M' = Motor), transmission ('G' = Getriebe), a frame for motorcycles ('R' = Rahmen) or a chassis for cars ('F' = Fahrgestell).

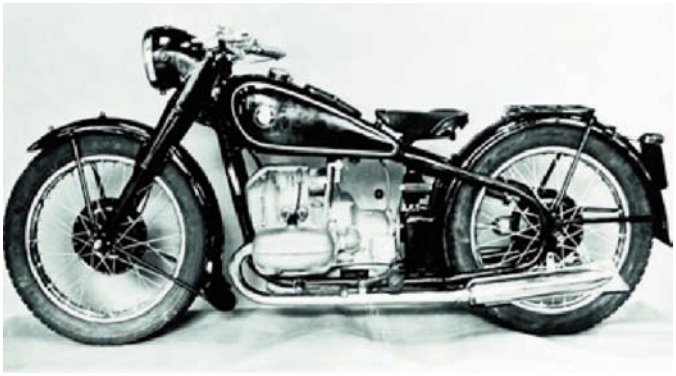
And this was how the first ever BMW motorcycle got its name. The frame for the new bike was given the project number 'R 32' when it was entered into the project list. The engine was christened 'M2B33', later shortened to 'M33'. The transmission used in the motorcycle bore the designation 'G 34'.

The internal project number for the frame construction saw the motorcycle unveiled with the official sales designation 'BMW R 32'. Initially, all the brand's motorcycles were issued with their name according to this system, a product of the design organization. In the public use, the 'R' stands for 'Rad', a short name for Motorrad (=motorcycle) at this time. Interestingly, many mistake 'Rad' for the other sense of the word - 'wheel'!

The mid-1920s saw an enforced change to this designation principle. Up to that point each motorcycle had its own frame construction. Now the designers started using the same frame for several models, although these could be distinguished by the engine variant fitted. This development meant that the sales designation for the models could no longer be based on the project numbers for the frames. The 'R' was retained, but was now followed by a two-digit number that differed from the design designation.

Motorcycles were to be given new sales designations. A

The BMW R 32

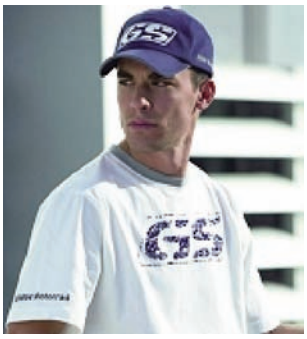


The 500cc boxer unit was named the BMW 'R 5'

system giving the single-cylinder machines single-digit sales designations and the two-cylinder units two-digit designations was hastily introduced.

With the acquisition of the Eisenach vehicle factory in 1928 the decision was taken to separate the numbering systems for aero engine, motorcycle and car development. The National Socialist authorities oversaw an intensification of rearmament in Germany from 1933. In order to simplify the expansion of the Luftwaffe, the Reich Air Ministry apportioned fixed numbering systems to its various engine manufacturers. BMW was given the range between 100 and 199.

BMW took the new instructions as the signal to introduce a new internal naming system. As the numbers 100 to 199 had already been assigned to aero engines, motorcycles were given the range from 200 to 299 and cars the 300-to-399 band. The existing motorcycle models were integrated into the new system according to their conventional designation. For example, in development documents the 'R 32' became the '232'. The sales designations traditionally used for motorcycles were retained, although modifications were made to the existing system. From the mid-1930s the nomenclature for the models reflected, as a rule, the engine displacement. For example, the 500cc boxer unit was named the BMW 'R 5' and its successor the BMW 'R 51'.



The GS designation has found its way onto rider clothing and merchandise

BMW got back into its stride after the end of the Second World War with further developments of its pre-war models. The first post-war motorcycle was an only slightly modified version of the pre-war single-cylinder BMW R 23. As well as breathing new life into 1930s engineering, BMW also rekindled the familiar old designation system, and the first post-war model - presented in 1948 - bore the name BMW 'R 24'. When it came to motorcycles powered by boxer engines, BMW retained the familiar designation 'R' (followed by a number denoting the engine displacement) over the course of the decades that followed.

Offshoots of the basic model were identified by added-on abbreviations: for example, 'G/S' standing for Gelände/strass (offroad/on-road); 'GS' for Geländesport (off-road sport); and 'RT' for Reisetourer (tourer).

The decision of BMW to produce motorcycles with in-line engines saw the bikes in these model series receive a totally separate designation. The development designation 'K' was adopted as a series badge. As with the boxer models, the 'K' was followed by a number derived from the displacement of the in-line engine. BMW followed the same pattern with the single-cylinder machine that went on sale in 1993. This model series was given the designation 'F', referring to the 'Funduro' concept. More recently, the new generation of lightweight single-cylinder machines presented in 2006 took on the letter 'G'.

Just in case you're in any doubt, HP stands for High Performance

BMW explored a totally different direction in its attempt to launch a new type of mobility concept. Its 'enclosed motorcycle' was christened BMW 'C1', the 'C' standing for 'City' - the main area of use for this two-wheeler. Meanwhile, the new off-road bike unveiled in 2005 saw BMW break for the first time with the naming systems used for boxer-engined motorcycles since 1923. It was dubbed the HP (High Performance) 2 (cylinders) Enduro. This range has since been expanded with the 'Megamoto' and HP2 Sport.

So what about the numerous model codes that we have also become acquainted with over the years, such as R, RS, S, CS, C, CL, GS, RT, RS, GT and LT?

The first time that 'R' was communicated was with the R 100 R of 1991. It means 'Roadster' of course. 'S' stands for Sport. It first appeared with the R 50 S and R 69 S and then again in 1973 with the R 90 S. More recently, the R 1100 S, R 1200 S and K 1200 S have proudly worn the 'S' designation.

ST stands for Street or Sports Touring

There was a BMW car model series in the Sixties called 'Coupé Sport', or 'CS'. In motorcycles, this designation was used in 1980 for the first time after the facelift of the R 100 S,

Continued on page 13

What a Difference a Coast Makes

By Don Poremski

It was definitely an unusual set of early morning inputs. My haunches and derriere were warmed by the seat on the Brondell "Swash 800". It, the Swash, would just as willingly squirt warm water at my backside, then gently dry it with warmed air. If, while thus seated, I looked up and to my right through the glass walls of the walk-in shower with overhead "rain" spout, I could see the penthouse apartments of a 22-story building, and, I suppose, they could see me here in San Francisco, one block away from Lombard, the crookedest street in the world, Russian Hill/North Beach.

The Frontier flight from Akron-Canton Regional Airport began mid-afternoon, transferred without fanfare in Denver and alit just past midnight EST at SFO. That put me in the rack at about 11:00 p.m. PST, 2:00 a.m. for me. My logy state came partly from the time shift and partly from Polka. Polka is a female, long-hair American cat so named for the two brindled spots on an otherwise white dorsal area. She had long ago discovered that a human loses quite a bit of heat from its head. Being a conservationist, California cat, she wasn't about to waste what I was generating. It's difficult to separate oneself from a character in Joseph Heller's "Catch 22" while in a semi-conscious state, but a compromise was reached by having Polka function as an auxiliary pillow and not a cat stole/boa.

One floor up in this building would give me a three-sided panorama of the bay and a city populated with at least one leftover heart. One might consider the environs enviable for a "buckeye" gone west. No, gentle reader, I was not paying for my shelter or the experience. I was a house sitter, a task arranged by my daughter, so we could enjoy the holidays together in Cully-for-nee-ya.

Had I not taken a tumble and stoved a knee, there would have been a Beemer rental in the picture here, too. It would have joined a well-broken-in, black primer VFR for an exploration of Columbia, a gold mining town just west of the Stanislaus National Forest, itself in the foothills of the Sierra Nevada Mountains. The road there and back through Angels Camp reminds one of West Virginia, but the slag-strewn apexes are missing on this late December afternoon…in a car. In their place an avid rider would encounter a lot of off camber turns, elevation changes and there are no curve-indicating signs at all, accurate or not. This trip could spawn cross country treks so as to open new roads to easterners of all riding levels. Summertime brings out the "life style" boys and girls to Angels Camp and other small towns in this vicinity, but now only an occasional rider is seen.

The motorcycle magazines have their offices on this coast for good reason. The temperatures allow for at least some riding any week and lane splitting means shrugging off the inevitable snarls of one-person-per-vehicle commuters. Exit the populated areas and you might see a rough legged hawk hovering over a potential brunch in the Delta area. There, too, are the mistletoe balls in the almond, oak and walnut trees—the grape vines, the windmill generators, the ghostly horizon line at dusk.

No, I didn't get the chance to ride here this time, but there will be another visit. There will be apex strafing and ridge riding. There may even be a need for a heated toilet seat to soothe a ride-beleaguered butt. ■

BMWMOC Club Store Updated Price List

Contact Judy Gau **jgau@alltel.net** or Cheryl Fallis **cheryl_fallis@yahoo.com** for sizes and availability.

"PIT" T-Shirts $10
"PIT" Long-Sleeve T's $15
Club T-Shirts $10
Club T Shirts XXL $10
Clambake Long-Sleeve T's .$15
Club Sport Pants $15
Club Hats $12
Towels $5
Bandanas $5
Club Patches $5.25
Enamel Pins $3
OR 2 for $5
Name Badges $4
(order from cheryl_fallis@yahoo.com)
Club Reflective Stickers . . .$2.50

AMA and Cycle Trader Announce Traditional Gypsy Tours for 2008

by Pete terHorst (February 18, 2008 whowon.com) . . . search & found by Don Poremski

PICKERINGTON, Ohio - The American Motorcyclist Association (AMA) Road Riding Group and Cycle Trader, the market leader in online and print motorcycle classified advertising in the United States are pleased to announce four VIP Gypsy Tours for the 2008 road-riding season.

AMA members are invited to ride to the Association's three National Road Riding Conventions and AMA Vintage Motorcycle Days in style. Cycle Trader, along with the AMA and the convention promoters, want motorcyclists to experience these mega-rallies as the AMA's very special guests.

The Gypsy Tour tradition dates back to the earliest days of the AMA, when hundreds of riders from all points of the compass would take to the roads and travel to a special destination to race, enjoy bike games, or just have a great time together. For 2008, the AMA and Cycle Trader are carrying on this tradition and updating it with four VIP Gypsy Tours. First up will be Americade at beautiful Lake George, New York. The next stop is at the Golden Aspen Rally in scenic Ruidoso, New Mexico, followed by the Lone Star Rally in sunny Galveston, Texas. Last and certainly not least is the ever-popular AMA Vintage Motorcycle Days at Mid-Ohio Sports Car Course in Lexington, Ohio.

These multi-day, feature-packed rallies are world famous for great rides, scenic roads, outstanding entertainment, bike shows, vendor malls, and lots of resort activities. Tens of thousands of riders flock to these events every year. One month prior to each rally, VIP Gypsy Tour participants will receive an exclusive all-access VIP package including event admission (where applicable), a special edition Gypsy Tour map, T-shirt, free or discounted admission to special events at the rally, as well as a ticket to an invitation-only end-of-tour reception where all finishers will receive Gypsy Tour pins and a chance to win valuable prizes.

Motorcyclists won't want to wait another day to receive the VIP treatment because registration for the AMA Cycle Trader VIP Gypsy Tours closes six weeks prior to each event. For more information, visit www.amadirectlink.com/roadride/conventions08.asp, or contact AMA Road Riding Director Dave Hembroff at (614) 856-1900 ext. 1202, or dhembroff@amacycle.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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METZELER MOTORCYCLE TIRES

Calendar of Events

April 3rd

BMWMOC Membership Meeting

7pm – 8pm at Panini's, 480 West Aurora Rd., Sagamore Hills, OH 44067-2199. Restaurant number: 330-468-6200

April 12th

Return to the MAPS Air Museum, Green, OH (M.A.P.S.)

Museum Breakfast Ride. Meet at Farmer Boy restaurant at Rts.224 & 91 1324 Canton Rd. Depart restaurant at 9:30 a.m. North riders can meet me at Sills at 7:00 a.m. and ride down as group. Price of admission is $6:00 per adult if we have over 15 riders participate; $7:00 if less. Come see historical military aircraft and possibly meet some of the last living hero's that flew in these planes. This is a rain or cold or shine event, so if you can't ride, then drive or bring your boat.
R.S.V.P.: darvroom@sbcgolbal.net or 216-631-0851

April 19

Annual Kirt Zautner Memorial Spring Tune-Up Clinic

9:00 AM until ?? at Cobb's BMW & H-D Repair, 1301 Brownell Avenue, Lorain, OH. Hosted by Howard "Turp" Cobb. Coffee, soft drinks and grill available for you to burn. Spectrol oil, tranny and final drive fluids, Fram and K&N Filters available for all bikes. Other needs? Get with Turp beforehand to order. 440-244-6881

April 26-27

Ohio RA Mt. Vernon Spring Camp Out

Season opener on the last full weekend (Saturday and Sunday) in April. At the Kokosing Valley Camp and Canoe 1/2 mile west of Millwood, OH (on the south side of US 36 just west of US 62) Flush toilets, hot showers, a laundry, miniature golf, swimming pool, basketball, baseball, horseshoe pits, and an on-site camp store, just to name a few. Restaurants can be found close by in Millwood and Danville. We will be in "Area B" (right across from the Office/Store) and have the picnic shelter. Camping cost is $5.00 per person per night and there is water and electric at each site. Campers\trailers will be $25 per night. Please register at the camp office on arrival. The Ohio RA will provide continuous coffee, tea, and hot chocolate. Saturday night, "Share a Dish If You Wish" potluck. Adult beverages are permitted. If you are considering bringing firewood please contact your Region Rep beforehand. Start the 2008 riding season with the Ohio RA. Kokosing Valley Camp and Canoe: 740.599.7056.

May 1

BMWMOC Membership Meeting

7pm – 8pm Strawberry Lane, Chagrin N Metro Park. See website calendar for map.

May 2-4

35th Annual Sturgis Mini Rally

Green Vally Campground, Sturgis, Michigan. $20.00 fee coffee, tea, hot chocolate and donuts all weekend. Pizza and subs available for purchase at midday. Door prizes and awards.

May 3

CPR Certification/Motorcycle Accident Scene Management

35400 Chardon Rd, Willoughby, OH 44094. Sunday, May 20th from 9am - 2pm. Class will be held at the Willoughby Hills Community Center in Willoughby Hills, Ohio. You will receive training in CPR with certification, and instruction in Accident Scene Management by trained paramedic instructors. Cost is $35 with refreshments and a box lunch provided courtesy of University Hospitals EMS Training and Disaster Preparedness Institute. RSVP to Judy Gau at 330-467-2620, or email at jgau@alltel.net. Head count will be needed for instructors for training. CPR certification is good for two (2) years. Willoughby Hills Community Center.

May 10th

Spring "Rider Tune-Up"

Brian Ramona of Pro Activities has offered to give interested members of the club a light physical tune up consisting of stretching and exercises to help strengthen our arms shoulders and backs. It will take place at 10:00 a.m. at Pro Activities, 23400 Mercantile Rd. suite #3, Beachwood, OH 44122. Bring a pair of sneaks and wear loose clothing. There will be no charge for this session, but we should at least pass the hat to show our appreciation. CALL DARWIN TO R.S.V.P. BY APRIL 5th, 216-631-0851.

May 16-19

23rd ABC Rally

Forrest City BMW Riders of Southern Ontario hosting. Rally site is Springwater conservation area, Elgin Rd., 9 km east of St. Thomas Ontario Canada. Fee is $30.00. See BMW ON for details.

May 29

BMWMOC Board Meeting

7pm - 8pm at Cheryl Fallis's house, 169 East 43rd Street, Lorain OH 44052

May 31st

Return to Sistersville

Ride to the Wells Inn starting at Farmer Boy Restaurant, Rts. 91 & 224 /1324 Canton Road. Come early for breakfast, we depart at 10:00 a.m. for Sistersville where we will meet with the 4 Winds Club of Pittsburgh. Dinner will be next at Clarks Supper Club, then libations and dancing at the local VFW Club. RATES: Two persons who sleep in the same bed (of various sizes, the beds, not the persons) will cost $50. Two persons not sharing the same bed but the same room will cost $60, $30 each. Please R.S.V.P. to Don Poremski at strutguy@yahoo.com or 330-877-0582 by April 11th. You will also need 50% deposit toward your room to reserve. Make checks payable to the WELLS INN and forward to: Don Poremski, 1290 Desert St. N.E., Uniontown OH, 44685. RESERVE 'EM WHILE WE GOT 'EM!

June 7
BMWMOC Membership Meeting
4pm - 5pm BMW MOC Micro-Rally at "The Pit", a private motorcycle campground just south of New Haven, Ohio.

June 6-8
Micro-Rally at the Pit
5270 State Route 598, Plymouth, OH
BMW MOC Micro-Rally at "The Pit", a private motorcycle campground just south of New Haven, Ohio. Camping is $7.00 per person per night. Friday bean pot, continuous coffee, tea, pop and hot chocolate. Club membership meeting Saturday afternoon at 4:00 PM in the pavilion, primitive tent camping, Porta Potty toilets, fishing pond, nightly bonfires and more. There are restaurants nearby. Also remember that there are motels in the Willard area if you prefer not to camp. Special weekend deal: PRICE $27.00 per person pre-paid will get you two nights camping and the Saturday night steak feed.

June 8
Ride for Kids
The Pediatric Brain Tumor Foundation will hold the Fourth Annual Cleveland Ride for Kids on June 8. Supported by Cleveland Clinic this year, this ride is held to raise money for research into childhood brain tumors and to provide funds for support programs. Registration for the ride 8:00 to 9:45 a.m. at Rocky River High School. The ride starts at 10 a.m. and winds, fully escorted, through the Cleveland Metroparks. It ends at Peninsula Woodridge Middle School. There will be a light breakfast at registration, with a lunch and short program at the conclusion of the ride. Cost to participate is $35. Those donating $50 or more are eligible for extra prizes, while those who contribute $300 or more will be entered into a drawing for a motorcycle. For more information on the Cleveland ride, call Lindy Harvey at 330-760-2175.

June19-22
RA 'n da U.P., You Betcha!
36th Annual BMW RA International Rally
Houghton, MI. For more information, www.bmwra.org/rally

June 27-29
6th Annual Laurel Highlands BMW Riders Campout
We return to Pioneer Park Campground www.pioneerparkcampground.com, a beautiful 30 min. ride south of Johnstown, PA. Minutes away from the PA Turnpike Exit #10, Somerset, PA or the Donegal PA exit #9. Directions: From Somerset, Rt. 31 W. 7 miles to campground. From Donegal, Rt. 31 E 12 miles. $35.00 rally fee includes camping, meals, door prizes, self guided ride info and 6th Annual rally pin for the first 100 registrants. Activities include Friday evening Wine Tasting, self-guided rides to Flight 93 Memorial crash site and other self guided rides to "Thunder in the Valley", Friday evening Dump Stew (bring a can or 2 to add to the pot), hotdogs & snacks. Saturday evening band, meal by the local Volunteer Fire Dept., awards & door prizes, Sunday send-off breakfast. Campfires allowed-some wood provided! Motels & Restaurants nearby. Info: George Blackham IV, gjbiv1stsgtusmc@yahoo.com or Jason Kaplitz (814) 535-8669 gsjay@kaplitz.com.

July 3
BMWMOC Membership Meeting
7pm – 8pm Big Creek Metro Park, Parma

July 17-20
2008 BMW MOA International Rally
1635 Reata Drive, Gillette, WY 82718. The 36th Annual BMW MOA International Rally will be a high plains adventure in Gillette, Wyoming. Save the dates of July 17th through the 20th, 2008. Ongoing updates at www.bmwmoa.org/rally/rally08, articles in the Owners' News and postings on the forum to keep you informed about rides to experience en route to the rally, routes home from the rally, and things to see and do while at the rally. So wear your boots, pack your cowboy hat, and Cowboy Up in Gillette!

July 25-27
Vintage Days at Mid-Ohio
Where Mid-Ohio Sports Car Course 7721 Steam Corners Road, Lexington, Ohio 44904-0108. The American Motorcyclist Association's only vintage motorcycle event returns for its 15th annual appearance at Mid-Ohio Sports Car Course. Not only will be you be able to watch some of the classic motorcycles tour the picturesque 2.4 mile road course, but you'll also have a chance to own a piece of two-wheel history yourself, through memorabilia auctions hosted by the AMA Motorcycle Hall-of-Fame or through the AMA Swap Meet. Last year's meet featured over 1,000 vendors hawking their vintage parts, pieces, collectables and more. If that's not enough, catch the AHRMA road racing, vintage motocross, and time trials to fulfill your vintage racing fix. Featured marque: Triumph.

July 31
BMW MOC Board Meeting
7pm – 8pm at Larry and Candy Cardo's
8269 Donald Dr., Mentor, OH

August 1-3 2008
Honda Supercycle Weekend
Mid-Ohio Sports Car Course 7721 Steam Corners Road, Lexington, Ohio 44904-0108. The fastest motorcycle racers in the country will bring their show to what has become the largest motorcycle race in North America for the 26th consecutive season. Duhamel, Hodgson, Spies, Hayden, Bostrom, Hacking and Mladin will battle in two Wiseco Superbike 100 races throughout the weekend. It's the perfect opportunity to enjoy your bike in the August sun while watching others do what you can only dream of - screaming down Mid-Ohio's backstraight and leaning through the "esses" with thousands of spectators cheering you on. Of course, you'll also witness Josh Hayes defend his Formula Xtreme crown, and the Hayden and Bostrom brothers resuming their runs at both Supersport and Superstock championships. During the brief breaks in the action, skip over to the Manufacturer's Midway, where over 60 vendors can sell you the latest in motorcycles, accessories and merchandise.

Continued on page 12

Calendar of Events (continued)

August 7

BMWMOC Membership Meeting

7pm – 8pm Huntington Beach Park, Bay Village

August 15-17

42nd Four Winds Rally

Four Winds BMW Riders #6

The longest continually-held BMW rally in the U.S.! Redbank Valley Municipal Park, 2.5 miles northeast of New Bethlehem, PA. 18 miles south of Interstate 80 on Route 28. GPS Coordinates: N 41 00.94', W 79 17.52'. Rally events include tech sessions and seminars, GS adventure ride, touring rides, self-guided 'local trivia' ride, field events and Saturday night BBQ. Door prizes, rally pin to first 300, free coffee and iced tea. Sunday morning donut breakfast. Vendors welcome! No pre-registration. Info at www.4windsbmw.org or Mitch Kehn, President 412-881-5068 or j.kehn@verizon.net.

August 22-24

B&B Ride to Coudersport PA - Extended!

This ride will leave Friday afternoon, slab to Kinzua via I-90 and I-86 then south on 280 to 321 to 53 then Rt. 6 to Coudersport and the Susquehannok Lodge. Breakfast Saturday a.m. then tour the area, dinner and campfire p.m. Breakfast Sunday a.m. and ride home via the state routes with lunch and ice cream stop. Cost will be $95.82 per person. The cost includes, taxes, 2 nights accommodations, breakfast Saturday and Sunday with dinner on Saturday. This was a great time last year. STAY TUNED FOR FURTHER DETAILS!

September 12-14

U.S. GP Indianapolis Motor Speedway

I am going! Anyone else interested contact me A.S.A.P. We need to get seating soon., The tickets are going fast. Darvroom@sbcglobal.net or 216-631-0851.

September 19-21

Fall Foliage Clam Bake

Whispering Hills Recreation, INC., Shreve, Ohio. The Fall Foliage "Gathering of the Clans" Clam Bake will be held the weekend of September 19-21 this year at the usual location, Whispering Hills RV Park in Big Prairie,OH near Shreve, OH. Visit www.whisperinghillsrv-park.com for more information. Call the park if you want to rent a cabin or have other questions for them 800.992.2435. The clam bake will be on Saturday afternoon and there will be grill space available for those wishing to cook foods other than clams/chicken. You can bring your alternative food or get it locally at Scheck IGA Foodliner in Shreve which is open Saturdays from 8AM till 9PM phone 330.567.2045 PRICING INFORMATION TO BE ANNOUNCED. Send questions to George Lopez: george_lopez@ameritech.net OR 440.532.0627. ■

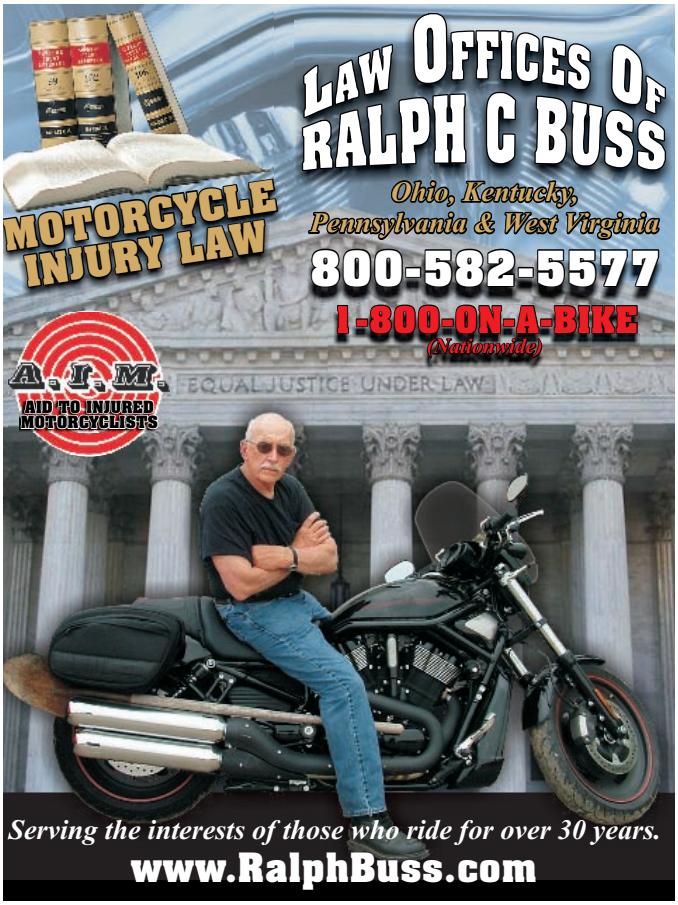
The Following Position Is Open, Get Involved!

QUARTERMASTER

- Stores club supplies such as canopies, coffee pots, paperware, burners, etc., and transports to the Tune-Up Clinic, Pit and Clam Bake events. For more info contact Judith Gau, **330-467-2620** or **jgau@alltel.net**

NEWSLETTER EDITOR

- There was a nomination by Madame President at the March board meeting to appoint Paul Mitchell to the CCN Editor position. Communications for CCN should be addressed to: **Cleveland Club News, c/o Paul Mitchell, 40 Heather CT, Chagrin Falls, OH 44022**. Please submit articles to **mitchellrrc@att.net** and photos to **zzum@aol.com** *Good Luck, Paul!*



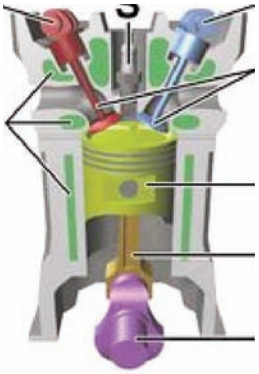
Warum Kämpfer?

by Don Poremski (with a little help from Wikipedia)

For those of us challenged by the Teutonic, the translation of the title is "Why Boxer"? Why indeed. How did Karl Friedrich Benz come up with that moniker back in 1896? Karl can't be accessed to give us the real skinny, but we have some solid suppositions.

This would be the same Karl Benz credited with inventing the gas-powered automobile. He grabbed the patents first ahead of guys like Daimler and Maybach. 1885 was the year the Motorwagen, the first commercial automobile, was introduced. But we digress. 1896 was the patent year for the "flat" engine.

There was more excitement associated with this engine than the term "flat" would abide and that might be where Karl inserted "boxer" to punch up the intro a bit. A flat, horizontally-opposed, boxer engine has its cylinders arranged in two banks on either side of a single crankshaft. The motion of the pistons is in that horizontal plane. Boxer engines don't share crankpins. Each piston reaches top dead center (TDC, the farthest a piston can travel in its stroke away from the crankshaft) at the same time. If one could look inside such an engine, the similarity of piston movement and that of a boxer (pugilist) jabbing at his opponent would be readily apparent.



Boxer engine design provides a good balance because the piston movement on one side is balanced by the moving mass on the other side. In the example of a two cylinder boxer, a la BMW motorcycles, a small "rocking couple" imbalance is unavoidable, and lately, diminished by the use of counterbalancers to allow higher r.p.m.

Boxers generate a bit more noise than in-line and "V" engines; the reason, valve clatter is not dampened by proximity of other engine components. They usually carry a larger flywheel to negate torsional vibration. The other benefits of their use in motorcycles is their placement just ahead of the rear wheel and low in the frame, dropping the center of gravity for more neutral handling.

Max Friz used a 500 cc boxer engine combined with a unit transmission and shaft drive back in 1923. That so-called BMW 247 engine remained in use, along with a flat three and flat four until 1995 when the "air head" became an "oil head".

Groundbreaker and real classic. Love the floorboards

Loyal airhead riders know that the left cylinder is slightly farther forward than the right cylinder. Not sure if the same was true of the Zundapp and Victoria cycles which also moved under boxer power. Could be. Let's not forget that Ural, Dniepr, Chang Jiang and even Harley-Davidson had a fling with flat engines.

Squint and you'll see the boxer jabbing

Anyone who has ever thrown a leg over a boxer knows about Äbstutzmoment, the tendency of the bike to react to rotation of the engine. So, when you gasgeben, the bike rocks to the right.

Boxers have appeared elsewhere in multi-cylinder configurations; mostly well known marques like: Volkswagen, Porsche, Citroen, Panhard—even Corvair. Subaru and Alfa Romeo join the group along with aircraft manufacturers Lycoming and Continental. Ooops We can't leave out the Honda Goldwings.

So, there you have it. The next time you throw a Bein over your Kampfer-equipped motorrad, tip your Helm to Herr Benz. Wonder if he ever realized what a rabid following he started in motorcycle circles. ■

Nomenclature continued...

but this time standing for 'Classic Sport'. It also appeared with the launch of the rotax-powered F 650 CS in 2001, but in this case, meaning 'City Scarver. The RS designation appeared for the first time at a 17-round series for production racers. On the 1939 R 51 RS, it stood for 'Rennsport' (race sport) with the 'SS' designation standing for Supersport. From 1976 the 'RS' description became known as 'Reisesport' (travel sport), and has since been joined by 'RT' (Reise-Tourer - travel tourer); 'LT' (Luxus-Tourer - luxury tourer); 'C' (Cruiser); 'CL' (Cruiser und Luxus - luxury cruiser); and 'GT' (Grand Tourisme). The 'GS' designation we know so well actually made its debut in 1980 as 'G/S' to mean 'Gelände/strass' (off-road/on-road). There was also the 'ST', which was first used in 1982 for the street version of the GS. It stands for 'strass/strada' (street) and can be seen on the latest R 1200 ST model. ■

And It Just Keeps Coming

by Don Poremski

Many times over the last five years, the parade of new BMW motorcycles could have ended. Perhaps because the club produces just four issues of the CCN per year has helped with that continuity—or it could be the manifestation of BMW's desire to be a player in ALL arenas of cycling. The parade continues.

ITEM: F800 GS. The R1200 GS really moves for their company and its riders. Many a GS has shown a sport bike the way to the barn. It's a BIG bike however, and many riders would lean toward something a bit lighter. Enter the F800 GS with its completely separate trellis frame, more upright engine placement, chain final drive and 62" wheelbase. The 45 mm inverted fork comes from the HP2 Enduro.

That last feature hints at the bike's abilities in a more dirt-oriented environment. The motor is slightly revised and makes 85 hp @ 7500 r.p.m. Spoke wheels turn the bike toward dirt, too. ABS, a center stand, heated grips and an onboard computer up the final price beyond the basic $10,995.

ITEM: F650 GS. This model borrows a motor from the F800 but is slightly detuned. Still, that means 71 bhp @ 7000 r.p.m. That's no slouch. Cast wheels are used. Target = new and/or riders of smaller stature.

ITEM: G450X Enduro Racer. Still under development and no doubt absorbing features from BMW's newly acquired Husqvarna. It should be ready soon for serious competition.

ITEM: K46 Superbike. It's scheduled to compete in World Superbike 2009. A picture now would be misleading since the final options on bodywork haven't yet been seen. A development mule has been photographed and it would appear that BMW is not going to re-invent the superbike. Suspension components are like those of the competitors, but with its penchant for technology, BMW might include traction control, quick shifters, maybe a refined ABS. Other manufacturers let race track proven accessories and components migrate to their street vehicles. Why not BMW?

One wonders what might come next. What motorcycling niche has yet to be breached. Speedway? BMW's F800 has already found its way to flat track. Ummm. Trials? Stay tuned and keep your membership up to date. ■

AMA Selects Daytona Motorsports Group to Manage Professional Racing Series

DAYTONA BEACH, Fla.—The American Motorcyclist Association (AMA) announced today that the Association has entered into an agreement in principle to sell the sanctioning, promotional and management rights for its AMA Pro Racing properties to the Daytona Motorsports Group (DMG), based in Daytona Beach, Florida.

Led by Roger Edmondson, the founder of the CCS motorcycle racing series and currently the President of the Grand American Road Race Series LLC, and Jim France, Vice Chairman/Executive Vice President of NASCAR, DMG will assume responsibility for the AMA Superbike Series, the AMA Motocross Series, the AMA Flat Track Series, the AMA Supermoto Series, the AMA Hillclimb Series and ATV Pro Racing. The agreement in principle does not include the AMA Supercross and AMA Arenacross Series, the rights to which are held by Live Nation. Daytona Motorsports Group will license the use of the AMA name and trademarks to promote their motorcycle racing activities.

"For as long as I can remember, the AMA name has been synonymous with professional motorcycle racing in America," said France. Added Edmondson, "Our goal is to guide the sport into the mainstream of American culture and showcase the extraordinary abilities of the competitors and their teams."

"We are honored to be working with the Daytona Motorsports Group," said AMA President and CEO Rob Dingman. "This group of individuals has supported the AMA and motorcycle racing for decades. There isn't a better-resourced or more qualified entity in which to entrust the future of AMA Pro Racing."

The agreement between the AMA and DMG came as a result of an RFP (request for proposal) process undertaken by the AMA in September, 2007 to seek promotional partners for its professional racing series. The AMA will continue sanctioning amateur motorcycle racing and club activities.

"Today is a great day for professional motorcycle racing and for the AMA," Dingman said. "By placing AMA Pro Racing in the hands of people with a proven record of excellence in motor sports organization and promotion in a fashion similar to our successful partnership with Live Nation, the AMA will be able to focus its resources on its core mission to be a member advocacy organization." ■

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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BMW Roundel Celebrates 90 Years

Reprinted from Latest News, BMW Motorrad

The BMW Roundel, one of the world's most recognized and revered commercial symbols, celebrates its 90th anniversary this month.

In July 1917 Franz Josef Popp registered the name Bayerische Motoren Werke, thus distancing the new company from the Rapp Motorenwerke. This was a necessary move if the new company was to find new clients and prosper. The name was registered but as yet there was no new logo…

It was on 5 October 1917 that the BMW trademark was registered with the Imperial Trade Mark Roll under No. 221388. It featured the circular design of the Rapp logo but with the letters BMW at the top of the outer ring. (Fig 1.) The inner featured quadrants in the Bavarian Free State colours of blue and white - but in the opposed order - as it was illegal to use national symbols in a commercial trademark.

The design was not in any way connected with aircraft engines or propellers. The idea that the blue and white had anything to do with spinning propellers comes from a 1929 advertisement, which featured aircraft with the image of the Roundel in the rotating propellers. This advertisement came at the beginning of the Great Depression, which coincided with BMW acquiring the license to build Pratt & Whitney radial aircraft engines. The advertising department used the Roundel and BMW heritage in an attempt to increase sales of the new radial motors.

The idea of the spinning propellers was given greater credence in an article by Wilhelm Farrenkopf in a BMW journal of 1942. This also featured an image of an aircraft with a spinning Roundel. These were powerful images and the legend of the spinning propeller was born.

The logo was registered on 5 October but it was in limited use prior to this date. On 1 October 1917 Franz Josef Popp was given a certificate confirming his appointment as General Manager and it was adorned with the now familiar BMW Roundel.

The basic structure of the Roundel has remained the same over 90 years but there have been subtle changes. In the original design the lettering and outline was in gold, but by the time the first BMW motorcycle - the R 32 - was released in 1923 it had changed slightly. The letters were still in gold but the font was bolder and letters closer together. This was the style that was submitted to the German Register of Trade Marks in 1933, and the international register of trademarks in 1934. This did not however stop various versions being used.

One of the early BMW advertisements using the logo was in 1918 with the 'Falling Roundels', this was a positioning advertisement that was designed to establish the brand and give an indication to its current and future products.

Subsequent advertisements, posters and even cars and motorcycles also featured many styles of Roundel. The proportions changed, the shade of blue used, and the lettering could be in gold, white or silver with serif or sans-serif fonts in different sizes. There appears to be no reason for this variance except for product designers and marketing and communication staff using personal choice depending on application.

Through the 1950s there was a more concerted effort to standardise the Roundel. The use of white lettering was now standard and when used on cars and motorcycles it was silver. By the 1960s the serif font was replaced by sans-serif, and this was used on all motorcycles by 1966.

There was a subsequent change to a slightly bolder font and this has remained as the standard Roundel. There was flirtation with a 'Motorsport Roundel' in the early 1970s and '80s which had the standard logo surrounded by the BMW Motorsport colours. In 1997 BMW moved to having the Roundel depicted in 3-D when used in the printed form. This gives the Roundel a new bolder and dynamic look.

The BMW Roundel is now ranked in the top ten of the world's most recognized commercial logos and is an iconic symbol in its own right. The original design, in its simplicity and symbolism has stood the test of time. ■

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BMWMOC Membership Renewal Time!

New membership forms will have a place to include your cell number, so please consider noting it. This information helps us to keep connected as a club when members are on the road!

Please note if your cell is your primary phone.

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UNITED MOTORS

A Life That Revolves Around Speed

A Two-part Article on David Robb, Design Chief and Vice President of BMW Motorrad in Germany

by Robert Fysh, (Reproduced with kind permission of Adri Bezuidenhout's Wheels Annual)

Not unsurprisingly, David Robb 'Leiter' (Design Chief and Vice President) of the BMW Motorrad Marque design team in Munich, Germany states that his early life revolved around speed. "There was always some kind of vehicle, precision, getting better, being in control. It was fascinating" he says.

Robb is the man BMW Motorrad in Germany appointed to 'broaden the book-ends' on their motorcycle range when BMW, nearly two decades ago, was still best known for manufacturing reliable, steady, boring black and grey jobs that 'never let you down.'

David sits astride the F800

Under his aesthetic guidance, the Motorrad team sculpted one radical design after the other; brawny, agile machines that rattled the motorcycle industry and riled traditional elements in the BMW fraternity.

"Shoot David Robb! … or put him … in a barrel and float them (the design team) off Niagara Falls," was a comment from one disconsolate BMW fan on Robb's design for the K1200 GT.

Another complained that the futuristic R 1200 ST "is so hideously ugly; the negative styling overshadows the bike's otherwise splendid performance…"

Yet another whined that the "duck bill" front fender and headlamp configuration of the R 1200 GS imbued the machine with "a permanent squint."

But of course, sales climbed and climbed, and the GS's 'duckbill' set an elegant benchmark for off-road design; the then new design of the 'Touring Enduro' collected the Industrial Design Society of America's 'Gold Award' in 2004.

Motorcyclist magazine named the brutish K 1200 R 'Motorcycle of the Year' (2005).

The R 1200 RT, it was said," inhales East Texas tedium as happily as it reels in the length of California's Coast Highway."

And so it went.

So too, did the 'new Motorrad look' (although the R1200 ST's neo-classic 'jukebox' front-end suggests a likeable, but dissonant strain of BMW DNA) prove that Robb had the balls to think 'out of the box,' and in directions that appealed to riders interested in BMW's other than 'reliable black and grey tourers.' Robb describes himself as a natural born mechanical "fiddler" and a self-taught graphic artist. He has, he says, always been interested in cars and bikes: he shared a 50 cc Honda Monkey, his first bike, with his brothers. That was in Grand Prairie, in Texas in the USA in the 60's.

Since then, Robb's 'been around,' moving from graphic design school in California to car design - advanced design, Chrysler Corporation. Interior, exterior and advanced design, Audi Auto Union. Exterior Design Chief, BMW AG; then Design Chief, Motorrad.

Along the way, working as a pump jockey and a mechanic at a 'gas station' in Los Angeles to pay his college tuition fees, he'd drive his 1965 Ford Mustang to a sky-diving drop zone at Lancaster south of Edwards Air Force Base and "buy myself a couple of jumps."

He played 'defense' in ice-hockey, and then several decades later, a mature family man, he won the German aerobatics novice class flying his bi-plane, a Pitts Special; a plane he'd "stripped down to sheet metal" and "sand blasted" because he wanted to "see how the fuselage was built."

The 'hideously ugly' R1200 ST

"From the time I was a kid I loved to draw," says Robb. "My dad was a very good artist and cartoonist, so he always gave me tips… but, I was always tinkering; I had an interest in motorcycles, cars, airplanes, and battleships, so I always just drew and built models. Working with models, I always felt I could do it better, and that was the natural

kind of progression. Can it be done better? Can it be done more efficiently? Can it be cooler? After doing a model a few times, I could throw away the instructions and do it any way I wanted to."

But don't ask David to name his favorite bike. On a good day the man can elect to ride any bike on the planet (if a project requires him to 'get the feel' of a particular machine); all he does is walk to the company parking lot …mmm, which one will it be today? This one or that one?

If you narrow the bike selection down to "which BMW is your favorite bike," he lapses into indecision: "I can't answer that because I have to sit down and say what would I like from the bike; an off road bike, road … sport …or a super-charged LT? I could come up with lots of ideas; that wouldn't be a problem," he replies. "I really like different bikes; it is the deciding that's difficult."

The 'duckbill' front fender of the 1200 GS

His voice lightens when you say, "OK, if you could choose to own only one bike, what would that be?"

"The GS," he replies emphatically. "The GS covers everything. It covers the sport bike. It is pretty funky up in the Alps as an upright sitting bike … it can do so many things," he says proudly. "I was even in an 'Enduro Park' learning what that bike can do and I know … you can do so much with it. So, if you can only have one bike, the GS is an easy choice."

Then, Robb came off his bike on the company's test rack in the South of France; a serious accident in '95 that banged him up 'real bad;' an incident that he dismisses. "Details of the accident are no longer important," he says. "Part of the job, unfortunately."

Taxed, he trawls his memory with reluctance.

"Top management do comparison rides to see where we are," he explains. "Are we hitting our target? We're not test riders but try to see the bike as the customer would: is it the vibrations that are uncomfortable? Does the seat feel good? Is it fun to ride? Is it snappy or agile? I was on a test track; it was a high-speed corner where I made the definite decision to stand the bike up and then to go into the run off... and it was here something that should not have happened, happened."

Robb, pushing the bike to its near limits, drifted the rear wheel, then made a decision to stand the bike up, with near terminal consequences. To explain the dramatic momentary loss of control, Robb switches to the second person…."You and the bike leave that area separately," he says.

He explains it this way. "The first time you drift, it's weird to have your rear wheel kind of move around, and if you get the experience, obviously, you can do it all the time, and you can do it on purpose, and judge it. Others don't get that far.

"You know how it is, you take it (the drift through the corner) a little differently… in a way that you may not ordinarily have done… you get away with that one … but at some point, maybe you don't."

It was at this point that Robb and his machine parted company on the run-off.

"I am still not 100 per cent," he says, " but I feel very confident (being back on a bike), as I long as I have a good view of what's coming my way, and I can judge it pretty well…"

The K1200 R - another one of David Robb's 'audacious' designs

The 'incident' echoes tales of a wounded hero bringing home the spoils. Of Robb's audacious designs, it is said that BMW Motorrad bet the farm on the belief that the company would "attract new customers to the brand, and that the number of actual buying customers will increase sales…"

A sentiment confirmed by Motorrad South Africa's Lachlan Harris, "If we spend that much money on a new range, we don't want people to swop; we want new buyers."

As Robb says, "that's why we try to offer customers the choice, and that's fun too…" (continued, next issue,.) ■

BMWMOC Grand Tour 2008

Turn in a picture of yourself and/or your machine at a County, Federal or State COURTHOUSE. Be sure your bike and marker are clear and legible. These can be group shots, but please be sure to turn in the names of all persons in the photo. Location marker would be a plus (town, county).

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