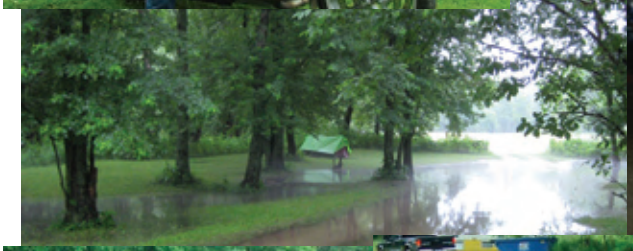
Cleveland Club News

Spring 2010 Edition

Whip-Poor-Will Hills "Adventure Club" Spring Campout



Here We Found Adventure!

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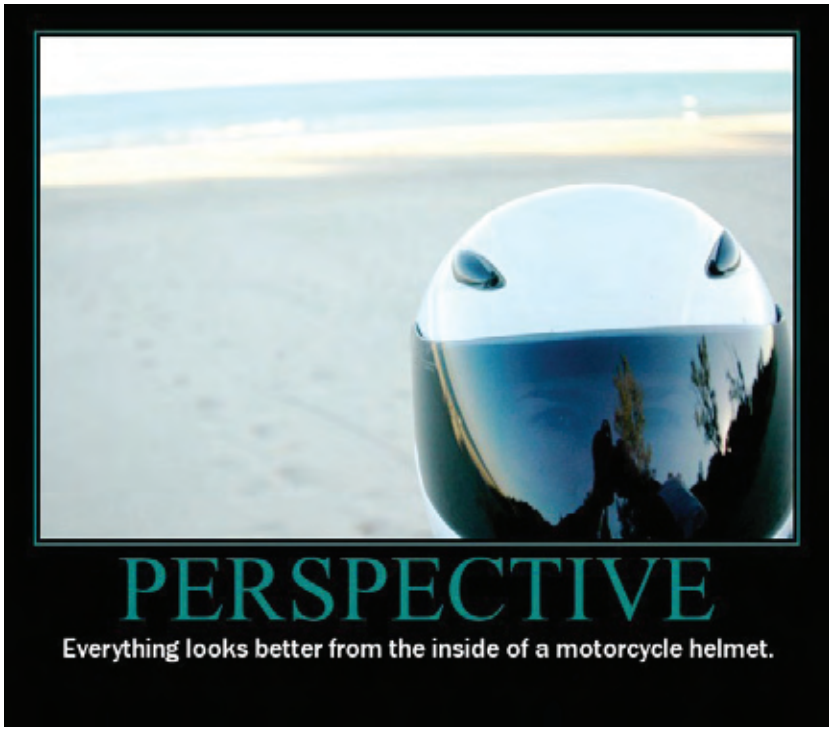
Sieben Berg Nachricht

by Arpad E Viiberg

Hello all,

With the Tune-Up Clinic and a couple of outdoor Monthly Membership Meetings behind us the riding season is in full swing and I hope you all have had a good season so far.

I'm happy to report that the state of the Club is excellent and running very smoothly. We have about 140 members, around 5K in the bank and very good Membership participation at our meetings and Club events. Bill Stinson, one of our Directors and Library Chairman, has also volunteered to be the Quartermaster which entails storing the Club's equipment and transport the equipment to Club events.



Thanks Bill! We are still planning on tweaking the websites forum. However, the software upgrade that we are interested in is still in alpha testing. Hopefully, it will be in beta soon, and we can give it a try.

BMW International is still trying to get all BMW Clubs to comply with their logo standardization program and there has been a lot of resistance to this in the USA. I'll be attending the Leadership Summit at the BMWMOA International Rally in Redmond, OR next week so I'll have a complete report after I get back.

You all ride safe and be alert out there. Arp You all ride safe and be alert out there. 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

Well, we're into July already and it sure seems like this has been a very active year so far for the club, with a lot of events and rides having happened.

A few were: Rock -N- Bowl, the Tune up Clinic at Turp's complete with a little snow shower, Spring kickoff ride to the AMA Motorcycle Museum in Pickering, and our Spring Micro Rally. Not to mention the numerous rides that have occurred this year thanks to the efforts of some of the Directors and officers of the club.

It looks like the organized rides have been pretty well received by the club and have for the most part been well attended when the weather has cooperated. July is a month were the schedule is a little light due to a lot of the club being gone to rallies and to other adventures. Next one up is a gambling trip led by Director Bill Stinson to the Presque Isle Casino in Pa. on July 24th. Other rides are in the planning stages along with the possibility of a ride set up to suit the GS riders in the club. Probably will pass on this with the LT, but should be a nice chance for you GS riders to do some riding off of the asphalt. Details will be announced. Members are all welcome to suggest rides, plan or lead them.

The Micro-Rally has come and gone and from the feedback received, it looks like it was a great success with most in agreement that the Whip-or-Will Adventure Club (Now to be known as the Wildlife Adventure Club) was a great venue for this event. Stella, Chuck and son JC, the owners of the campground were the most accommodating hosts you could ask for. Rain was in the forecast for Friday and Saturday, but managed to hold off so that we could get all the activities in. Spaghetti dinner Friday night, blueberry pancake breakfast Saturday morning, 75 mile loop ride on some really pretty, hilly and curvy back roads in the area, lunch at LuLu's, the field events led by our master of ceremonies, Don Poremski, followed by an excellent Pig Roast dinner and later a campfire complete with guitar playing and vocals by our own Mikey Skowronsky and Mark Karomol of the Toledo club.

Unfortunately the evening had to be cut short due to Natures build up of all that rain over the past two days and wanting to dump it on us all in one night. Believe me - it really came down, flooding the lower level of the campground and washing out some pretty deep ruts in the road that leads in and out of the campground. Stella called in a grader the next morning to level the road out for us, but it resulted in some pretty loose gravel that made travel by bike pretty difficult. We had a few bikes go down trying to climb the hill, but most got out Ok without incident. Pretty much a fluke rainstorm.

Rosemary and I actually returned to the campground to camp there over the July 4th weekend and had a really nice time. Other vehicles had packed the gravel enough that getting in and out wasn't a problem, even with me towing our 450 + lb. trailer up the hill. Stella and Chuck indicated that they were very happy with our group and hope we come back next year.

Lots of rallies to come, with the MOA in Redmond, the RA in Vermont, and the Four Winds and Fingerlakes coming up too. For those that like to hotel it and be pampered, you can't beat the Curve Cowboy Reunion being held at Killington, Vt. August 31-Sept. 3rd open to all bikes.

We will return to Whispering Hills Campground this Fall on Sept 17-20th, for our annual Clambake.

Enjoy the summer, ride safe and often. Hope to see you out there.

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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

Saturday, July 24th
Club Ride
Presque Isle Casino, Pa.
Leaving from: Yours Truly Restaurant, Corner of Rt. 91(SOM Center) and Wilson Mills Rd., Mayfield Hts, OH
Time: 10 AM
Contact: Bill Stinson - (440) 646-0433

Thursday, July 29 2010
Board Meeting
Location: Panini's 480 East Aurora
Sagamore Hills, OH

July 29th-August 1st
BMW RA International rally
Green Mountain Energy Park in Pownal, VT
Info: http://www.bmwra.org/d/node/1

Thursday August 5, 2010
Membership Meeting
Location: Bradley Woods Reservation, White Oak Lane Pavilion, Westlake, OH GPS Coordinates: N 41.25.116 W 081.57.164
Time: 7:00 PM

Saturday, August 7, 2010
BMWMOC Club Ride
Location: Covered Bridges of NE OH
Info: TBD
Contact: George Lopez 440-884-4832

Sunday, August 15th
BMWMOC Club Ride
Location: TBD
Contact: Pat Corrigan 440-716-1880

August 20-22, 2010
2010 Four Winds BMW Riders Rally
Location: Redbank Valley Municipal Park, 2.5 mi North of New Bethlehem on Route 28, 18 mi South of I-80 (Brookville) on Route 28.
GPS: N 41° 00.94' / W 79° 17.52'
Info: http://www.4windsbmw.org/web/index.php?option=com_content&view=article&id=48&Itemid=73

August 31st-Sept5th
Curve Cowboy Reunion (CCR)
Location: Killington Resort, VT
Info: http://www.curvecowboyreunion.com/CCR2010/index.php

August 12 - 15, 2010
33rd Dan'l Boone Rally
Carolinas BMW Motorcycle Owners Assoc. #220
Info: www.carolinasbmwmoa.org

August 13 - 15, 2010
The Return to Trenton Rally 8
The Loonie-tic BMW Riders of Quinte West #292
Info: http://www.ltbmwr.ca

Thursday, August 26, 2010
BMWMOC Club Ride (Week Day ride)
Location: TBD
Contact: Mike Stroup 440-646-9914

September 2nd, 2010
Membership Meeting
7:00 pm, Sweetwater Landing / Emerald Necklace Marina, 1500 Scenic Park Dr., Lakewood, OH 44107 Approx. GPS: N41 28.770 W081 49.900

Tuesday, September 7, 2010
BMWMOC Club Ride (Week Day ride)
Location: TBD
Contact: Mike Stroup 440-646-9914

Saturday, September 11, 2010
Iron Butt Ride
Location: TBD
Contact: Larry Cardo 440-255-5989

Saturday, September17-19th 2020
BMWMOC Gathering of the Clans Rally, Ride & September Club Meeting
Location: Whispering Hills Campground, Shreve, OH GPS Coordinates: Decimal: 37.584130, -86.624514 Degrees: 37° 35' 2", -86° 37' 28"
Contact: Capt Carl 216-383-9161

Dennison Depot Ride

By Paul Mitchell

As part of a new program to provide interesting rides for BMW-MOC Members, I searched this site (http://www.motorcycle-roads.com/) to discover some local destinations. I chose the 800-250 loop starting at Bob Evans in New Philadelphia. By the time I arrived, there was a bevy of Beemers in the parking lot with their riders finishing breakfast.

We took the north fork to SR 250 from Uhrichsville to Cadiz along bucolic farmlands and scenic Tappan Lake. I had scouted the route the week end before and saved the appropriate way points to my GPS. However, fully admitting operator error when leaving Cadiz, we were on the same road that we entered the village. I recalled seeing a causeway at a narrow neck of the lake and quickly consulted my hard map plus programmed Tippecanoe into the SATNAV system.

WOW, THAT WAS A GREAT DECISION!

We ended up on an Ohio Scenic By-way over hill & dale, through quaint villages and onto our lunch destination of Dennison. This town *"became one of the most complete railroad shops and yards in the country at the turn-of-the 20th Century, boasting 40 acres of railroad shops, 21 passenger trains and 21 freight trains a day, and 3,000 railroad employees. The Village became a freight and passenger terminal and the headquarters for the Panhandle Division of the Pennsylvania Railroad.*

The Dennison Depot, built in 1873 and listed on the National Register of Historic Places, stands as a proud symbol of Dennison's vast railroad heritage. It reopened in 1989 in memory of the many railroad employees, servicemen and women, and travelers who passed through its doors.

The Depot is perhaps most famous for its role during WWII. These yards were located on a railway which provided a key link to the Strategic Corridor for National Defense going east-west. This trunk line played a vital role in the disbursement of troops, making the strong welded rail heavily traveled and the likely location for a serviceman's Canteen.

The Dennison Depot Servicemen's Canteen operated from March 19, 1942 to April 8, 1946. A million and a half G.I.'s were served free food, coffee and smiles by 3,987 volunteers from eight counties at the Dennison Depot Salvation Army Servicemen's Canteen. The Canteen operated around the clock, 24 hours a day, 7 days a week, providing a great boost to the home front effort and earning the town the nickname "Dreamsville, Ohio".[1]

This was also the annual "Home Days" celebration at Dennison and all kinds of carnival rides and midway treats were available as well. We enjoyed lunch at the Museum's Trax Restaurant and headed back home through Uhrichsville to complete the loop.

[1] http://www.ohiotimelessadventures.com/meetspecs/depot.pdf

Nova Scotia & the Cabot Trail

by Paul Mitchell

Just returned from a 3,300+ mile journey to the Maritimes of Canada. Since the CAT Ferry from Bar Harbor is no longer running, decided to take the Princess Acadia from St John NB to Digby NS.

The transport deck of this vessel was smooth, wet steel with cat littler spread throughout attempting to absorb the moisture. The resulting clay/water mix was like a St Bernard's drool! From the top of the ramp each was rider was cautioned of the boarding conditions. Fully loaded for a week's adventure including camping gear if there were no motels, I started down the incline. Not hard to imagine what happened next . . .

I went down on the left side on sheer ice type conditions. Fortunately, no injuries to self or the bike occurred. Crew members ran to right the LT and I proceeded to a tie-down station covered with a wet clay slime that had the fragrance of a sardine cannery!

The crossing was uneventful seeing only a few fins of a pod of porpoises though the fog. There was a page for the owner of a BMW LT during passage and I was concerned that a tie-down

strap has come loose. The Purser just wanted my contact info if there were any future problems. Guess they know of litigious Americans! On arrival at 3 PM Digby weather was experiencing heavy rain but decided to continue on to Yarmouth for the night.

Hit a few coastal fishing villages moving northward the next day towards Halifax. Peggy's Cove was fogged in as well but outside the village I visited the memorial to the Swiss Air Flt 111 crash just off shore in 1998.

Based on the weather forecast via the Internet, I decided to head for Cape Breton and the Cabot Trail. The weather cleared from the morning fog and I did the circle in a clockwise direction. There seemed to be local controversy as to which way had the better scenery. Guess I'm spoiled after living in California for 20 years and riding PCH 1 each way. Although the scenery was magnificent, the thrill of steep drop offs to turquoise waters was not evident here. I did notice the pine scent along the trail that was as strong as those deodorizers that hang from a car's mirror. They must have a packaging plant nearby to capture that strong aroma!

Returning through Baddeck I decided to go west again to the Bay of Fundy. Another front was approaching and I spent a rest day in a motel sheltered from the down-pour and T-storms. Spoke to a couple of Beemer riders the next day and they were caught in the bad weather and searched out a Laundromat to dry their gear. The Bay was shrouded in heavy fog so another time for the tidal bore . . .

Not to discount this Province, I enjoyed, lobster, lobster stew, scallops, haddock, mussels and just about every other form of fresh seafood. The weather is the weather and you get what Mother Nature provides.

My grandmother was born on Long Island Nova Scotia and I may return to search out records in Pirate Cove near Digby but All's Well that Ends Well and the LT performed flawlessly with nary a hiccup!

Riding the Wires

By Don Poremski

It was a complete stranger who told me of the fun to be had in the Hocking Hills doing the "Canopy Tour". That he gushed about the fun to be had would be an understatement so there was research to be done.

Yes, there was a thing called the Hocking Hills Canopy Tour with web site, contact information and a fetching young blonde on the home page. Okay, it was a bit distant for the club members of the MOC, Four Winds and the Canton Motorcycle Club, but as is said, "nothing ventured". The call went out and five willing adventurers braved cold, wind and threats of rain to do the tour. Our "ziprincess" was Judy Gau, the "lone winder" Sean Barrett, Paul (I can fit into a 38 harness!) Mitchell, the "lad Hungarian" Laszlo Repay and the author.

It was 93 down to Logan and 33 to Rockbridge. Route 93 is often referred to as "The Harley Mother Road" and in keeping with that minatory moniker, our group of four had its own "chase vehicle", a Mazda Miata for Judy and Laszlo, the latter who does not own an electric vest and the former who just hates riding in high winds. In retrospect, the riding wasn't too bad for all the chill and wind gusts. There are just enough turns to keep it interesting (Ed. note-Totally understated!) if you ignore those conservative speed suggestions. The Harley dudes can take them at the signage speeds without threat of grounding those triple chrome plated Screaming Eagle mufflers.

You arrive, sign in, take a load off before your time group is called. Then you suit up in a body harness, trolley and safety lines before receiving instruction at the ground school. Let the guides hook you up, sit down and zip the line. Look for the signal from the other guide to slow down if need be by placing a gloved palm on the cable BEHIND the trolley and your kiester has landed. Then it's an ATV ride to the starting point with ten zips and several rope bridges before a sort of rappel to the ground. None of the group had a problem with heights and that's a good thing.

At the start of each zip Jeremiah would go first then all we needed was Love (ruh-ta-da-da-da) to hook you up, sit down and zip. What a ride gliding through the forest canopy, over caves and the Hocking (not a river because it's not 100 miles long). After arrival your safety lines are switched from zip lines to security lines on the tree platforms. You are then asked to step around the tree to await the arrival of the next zipper, which could be viewed through the crotch, of the tree.

Yeah, there was screaming, but then Judy took her mind off the flowing waters nearby. There was styling, too. Ball up for speed or lie back to look at the overhead leafy roof. For those

who declined, we understand. It was a bit of a hardship getting there and back, but we had great fun in the process. Judy, Paul and Laszlo got to look at the Canton M/C clubhouse and we four from Ohio had breakfast at The Station restaurant also in Brewster: good and cheap.

Sean had the longest ride home which gets him further kudos. All arrived home safe and mostly dry. Those who haven't had the chance should try route 78 between Nelsonville and Caldwell. Was tempted to do a side trip on the triple nickel, but the barn beckoned. Had to pass only two vehicles eastbound the whole way.

So, if you hear a club member tell you to, "Zip it!", he or she is suggesting you do the canopy tour,…..I think.

(Ed. Note- check the video here! http://www.hockinghills-canopytours.com

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Casting a Wide Net

by Don Poremski

It was billed as a "freestyle riding weekend" and at first the invitations went out to both BMW Motorcycle Owners of Cleveland and the Four Winds BMW Riders of Pittsburgh. The lack of response made it necessary to widen the scope of the invitation to all comers, arriving by any roads of choice and at any time during the four day weekend starting with Friday. The destination: Carter Cave State Resort Park (CCSRP) near Olive Hill, Kentucky. This is, in a word, a complete relaxation experience for those who enjoy the outdoors, caves, swimming, hiking, horseback riding….but I digress. Who knew that this particular facility would result in such an incredible story?

There were a couple of riders from the aforementioned clubs: Don Walker from the MOC and former 4Wer, Trent Denison and his girlfriend, Janet. The author belongs to both clubs. So, back to that wider net, the location happens to be sort of an epicenter of past friends and associates. Martin and Mary Maughinschloss (Gold Wing) came from Tennessee along with Peter and Patricia Denkelfinck (Yamaha), Gary Berry all the way from Acworth (Silver Wing), Marlin Gatty (Aprilia Tuono) from North Carolina, Craig and Judy Sprankle out of West Virginia (Road King), Dave Flodine from PA (Harley alphabet 3-bagger) and Mark Lazor on another Concourse out of Ohio. A fabulous group!

The suggested route to CCSRP which was posted on the web site was used and there were more turkey vultures than cages on most of the route. How pleasant to concentrate on just the road and no atholeets in cages.

It didn't matter what any person's description of comfort was. It was all available. The lodge offered rooms with the amenities, a person could throw down a tent, RVs were welcome so Trent and Janet brought "the bus", a 38' Dutch Star by Newmar, and bunkhouse # 1 would hold up to twelve on wooden bunks with showers and bathrooms nearby. Some chose the lodge; Trent and Janet enjoyed their queen-sized in the motor home and some the bunkhouse, but all slept well.

The idea was to take interesting roads to and from CCSRP but save Saturday and Sunday for loop rides in Kentucky. Acceptable roads were the skinny ones on the map, preferably with a lot of twists and turns. The group had both Gazetteers and GPS equipment so the general feeling was one of empowerment. There was a curious thing that happened in the camping area on Friday night that should be told here. At registration, the attendant learned that we were first time visitors and recorded where we would be spending the evening. Space number seven for the RV became sort of the headquarters for the weekend with Janet serving up meals and refreshments. There has been a lot of rain in the area in the past few weeks so rather than scrounging deadfall from the surrounding woods, bundles were purchased to feed the campfire. No sooner were all the RV hookups complete than we received a visit from the Tinder Teens.

You've no doubt heard of Campfire Girls, but this was new. Local teenage girls were dispatched to start your first campfire of the visit. We just sat back and awaited the warmth and glow then tipped the gals for their efforts. The usual conversations ensued, but it was a while before the TT surprise wore off. Would Saturday bring the Kindling Kuties? Little did we know that wouldn't be the last surprise. Fantastic!

If all one plans to do is ride around, you don't have to have a hard and fast schedule. No alarm was set for the bunkhouse, but at 8:30 we were awakened by bells jingling. Peering out of the windows we saw a pedal trike with a box between the two front wheels. Had to investigate and in doing so we learned that coffee, tea and fruit juices were complimentary to start your day. Yeah, and the new digital camera sat on the kitchen table at home. Imagine!

Saturday's loop ride was: start out following intended route, miss a sign, get lost, recover, continue, and repeat. There were smiles all around upon return to the camp and our evening repasts. Janet had chicken in the crock pot all day and it was delish. What was with the turtles? If we saw one there had to be a dozen at various points, and, being the gentle riders that we are, we avoided each and every one.

When dusk came it brought with it yet another surprise. With people congregating as we were in one glorious, verdant place, we were an automatic audience for frustrated perform-

ers. Across the road from site seven was a group of two RVs and perhaps three combined families. When their fire was lit they brought out the guitars and started singing. That moved Trent to get out his guitar and mandolin and wander over to "jam" with the neighbors. It harkened back to simpler times when folks would sing for the pure enjoyment of raising voices communally. Sing along if you know the words, hum the chorus if you don't. Not to be outdone, another group went through the grounds doing juggling and magic tricks. One would think that he had been transported back in time to market day in a Medieval village. Unbelievable!

The group was smaller on Sunday with some returning home, but the loop ride, though begun in a different direction, was similar to Saturday's effort: great road, confusion, great road, confusion, horrible road which didn't deserve a state route number, recovery and new route back. When everything is new it's all an adventure, but we all had a new appreciation for the state at the end of the day. Appreciation also for what Kentuckians had been through with the torrential rains and resultant flooding. While riding past a low field next to a stream, there was debris still stuck in the fences, evidence that the entire field had been under water.

No sooner would a dark thought about those travails enter one's mind than the aroma of new mown grass, Ailanthus trees, multiflora roses, honeysuckle and the occasional farm "sweetness" would crowd them out while awaiting the next apex. The scenic vistas were joined by forest canopies and quirky spelling on roadside signs. Down, while there, and back, there was no rain except for Friday night as we slept.

My new RAVE ROAD from the trip is Rt. 83 between Rts. 93 and 78. Yum. The PANNED PATH is Rt. 199 between Rts. 632 from Kimper to Rt. 119 in Huddy Kentucky. This was a road that only Ed Syphan could love. Single lane, rock and deadfall strewn, full descending 180s, and, no sooner did it occur to us that meeting a vehicle coming the other direction could be disastrous, we did. First there was a pickup, then a group of three ATV riding teenagers. Whew.

The remaining adventurers broke up on Monday and headed the bikes and RV for home. With the residue of Sunday's ride lingering, I tried a little free lancing without benefit of map on the way home with mixed success. One "short cut" turned out to be a hilljack cul de sac. The other added about twenty miles to the section between Beach City and Rt. 30. No harm done.

What's next? Think about the Meadowcroft Rock Shelter in Avella PA. It'll make us feel young because it's 16,000 years old. More as I know it, but it will be one not to be missed.

(Ed. Note—From Wikipedia- Meadowcroft Rockshelter {archaeological site} has yielded Woodland, Archaic and Paleoindian remains, indicating evidence of the processing of animals, such as deer, elk, bird eggs, and mussels, as well as plants, such as corn, squash, fruits, nuts and seeds. The site also has yielded many tools, including pottery, bifaces, bifacial fragments, lamellar blades, a lanceolate projectile point, and chipping debris. At least one basin-shaped hearth was reused over time.)

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Spring Tune-up

Probably the coldest & wettest Saturday for the Spring Tune-up in recent history but those attending shared great fellowship as hearty Beemer Riders and enjoyed the fare sponsored by Sheryl & Turp!

BMW Club Library

by Bill Stinson

Motorcycle books and DVD's are available for loan to BMWMOC members from our new Library. An inventory will be available on our website and materials will be displayed and available at the membership meetings.

There are also links to general motorcycle information to include safety, maintenance and riding fun on our site. You can preview the books and DVD's at the meeting or on the web, select what you would like and sign it out for a month. It is all on the honor system.

Anyone having motorcycle books on safety, touring, racing, biographies, DVD's, etc. is welcome to contribute to the library.

You can either give or loan your materials to the library. If you have tapes, DVD's books or magazines of special interest and you would like to keep at home, but still be made available to the members, you can be listed on the web site with your contact information. Interested persons may contact you to make borrowing arrangements.

For questions, contact Bill Stinson on the BMW web site forum, 440-646-0433 or williamstinson@att.net.

Spotted Near Los Angeles>

From www.bmwlt.com

Some think this may be a shot of the new LT, while others think it is the rumored new "Luxury" GT. Clearly showing the same stalk mounted mirrors, windshield mechanism and front suspension as the current K1300GT and similar lower baggage as the GT but sporting some new cladding - this bike shares a lot with the current GT. With a fairing mounted antenna like the current R1200RT it is likely equipped with a radio and rumors have been rampant about new electronics and communication. The top case looks redesigned, with a larger and more supportive backrest, but still could be removable like the current GT or RT.

While many reports state that this bike is equipped with the new "concept 6" engine, it is impossible to tell for sure from these pictures. The engine appears to be much wider, noting that the lower portion of the bodywork exposes the engine. Whatever it is, it seems very likely we will see the real deal this fall.

The speculation on what our next LT will be has been going on for years. We have created a merged thread where all the rumor, speculation and information from our membership are posted.

BMW "Concept 6" prototype

"Aerodynamic components such as the twin-tipped engine spoiler and the air guide elements derived from the design of the new S1000 RR Supersports," BMW says, "bridge the gap between functional and clearly visible technology and the smooth design of other body elements." Carbon fibre fuel tank, hollow camshafts and lightweight connecting rods all underscore the emphasis on shedding weight. This should bode well for the next king of the touring segment.

BMW "Concept 6" engine

The inline 6-cylinder, based on the K1300 55-degree 4, has an additional two cylinders, but is still very compact. The displacement is rumored to be in the 1600-1700cc range.

While all the talk is about the sport bike shown, with a single throttle body, this engine is clearly destined to appear in a touring platform. According to sources at BMW "The engine will produce about the same power as BMW's 1.3-litre straight-four but torque will increase. The engine offers 130Nm from 2000rpm but can rev to almost 9000 rpm – unmatched in the touring segment – and fuel consumption will be on par with a four-cylinder given similar running conditions.

We have been guessing and speculating since before this thread was created over three years ago. All posts speculating, repeating rumors or announcing facts are organized under this one thread so that you can see the latest.

A recent BMW Press Release has announced that two new models will be introduced at INTERMOT in October; K 1600 GT and BMW K 1600 GTL. It is rumored that the GTL model will be the replacement for the current K 1200LT.

First North American Electric Superbike Race a (Non)roaring Success

By Ben Coxworth
From gizmag, May 25, 2010

The era of electric motorcycle racing which began at the Isle of Man in June last year has grown into a world series road race for 2010. On May 16th, history was made as TTXGP (world's first clean emissions Grand Prix) North America Round 1 took place at the Infineon Raceway in California. It was the first-ever electric superbike race to take place in that continent.

The race was dominated by a battle for first place between Shawn Higbee, riding the ZeroAgni bike, and Michael Barnes, riding for Lightning Motorcycles. Higbee's first place win was assured when Barnes had to stop and cycle his bike through a reboot, although Barnes did still manage to capture second. Michael Hannas of ElectricRacebikes.com took third.

"I think this could turn into something big. It's going to introduce a whole new industry to motorcycling," Higbee said. "The engineers at Zero Motorcycles and Agni Motors are a whole new breed. I'm surprised at how close we are to gas bikes already. The lack of vibration is a new experience and the bike is very agile, you just glide along."

The two lead riders maintained a pace that was 18 seconds per lap off that set by conventional bikes at AMA Superbike events - not bad, for the first time. The fastest recorded speed at the event was 59.9 mph, or 96.4 kmh. Two of the ten competing bikes did not finish, due to mechanical failure.

Round 2 is scheduled for June 4th at Elkhart Lake, Wisconsin, with the worldwide grand final taking place this October in Albacete, Spain.

A full listing of results from Round 1 can be found at the TTXGP site.

Images: Zero Motorcycles.

Shawn Higbee on the ZeroAgni bike

http://www.gizmag.com/first-north-american-electric-superbike-race/15215/picture/115070/

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"Sometimes, the best communication happens when you're on separate bikes"

European Rider's Rally, Burkesville, Kentucky

By Judy Gau

On Thursday, May 13th, Roger Pivonka and I left heading down the slab for the European Riders Rally in Burkesville, Ky. Paul Mitchell was to ride along also, but at the last minute his work projects took precedence so he stayed behind. We left home with the temperature reading 46 degrees. Yes it was cold, and the heated gear and a few layers were put on. The further down-state we got, the warmer the day. With each stop, the rain gear came off, heated gear put away, and clothing layers removed. When we finally got into Kentucky, the temp climbed to 87. We did hit a nasty storm somewhere along the way, and were glad the ride through it wasn't that long, but enough to soak the riding gear. Several places we missed the storms entirely, although traces on the roadway were evident. The cross winds were a little wild at times, but as always, we continued on.

Once we checked into the Lodge in Burkesville on the beautiful Cumberland River, we found out we were in one of the dry counties. Darn! Over half the counties in Kentucky are dry so a trip into Tennessee was in order. Once beverages were secure in the side cases, we headed to Red Boiling Springs for a tour of the only motorcycle museum in the state of Tennessee, CycleMo's. It was a small museum, but quite a few very old vintage motorcycles and memorabilia were on display. What really surprised me was the road to CycleMo's was along a small creek bed. Apparently that little creek rose and almost flooded the museum days earlier.

The day of the rally we volunteered for registration for a few hours. The rains had begun so everyone was pretty wet upon arrival. Thunder and lighting went on for hours, then the storms. This continued almost the full three days we were there. On the night of the Steak Dinner, we heard from a few that had weather radios that a nasty storm was heading our way from Nashville, which was under water again. Sure enough, it rained like you could not even imagine. When you thought it couldn't rain any harder, or the thunder couldn't get any louder, or the lightening couldn't light up the sky anymore, it did so repeatedly. The pavilion started flooding but a good time and meal was had by all. The festivities went on as planned in the Agricultural Building behind the pavilion, so the band was moved inside.

At the awards ceremony, Turp and Cheryl took an award for two-up furthest distance. Don Walker won a BMW heated vest, and Don Bosley won a hat. Another gal rode a few more miles than I to the rally, so it was a close call. The band played on, and a good band it was.

Now let's talk about Don Walker. He's quiet, very pleasant, and a pretty much laid back kind of guy. But don't let his mild manner fool you. I now refer to him as the "Sleeper Cell". Once the light of day is gone and the band starts playing, watch out or he'll knock you down getting to the dance floor. That man can dance. We didn't stay long enough to see if he sang, but I'm sure we'll hear the rumors soon. Way to go Don!

One thing that surprised me and others was the part of Kentucky we were in is right on the boarder of the Central Time Zone. Several instances where my phone was confused and switched back and forth from Eastern to Central time, and Cheryl Fallis just stayed on Eastern Time. Don Bosley will never ask me again what time it is, as he arrived at the Ice Cream Social in town before anyone else. At least he was able to sit with the Mayors Wife and have ice cream once the event started.

The Ohio friends that showed up for the rally were Turp Cobb, Cheryl Fallis, Don Bosley, Don Walker, and Deb and Mel Harbor from the RA. Gary Hydell and his brother from the Toledo Club along with Ed Collins and Bart Mather.

The ride home was partly stormy, and followed us most of the way with the warm humid temps left behind in Kentucky. Until next year, the memories of all the rain, thunder and lightening will stay with me as a reminder of the great time we had. The Nashville BMW Club did an outstanding job putting this rally together. If you haven't been, put it on your bucket list of rallies to attend.

Got New?

by Wally Gingrich

We just spent 20 days in Seattle visiting our son and family, and of course I had to drop by Ride West BMW to check things out. Not to look foolish (which doesn't come easy for me), I replied to the sales person's "can I help you" with, well, "I've been thinking about something I could ride out here while visiting my son." Rental BMWs are not available in Seattle. Not to drag this out, a primo jet black Triumph Tiger (2006) caught my eye, and one thing led to another, and it followed me home (to my son's garage).

It's been an interesting experience becoming familiar with non-BMW bike, my first. I had to buy a new chain ($150 installed) for starters, and that after I had cleaned up the grime left on the rear wheel by the PO. That was still less than a new rear drive, though. Triumph's recommended oil is Mobil 1 4T - to the tune of $16.95 a quart. Now I'm feeling better about the case of BMW oil I bought from Jimmy at Sill's. There aren't as many online forums and clubs as there are for BMW riders, but the photos on the Triumph web site of young guys and gals in tight leathers with bright red Union Jacks beholding the line-up of new models stirred my soul. That's worth something! And I've got to say I like that unique sound my Tiger triple makes, along with the great little blurbles that come out when engine breaking. It has great torque, too, for what feels like a fairly light, quick handling bike. Unfortunately, true to my plan, I had to leave my Tiger in Seattle until my next visit ... he said longingly.

Out of curiosity I did a comparison of the specs of the Tiger with my K75, K1200GT, and my friend's 2009 R1200GS. The Tiger weighs 20 lbs. less than the K75 but has 30 more hp and 20 more ft/lbs of torque. The Tiger comes up short against the '03 GT in every area, including weighing 200 lbs. less! But the comparison with the '09 GS was most interesting. The Tiger and the GS are the same weight wet (510 lbs), both have right at 105 hp, but the GS has 20 more ft/lbs of torque. The Tiger and GS both use the same dual sport tires, and both have fairly long travel suspensions, but the Tiger lacks ABS, unfortunately. I've not ridden my friend's GS - yet - but I can tell you the Tiger is a fun ride with a noticeably different character than the BMW.

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The Wrong Side of the Tracks

by Larry Cardo

I had to cancel a wonderful trip to Alaska this year that Wayne and I had planned, as my business is keeping me a little too busy. That was a hard decision!

This decision was further complicated by the fact that unless I have a destination, my bike just sits. I have a hard time just going for an aimless ride? Thus, when Don P. (our Mocal Czar) picked railroad stations for this year's target—I decided I now have destinations. Instead of a long ride, I would combine many short rides—which I could fit my work schedule.

The next question was; how to find RR stations? Fortunately the Internet is full of information. Web site: http://www.west2k.com/ohstations/stations.htm list all the RR stations by

county in Ohio (lots). However, sometimes the exact location information is incomplete. I used Google Maps and Delorme to eventually plot way points in my GPS. The web site usually also includes a picture of the RR station. I copied the pictures and had them laminated. I then plotted the locations on an Ohio map. Heading toward the RR station location on the GPS, I had the map, a picture of the station and brief description of the station visible.

Even with all this planning and technology, stations were not to be found. Most because of poor location information or

they had been destroyed. However, so far I have enjoyed the chase. And we all know, Don Walker is getting tired of winning every year.

Most everyone has heard of the wrong side of the tracks. Well my initial experience has indicated that both sides of the tracks are wrong. Hunting for RR stations will take you some of the most interesting parts of any city. I was nervous at times, asked for handouts and wished I had a Glock in my tank bag at others. Many nearby locations looked like a big bomb went off and some were still smoking. I would have taken some photos, but I didn't want to stop. Norman Rockwell never painted this side of America!

For Sale
Club Classifieds

BMW OEM Spin-on Oil Filters

Mahle OC91, BMW # 11-42-1-460-845 OEM oil filters. Fits Oilhead R and most K bikes. $10 each, 5 for $40. Plus shipping. Contact Frank at mrmrsp191@aol.com

It's time for...

2010 BMWMOC Fall Clambake

When:
Friday September 17 - Sunday September 19

Where:
Whispering Hills RV Park in Big Prairie, OH (near Shreve)
8248 State Route 514, Big Prairie, Holmes, Ohio 44611
GPS Coordinates: Decimal: 37.584130, -86.624514
Degrees: 37° 35' 2", -86° 37' 28"

DEADLINE FOR TICKETS is SEPTEMBER 13th!
$19 Clambake
$13 Chicken only
$6 Extra dozen clams
$1 Bowl o' chowdah

Send SELF-ADDRESSED, STAMPED ENVELOPE WITH PAYMENT (Payable to BMWMOC) to:
Carl Bork, 22851 Harms Road
Euclid, OH 44143
216.383-9161

CAMPING FEES PAID AT THE GATE:
$8/Person/Night for Tent Campers .
RVs: $25/night for 2, $7 for additional adults and $3 additional children.
Cabin Rates:
$60 per night for Rustic that sleeps 4,
$75 per night for Rustic that sleeps 6
$125 per night for Deluxe
www.whisperinghillsrvpark.com

"Gathering of the Clams"

Hildebrand & Wolfmüller Auction

Gizmag

(Ed. note --continuing from the last issue of CCN. Fetching over $131,200 when it went on auction last week, this Hildebrand & Wolfmüller motorcycle from 1894 was the first two-wheelin' motorcycle ever to be put into production. Hailing from Germany, it's known as a motorrad, and was found in a barn in the US, where it's been for almost 70 years, gathering dust. It was auctioned off in England, but will be returning to Germany where it will undoubtedly sit on display—those wheels don't exactly look like they're in driving condition anymore.)

The rare appearance of an 1894 Hildebrand & Wolfmüller on the auction block on April 25 caused considerable excitement across the world in the preceding months. Gizmag covered the history and heritage of the machine in great detail prior to the auction and we're not surprised that a far-from-pristine example of the world's first production motorcycle should fetch an above-estimate GBP 86,200. ($127,636)

Despite travel difficulties resulting from the volcanic eruption in Iceland, buyers from all over the world packed the saleroom of the Bonhams auction at The International Classic MotorCycle Show, Stafford, UK on Sunday 25th April.

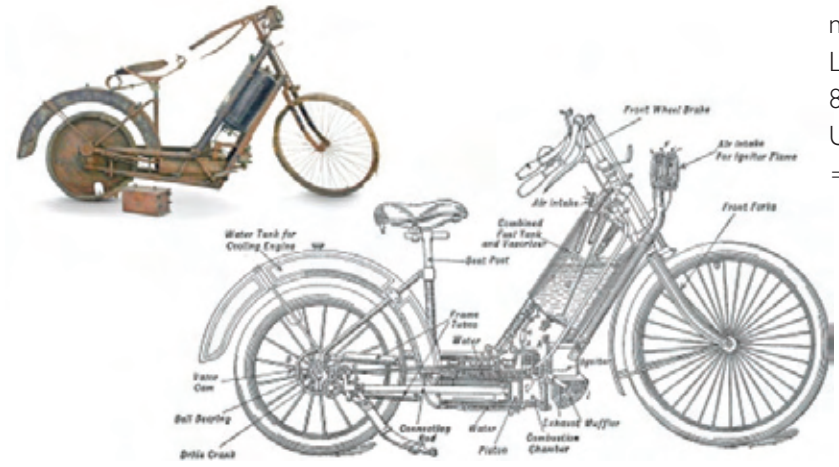
Manufactured in Germany, the Hildebrand & Wolfmüller is of the utmost historical significance as the first powered two-wheeler to enter series production, and is the first such vehicle to which the name 'motorcycle' (motorrad in German) was ever applied. The 'barn find' example offered had been in the ownership of the vendor's family in the USA since at least the early 1930s, which is when it last ran. Presented in original, unrestored condition, this wonderful machine will be appropriately returned home to its native Germany, where it sold to a private collector.

Other 'barn finds' turned in some of the sale's most notable results, confirming the continuing healthy demand for original, unrestored machines, whatever their condition. Purchased by its late owner in 1956, the 1935 AJS 500cc Model 10 sold for GBP16,675 – almost double the top estimate – while the technologically eccentric and extremely rare 1921 Wooler 2¾hp Model B – known as the 'Flying Banana' on account of its fuel tank's shape and color – sold to The Sammy Miller Motorcycle Museum for an above-estimate GBP14,950.

Less uncommon but considerably more useable, the 1938 Brough Superior 982cc SS100 v-twin on offer turned in the sale's best result. A restored, 'matching numbers' example that had been in its late owner's possession for 40 years, the machine had been test run occasionally but not licensed for the

Motorcycle Auction

1894 Hildebrand & Wolfmuller - World's First Production Motorcycle Sells for GBP86,200



http://www.gizmag.com/1894-hildebrand-wolfmuller-auction-result-gbp86200/14913/?utm_source=Gizmag+Subscribers&utm_campaign=43451b503b-UA-2235360-4&utm_medium=email

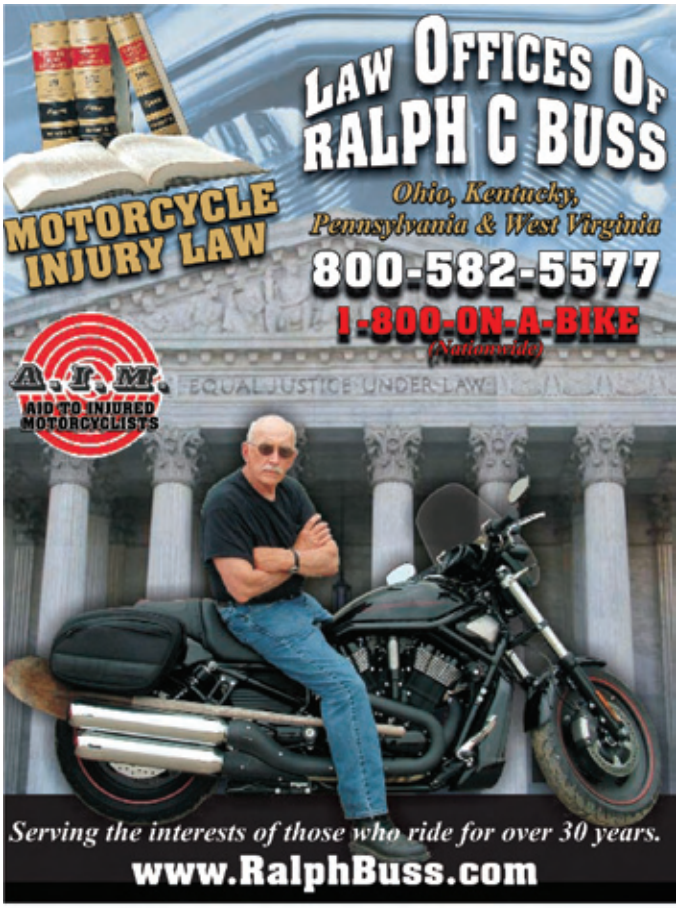
Live rates at 2010.04.28 15:46:28 UTC

86,200.00 GBP = $127,636.19 USD

United Kingdom Pounds United States Dollars 1 GBP = 1.51678 USD 1 USD = 0.659293 GBP

Auction continued...

road since 1959. The Brough sold to a UK private collector for GBP 157,700 against a top estimate of GBP 130,000. An older British v-twin - the 1913 Zenith-JAP 6hp forming part of the Basil Keys Collection - achieved the best result among the Veterans, selling for GBP 20,125 bang on top estimate.

Small, one-owner collections were one of the features of the sale, with all turning in strong results, one such being the above-estimate GBP3,220 fetched by the 1982 Suzuki GS1000G with only 1,937 miles recorded. This sale was also unusual for its strong Velocette representation, there being no fewer than 17 of the Hall Green marque's machines on offer. Top seller among the Velos was the 1967 Venom Thruxton 500cc Production Racing Motorcycle that incorporated the engine from Neil Kelly's TT-winning machine, which sold for GBP 21,850 while the above-estimate GBP 10,350 fetched by the 1947 350cc KSS MkII, roughly double what it would have made five years ago, confirmed the increasing demand for good examples of Velocette's charismatic 'cammy' roadsters.

The sale's other top-performing production racers both came from Italy: the 1938 Moto Guzzi 500cc GTC/L Condor fetching an above-estimate GBP41,100 while the 1974 Laverda 750SFC sailed past its GBP20,000 top estimate, finding a new home in the UK for GBP27,025. Among the memorabilia highlights, the collection of competition trophies amassed by the late Marjorie Cottle, Britain's most famous lady motorcyclist of the inter-war years, sold for GBP1,955 against a top estimate of GBP1,500, while the huge collection of mainly 1940s/'50s racing photographs fetched GBP1,840, comfortably outstripping the top estimate of GBP350. Any memorabilia associated with Britain's most successful motorcycle racer of all time – Mike Hailwood – is always keenly sought after and the two silver-plated trophies on offer proved no exception, selling for GBP1,380 and GBP1,495 respectively.