Cleveland Club News

"CCN" BMWMOC's Quarterly Newsletter

Winter/Spring '11

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BMWMOC's 2011 Officers

(Left to right)

1st Row

Judy Gau-Director

Michael Stroup-Director

2nd Row

Roger Pivonka-Treasurer

Carl Bork-Director

Philip Nerandzic-President

Don Kirkwood-Director

3rd Row

Mickey Skowronsky-Director

Pat Corrigan-Director

Paul Koontz-Vice President

Bill Stinson-Secretary

Wally Gingerich-not present

BMW Motorcycle Owners of Cleveland, Inc. (BMWMOC)
www.bmwmoc.org

President – Philip Nerandzic rebootsiz11@netzero.com

Vice President -- Paul Koontz pkoontz@neo.rr.com

A commercial advertising rate schedule is available upon request. Communications for CCN should be addressed to: Cleveland Club News, c/o Paul Mitchell, 40 Heather Ct, Chagrin Falls, OH 44022. Please submit articles and photos electronically to: mitchellrrc@gmail.com.

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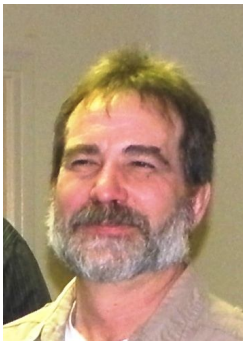
President's Message



Ich kann das nicht verstehen !!!

By Phillip Nerandzic

Well riding season is nigh upon us, except for those who have splurged on heated gear and have been riding all along, lack of snow permitting.

Our winter events are behind us and a full season of fun events awaits us all.

The Holiday Party was well attended and a real blast. There are pictures on the Shutterfly portion of our website for those of you who missed the party.

The bike show was a bit of a letdown again this year with no appearance by BMW. Very disappointing for a company that wants us to spend our hard earned money on their new bikes and products. Maybe they'll be back next year.

The Rock-n-Bowl had a tremendous turnout. We basically had half of the alley all to ourselves. A good time was had by all those in attendance. Thanks are in order to Captain Carl who went beyond his term to get this event organized.

And while we are on the subject of Road Captain, as of this newsletter we are still looking for a person to step up to the plate and volunteer for the position. The Board of Directors has decided to pare the job a bit, so as to make it more manageable. The directors will now have more responsibilities in putting together our club events. As always, help from any interested member is welcomed.

Pat Corrigan has graciously volunteered to set up and maintain a ride schedule. You can find it on our website. Anyone interested in leading or organizing a ride is encouraged to do so. Please contact Pat if you are so inclined. This is everyone's club, so if you possibly can, please take a more active role.

On April the 30th Turp Cobb and Cheryl Fallis will be hosting our annual Spring Tune Up Clinic. Come one and all and enjoy a day of camaraderie and a sharing of wrenching knowledge. Oh yeah, we will eat some too!! Thanks in advance to Turp and Cheryl for graciously hosting this event again!!

On April the 16th, 12 members of our club will be participating in an Experienced Riders Course. It's always a good idea to polish your skills early in the season. Or to unlearn those bad habits we've picked up along the way, and replace them with the proper techniques that we all need to stay safe while we are out doing what we so love to do.

On May the 14th, there will be a spring kick off ride to the Olentangy Indian Caverns. It should be a very nice ride. Mick is hoping to find a scenic route with a diner along the way, for those of us with MOCal aspirations. Possibly there will be a stop at Iron Pony on the way back home. Make a point of marking it on your calendar.

On May the 21st there will be a ride to the Wells Inn in Sistersville, WV. Previous participants have spoken very highly of this event, so if you are inclined to attend, you had better get your reservations in as soon as possible. Contact Don Poremski if you need further details.

On June 10th-12th we will be having our annual Micro Rally. It will be held at the Wildlife Adventure Club again this year. This is a very beautiful private campground on the Mohican River, in Brinkhaven, OH between Millersburg and Mount Vernon. Bill Whitmore aka "the pig guy" will be providing us with another fine pig roast. Positively mark this one on your calendar. Hopefully this year we won't get another torrential downpour to dampen our evening's campfire.

On June the 18th Pat Corrigan will lead a dual sport ride in the Coshocton area for the adventurous amongst us.

Any questions, comments or offers of help you can contact me at rebootsize11@live.com

BMWMOC Calendar of Events

*visit www.bmwmoc.org (Calendar) for updated event information or call Phil Nerandzic for details (216-651-6451)

Spring Tune Up
April 30, 2011 (Saturday)
10:00:AM - 03:00:PM
Cobb HD Repair (440-244-6881)
1301 Brownell Ave
Lorain, OH 44052

Membership Meeting
May 5, 2011 (Thursday)
7:00:PM - 09:00:PM
Strawberry Picnic Area is located off Buttermilk Falls Parkway, off the Strawberry Lane entrance of North Chagrin Reservation, off SOM Center Road/Route 91 in Willoughby Hills.

Club Ride: Olentangy Indian Caverns
May14, 2011 (Saturday)
8:00 AM Meet @Berea Deli
10 Seminary St.
Berea, OH

Club Ride: Wells Inn, Sistersville WV
May 21/22nd, 2011
Wells Inn, 316 Charles Street,
Sistersville, WV
Check web forum or contact Don Poremski for info

Membership Meeting
June @ Micro-Rally

BMW MOC Micro-Rally
June 10-12th, 2011
18616 Dodd Rd.
Brinkhaven, OH 43006

2011 BMW Firecracker RA National
June 30th-July 3rd
Northern Wisconsin State Fair Grounds
331 Jefferson Avenue
Chippewa Falls WI 54729
www.bmwra.org for info

Dual Sport Ride-Local Ohio Roads
June 18, 2011 (Saturday)
Meet @ Cross Roads Dr.
Painesville, OH
Ck w/ Pat Corrigan for details

Kinzua Dam Ride-Allegheny Nat. Forest, PA
June 25, 2011 (Saturday)
9AM @Bob Evans Rt 91 & OH 422 Solon

Membership Meeting
July 7, 2011 (Thursday)
7:00:PM - 09:00:PM
Huntington Beach, Bay Village

2011 BMW MOA International Rally
July 21st-24th, 2011
Bloomsburg, PA www.bmwmoa.org for info

Membership Meeting
August 8, 2011 (Thursday)
7:00:PM - 09:00:PM
Oak Grove Picnic Area,
Brecksville Reservation Brecksville

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BMWMOC New Members

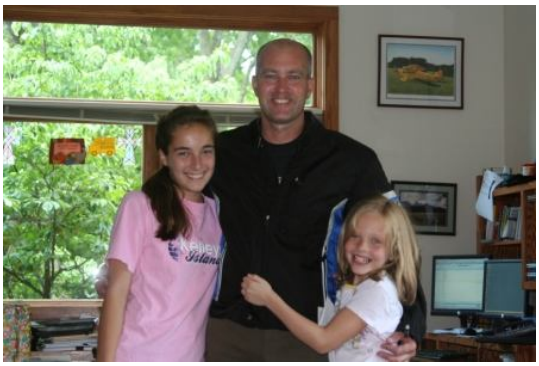
Terry Taggart

I started riding in 1965 when I bought a new Honda 160 so I could ride it back to Fort Knox while I was in the Army. I couldn't take it with me to Viet Nam, so I let my sister ride it for a year. In the early 70's I bought my first BMW, and when I saw the R90S I had to have one. I rode it to the Oshkosh, Wisconsin, National Rally with the wife on the back. Brainerd, Minnesota, and Colorado Springs, Colorado, are two other rallies that I rode that bike to. I rode to Daytona, Florida, for Bike Week in February and camped out there. Leaving Cleveland was a bit chilly at first as the temperature was 38 degrees. I have had many other BMW's over the years and currently have a 1985 BMW K100RT and a 2000 R1100RT plus a Honda CB500T.

When I went to my first meeting of this club, I had heard that they were having a logo design contest so I brought my entry. They liked it so much that they voted it the winner. This is the same logo design still in use by the club to this day. (Ed's note: On CCN Masthead!)

I did the newsletter for a while with Craig Webb as the editor. We had a great time coming up with interesting stories and creative art. I have had an art Studio for over 40 years and art/ design is what I can contribute to the club. For more of what I do, check out my web site at TeamTagArt.com

Daniel Luciano



My name is Daniel Luciano and I just go by Dan, no nicknames. I live in Independence now and grew up here also. I currently ride a 2002 R1150R. I am 49 and have been riding since I was 18. I did not have a bike from the time I was about 30 until my wife bought me my BMW in 2002. I had always wanted one. Though I have been riding a long time I still consider myself a novice as I have not done many long rides and do not put that many miles on per season. I have 8 kids which might explain the low miles per season. Five of the children are my wife Lisa's and mine biologically and three are adopted, one from China and two from Guatemala. The age range is 21 to 5. I would just like to join the club on some rides and speak to people more knowledgeable than I am about bikes. I would also like to learn more mechanically about my bike. I am big on the outdoors and like to camp, fish, and backpack. Glacier National Park is one of my favorites. I am also a pilot. I have been flying since I was 19 and hold a commercial certificate with an instrument rating and am a Certificated Flight Instructor. All of my ratings are current though I have never flown as a livelihood.

I was a full time Police Officer from 1991 to 1998 in Independence and I resigned my full time commission in 1998 for family reasons. I currently am part time in Independence and work about 30 hours per week.

The Coastal Experience Redux

By Don Poremski

Well, it's happened again. The accelerated San Francisco experience has brought self doubts about metro sexual status. San Fran is one BIG city. One would suppose that anything available in New York, save certain tourist attractions, is available there. But maybe the two-coast comparison is not best made by the only occasional visitor,.

Some background: got to stay in the city by the bay for almost ten days by virtue of being house sitters. Russian Hill is cheek by jowl with Telegraph Hill for this particular house, just one block east of Lombard, "the crookedest street in

the world". Who would have thought that tourists could be found at its base in December, no matter what the weather. For those ten days we had a three-sided view of the city and its bay. Look up from your cereal and there was a container ship slowly making its way to a pier. Look up again and you'd find you were being visited by the red-headed Parrots of Telegraph Hill. In the next instant you'd see nothing due to a low-hanging cloud.

Venture outside for a stroll and it had better be in well-fitting, comfortable shoes. Two steps, breathe in, two steps, breathe out, and make those hill climbing efforts with slow determination. It's no wonder the locals have well developed legs and buttocks, not that I noticed.

Go to see "Tron", the new version, at the IMAX theater, but make sure you've got plenty of cash or a high credit limit. Admittance per person, $16.00- combo of large popcorn, two drinks, Dots & Butterfingers, $25.65, parking, $10.75. Take ***that*** New York-Yankees-admission-monkey! The Science and Technology Center was in the same cost area, but parking was free. Drop in to the

crowded Buena Vista for the must-have Irish coffee after walking around Fisherman's Wharf and be prepared to shell out nearly $50 for five of those, two coffees and two teas.

Then there was the **Brondell Swash 800** (http://www.brondell.com/index.php) used for the second time. Is old age weakening resistance to owning one of these in my own home? You betcha! Who wouldn't enjoy the availability of a warm toilet seat, shpritzes front, rear or both, followed by wafting warm air? Look to your laurels European bidets.

Why do they call it an asteroid when it's outside the hemisphere, but call it a hemorrhoid when it's in your butt?

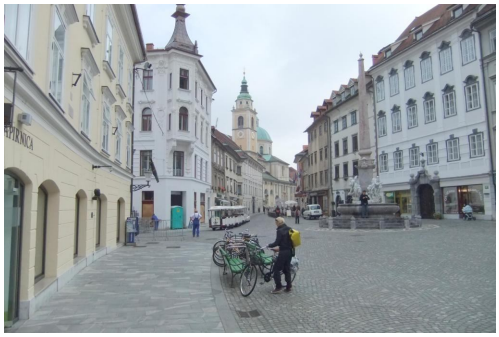
Slovenia

By Roger Pivonka

Can you say "Ljubljana"? Eastern Europe, Socialist Federal Republic of Yugoslavia, East Central Europe, Central Europe, COMMUNISTS. **YIKES!!**

All of those terms have been used in recent history to describe the countries we now know as Slovenia and Croatia. That's what gave me pause when I first thought about taking a tour in those countries. But it all turned out JUST fine.

Can you say "Ljubljana"? That's the capital of Slovenia and that's where my plane landed on a grey day in September 2010. I went a day early so I could walk the city to get to know it. And luckily, so did a few other tour members. So we taxied into the "Old Town" part of the city where vehicles are prohibited and walked around gawking like tourists



Had lunch and took their version of Lolly the Trolley up "Castle Hill" for a better view of the beautiful city below. From there you can see the three important bridges over the Ljubljanica River which cuts through the center of the city. The bridges are Cobbler Bridge, Triple Bridge and Dragon Bridge and all are historical and a sight to see.

The next day we got our bikes and T-shirts and met the rest of the riders then went for a familiarization ride through the city. You can see on the map where we went so I won't bore you with a day to day narrative with mileages.

I'll just list the cities: Ljubljana to Jeruzalem to Novo Mesto to Losinj Island in Croatia where we spent one of four rest days. Then from Losinj Island to Brda to Corvara, Italy for two more rest days. From Corvara back into Slovenia to Bovec for another rest day then finally back to Ljubljana.

Overall we rode about 1600 miles and averaged about 190 miles per day what with stopping for snacks and lunches and sightseeing it wasn't a punishing ride.

Part of the highlights were that we were riding in the Dolomite Mountains and the Julian Alps so we encountered MANY, many hairpin turns and great scenery that included National Parks, mountain streams, waterfalls and the Adriatic coastline. We took ferry boats to get to and from Losinj Island. We stayed one Saturday night in Otocec castle, on a small island in the middle of the Otocec River.

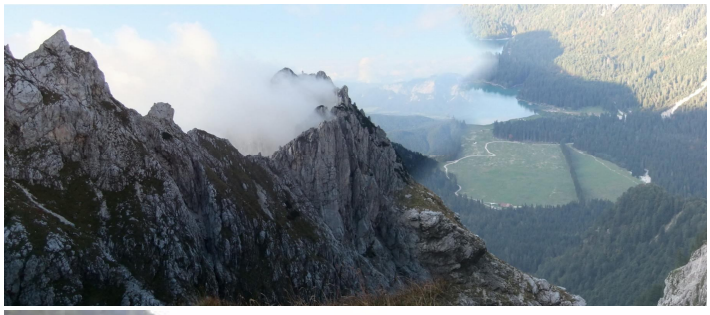
The Castle is very popular with marrying couples and there was a different wedding every hour on the hour all day long.

We explored the Skocjan caves, a World Heritage site which has a monstrous chamber that is 405 feet wide, 1000 feet long and 480 feet high. No stooping over to get through there. We stopped in Lipica, to see the famous Lipizzaner stallions (when young, they are black!!) We visited Lake Bled which has the only island in Slovenia and a long time health spa area. We happened to stop in Ptuj (pronounced like you are spitting) the day the fire department was showing off their four new fire trucks for the town and ALL the fire department turned out (LOTS of them). Our hotel in Bovec was Art Deco in style and the room numbers were like 1984, 2001, 1929, 451 etc., numbered for significant years or events.

One day we stopped alongside a sheer cliff going up from the road's edge and our guide just starred up for a bit, then pointed. After I starred long enough, I could make out six climbers free climbing up the cliff face! AND during our 'rest day' in Bovec, the guys convinced our guide to lead us up Mangart Mountain, the highest paved road in Slovenia.

few days before (we weren't in Slovenia for THAT) AND the DETOUR was on a gravel logging road – Oh What Fun!! High pucker factor for about 45 minutes.

All in all I will recommend this tour for the scenery, variety of riding, great guides and for being an excellent value. More details available at www.adriaticmototours.com And, all of my photos are at https://picasaweb.google.com/RJPivonka/092010Slovenia#



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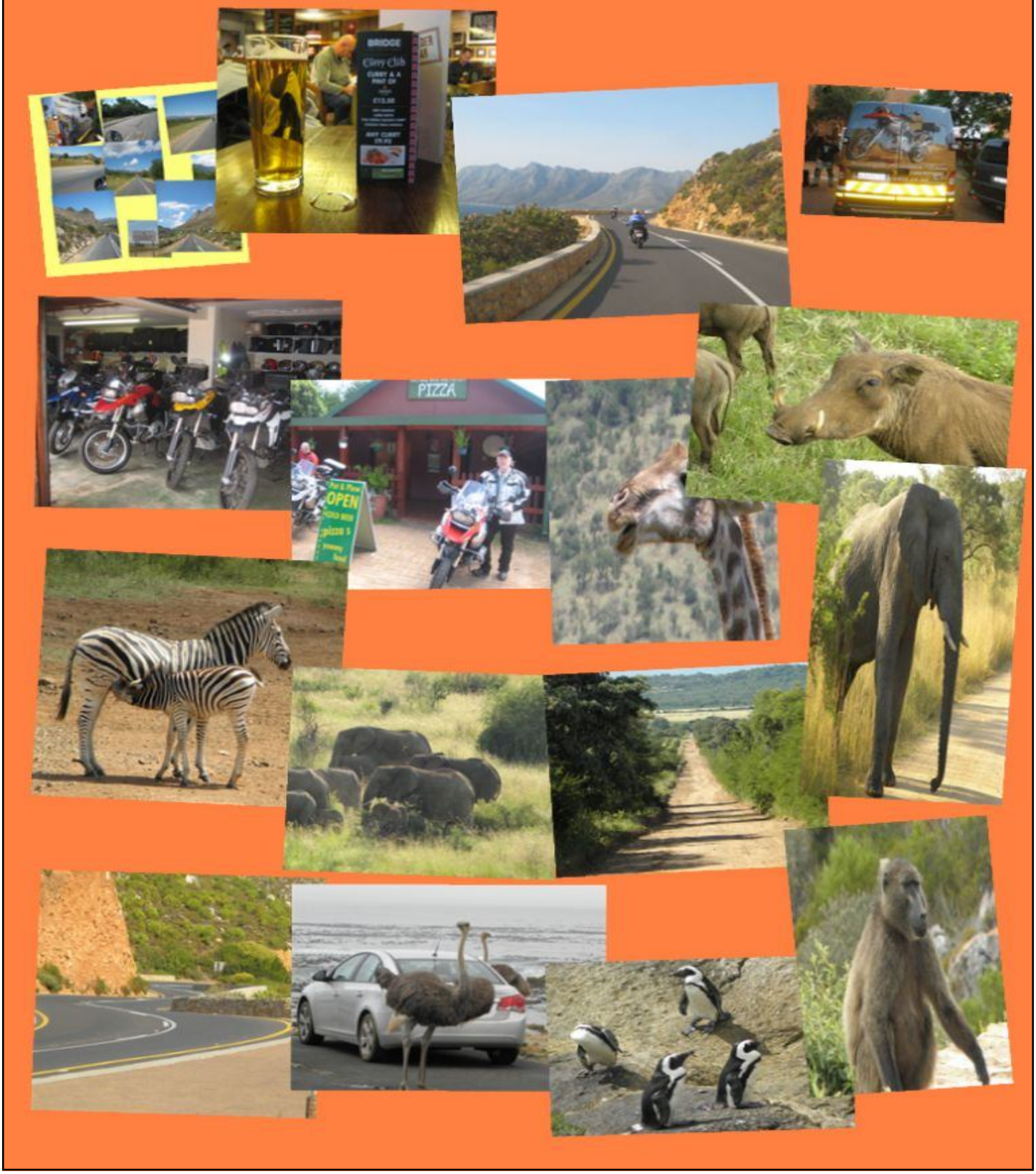
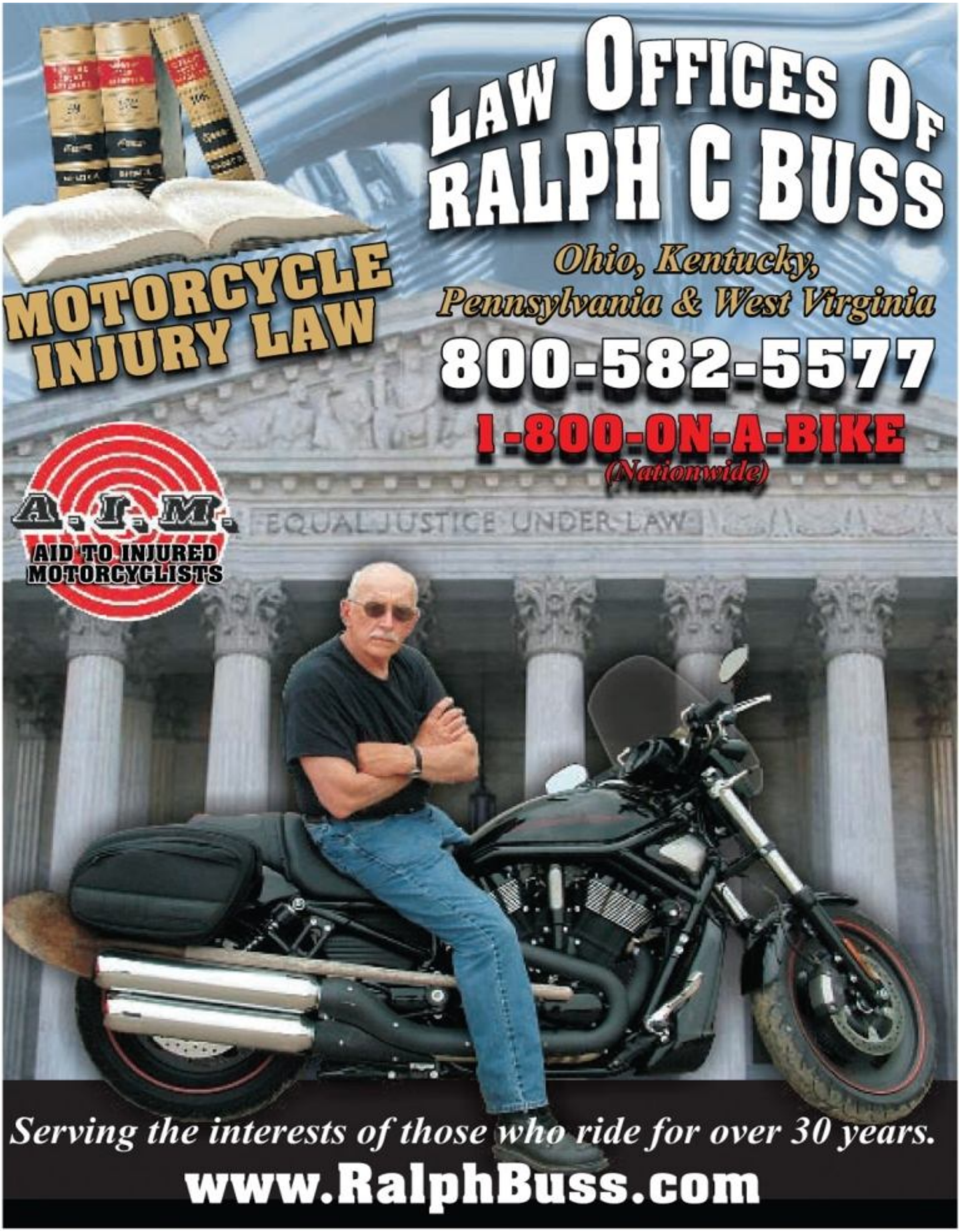
Afrika & Swaziland Teaser

By Paul Mitchell

Just a few photos (of hundreds) from my recent adventure in South Africa & Swaziland. In the next edition of CCN, there will be a more detailed account of this continent!

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RIDING AGAIN AFTER AN ACCIDENT

By Judy Gau

Yesterday was a very important day for me. After nine long months of healing and the weather finally cooperating, I threw my leg over Ms. Blue and went for a ride. Was I nervous? You bet I was! Were my legs wobbly? Like a new born calf trying to walk! Was I worried my healed fracture would endure the twisting of the throttle? A triple ditto!!! All these months re-cooperating, I worried I wouldn't get back to riding. I kept thinking I was OK and everything would be the same as before, but it wasn't. I even looked at several different bikes, thinking it would be good karma to ride a different bike; not the bike I couldn't control. The fear was deep within, and I knew I either had to get back on and ride or close this chapter of my life.

For the past month I've been working up the courage to ride again. I would go into my garage and just look at Ms. Blue and reminisce the memories we've had together on the open road. I was still not quite sure I wanted to ride again. And with each of those visits, I stayed at a distance and didn't even try to sit on her. She was in perfect condition for the road., yet it was coming down to who was going to win out; my fear of going down again, reason enough to walk away, or go for it and take the ride.

Sunday, April 10th was the first warm day of the new year. I decided it was now or never. I was sure to pack my apprehension in my pocket to keep me company on my post accident ride. This was going to be a decision making event. I threw my leg over Ms. Blue, started her up and off I went. A few heart stoppers getting re-acquainted with basic operation and safety, but all in all it was what I needed.; my confidence. Never in my life would I have thought I could be so afraid of something that has brought me such enjoyment and pleasure in life, but things do happen and life changes for better or worse.

With any accident, everything happens so fast, you react, not really taking in the severity of the situation until long after the event. Could I have done something different to not be in this situation? Sure, pay attention to everything around you at all times.

Since I have never been in an actual accident on my motorcycle before, much was learned about what to do. I was clueless. So here are some tips which I feel are worth some thought:

1. First off, you should go to a medical facility to be examined. Any motorcycle accident is considered a trauma accident. You may feel okay, but a complete examination is needed. Your organs are very delicate. You don't need any surprises hours later.

2. Call your family and let them know your situation. If you can't call, have the hospital call them.

3. Call or have someone call your insurance carrier. They will tow your bike to a safe location.

4. If you are from out of state, it might be beneficial to have your bike towed home or rent a trailer to haul it home if possible for an appraisal. It's so much easier to communicate with someone down the road, than 500 plus miles away. Should warranty work need to be completed, it wouldn't be in your best interest to ride/haul all the way back to the out of town repair facility.

If you can't get home and need to rent a car for temporary transportation, inquire about a discount thru your motorcycle insurance carrier and the rental car agency.. Automobile insurance policies do not cover rental cars due to motorcycle accidents or breakdown.

With summer almost around the corner, I hope to be seeing most of you on the road or at our gatherings. Ms. Blue and I will definitely be in attendance. Ride safe out there.

FOR SALE

Corbin seats for K75, K100, K1100

These seats will fit 1987-1996 standard seat models

The "BMW by Corbin" seat was available as a factory option on the earlier K bikes. It is nice and soft, built on a lightweight plastic pan, and the vinyl cover is in very nice shape except for a small crack that is just beginning to develop in the rider seating area. This seat has a nice, sleek appearance. $125 takes it.

The other seat is a regular Corbin "Canyon Dual Sport." This seat is very firm, built on the usual heavy fiberglass pan, and the vinyl cover is perfect – no tears – but is beginning to pull away from the foam. The firmness and thickness of the seat makes for a longer reach to the ground. $100.

AIRHAWK seat cushion

This is the Cruiser Medium model. Like new – used only a couple of times. New price $189. I'd have given twice the price on my trip to Alaska, but I no longer need it. Your's for $100.

RCU Backrest for R1100RS/RT

A very solid and comfortable backrest for your R1100RT or RS. Attaches to the bike's stock luggage rack. The vinyl cover is in excellent condition, but the cordura pocket on the rear has some sun fading. This backrest sold for $329 new! I'm asking $125.
Contact: Wally Gingerich

CONTACT: Wally Gingerich
wallyging@gmail.com
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Rare and highly sought after touring cruiser that BMW produced for only a couple years. I also learned that these bikes have a very loyal following. I have never owned a bike that attracts so much attention, runs so smoothly, or stops like this machine. I am selling because I have some medical issues, as well as another motorcycle, and I can't afford to both motorcycles.

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(check out specifications at www.r1200clc.com):

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*spare (original "M" shaped windshield)
*expandable bag which fits the luggage rack exactly, with attached rain cover
*RAM mount ball for GPS attachment
***I have a TomTom Rider 2 GPS with all accessories that I would be willing to sell for an additional $500 also.

Here's some other important stuff to note:

1. Will sell to the lower 48 states only.
2. Buyer is responsible for coordinating shipping costs or pickup. I will do my very best to accommodate either, although I would prefer a pick-up.

NOTE: No demo rides unless

1) You have committed to buy and paid me in full;

OR

2) You sign a liability waiver indicating you're responsible for the bike (and your own neck) in the event that you wreck it on the demo ride (prior experience, hence the reason I am doing this!).

Don't hesitate to call **Sandi** at 440-320-6096 Please leave a message if I cannot answer

Motorcycle news

http://thekneeslider.com/archives/2011/04/19/polaris-buys-indian-motorcycles/

Polaris Buys Indian Motorcycles

Polaris Industries Inc. today announced the acquisition of Indian Motorcycle. The business was acquired from Indian Motorcycle Limited ("IML"), a company advised by Stellican Limited and Novator Partners LLP, U.K. Private Equity firms. Terms of the transaction were not disclosed.

"We are excited to be part of the revitalization of a quintessentially American brand," said Scott Wine, CEO of Polaris Industries Inc. "Indian built America's first motorcycle. With our technology and vision, we are confident we will deliver the classic Indian motorcycle, enhanced by the quality and performance for which Polaris and Victory are known."

With this acquisition, Polaris adds one of motorcycling's legendary brands to its strong stable of Victory cruiser and touring bikes. Indian will operate as an autonomous business unit, building upon the potent combination of Polaris' engineering acumen and innovative technology with Indian's premium brand, iconic design and rich American heritage.

"We are delighted to have reached an agreement with Polaris. Polaris will utilize its well-known strengths in engineering, manufacturing, and distribution to complete the mission we undertook upon re-launching the brand in 2006: harness the enormous potential of the Indian brand," said Stephen Julius, chairman of Indian and managing director of Stellican. "Polaris is the most logical owner of Indian Motorcycle. Indian's heritage brand will allow Polaris to aggressively compete across an expanded spectrum of the motorcycle market."

Novator Partners LLP is a London based alternative investment firm founded and led by the investor Mr. Thor Bjorgolfsson. An avid motorcycle enthusiast, Mr. Bjorgolfsson said "After a troubled past, our goal was to bring the legendary Indian bikes back on the roads. The initial phase of that project is done and now our great partners at Polaris will carry on the work to realize the full potential of this classic American brand."

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Safety association reports motorcyclist fatalities down in 2010

(Provided by Don Poremski)

PICKERINGTON, Ohio -- Motorcyclist fatalities declined by at least 2 percent last year, according to a report released on April 19 by the Governors Highway Safety Association (GHSA), the American Motorcyclist Association (AMA) reports. Based on preliminary data, the GHSA projects that fatalities declined from 4,465 in 2009 to 4,376 or fewer in 2010. In a news release, the group said the projection is based on data from 50 states and the District of Columbia.

The decline comes on the heels of a dramatic 16 percent drop in 2009, which followed 11 straight years of steady increases in motorcycle deaths, the GHSA said.

The GHSA is a nonprofit association representing the highway safety offices of states, territories, the District of Columbia and Puerto Rico. Its members are appointed by their governors to administer federal and state highway safety funds and implement state highway safety plans.

"We are encouraged by the further decline in rider fatalities," said Ed Moreland, AMA senior vice president for government relations, reacting to the GHSA report. "We hope to see this trend in declining fatalities continue. "But without hard data to support the reasons behind the decline, it is difficult to speculate on the reasons," he added.

"The lack of data underscores the need for a fully comprehensive crash causation study to understand the reasons that riders crash," Moreland said. "That is why we are supportive of the study currently under way at the University of Oklahoma and being directed Dr. Samir Ahmed."

The comprehensive motorcycle crash causation study is being conducted at the Oklahoma Transportation Center, an independent and well-respected research facility at Oklahoma State University in Stillwater, Okla.

The last major motorcycle crash study was completed in 1980, and it provided a wealth of data that has been used to develop training and strategies to help keep riders safer on the road. In the decades since, the traffic environment has changed enormously, prompting the AMA to begin campaigning for a new study several years ago, which led to the