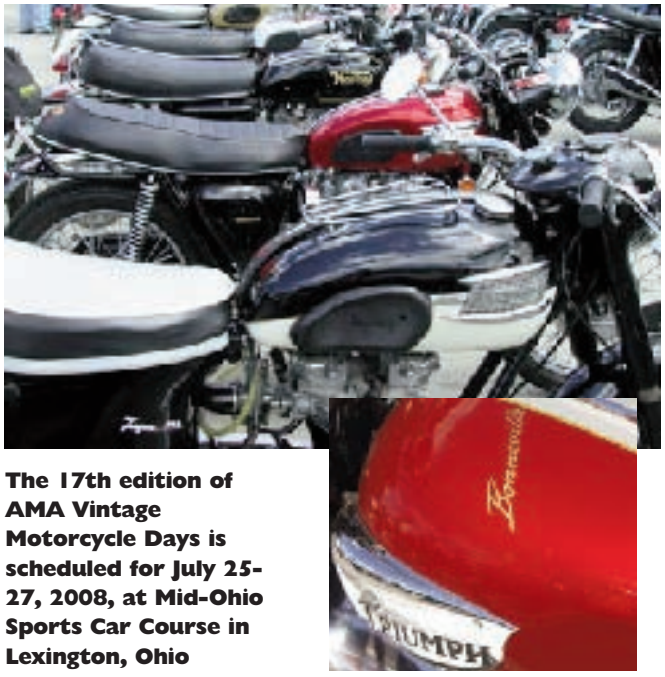
Cleveland Club News

Winter 2008

AMA Names Triumph as 2008 Vintage Motorcycle Days Marque of the Year

The American Motorcyclist Association has named Triumph, one of the most historic and popular names in motorcycling, as the 2008 AMA Vintage Motorcycle Days Marque of the Year.

As Marque of the Year, Triumph motorcycles will be featured in special displays, events and seminars during AMA Vintage Motorcycle Days, the country's premier gathering of vintage motorcycles. The 17th edition of AMA Vintage Motorcycle Days is scheduled for July 25-27, 2008, at Mid-Ohio Sports Car Course in Lexington, Ohio.



The 17th edition of AMA Vintage Motorcycle Days is scheduled for July 25-27, 2008, at Mid-Ohio Sports Car Course in Lexington, Ohio

Triumph's long history makes it a natural choice for Marque of the Year. The company dates to the late 19th century, when two German brothers began selling bicycles in London. Motorcycle production began in 1902.

2008 also marks the 50th anniversary of the beginning of production of perhaps Triumph's most beloved and sought-after model of all time: the Bonneville. Named to commemorate the company's achievements in land-speed competition on the Utah salt flats, the Bonneville won success for both its styling and performance, and the name lives on as one of the best-selling Triumph models of today.

"For many people, the Bonneville represents the essence of what a motorcycle should be. Its style reflects the classic Triumph lines first penned in the 1930s by famed Triumph designer Edward Turner and the Bonneville's combination of style and performance is a perfect example of what makes vintage Triumphs so popular with collectors and enthusiasts to this day," said Mark Mederski, executive director of the Motorcycle Hall of Fame Museum. Proceeds from VMD support the Museum's mission of preserving motorcycling's heritage.

One of the special activities planned for 2008 Vintage Motorcycle Days is a display of 1980 and earlier cafe racers, a style that's closely associated with Triumph. Owners of cafe racers of any brand who would like to participate can learn more at www.amavintagemotorcycledays.com.

The Classic Club for 2008 is the North American Laverda Owners Club, which will have a special display at VMD.

In addition to the special activities for 2008, VMD will once again include all the traditional elements that draw about 50,000 motorcycle fans to the event each year: the Motorcycle Hall of Fame Museum auction, the 35-acre swap meet, three bike shows, demo rides of new motorcycles, stunt shows, seminars and a full slate of American Historic Motorcycle Racing Association competition in road racing, flat-track, motocross and trials. ■

For more information on AMA Vintage Motorcycle Days, visit www.amavintagemotorcycledays.com. Advance tickets will be available at www.midohio.com or by calling (800) MID-OHIO. To learn more about the Motorcycle Hall of Fame Museum, visit www.motorcyclemuseum.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.

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A commercial advertising rate schedule is available upon request. Communications for CCN should be addressed to: **Cleveland Club News, c/o Judith Gau, 1091-F Fleetwood Drive, Sagamore Hills, OH 44067** , or call **330-467-2620**. Please submit articles to **jgau@alltel.net** and photos to **zzum@aol.com**

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The Gau Gazette
First Year as President

By Judith Gau

Wishing each and every one of you a Happy Holiday Season and a Happy New Year.

2007 was a great year for riding, almost too perfect. Some very hot days, many dry days, barely rainy days, but all were days when we could get out and ride from one point to another, to our many destinations.

I wasn't sure what I was going to write about in this last column of the year, but decided to reflect on my year as being your president. I would like to thank all of you for giving me the opportunity to hold this position, and appreciate your confidence in me in doing so. It's been a year of involvement with so many of our club members, one that I might not have had the chance to previously. Everyone's input and guidance have been sincerely appreciated, and I've enjoyed every part of holding office. It's not one person, or a "board", but a team effort by all.

When I first joined the BMWMOC, the club was small, or so it seemed, as the same members attended all the meetings, events and rides. As the years have rolled by, the club has grown, so has the involvement. Looking back over past membership rosters, I see that about twenty new members join each year. I truly believe the success of having such a great club is that everyone's interests and opinions do count. Having a passion for riding is only part of the bounty enjoyed with such a diverse group of members. You've made it a fun year for me, and I'm sure for many others too.

It won't be long before the battery chargers are put away, the covers come off the bikes, and the tires feel the road once again, for Spring is not far off. If you're a winter weather rider, stay warm and please be careful out there while enjoying the ride. ■

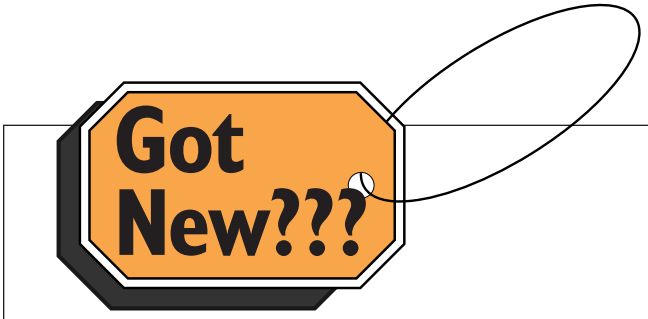
Darwin's REV-olutions

By Darwin McClellan

The dealer poker run was a success again this year. We started at Sill's where we did some shopping and browsing; Pam and company showed us their usual hospitality and welcomed us with coffee, doughnuts and fruit. Then it was a spirited ride on the interstate to BMW Motorcycles of Cleveland where Dale and staff welcomed us with refreshments. And of course there was more browsing. Our group was then led by Bob Gibbs on some very nice and scenic back roads to Roman's in Austintown where we got to inspect the new line of Korean UM bikes he is carrying. These look like a good entry level bike and come in several different models in 250 and 650 C.C. versions. Thanks Rich and crew for an informative and pleasant visit. Then it was back to the interstate an on to the steel trolley diner in Lisbon. This is an old 50's style stainless steel diner that offers up great burgers, fries and great milk shakes. Service was a little slow but we did hit them unexpectedly with about 15 people. Next time we'll have to give them some advanced notice. After lunch we continued through the scenic Ohio countryside to Mathias in New Philadelphia and a visit with Gene and company, our stay was a little short lived due to time constraints but enjoyable the same. We then rode to All Seasons, the drawing of the final cards and end to the anticipation of who would be the big winner. And the winner was (drum roll) EVIE FELTS with second best hand going to GEORGE LOPEZ. I want to thank all the dealers for their year round support and for their participation in helping make our events successful.

The Fall Foliage Clam Bake went off with a few hitches this year but George Lopez rose to the challenges and with the help of many volunteers pulled off another successful clambake. The weather was perfect. Great camp fires both nights. And Saturday after a delicious pancake breakfast a group ride through the back, country roads to Roscoe Village near Coshocton and lunch at the Warehouse Restaurant. Then it was back to the camp for the bake. Good riding good friends and good food. It may sound redundant, but another great weekend.

There are events planned for this winter also. The Holiday Party at Diamond Event Center in Brunswick, The brunch before the International Motorcycle show at the IX Center, The Rock and Bowl party at Fairview Lanes and the kick off to spring Daytona 200 gathering at Champs restaurant in the valley on Canal road. See the calendar of events for details. Well I think I've used up my allotment of space for this issue so I'll see you at the Holiday Party. Ride On. ■



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!!

Octoberfest ride, pictured l to r: Jeff Phan, Judy Gau, Larry Cardo, Mike Kiesel, Bill Stinson, Roger Pivonka

Bonneville 2007

by Larry Cardo

BMW has a somewhat new marketing effort called "XPLOR". It is aimed more toward the racing and riding aspects of the BMW experience. Joining is simple as using their web site (WWW.BMWXPLOR.COM) and entering your VIN number. One of their promotions this year was free entry to the BUB speed trials at Bonneville UT. BUB hosts motorcycle only speed runs and is sanctioned by AMA and FIM.

As I have always wanted to visit to Bonneville, this year I combined Bonneville with a stop at the end if the 2007 Iron Butt Rally in St. Louis. I was lucky enough to obtain a ticket to the ending Iron Butt Rally banquet, mingle and hear the stories of a number of riders. I followed that with a quick ride to Bonneville. Bonneville is near the Utah/Nevada line about 100 miles east of Salt Lake City. The only town near by is Wendover, UT/NEV, a border town, its claim to fame is gambling with Spanish as its first language. It is a seedy pit of a town; pawn shops and trailer trash coupled with the pathetic-looking gambler seeking for something free without working.

BMW XPLOR, however, put on a first class show. They paid for your entrance into Bonneville for 5 days (a $60 value), paid for lunch and 4 bottles of water each day. Upon registration, they presented you with a nice gift package consisting of a t-shirt, hat, decals, patches, water bottle and a DVD of Andy Sills setting the speed record (173 MPH) in 2005 on a K1200S. In addition BMW had activities planned each night, starting with movie night (World's Fastest Indian), a very nice banquet, a meet the riders and mechanics night (Andy Sills, Chris Carr), etc. I won a few door prizes (Fastest Indian poster, Fastest Indian DVD and "Long Way Around" DVD).

The old K bike at the Salt Lake

Wendover's tacky welcome sign

One of Andy's attributes, in addition to being an experienced rider, is his size. I would guess 130 lbs and 5 feet tall. As weight is equivalent to HP and wind resistance increases with size, Andy is perfect. Come to think of it, Chris Carr is about the same size. I don't think I saw a streamliner that I could have fit into.

This year BUB allowed all riders to "Run What You Brung". Any AMA member was allowed to run their bike on the short salt course of 3 miles vs 10 mile long course. Provided you pass their safety inspection, tape up the lights, tie-wrap the kickstand, etc. To work on your bike, a tarp must be placed on the salt.

The salt is rugged environment! It gets everywhere, and is very corrosive. I had initially planned on making a trip down the salt, just to say "I did it". Information from the Internet quickly showed me the error of my ways. After a run, you will almost need to tear down the bike to get all the salt off. This was in conflict with my once a year wash. Plus, being 2000 miles from home, I decided to abuse a rental car on the salt. It sticks like gum to any surface.

The pit area and spectator area are one, with the 10 mile course on one side and the 3 mile course on the other. The pit area is close to the center of both tracks, thus you see the bikes at speed. They are only about 1/8 mile away. The sounds of open exhausts are awesome. Just like home, the Harleys were loudest—and for the most part slowest. The salt is somewhat fragile, thus there are no permanent structures. Each night

A typical streamliner (Lots of Vincents)

There are no smiling faces!

everything must be removed from the salt, even cigarette butts. Therefore, there is no shade. This is quite an issue as the temperatures are high (90-100) and the salt is very reflective. Big hats and long sleeves are the norm. There is no place to sit, unless you bring a chair. Returning back to your car will quickly fill the car with salt from your shoes. In summary, comfort is rare. Rain and wind affect the runs. Wind must be very low for record runs. And gusty winds will close all runs. I spent a lot of time doing nothing.

The BUB Speed Trials remind me of drag racing in the late 50's; very crude. The pit area is quite large so hearing the announcer is difficult. They also broadcast on FM, so having a radio is helpful. I figured I had this one aced. I purchased headphones that had a built in FM radio. Talk about looking like a geek! However, there was interference between my floppy hat and the headphones. The announcements were marginal, i.e., "streamliner number 1465 recorded a speed of 202.346 m.p.h." It would have been nice to know the type of engine etc. There were no announcements from the Run What You Brung short track. This info would also have been interesting. However I would certainly prefer this to the opposite end of the spectrum, garbage NASCAR.

Knowing someone who is racing makes everything more interesting. Because of BMW's presence and after hours meeting, I knew Andy Sills and was briefed on the plans for this year's runs. They installed a turbocharger on the K1200S significantly raising the horsepower. But, they did not have a method to change the gearing, as it is significantly more difficult than a chain drive. Therefore, obtaining more speed was going to be difficult. A larger rear tire and upping the rev limiter could maybe obtain 180-190 m.p.h. Next years plans are to put variable gearing between the stock drive and the rear end. The mechanic indicated 280 MPH was their goal.

The second last day of the meet, while at 11,000 RPM, a rod put a grapefruit sized hole through the case, thus ending this year's runs for Andy Sills. Eavesdropping on conversations around the bike indicated that it appeared the rod froze on the journal. One mechanic indicated that the new K-Bike engine has had oiling problems on the #4 journal with bikes being run very hard. He also lamented that they should have checked the bearings after their dynamometer runs. I am not familiar with current engine technology but, 50 years ago when running a high HP drag racing engine, we would check the bearings every week! BMW's racing efforts appear quite disorganized as well as being under-funded.

XPLOR had the BMW demo van on site, near the salt, but not on. Unfortunately for BMW, few people were aware of it being there. I stopped by at 1:00 in the afternoon, and no one was there wanting demo rides. Thus, I finally got to ride the K1200GT, a bike I have been drooling over. It was near perfect, with gobs of torque. 6th gear felt like my 4th gear. The ride leader was nice enough to let us get it above 120. Stable as a rock. All roads around Bonneville are ruler straight, thus I was unable to get a feel for the cornering.

In summary, a visit to the Bonneville Speed Trials, "The Fastest Place on Earth", is something I have always wanted to do. But, the environment is harsh, and unless you are involved in racing or assisting, it can be boring. Without BMW's XPLOR efforts, I would have left after a day on the salt. From there it was off to Tahoe and San Fran, and back across the loneliest road in America (Rt. 50), and a visit to an old club member Harry Wagner, but that is another story. ■

The Rights (and Lefts) of Spring

by Don Poremski

What Doppler 5 radar couldn't give us, the Farmer's Almanac did—nearly three days of warm-ish, sunny-ish weather. The result was that five BMW front tires got pointed south for a fun-ish weekend. Hungry Mother State Park, here we come.

The original dates around Easter would have meant riding in below-freezing temperatures with constant threat of snow and ice. We'd done that before and weren't anxious to repeat. No, warmth and sun were needed if the group was to retrain themselves in the art of cornering.

The idea has been to gather in Pittsburgh and selected rendezvous points near the city, then head toward West Virginia. That state has a broad selection of challenging rights and lefts—and elevation changes—so riding there provides an excellent refresher course for motorcyclists. Slabs hold no such charm or remedial qualities so the route to Beckley is mostly two lane roads with only an occasional four-lane connector.

The group consisted of two GS models, a K1200RS, a K1200LT and an old R80RT. Each bike took a turn at leading the group; this necessitated by the high degree of concentration needed to "read" the upcoming turns and provide an example, or warning, to the followers. Any rider that has experienced West Virginia roads will remember that at this time of year, gravel, freshly placed at the roadsides, gets strewn across the corners by cages and trucks dropping a rear wheel off the berm. The result, in most rights, and some lefts, is two clean tracks through the gravel at the turn's apex. Wheel placement is critical when rounding these corners to avoid panic-inducing slides. Ignore at your own peril.

Route 16 south is the choice from Beckley across the state line into Virginia. The Rt. 16 in the latter isn't as cluttered as in the former. But one can expect very tight, decreasing-radius turns as one climbs and descends each hill along the route. Also, be warned that a lot of this route comes without guardrails. It's always a difficult choice isn't it--guardrail or cliff?

Backbone Creek = Backbone Creek, a picturesque stop along a Tennessee highway.

Backbone Creek tunnel was blasted through the ridge for trains.

The weather also moved the days selected to Saturday through Monday rather than Sunday through Tuesday. As a result, there were a lot of vehicles, two and four-wheeled, out on the second day, Sunday, the ride-for-the-fun-of-it day in and around Shady Valley. One stop was the "shortest tunnel in the world". It was cut on the original train track path with a second blast made so the smokestacks on the engine could clear. You'll find it, a hiking trail, climbing rocks and a waterfall on Tennessee route 133. The area is called Backbone Rock Recreation Area.

There's a country store in Shady Valley that is the equivalent of the Rock Store in California. There, riders of all marques gather, V-Twins on the left, sport bikes and motards on the right and the Beemers scattered amongst 'em. They all come for Rt. 421, "The Snake". The Dragoneez Motorcycle Club gets credit for litter pickup along this road, but one suspects that they also groom apexes before Sunday rolls around. It's awe inspiring to see how much faster the locals negotiated some really hairy turns than we did. Knowing that they are gravel-free must give them such confidence.

The lads risking all for a photo "op"

Just one of the challenging turns on Rt. 16.

The down side to road exploring on a Sunday is slower, sometimes belligerent traffic. True there are very few trucks out that day, but four-wheelers and some two-wheelers were pretty obvious about their dislike of being passed. Come on! Those curve speed signs are recommendations. If they are in the twenties or lower, use second; thirties use third; above it's riders' choice. We arrived in Little Switzerland at 4:00 p.m., too late to be served, and found a place in the valley for a break.

We traveled light because we rented a cabin at Hungry Mother State Park and ate in restaurants. We did enjoy a fireplace each night to re-live the day's adventures, some very scary, some comical. All the bikes but the R80RT were gulping high test and at one stop the pumps were extremely slow. Try ten minutes to fill a bike's tank. The clerk's explanation was that hardly anyone around there bought that octane because of the price. Huh? So you pump it slower so they feel they're getting their money's worth? The K1200RS pilot got lulled into a lack of attention until the tank started to overflow. A thumb in the nozzle works about as well as one in the dike and the resulting stream shot about fifteen feet before he got the pump turned off. A little comic relief, yes, but we were all glad no one was passing with a lit cigarette.

The ride back is always anti-climactic for some because it requires droning along on an interstate, but those with more time tried out new road options and will record these findings for a future ride. A detailed route list of the 2007 ride is available by sending an E-mail to strutguy@yahoo.com with HMSP Route List as the subject. Also, be warned. North Carolina is using a much larger size of stone to fill in the berm. You might ignore them on first encounter, but you won't from then on. Can you say "slide pucker"?

It's funny, but this group has been riding early in the season for years, yet each time we do we find something fresh to enjoy. You should try it. ■

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41 In the Sun, Beemers Have Fun!

by Don Poremski

What sounds like a weather report for spring really refers to the 41st occurrence of the Four Winds Rally. What was special about the occasion was that it was dry, well for most of the weekend. The mood at the site, the Redbank Valley Municipal Park east of New Bethlehem, was definitely more upbeat than it has been for about four years due to cool nights and comfortable, sunny days. Total attendance this year was 317.

This rally is the longest, continuously held BMW rally in America and a target for riders all across the east, some coming from hundreds of miles away, some farther. Of course, when they do arrive and set up camp, the first thing they like to do is—ride. The first one was the Dinner Ride followed by the Ice Cream Ride on Friday. If that didn't appeal there were self-guided winery tours and a Regional Attractions Ride to be done at your leisure. Saturday gave two guided rides for GS types and a Scenic Tour Ride.

For those who chose to remain at the site there was the swimming pool, tennis courts, horse shoe pits, tech sessions and field events such as: Barrel Wrap, Loop-A-Hoop, D-Cup, Push Race and the first time for a two-up Slow Race.

Evening entertainment on Friday night was a viewing of the movie Wild Hogs and the music of the Zydeco Dogs on Saturday night preceded by dance lessons for those not familiar with the "Cajun" steps. A person needs a lot of energy for dancing so they were fed well at the Pig Roast Dinner followed by the awards ceremony. Dan Naugle of Ashland OH won the grand prize of a Hit Air jacket. That's the one that inflates to protect the wearer in case the rider and bike get separated, you know, like in a crash.

Opinions will vary of course, but many attendees appreciate the opportunity to catch up with friends and re-live adventures had between rallies. And sure, there are also those embarrassing moments when familiar faces say your name but you can't remember theirs, but diplomacy trumps ignorance and all is well at parting. There was much talk about the future events in 2008 including the GP bike races scheduled for September in Indianapolis. Race fans that can't make it to Laguna Seca will no doubt be reserving that weekend to see the international stars.

The rain that had been held at bay on Friday and Saturday caught those leaving on Sunday. Duh! The whole eastern half of the country had rain that day, right? Well, Beemer pilots bring rain gear and grit their teeth for the ride home. It's only the cleaning and polishing of those wonderful mounts that could spoil the memory of a fun weekend in the sun. ■

CORNER MARKET

For Sale:

R1100RT/R1150RT-Corbin dual black leather seat with blue piping. $300. Backrest fits rider or pillion seat, $125.
R1100RT/R1150RT-BMW dual stock seat with air bladders. $200.00. Contact Judy Gau **330-467-2620** or **jgau@alltel.net**

Trade for Motorcycles:

Lady's diamond rings; All GIA certified: .67 carat Diamond Tapered Cocktail Ring, and 1.02 carat solitaire surrounded by eleven channel-set diamonds. 14k yellow gold band Appraised at $10,355, asking trade value approx. $4,800. Make your lady happy... clear out that garage... hell, make ME happy! Photos available, contact Robin at **zzum@aol.com** or **216-410-4640**.

HELP WANTED:

Johnny's Vintage Motorcycle Company in Wadsworth, Ohio is looking for good parts personnel. Computer experience a plus. Shipping, Receiving. Interested candidates email **jbova35@aol.com** or contact John Bova at **330-335-7365**.

Looking for something? Have something for sale? Post it here in our CORNER MARKET by emailing your information to **zzum@aol.com** or **jgau@alltel.net** and we will feature it in our next quarterly CCN. ■

The Anonymous Book and It's Members

by Don Walker

On a scenic ride on route 6 in Pa my R1150RT developed an awful grinding noise. This sound would make most BMW riders SICK!! The bike drifted to a stop. It wouldn't go without splines. My riding partners kept on going on into Warren, Pa. (They left me like a wet shirt!!).

I started pushing the bike to a parking area at the Kinsu dam. A few cars stopped and offered me bottles of water, which was at a good time. I was very thirsty. I had pushed the bike 2 miles. When I got there a fellow with a Jeep and a trailer stopped and offered to load the bike up and take me to Warren. He would not take any money for the time or gas. He dropped me off at an ice cream stand where my riding partners were waiting. We then used the Anonymous book and called a number in Bradford PA. Doug Lasseter answered and said that he would be there in an hour. Then my riding partners left me again!!

The owner of the ice cream stand came out with water and a fish sandwich. He would not take any money for this. He said I already had enough problems.

A while later Doug came with his truck, ramp, and tie downs. We loaded the bike and went to Doug's house in Bradford. Doug and his wife Rhonda took me into their home to spend the night. Rhonda cooked a great dinner and Doug had some cold ones on hand. (their home is beautiful). After dinner we viewed pictures of Doug's Alaska trip. He rides a GS and spent the month of June in Alaska. We also have this in common. I rode to Alaska in August 2001 on a K75RT. Great trip!!!

Monday morning at 5:00 AM Rhonda was up making coffee for us. Then we were off and headed for the European Motorcycles of Pittsburgh. This dealer is 3 hours from Doug's house. We dropped the bike off and talked to James the service manager about the repairs. He started it and listened to that awful sound. He then said it sounds like clutch splines. Well, it was that and input shafts and bearings. Doug then took me to a rental car place where I rented a car and went home to Medina, OH.

This is to you Doug and Rhonda Lasseter, THANK YOU!! THANK YOU!! THANK YOU!! for all the help and taking me into your home. There are good people in the anonymous book who are willing to help a fellow rider. The Anonymous Book is a great tool for all of us. (Doug is a motorcycle safety foundation riding coach). Thanks again Doug and Rhonda. ■

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CLOSED WEDNESDAY

33 Secrets for Smart Touring

Submitted by Judy Gau

Most of us already have smart touring tips; either shared with us by another or experienced yourself. With all the new riders in our club, I thought it would be educational to share these tips from the AMA. Who knows, maybe you'll find a tip you weren't aware of. Reprinted with permission of American Motorcyclist magazine.

There's nothing like the feeling of loading up and heading out on a big motorcycle trip. And there's nothing like the security of knowing you're prepared for life on the road. It can take years to develop that knowledge through trial and error. But we've got a shortcut. We've asked AMA staff members to share with you the experience they've accumulated over decades on the road.

What you'll find here isn't a comprehensive collection of touring knowledge. Instead, here are 33 insider tips—useful suggestions that have made our tours more organized and more fun. We guarantee you'll learn something.

1) Eat at weird times. Everyone and their dog eats around 8 a.m., noon and 6 p.m. To get in and out of restaurants in a hurry, don't be hungry then.
2) A short metal cable with loops on both ends (like those made to keep people from stealing bicycle seats) is perfect for securing a jacket and helmet to your bike's helmet lock.
3) Carry a spare key. Zip-tie or duct tape it somewhere hidden on your bike, or better yet, give it to a traveling companion.
4) Portable weather radios are now in the $20 range, and the first time one saves you from running right into a massive storm, you'll wonder why you ever traveled without one. Check accessory companies like Aerostich, or Radio Shack.
5) On high-mileage days, you'll feel a lot better if you carry eye drops and use them every time you stop for gas.
6) If you're nearing the end of your riding day, and want to set yourself up for a quick getaway in the morning, consider riding to the far side of the next city you reach before you stop for the night, eliminating urban traffic the next day.
7) Take a tip from off-road riders and carry a backpack hydration system so you can drink while you ride. A must for arid weather.
8) Going on a long, complex trip? Keep yourself organized with the envelope system. Before you leave, prepare one envelope for each day on the road. Mark the dates and locations on the outside, then stuff things like hotel reservation info and lists of things to see inside. Instead of juggling your entire stack of literature to find the piece you need, you can just open up that day's envelope.
9) A simple map case attached to your bike's tank (we've used a Rev-Pak version that has been available through www.whitehorsepress.com for years) can keep you on course without the bulk of a tank bag.
10) Keep your stuff dry in saddlebags by using trash compactor bags as waterproof barriers. They're thicker and more durable than standard garbage bags.
11) Use earplugs to help reduce wind noise. You can get them from most mail-order shops or dealers, or in bulk from safety-equipment supply houses.
12) Don't forget that pack-and-ship places are just about everywhere these days. They're perfect when you spot that antique umbrella stand you're dying to buy hundreds of miles from home.
13) Don't forget a small towel or rag for wiping dew off seats, windshields and mirrors, and even for doing a quick whole-bike cleanup. Those synthetic chamois cloths work particularly well.
14) Pack extra bungees and zip-ties. 'Nuff said.
15) Go ahead, buy that GPS you've always wanted. They're perfect not only for finding yourself, but also for allowing you the freedom to get lost in the first place.
16) You've heard it a million times, but we'll say it again: look over your bike carefully every morning on the road. Checking the simple stuff—air pressure, oil level, loose or missing fasteners—can save you from big trouble.
17) Sign up for AMA MoTow. For $25 a year, you get peace of mind, knowing that if you do break down, a motorcycle-savvy towing crew is only a phone call away. To sign up, call the AMA at: (614) 856-1900.
18) Stash a little cash somewhere hidden on the bike or on you, so you can make something happen when all else fails.
19) Before you take off from the hotel or campground in the morning, double check every strap on tank bags or soft saddlebags, and every latch on hard luggage.
20) Especially if you're riding alone, wear a dog-tag with your name and contact info. You can get them lots of places, including your local army surplus store.

"Go ahead. Buy that GPS you've always wanted. Allow yourself the freedom to get lost in the first place."

21) Take a look back at where you were parked every time you leave someplace. You'd be amazed at what you find.

22) A cell phone can be a lifesaver in an emergency. You can dial 911 for help anywhere you find cell service, but you'll need to tell a dispatcher where you are. Keep track of route numbers, interstate exits, towns you've passed, mileposts—anything that can save emergency officials time in getting to you.

23) Good motorcycle gear really is worth it. Waterproof, breathable linings in boots and jackets will transform the way you think about bad weather. A number of companies offer materials that work well, but always test your gear on a rainy day at home before facing a storm on the road.

24) Do routine maintenance at home with your bike's tool kit, so you're sure you have what you need along the side of the road.

25) On a long tour, plan for at least one day every week of doing nothing. Time is the ultimate luxury, and can mean the difference between a vacation and an endurance run.

26) Be realistic with your daily mileage. In really scenic areas, 150 miles may make a very full day. Don't assume you can achieve freeway mileage on good back roads.

27) Guidebooks can be invaluable, but these days, a search of the Internet can add spice to your trip by revealing special-interest locations most books fail to include. One of the sites we've used is www.roadsideamerica.com. World's largest concrete bison, anyone?

28) It is possible to use a kit to make emergency repairs on tubeless or tube-type tires alongside the road. But before you count on this as your safety net, practice using the kit on an old tire in your garage.

29) A packable motorcycle cover not only keeps your bike clean and dry overnight, it also discourages thieves. And don't forget a stout lock of some kind for the bike itself.

30) If you can afford it and are short of time, you could always ship your bike somewhere cool and ride it back. Coast to coast, uncrated motorcycle shipping was in the $600 to $700 range for AMA members at press time—much less than your cost to ride it that far. Call the Federal Companies at (800) 747-4100, ext. 217 or 218, for details.

31) If you call a hotel—even if you're two blocks away—you can often get a better rate than if you just walk in. And if you have access to a computer, there are some spectacular Internet-only deals available these days. Either way, do yourself a favor and have a reservation by 4 p.m. You never know when a convention will take over your destination city. Remember that AMA members get a discount at Red Roof Inns (call (800) RED-ROOF and use AMA code CP503343).

32) A nap can do wonders on a long day.

33) If you're traveling east or west, schedule your breakfast or dinner times near sunrise or sunset so you don't have to stare into the sun when it's low on the horizon. ■

REMEMBER!

When visiting our advertising vendors, mention that you saw their ad in the CCN!

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For Something Different: You Write the Caption!

Captions submitted to zzum@aol.com will appear in the next newsletter... How creative are you? ■

1

2

3

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HP2 Sport Solos in Paris

by Don Poremski

In the Moto World, the trend is leaning to the prodigious twins. KTM's 950SM, Buell's Super TT, nimbly followed by the Hypermotard from Ducati, and now. . . Baverische Motern Werke's Motorrad has introduced the HP2 Sport! Perhaps this is the evolution of super moto-cross, sport touring, superbikes cross-breeding into a new class . . .the super tarmac machines.

THE Paris motorcycle show and BMW features only one machine! Well, not just any machine, but the latest and third version of the HP series bikes. We've seen the Enduro and the Megamoto; could the Sport be that far behind? It would appear to be a natural progression. It would be a mistake to consider it an R1200S in HP clothing.

Beginning in 1923 with the venerable R32, BMW is continuing to refine the everlasting, if not immortal Boxer engine. Following the successful launch of the HP2 in 2005, and two successful moto race seasons, BWM Motorrad expects the HP2 Sport to blaze new trails in the BMW line up of moto-cross, duel-sport, cruisers, touring and now... super sport machines!

The 1170 cc engine makes 130 hp @ 8750 rpm pulling a torque of 84.8 lb./ft. at 6000 rpm. That spells G-R-U-N-T. The valve operation is different, too. Finger followers control eight valves allowing the motor to spin to a redline of 9500. It'll be a high-test burner with that 12.0:1 compression ratio and the burn comes from only one spark plug. Other modifications abound. Further high-performance mods include the flow-optimized intake and outlet, new forged pistons and adapted connecting rod help the engine to achieve the necessary higher output compared to the basic engine.

Telelever and Paralever, both with Ohlins shocks, are still there but connected by a modified frame/sub-frame combo. The 2 into 1 puffer is stainless, the tranny a six cog. Primo Brembos are used front and back. You'll like the adjustable handlebars and foot pegs, too. Would Monsieur like some carbon fiber to top off the package. Oui, oui, it helps the HP2 Sport weighs in at only 397 pounds, dry.

A raw, naked bike, BMW's HP2 Sport will bring back the sinful pleasures of the track or a more controlled (read speed limit) experience on the highways. Pleasure doesn't come cheap. Expect a $21,000+ sticker when these Boxers arrive in the showrooms next year.

So, cheri, will I see you in America? If not, we'll always have Paris ■

The new BMW HP2, a Boxer built for the off-road enthusiast and the most demanding tracks in the world.

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Calendar of Events

January 5

BMW MOC Holiday Party

To be held at the Diamond Event Center (new location), 1480 Pearl Road, Brunswick OH 44212, 330-225-1995. Festivities start at 6:00 PM, dinner at 7:00 PM. Price $24.00, BYOB. Questions and remittances to: Darwin W. McClellan, 5604 Franklin Ave., Cleveland OH 44102. Tel: 216-631-0851. MOCal Doer Prize contestants must be present.

January 19

Rock and Bowl

Fairview Lanes, 21847 Lorain Road, Fairview Park, OH. Bowl from 9:15 PM to 11:15 PM. Be there about 8:45 to get rentals and get organized. Cost is $12.95 per person, payable at desk on arrival. This will be a pot luck event, bring a small dish. Plates and tableware will be provided. Beverages must be purchased from Fairview Lanes! Please R.S.V.P. to Road Captan Darwin by the 17th. darvroom@sbcglobal.net or 216-631-0851. I need to be sure we have enough lanes.

January 26-28

Cycle World Motorcycle Show and Club Luncheon

Meet at Station Restaurant, 30 Depot Street, Berea, OH at 12:00 PM. This has become an annual club event and provides members and guests with a place to meet and carpool to the Motorcycle Show at the IX Center. Save on parking!

January 31

BMW MOC Board Meeting

2007 Board welcoming in 2008 Board. 7:00 PM Panini's, 480 West Aurora Road, Sagamore Hills, (Northfield) OH. Tel. 330-468-6200.

February 7

BMWMOC Membership Meeting

7:00 PM Panini's, 480 West Aurora Rd., Sagamore Hills, OH 44067-2199 Restaurant number: 330-468-6200.

February 15

Wine Train "Romance On the Rails" Wines from France

Enjoy an evening out aboard Cuyahoga Valley Scenic Railroad while experiencing five choice wines & appetizers. All of this while traveling through the beautiful Cuyahoga Valley National Park. Ages 21 and older. $45.00 per person Coach. All trains depart at 7 PM and return 9 PM. Reservations and payment required by January 15. Email Robin Moss zzum@aol.com or 216-410-4640. Mail payment to: 744 Spafford Oval, Sagamore Hills, OH 44067.

March 8

Daytona 200 at Champps Restaurant

Club gathering to watch the races at 12:30 PM, Champps Restaurant, 5989 Canal Road, Valley View, OH. This was another fun event last year, complete with a cozy fire, good food and a winning rider pool. ***The time above is based on last year and is tentative. The television schedule has not yet been announced. I will keep everyone informed. – Darwin.***

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

June19-22

RA 'n da U.P, you betcha!

36th Annual BMW RA International Rally Houghton, MI. For more information, www.bmwra.org/rally ■

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

CyberSpaces to RealFaces

Continued from Last Issue

by Paul Mitchell

Tan Tar A Resort . . .

This is a full service resort on the shores of Lake of the Ozarks. The shoreline of the Lake is, incredibly, greater than 1,150 miles, more than the coastline of the entire state of California. The Lake was created by the construction of Bagnell Dam. The area's activities include boating, parasailing, water-skiing, spelunking, water parks, excursion cruises, scuba-diving, bungee-jumping, tubing, swimming, golf, miniature golf, country/western musical events, crafts and go-carts.

One of the first familiar faces I met was our own, Roger Pivonka. RP rode his "P" bike and was to enjoy the change of venue from camping to resorting! Other members representing BMWMOC were Rosemary & Carl Bork, Cathy and Tom Cannell, Evie & Dan Felts, Colleen & George Lopez and Gretchen & Michael Nahas.

Curve cowboys

The first of many banquets was based on a western theme. There were a few announcements after diner and then moderator asked me to stand up. I had heard that there were initiations for CCR Virgins, but this was ridiculous. As previously mentioned I had volunteered my LT for the 24 K maintenance demo and the group leader wanted to be sure I had arrived and to give me instructions on how to ride into one of the conference rooms in the morning! Alaskafish (screen name) was actually John Fisher whose day job is that of an FAA inspector and his mentor John Zeiler, a retired USN Lt Commander, now a private sector engineer were the Master Wrenches. No "Tim the Toolman" with helper Al at this gig!

The 24K maintenance includes, new fluids in the engine,

caption

transmission, rear-drive, brake & clutch reservoirs, replacement of fuel & air filters, lubricating the shift linkage and the center stand. Since there was plenty of expertise, I purchased new brake pads from the local dealer and asked if they would switch them out also. The response . . . No Problemo! I also took the opportunity to thread the power and control harness for a set of Motolights that I had purchased earlier in the year from a Norwegian web member who couldn't use them in Norway because of local laws.

The session began with the projection of the maintenance manual on the screen for reference for fastener torque and other specific technical tidbits.

Soon the power screwdriver buzzed and was removing all of the screws, clips and other hardware for the "Tupperware" of the K1200LT. I placed the various sections against the wall as the audience participated in an on-going Q & A. Beginning promptly at 8 AM and finishing at 5PM with only an hour lunch break; this was a real strip tease with expert instruction for all those present. We often complain about the high cost of dealer

Paul's naked lady

Continued next page

RealFaces continued...

service. Although, there was about $200 in parts donated by the local dealer for this demo, I was told that this service interval at a dealership would cost up to $1,200. The majority of the work was pure labor with tons of technical experience. Members of BMWMOC periodically checked on progress and wished me luck. Thanks guys! Other attendees sat cross legged around the machine soaking up all of the knowledge of these mechanics and spun tales of their own tech sessions.

Every nut and bolt accounted for!

After the fuel tank was drained of the last gallon of gas, the fuel filter was removed and replaced. The air filter is under the tank and was partially clogged with bird seed stashed there by field mice that had invaded my garage last winter. A shop-vac was requested from the resort's service department and the debris was removed from the air intake manifold as well.

At 5:30 I started the engine, checked the brakes and rode out of the conference room.

The next day I rode about 100 miles to explore a local State Park for break-in purposes before leaving on the week end back to Ohio. ALL SYSTEMS WERE GO!

That evening, there was a dance contest . . . something about "Shake'n your Bootie" Carl Bork was one of the semi-finalists, but couldn't keep up with a couple of ladies who finally tied for the best "Bootie Shakers!" They also had some other attributes that impressed the judges as well.

The other highlight of the CCR was a $22,000 gift to a local charity, Camp David of the Ozarks. The funds came from vendor donations, 50/50 raffles, and a Silent Auction the last evening of the rally. From their website; "Camp David of the Ozarks (CDO) is a free summer camp for children of prisoners. These at-risk children and youth are in desperate need of hope. CDO's week long summer camps are especially designed to meet this need." . . . "Parents, grandparents, and guardians have shared with appreciation the difference one week of camp has made for their kids. CDO offers Junior Camps for children ages 8 to 12, and Senior Camps for teens ages 13-16." The Board of Directors also donated a digital projector that would find a better use with the kids. The Board always chooses a local charity to benefit children.

To a person, old friendships were renewed, new ones made, and faces were linked to screen and real names. A 15 minute video was presented as CCR '08 was announced for Aug 26-29, 2008 - Zermatt Resort & Spa in Midway, Utah. This is an alpine style mountain resort located midway between Park City and Sundance and only 45 minutes from Salt Lake City International airport.

After saying our goodbyes the evening before to new and old friends, I left at dawn on the Labor Day week end Saturday. It was 850 miles home and I planned to stay over near Indianapolis. However, my LT purred so well, I decided to get the feel of an IB rally and pulled into the garage at 10:30 that evening. I slept well that night and thought about all of my summer of '07 BMW rally experiences. Each one, the RA, MOA and CCR offered something unique to this rider. I'll remember the highways, by-ways, new friends, road conversations and the feeling that our everyday life seems to anesthetize us from a meaningful part of life . . . the open motorcycle road and the unique experience it brings. Wave to me if I don't wave first, no matter what you ride! ■

To Cell or Not to Cell?

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

Please note if your cell is your primary phone.

Roadrunner Akron Marathon 2007

by Mike Sikora

It was around 5:30 A.M. and the streets were dark, but standing in the middle of South Broadway Street in downtown Akron were three members of BMWMOC. Mike Sikora, Roger Pivonka, and Rick Sessions posed for pictures with Bugs Bunny and the star of this day – the Road Runner – the Official Mascot of the Road Runner Akron Marathon and Chase Relay while they waited for their passengers. Roger was providing transportation for Nelsen Petersen of KIBO productions for filming of the fifth running of this growing event. Rick's passenger, Becky Michael, was providing live on-course radio coverage of the Women's Marathon and Mike rode around with Michael Almond on the back to provide live coverage of the Men's event back to the announcing crew at the finish line in Akron Aeros Stadium.

The streets filled with runners and the sidewalks were jammed with spectators as the starting clock approached 7:00. During the next 3 to 4 hours Rick, Roger, and Mike got to run red lights, totally ignore stop signs, ride the wrong way on one way streets, and run through the University of Akron Student Commons where vehicles are not allowed. The Akron Police just stood back and smiled. We all just rode around having a great time while our passengers filmed the event and sent info back to Akron Aeros Stadium for the crowds waiting at the finish line.

Clockwise I to r: Roger Pivonka, Mike Sikora and Rick Sessions

Associate member Sue Sikora's 5-women relay team, the "Hot Flashes" received a trophy for a third place finish in the masters division. Pictured here, I to r: Jen Tuckerman, Barb Wendel, Joanna Cronrath, Marti Wendel, and Susie Sikora

This is the second year that BMWMOC has provided transportation services to the Road Runner Akron Marathon and it sounds like we'll be invited back for next year. Circle Saturday, September 27, 2008 for the 6th running of this fun event. Last year we provided 2 bikes to cover 5,000 athletes. This year we had 3 bikes as the event grew to 7,000 runners. Race Director Jim Barnett will be needing help for the 2008 event and I'll post it in the CCN as the date gets near. It is a really fun time! ■

L to R: Road Runner, Rick Sessions, Roger Pivonka, Mike Sikora and Bugs Bunny

The Following Positions Are Open, Get Involved!

NEWSLETTER EDITOR

- Researches, selects and edits articles. Coordinates advertisements.
- Supplies content to layout artist. Coordinates printing and mailing.
- Meets or negotiates deadlines determined by board.

QUARTERMASTER

- Stores club supplies such as canopies, coffee pots, paperware, burners, etc., and transports to the Tune-Up Clinic, Pit and Clam Bake events.

Mark Your Calendars!

BMW MOC Holiday Party January 5, 2008

New Location!
Diamond Event Center
1480 Pearl Road
Brunswick OH 44212

Festivities start at 6:00 pm
Dinner at 7:00 pm
Tickets $24.00 per person
BYOB

Send questions and remittances to:
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MOCAL Point Schedule 2008

RESIDENCE MEETING	Hold monthly meeting at your home	15 Pts.
ARRANGE MONTHLY MTG.	Contact restaurant/bar	5 Pts.
ATTEND MONTHLY MEETING	Show up, sign attendance sheet	1 Pt.
RIDE TO MONTHLY MEETING	Attend after arriving on two wheels	1 Pt.
BRING GUEST TO MEETING	Bring guest, sign attendance sheet	1 Pt.
MEETING ACTIVITY	Conduct 50/50 or raffle	2 Pts.
BOARD MEETING	Host board meeting at your home	5 Pts.
RALLY CHAIRPERSON	Micro Rally & Fall Festival	25 Pts.
RALLY TASK LEADER	Perform rally task to assist chair	5 Pts.
RALLY TASK VOLUNTEER	Help out as required at rally	2 Pts.
BOARD MEMBER	President, Vice President, Secretary, Treasurer, Directors, Road Captain	10 Pts.
NEWSLETTER EDITOR	Create quarterly newsletter	25 Pts.
STORY/REPORT FOR CCN	Submit story for newsletter	3 Pts.
RIDE* LEADER	Lead rides from breakfast or rallies	3 Pts.
RIDE LEADER BONUS	Lead more than 3 bikes, report names	2 Pts.
RIDE PARTICIPANT	Ride with leader of above	1 Pt.
RIDE PARTICIPANT BONUS	Attend ride with 3 or more bikes	1 Pt.
LARGE GROUP BONUSES	More than 5 bikes- More than 8 bikes	2 Pts. 4 Pts.
NEW SPECIALTY RIDES	Attend breakfast, no ride	1 Pt.
CLUB COMMITTEE HEAD	Membership, Ads, Country Store	5 Pts.
COMMITTEE ASSISTANT	Aid committee as needed	2 Pts.
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). State/Federal/County Court Houses In-State . . . . . .3 Pts. Out-of-State Bonus . . . . . .2 Pts. BONUS: ALL Court Houses in Ohio (88 Counties) . . . . . .20 Pts.	
BANNER PHOTO	Submit photo of group attending motorcycle function – rally, group ride and displaying club banner or club neckerchief	3 Pts.
WEBMEISTER	Maintain club web site	25 Pts.
NEW MEMBER SPONSOR	Sponsor new member who joins	5 Pts.
NEW MEMBER BONUS	Join club	5 Pts.
Board Awards	Points awarded to outstanding Members as voted at November board meeting	10 Pts.

** A "Club Ride" is defined as at least two club members AND two motorcycles.*

Motorcycle Accident Scene Safety Course

by Judith Gau

On Saturday, November 10th, nine club members attended the second Motorcycle Accident Scene Safety Course put on by University Hospitals EMS Training & Disaster Preparedness Institute at the Willoughby Hills Community Center in Willoughby Hills, Ohio.

Items covered in the course were CPR certification, how to use an AED defibrillator on someone not breathing, how to move an injured rider, as well as yourself from harms way, whether to remove or not remove a helmet from an injured victim, what to do for fractures, serious bleeding, head and neck injuries as well as how to inform the 1st responders to the scene on assessment of the injured. The class was very informative with breakfast and lunch provided.

A Spring class will be held if enough interest. Cost is $35 per person. Contact Judy Gau for more information at **jgau@alltel.net** or call **330-467-2620**. ■

Back row: Jeff & Nanette Phan, Sue Sikora, Roger Pivonka, Ken Kabb, Kurt Pluta. front row: Mike Sikora, Darwin McClellan, Don Bosley.

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