Cleveland Club News

Holiday Edition 2008

BMW Motorcycle Owners of Cleveland

Holiday Party

Saturday, January 17, 2009
6:00 pm – 11:00 pm
Diamond Event Center
1480 Pearl Road
Brunswick OH 44212
330-225-1995

Festivities begin 6:00 pm
Dinner at 7:00 pm
Tickets $22.00 per person
BYOB
Questions & remittances to
Darwin W. McClellan
5604 Franklin Ave.
Cleveland OH 44102
216-631-0851

MOCal Doer Prize contestants must be present.

•

Door prizes! Awards!

•

Get your payment to Darwin by January 3, 2008

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CCN 2009

Due to increasing costs for printing, handling & postage, mailed copies of BMWMOC's Cleveland Club News (CCN) will cost $10 per year in addition to membership dues. "E"-delivery will be free. An option is given on the 2009 Membership Application for this choice. (Page 16.) This fee increase was voted in by members present at the November meeting.

The CCN is published quarterly, and deadlines are as follows:

Winter CCN:	January 19
Spring CCN:	April 27
Summer CCN:	August 5
Fall CCN:	October 19

The Gau Gazette

By Judith Gau

I realize this is the last Gau Gazette before the new Board is elected and another will be writing this column. This gives me a chance to thank each and every one of you for your friendships, support, advice, words of encouragement, the laughter, silliness and just plain having fun over the last few years. Life is good.

Although some times we've hit a few bumps in the road, we've managed to bounce back, pulling together and becoming stronger. Change is inevitable. Whether we like it or not, it greets us in our daily lives and is always hanging around. Embrace it when you can, because generally it's for the good of all in the end, as is life.

As we move into a new year, there are two things that I faithfully do. First, make a resolution to try to accomplish something personal for myself; and secondly, to start planning the bike trips. Not all trips will be attainable, but I'll at least be able to pick and choose, as I do each year. I'm hoping your resolutions for the New Year are as fun as mine, and the picking and choosing won't be too difficult.

Wishing each of you a wonderful Holiday Season and a Happy New Year. See you at the Holiday Party. — Judy Gau ■

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@att.net**

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Darwin's REV-olutions

By Darwin McClellan

The year is rapidly coming to a close, but the good news is that another one will follow. We ended the season with the Dealer Poker Run and the Cadiz Halloween Campout. Both events were well attended and the weather couldn't have been better! But as the song goes, that was yesterday and yesterday's gone!

Now it's time to talk about next year. The BMWMOC Holiday Party will be held on January 17th at Diamond Event Center, 1480 Pearl Rd. in Brunswick . . . with music, dancing, door prizes, great food and friends.

The International Motorcycle Show Luncheon will be at Donte's restaurant on the Airport Freeway at Sheldon Rd., in Berea. We will meet there Saturday, January 31st at 10:00 A.M. I have contacted the Toledo Club and have extended an invitation for them to join us. After lunch, we can carpool to the IX Center to save on parking.

February 13th will be Robin's Wine Train excursion on the Cuyahoga Valley Line. This is a great gathering; you will get to sample 5 wines, cheeses and crackers. After the train ride we will invade one of the local restaurants for food and conversation. Let's try to get enough participation to fill the whole car this year.

On March 6th it will be the first ever, night running of the Daytona 200! The club will be gathering at Champp's restaurant on Canal Rd. in Valleyview to watch the live broadcast and enjoy dinner and the fire place in the Club Room. I will keep you posted on the time for this event because air time has not been announced yet.

Then on March 21st it's time for Rock and Bowl at Fairview Lanes on Lorain Ave. in Fairview Park. This is a fun way to break up the winter doldrums and have some laughs. Bring a small food dish or snack. All drinks must be purchased from the establishment.

Please check page 6 of this newsletter or the Calendar of Events on www.bmwmoc.org for details pertaining to all of the above gatherings.

I will be leaving office as your Road Captain at the end of this year. I want to thank everyone for your help and participation over the last 2 years. As always, I've enjoyed my time with all of you and will continue to do so in an unofficial capacity next year. I will make sure to be there to assist the new Road Captain in any way that I can.

I hope to see many of you at the events listed above and even more of you during the spring and summer.

Ride On, — Darwin ■

Remember all those fun times you had with the club over the past several months? Or the trips you took that were so adventurous and exciting? Well, get those memories to George Lopez for the Holiday Party viewing! You can bring your CD to the party, but best to mail to: George Lopez, 5962 Chestnut Hills Drive, Parma, OH 44129, or email: george_lopez@ameritech.net before the party date.

Thanks go to George for his time and effort putting the entertaining slide show together each year. It is truly appreciated by all. – Judy

My Summer Vacation
– or – Why I No Longer Go to Rallys and Such

by Bob Beason

Having retired and working part-time, I had big expectations of attending several rallies this summer and getting lots of saddle time . . . like certain other club members who have retired. Oh boy, was I ever wrong. For me, the kick-off of the summer rally season is The Pit, the first weekend in June. However, it became pretty obvious that there might be a conflict with work. I was scheduled to be in NC the week before the rally, through the rally weekend, and into the first part of the next week. As the dates approached, it became certain that I wasn't going to The Pit and I didn't bother to register. On the positive side, while working in NC I got to see three air shows (well, two air shows, one of them twice). The night show was a first for me and unique. Fat Albert (the Blue Angels' C-130 transport plane) took off using JATO bottles with flames shooting out the back as it went up at a 60° angle. Later, a jet-powered truck put on an awesome show with flames from the afterburner lighting up the smoke clouds like lightening in a thunderstorm. My favorite was the jet-equipped sailplane that performed aerobatics at night with sparklers on its wingtips.

But I digress. The next event was the mid-June Ride Around Lake Superior to the RA Rally. I had everything blocked out so there wouldn't be any conflicts. Those going on the ride were meeting at a service area on the Turnpike on Saturday. As I loaded the bike Saturday morning, I noticed that the rear tire looked low. The tire gauge read 0 psi. Odd, the gauge must not be working. Even more strange, it worked fine on the front tire. I put air in the back tire and the gauge worked fine...except I could hear air hissing. Not good. I found the nail embedded in the center of the tread. I wasn't going to try and plug the tire for such a long trip. I called the group and let them know my problem and would update them. I called around the local area but no one had a replacement. I finally called All-Season in Wooster; they had the tire and it was first-come, first-served on Saturdays. By the time I had the wheel with its new tire back on the bike; it was 5 PM, too late to head out. I called the group to let them know and cancelled my room reservation (still got charged for the room!). Sunday morning I headed out early and met up with the rest of the group on Mackinac Island, where we enjoyed touring the town and the Grand Hotel. The ride around Lake Superior was an adventure with spectacular, rugged scenery and met some great new folk at the Rally. The stage performance by the "Yoopers" was very funny.

The next event was the "Mid-Ohio Vintage Days" the first weekend in June. I decided to make a day trip of it; it was little over an hour's ride each way. I went down Saturday and watched some café racers that were older than me. My son told me that isn't possible because I was around when fire and dirt was invented. Met several of the Cleveland Club members scattered around the grounds; walked miles looking at junk, er, old motorcycle parts. Other than the racers, the part that was the most fun was seeing bikes I remembered from the 60s

Continued on next page

when I started riding. I had forgotten many of the brands but the memories returned.

As a consolation to myself for not going to the MOA Rally, I registered for the BMW Motorrad Summerfest at Mosport, ON, which was 18-20 July. Earlier that week I had to be in St. Catherine's, ON for work and toyed with the idea of riding the bike and hanging around Toronto until the Motorrad. However, as it turned out I had to pickup a fellow from Seattle at the Buffalo airport on Sunday for our meeting on Monday and Tuesday, then drop him off in Buffalo on Wednesday. That meant I was already a good part of the way home (and didn't know whether he was up for riding pillion) so I planned on just going home then taking the bike back. The best laid plans.... It turned out that I had to work the weekend of the Motorrad and didn't make it back up to Mossoro.

A camping/canoeing trip was planned for the first weekend in August at Cook's Forest, PA. I made my camp reservations but couldn't figure out how to get my canoe on my bike. Maybe I could get a little trailer? A week before departure my sister called that mom (83 years old) had fallen and broken her hip. It turns out it was her upper thigh bone that broke. None-the-less, I threw clothes in the car and headed off to Kansas where I spent the next two weeks. We got mom moved from the hospital to the physical therapy rehab after her surgery and thought things were calming down; then her husband (91 years old) came down with pneumonia. We put him into the hospital and, with everyone taken cared for by nursing staff, my sister and I left. I had missed the campout and the August membership meeting. The August meeting was one that I could usually make because it was on the west side of Cleveland at the Huntington Beach Metro Park, less than an hour's ride away. The big attraction is the great ice cream sundaes at the concession stand!

After my earlier trips for work in April and May to Alaska, I was asked whether I'd be willing to go back in August; it didn't take much convincing. The travel would overlap the Coudersport Caper and the Finger Lakes Rally but I figured I might not get a trip to Alaska again soon. Being towards the end of salmon season up there, I planned to stay over a few days and try my hand at catching salmon to bring home. On the other hand, the Finger Lakes Rally was especially attractive because my son and several of my friends still live a little ways north of Watkin's Glen. I could take an extra day or two and stop at Geneseo for a visit but I passed on registration. A week and half before the Alaska trip one of the project managers decided she would make the trip instead of me. Her rationale was that it was cheaper for her to fly from San Diego than for me to go from Cleveland. The Golden Rule: She who controls the money rules. It was too late to get into the Coudersport Caper or register for the Finger Lakes. I could have gone to the Finger Lakes and paid on-site but was too pissed-off to try it.

Nothing could keep me from the Fall Foliage Rally (a.k.a., the Gathering of the Clans)! At least I would have the tent out once this summer. Wrong!! I came down with a bad cold Wednesday before the trip. There was no way I was going to camp out for a couple nights with a stuffed-up head. I felt well enough Saturday to make the 2-hour jaunt down to Shreve in the afternoon and join in the feast. As I headed home that evening, I felt a sense of satisfaction; finally I had gotten in a second outing. The ride home was beautiful and I watched the sunset to my left while I rode up US-250, watching for hoofed-rats the whole time.

The October Member's Meeting? Well, it's near enough I could have made it but I was back in South Carolina for work. I'll be at the Christmas Party, though! ■

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Calendar of Events

January 17, 2009
Holiday Party
Sat, January 17, 2009, 6 pm – 11 pm
Diamond Event Center, 1480 Pearl Road, Brunswick OH 44212, 330-225-1995. Festivities start at 6:00 pm, dinner at 7:00 pm. Price $22.00, BYOB. Questions and remittances to: Darwin W. McClellan, 5604 Franklin Ave., Cleveland OH 44102, 216-631-0851. MOCal Doer Prize contestants must be present. Door prizes! Awards! Get your payment to Darwin by January 3, 2008.

January 24
BMWMOC Board Meeting
4 pm – 5 pm
Johnny's Vintage Motorcycle Company, 1280 High St., Wadsworth, OH 44281 (Route 94, North of I-76) Tel: 330-335-7365
2008 Board welcoming in 2009 Board. Meeting starts 4:00 pm. Come early, stay late!

January 30th - Feb 1st
28th Annual Cycle World International Motorcycle Show
I-X Center, One I-X Center Drive, Cleveland, OH 44135
www.ixcenter.com
Friday, January 30, 3:00 pm - 9:00 pm, Saturday, January 31, 9:00 am - 9:00 pm, Sunday, February 1, 9:00 am - 4:00 pm

January 31st
Pre-Show Brunch Gathering
10 am – 12 noon
Donte's Restaurant
20850 Sheldon Rd, Brook Park, OH 44142
440-243-0342

February 5th
BMWMOC Membership Meeting
7 pm – 8 pm
Teamz Restaurant & Bar, 6611 Eastland Rd, 44130
Restaurant number: 440-243-7288

February 13th
Cuyahoga Valley Scenic Railroad Wine Train
6:30 - 10:00 pm
7900 Old Rockside Rd, Independence, OH
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. Price has increased to $55 per person. Ages 21 and older. Coach. All trains depart at 7 PM and return 9 PM. Reservations and payment required by January 13. Mail payment to: Robin Moss, 3360 Greenwich Road, Wadsworth OH 44281.

March 5th
BMWMOC Membership Meeting
7pm – 8pm
Winking Lizard Peninsula, 1615 Main St, Peninsula, OH
Restaurant number: 330-467-1002

March 6th
Daytona 200 at Champps Restaurant
6 pm – 10 pm ? TIME TBA
Champps Restaurant 5989 Canal Road, Valley View, OH. Club gathering to watch the races at 12:30 PM, This was another fun event last year except that we had a blizzard! Champps is 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.

March 21st
Rock and Bowl
9 pm - 12 am
Fairview Lanes, 21847 Lorain Road, Fairview Park, OH. Be there about 8:45 to get rentals and get organized. Cost is $14 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 Darwin McClellan by the 17th. darvroom@sbcglobal.net or 216- 631-0851. I need to be sure we have enough lanes.

March 26th
BMWMOC Board Meeting
7 pm – 8 pm
Panini's, 480 West Aurora Road, Sagamore Hills, (Northfield) OH
Restaurant number: 330-468-6200

April 2nd
BMWMOC Membership Meeting
7pm – 8pm
Panini's, 480 West Aurora Rd., Sagamore Hills, OH 44067
Restaurant number: 330-468-6200

April 18th
Annual Kirt Zautner Memorial Spring Tune Up Clinic
11:00 am - 2:00 pm
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 ■

2009 MOCal Targets

by Don Poremski

The MOCal progam as sponsored by the BMW Motorcycle Owners of Cleveland will continue in the new year with new targets. Festivals and Oddities will be an additional way of accruing MOCal points in 2009. Three points will be awarded for each.

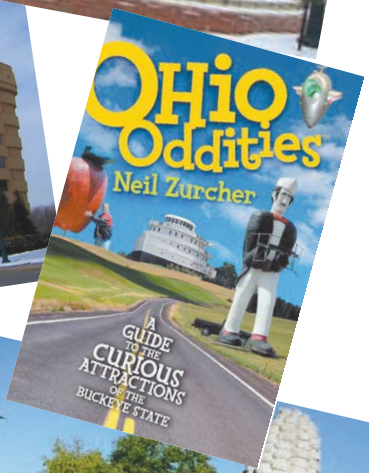
What is a MOCal? It's a reflective decal with the MOC logo that you can attach to your bike or helmet. What does it do? Besides offering a degree of conspicuity at night, each MOCal (combines MOC with decal) represents 10 points gained through club participation and/or activities.

The top points earner every year gets a check for $125 and possession of a traveling trophy. Second place gets $75 and a trophy and third place gets $50 and a trophy. The next seven top points-gatherers get a small trophy to commemorate that year's effort.

The club member gets one entry in the DOER award for every ten points. That award is a $100 gift certificate from one of our local dealers. The winner is drawn at our annual holiday party at which the winner must be present.

The other ways of gathering points can be found elsewhere in this issue of the CCN. This year there will be no bonus for festivals or oddities outside the state of Ohio. Proof of attaining each target is a photo of your and your bike, or if riding alone, just your bike. The festival shots will be either the banners usually hoisted above main street or the entry gate to the festival grounds. The oddity photos must contain the oddity plus you, bike etc. Two persons traveling together on two bikes need not submit individual photos of themselves, but you should indicate who the missing person in the photo is, but make sure both bikes are shown.

As we enter the 2009 MOCal season, get in touch with me if you have any questions. My cell is **330-704-1680** and my eddress is **strutguy@yahoo.com**.



Happy Birthday, K Series

by BMW Motorad, USA

Twenty-five years ago, the world was waking up to the idea of new technology. Microsoft Word was first released, the Nintendo Entertainment System went on sale and music fans were treated to the new possibilities of pop videos when Michael Jackson's 'Thriller' was broadcast for the first time. One of the year's box-office hits was 'Return of the Jedi', while US President Ronald Reagan unveiled proposals to develop technology to intercept enemy missiles. Called the 'strategic defense initiative', it soon became known as 'Star Wars'...

On 19 September 1983, at La Napoule in southern France, a monumental event took place - the international press launch of the BMW first four-cylinder motorcycle: the K 100

Series. A few days later - to the theme of Irene Cara's 'What a feeling' hit from the Flashdance movie of 1983 - the K 100 was presented to the international BMW dealer network at Monte Carlo's Sporting Club. More than 120 machines were transported straight from the production lines in Berlin for the dealers to test ride so they would be enthused about this exciting new generation of four-cylinder motorcycles.

Long time BMW K Series enthusiast Shahram Shiva is the founder of K12RS.COM, BMW-K.COM, 25yearsofthekbike.com and BMWSuperBikes.com fan websites and forums. As an avid fan of the famous German fours, he gives his impressions of a quarter century of unstoppable K power.

It was almost 25 years ago to the day in 1983 when BMW introduced the groundbreaking new line of water-cooled four-cylinder motorcycles simply called the 'K'. There is much history surrounding the K bikes, as they became known as the new flagship BMW motorcycle range with powerful engines mated to modern styling.

The K bikes soon became the new host machines for some of BMW's most cutting-edge technology. BMW's Antilock Braking System (ABS) was first introduced on a K 100 RS in 1988. BMW introduced its first 100 hp power plant with the wind-tunnel refined K1 and, continuing with this tradition, the company used the K line to launch its very first 130 hp engine on the truly unique K 1200 RS in 1997. Also added to this list of firsts was the first electronic cruise control for motorcycles, which appeared on the K 1200 LT, along with the option of a heated seat. Electronic Suspension Adjustment (ESA) was introduced on the K 1200 S in 2005, which also featured BMW's most powerful (167 hp) motorcycle engine to date.

The K series of motorcycles began in 1983 as a single model, a naked K 100. This bike had no other designation attached to it, such as 'RS' or 'LT' (these came later). This new radical BMW looked ultra modern for its time and it was powered by a new engine concept - a 987cc, flat-4, longitudinal, laid out on its left side with the cylinder heads on the left and the crankshaft on the right. It was nicknamed the 'Flying Brick' because of the look of the engine. This engine - in its most

updated 1170cc form - is still in use as it powers the current K 1200 LT motorcycles.

I remember the first time I saw a K 100, when I was in my early twenties. As a rider and a young design student I gravitated almost immediately toward this new line of bikes from BMW. The highly modern, clean and linear lines of this new K machine were a complete departure from almost every other motorcycle on the road at that time.

In the past nine years, I have put about 80,000 miles (130,000 km) on K bikes alone. These high-spirited miles have been put on a variety of K models, starting with a very clean and pampered K 1100 RS that I picked up used from a dealership in New York. After 9,000 miles (15,000 km) in nine months, I promptly swapped that K 11 with a new K 1200 RS in November 1999. Little did I know that this particular RS would in essence not only alter my professional life, but also teach me about what it means to love a particular machine. Of course BMW riders are no strangers to love affairs with bikes. Ever since the very first Beemer - the R32 - was launched in 1923 they have been coveted machines for those in the know.

In the past 25 years there have been numerous types of K motorcycles offering three distinct power plants. The K 100 launched the eight-valve, four-cylinder version with telescopic front forks. Soon after, the popular K 100 RS emerged with a very elegant and functional half fairing. Continuing with the expansion of the range, touring models were also offered in the form of K 100 RT and K 100 LT.

However, the bike that proved especially popular was the smaller 740cc, three-cylinder, K 75 that was introduced in 1985. The still in-demand K 75 is especially noteworthy because of its continuing popularity, even though the last of the K 75s left the BMW factory 13 years ago, in 1995.

The next big shift with the K motorcycles started with the 1988 model range as the very first production ABS was introduced on a K 100 RS. This shift was quickly followed by an updated and more powerful version of the K bike power plant. For the 1989 model year the new 'Flying Brick' sporting a 16-valve engine, now offered a cool 100 hp and appeared wrapped in racing plastics in an experimental - and very radical for its time - superbike called the K1.

The revolutionary BMW K1, with its wind-cheating, super aerodynamic bodywork, in many ways ushered in a new performance age for BMW. The 130 hp K 1200 RS and the 167 hp K 1200 S wouldn't have been possible without the K1 DNA. Today, the K1 is a favourite among collectors of modern BMWs.

Although BMW introduced the anti-dive Telelever front suspension in 1993 on the Boxer engines, it wasn't until 1997 that they were placed on K bikes. The first K that received the Telelever was the K 1200 RS. The popular, ultra smooth K 1200 RS (1998-2004 model year) marked the first time BMW broke through the self-imposed 100 horsepower limit. The K 1200 RS with its sexy and curvy Italian inspired bodywork was a hit. As the first K bike to actually suspend the engine beneath an aluminium frame, instead of using it as a stress member, the K 12 RS is glass-smooth and is an extremely reliable and comfortable long-distance runner.

This successful engineering of a vibration-free, super smooth riding experience is one of the benchmarks of today's K 1200 LT luxury tourer. In the summer of 1999 I took my only demo ride on the new K 1200 RS and I was hooked. I loved the power, the styling, the ergonomics and specially the new ABS II. A few months later I picked one up with all the available options at that time. I like black bikes but the K 12 RS wasn't available in my favourite colour, so I had the bike painted before I took delivery and nicknamed it 'Nandi' for the mythical bull that the Hindu god Lord Shiva rides upon. A few months later, in March 2000, I organized the first ever K 1200 RS rally in Connecticut.

Continued on page 10

Happy Birthday, K Series, continued

Now, nine years and 64,000 miles later, my love affair with 'Nandi' is still continuing. Although I have the privilege of riding different bikes, every time I take Nandi out, whether for a commute in all kinds of weather or a joy ride, it brings a smile to my face. K bikes have been bringing smiles to many hardcore, committed riders for many years of course. The K 75, for example, with its smooth, highly reliable, counterbalanced engine, has run quite successfully in the Iron Butt Rally, and has also been the choice of global adventurers.

The year 2004 was a historically important one for BMW. This was the year that BMW introduced a new product philosophy. BMW's post 2004 engineering vision is to produce bikes that not only remain faithful to the brand's time-honoured qualities of reliability, advanced engineering, premium components and safety, but also to become highly competitive in the areas of performance and aesthetics. With this new goal in mind, power-to-weight ratio has become the new mantra at BMW Motorrad.

Their fine machines that used to be the heaviest in their respective categories are now the lightest. For example, the new K 1200 S is the lightest in the 'Hypersport' class, as is the K 1200 GT among the multi-cylinder touring bikes. With this new philosophy in mind BMW changed its K series line up in 2004 by introducing the 1157cc, across-the-frame (transverse) mounted, liquid-cooled in-line four-cylinder power plant, putting out an impressive 167hp and 96 ft-lb of torque at 8,250rpm. This engine was mated to a new K 1200 S that was about 15 per cent lighter and 30 per cent more powerful than the generation it replaced.

"Scooter Trash"

This new production of K bikes also launched an alternative front suspension, different from the trusted Telelever. BMW called this new system 'Duolever' for a double wishbone, with an upright and steering linkage system that was originally designed by inventor Norman Hossack.

The K 1200 S was followed by a lighter and slightly quicker K 1200 R naked bike and the 152hp K 1200 GT - an agile and comfortable Gran Tursmo. A half-faired K 1200 R Sport was also introduced in 2007.

After 25 years the multi-cylinder BMWs are no longer confined to the letter 'K'. In April 2008 BMW Motorrad launched another designation to represent an even faster line of BMW four-cylinder bikes and that mark is 'S'. BMW is planning to enter World Superbike racing with its new S series.

K bikes have developed quite a diehard following in the past quarter-century. I have thoroughly enjoyed riding them in the last decade. With their planted, straight-line high stability, all-day comfort and roomy ergonomics, smooth and powerful engines, ABS, shaft drive, great braking power, alternative front suspension and host of trick options, they'll remain a favourite among serious two-wheel enthusiasts with a taste for refinement. Happy Birthday, K bikes! ■

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"al-Magrib" [Morocco]

by Paul Mitchell

Three years ago after riding the French & Spanish Pyrenees with the Madrid-based Iberian Moto Tours, I made a commitment to return to Spain and experience an exotic adventure to North Africa. IMT is one of a couple European based firms that offer these unique journeys to the "Dark Continent".

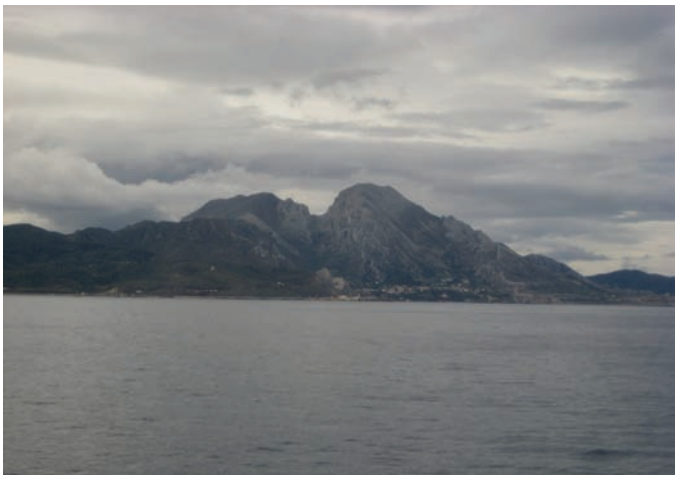
Indeed, it was a dark, cloudy crossing of the Strait of Gibraltar to the Spanish enclave of Ceuta which is a port city in North Africa but a Spanish possession. Prior to this point I read and spoke to a number of other riders at various rallies who had also been to that part of the world on business or for a pleasure trip. Perhaps, it wasn't going to be that exotic after all. And then a week before my departure, our own Roger P calls and says I think I'm going to Morocco too! Well, a familiar face is always welcome!

We actually started the trip from Sevilla (Seville) Spain with a one-day shake-down ride to Algeciras on the Mediterranean Sea. The purpose was to make sure everyone was familiar with the specific BMW model chosen and to work out any kinks. Of course I needed a new rear tire on the RT which was installed the morning of our crossing by a Beemer dealer. Roger was riding an R1200GS.

Our first challenge was to import 10 bikes into Morocco with the provision at the end of the two weeks, to export them back to Spain. Other tourers included two couples from Australia plus Brian . . . more on Mr. Pringle later. Hollywood Harley Steve from Northern California, Enrique, a banker from Mexico City, Ron a retired veterinary professor and his wife, Terry, from Ithaca, NY, Roger, myself and Zake & Vered (Rose) from Tel Aviv. Our two guides Scott (the American Managing Director of IMT) and his able guide and comedian Chano (a former bodyguard to His Majesty the King of Spain) do this three times a year!

No one needed a special visa except Zake & Vered to clear customs and immigration at the Moroccan border. However it seems that his "pre-arranged" visa was just lacking some accurate details by his "personal fixer" (Remember Long Way Round?) such as the wrong port of entry, affiliation with other visiting farmers and the lack of info that he was a former Israeli Mossad Agent! It only took three hours to get special permission through the diplomatic channels and the payment of the "proper fees" for a special stamp to allow entrance for our unique guests!

We finally cleared Moroccan Immigration and Customs without further delays and headed to the mountain village of Chefchaouen and the roman Ruins at Volubilis the next afternoon. Chefchaouen is in the Rif Mountains and settled in the 1400's by Moorish refuges from Spain and also became a haven for Jewish settlers as well. A literal translation means "look to the horns" meaning the gap between two mountain peaks. This interesting village is famous for a number of unique visuals such as the sale of hashish "mudballs" on the street and the hooded Jellabah's (the seamless robe-like apparel that were made internationally famous by the Star Wars Jedi Warriors) I expected one of the locals to pull out a light sabre and start dueling with



each another! Incidentally, most of the village is painted blue!

Most people speak some French, English and closer to the Med, Spanish. It has been almost 45 years since taking French in High School. Phrases came back from the innermost tetra bytes of cranium storage. Most important was, Où est la toilette, s'il vous plait? I asked one hotel clerk how many languages he spoke. The answer was Arabic, French, Spanish, English, German & Japanese and learning Chinese!

Tourism is a very import industry to Morocco that has a population of about 34 million but with an unemployment rate of over 20% in urban areas. As we rode through the country, there were many people just sitting or standing by the highways. It is probably their only contact with the rest of the world. All of the kids waved as did many of the adults. In the desert as we approached a small settlement at slow speed, the kids wanted to exchange "high fives'!

Morocco has skipped at least one generation in communications with virtually no land line telephones but cell towers with microwave relays proliferate the landscape. I was able to get a signal most everywhere except for the dunes of Erg Chebbi! In the most remote village you will see solar panels and satellite dishes to connect to the rest of the world.

Back to the trip... our first evening meal was of course, in a

Moroccan restaurant specializing in the tajine form of meal preparation. This involves some type of meat such as chicken, lamb, goat, beef or camel, yes I said camel. Vegetables, tomatoes, olives and spices are added to a ceramic platter with elevated edges. A ceramic top that looks like a teepee is placed over the platter and then the entire assembly is placed on a hot plate or over an open fire. The moisture from the ingredients rises to the top condenses, drips back down and effectively marinates all of the ingredients. A camel meatball tajine was presented with a couple of eggs that were poached in the process. I preferred the lemon chicken!

After a breakfast of freshly made Arabic bread, fresh orange juice, cheeses, honey, fruit, yogurts and traditional cereals, we suited up for a ride in the rain to the western most outpost of the Roman Empire's conquests-Volubilis. This site is recognized as a UNESCO World Heritage site and is well preserved.

I digress for a moment as to the typical day. We usually started on the road by 9 AM, stopped for refreshments (usually a delicious mint tea) around 11:30, lunch around 2:00 and arriving at our next 4-star hotel by 6. We had an evening briefing at 7:30 regarding the next day's ride and sights and then dinner around eight or nine.

Remember Brian from the introductions? He got lost the first day! Scott went out to find him and he was waiting at the entrance to the ruins. He was brought back to the french restaurant on the hill and enjoyed the heath fire and a glass of wine smuggled in from Spain.

The group visited the ruins, hired a local guide and learned that this fertile valley exported olives and grains back to Rome in 400 A.D. You can walk through the ruins and even walk up the steps of the temple!

The weather started to clear and we headed to Fès, the 4th largest and one of the four Imperial cities of Morocco. Fès has the largest medina or walled inner city in the Arab world. It consists of over 13,000 narrow streets and alleys which are unnamed. We were told by our special licensed guide that there are over 250 distinct, self contained neighborhoods each with a Mosque, market place, artisans, shops & holistic pharmacies. There are no police or doctors and everyone seems to live in harmony on a day to day existence. We learned the mothers arrange the marriages of their daughters through messengers

and when both families agree, a dowry is exchanged and the marriage is approved! Beauty is expressed by golden fingers... the ability of the young girl to weave Berber carpets, cook for her family, care for her husband and children and to be the Matriarch of the new family!

Our digs for the night was the Hôtel Les Mèrinides, a 4-star French hotel. After our evening briefing, we went to the top floor for an evening of dining and entertainment. Liquor is available in the European hotels but not to the general public. Although Morocco is an Islamic nation, King Mohammed, VI (w/ a PhD in Law) has realized the importance of tourism to Morocco and allows the use of alcohol in the tourist hotels.

A musical ensemble presented typical Moroccan music. The second set introduced a well-endowed Belly Dancer. This is truly an art form. It is incredible how this woman, on her toes, could control every part of her torso independently! Our new mates and the SO's were fascinated with the evening's events!

The next morning, the skies cleared and we finally headed to the Sahara Desert and our destination of Erfoud near the famous Erg Chebbi Sand Dunes. This part of the Sahara has been used for many movies such as Lawrence of Arabia, Cleopatra, the Ten Commandments, Gladiator, the Flight of the Phoenix and other similar desert classics.

As we arrived at the Hotel Kasbah Xaluca, we saw the ATV quads parked nearby as well as a Belgian off-road group supported by all-terrain vehicles like the ones used for the Paris Dakar Race. We learned that they were trapped in the desert by a landslide for an extra day and had to navigate back to Erfoud via another route that added over a hundred and fifty miles to their trek. Fortunately they were prepared and had extra fuel in the support vehicles!

This hotel is constructed completely from straw-mud brick and has a 4-star rating as well. The swimming pool was complimented by desert tents for shade and the full service restaurant had a dessert buffet with a chocolate fountain to drizzle over your favorite sweet. During dinner, we were treated to a baby camel and then the mom who demonstrated how to drink a liter of water without losing a drop!

The next day most of the group rented quads for the dune adventure and the others took Toyota 4X4's. The first obstacle was to ford a rushing river. Due to the rains in the High Atlas Mountains, the desert's wadis were starting to flood. There was a narrow concrete bridge with culverts now under 2-1/2' of rushing water. We all found out that there was also a large pothole somewhere in the middle. The Polaris quads have a belt drive between the engine and the transmission that starting slipping half way across as well, but everyone made it across without being swept downstream!

There were many areas where the 4X4's couldn't go due to the talc-like grains of sand, but the quads were a hoot. It took awhile to realize that you had to go full throttle up the dune and watch for the leader's tracks and an immediate turn . . . other wise you might go airborne over the edge and down a 30' drop. These pictures can better express the highlights of my trip!

Watch for the next CCN installment where we visit the Draa Valley, a Grand Canyon look-alike. Quarzazate, Marrakech, Rabat, the capital, processing through the border again and then Spain and Ronda, the home of Spanish Bullfighting! ■

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AMA Announces New Member Benefit:
Discount on Mad Maps

Submitted by Don Poremski

PICKERINGTON, Ohio -- The American Motorcyclist Association (AMA) and MAD Maps Inc., one of the country's most prolific producers of quality maps and routes for motorcycle-friendly road trips, are proud to announce a new benefit that allows AMA members to purchase MAD Maps products at a 15 percent discount, effective immediately.

"Going on a great motorcycle ride is half about the motorcycle and half about the ride, and thankfully MAD Maps has scoured the country for the best back roads and byways to make sure the ride portion of that package is handled," said AMA Director of Business Development Jim Moore. "With this new member benefit, AMA members can now take advantage of this expertise for less."

Jenny Lefferts, MAD Maps founder and president, added, "We work with local motorcyclists whose passions are to travel the scenic back roads. These MAD scouts know the all the best rides in their areas, as well as the great places to stop along the way. It's this insider information that makes our maps so valuable to the motorcycle community. By offering this discount, we're excited about the opportunity to bring that local expertise to more of the dedicated motorcyclists who are members of the AMA."

MAD Maps feature hand-picked, locally scouted routes printed on high-quality paper and laminated for protection from the elements. These atlas-grade maps come in a variety of formats and provide numerous customizable trips complete with turn-by-turn directions, road descriptions, and safety tips. Laid out with motorcyclists in mind, MAD Maps cover everything from epic cross-country rides to get-out-of-town day trips.

The AMA member discount of 15 percent covers all MAD Maps products, the full range of which can be seen at **www.madmaps.com**. AMA members can access the discount by using a code available in the Members Area of **www.americanmotorcyclist.com** under Benefits. ■

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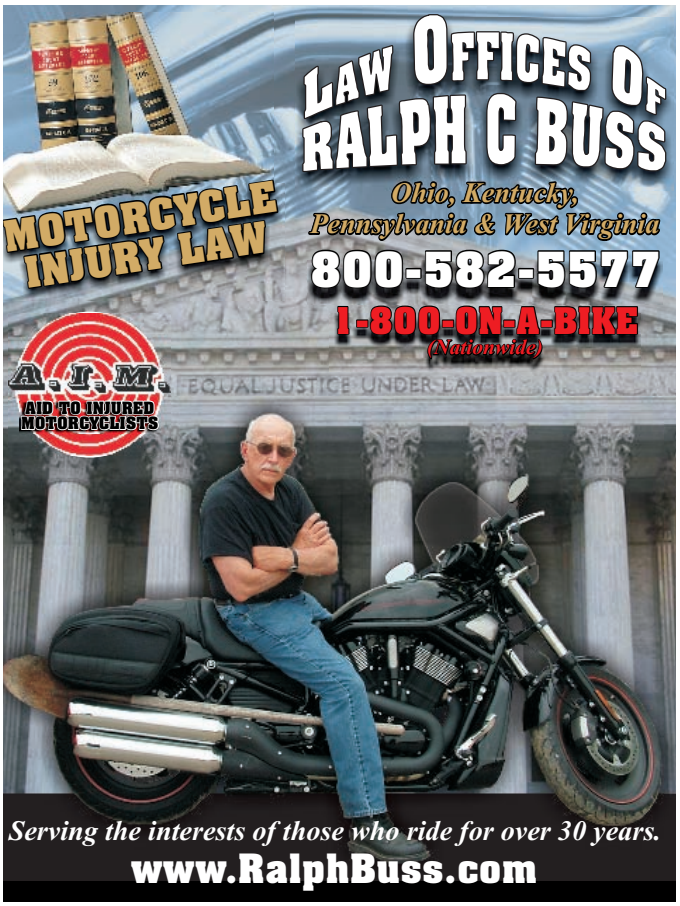

BMW Motorcycle Owners of Cleveland
2009 Membership & Renewal Application

March 1, 2009 to March 1, 2010

(Please use a separate form for an associate member)

Membership Type: ◯ NEW MEMBER ◯ RENEWAL

◯ I own a BMW Motorcycle ☐ I am a BMWMOA or BMWRA member

Year and Model of Motorcycle(s) _____

◯ I do not own a BMW Motorcycle and will be sponsored by the following club members:

1) _____ 2) _____

Name	MOA#
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Home Phone	Cell Phone	Work Phone (optional)

Email Address	Include me in club email notices ☐

(If you wish to subscribe to the Club Email Forum and/or receive the CCN newsletter electronically, please list the email address you will be using)

☐ I want to subscribe to the BMW MOC online group forum (user name and password will be emailed to you)

This year I plan on attending (√ all that apply)

☐ Tune-up Clinic ☐ Micro-Rally ☐ Dealer Poker Run ☐ Fall Gathering ☐ Holiday Bash

I would like to volunteer to help with:

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