Cleveland Club News

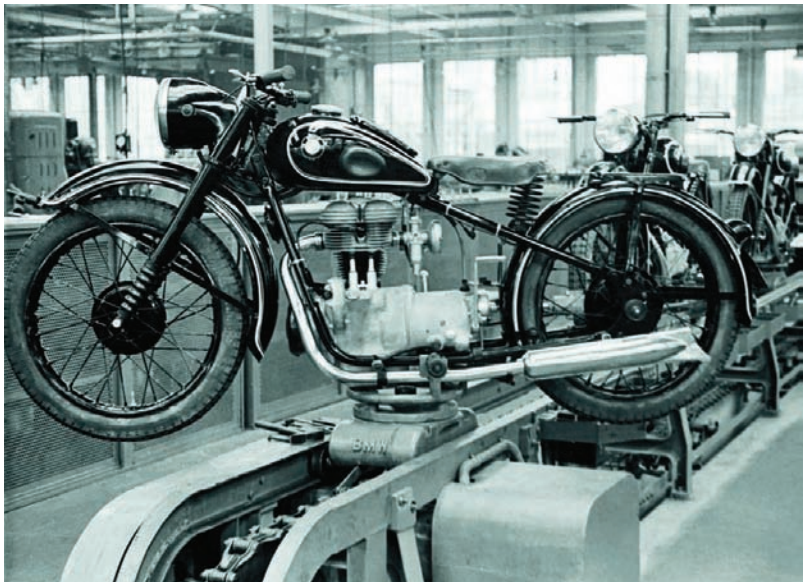
Winter 2009 Edition

The Beamer that Saved BMW!

Author unknown... from multiple BMW Forum posts

Sixty years ago, on December 17 1948 the first post-war BMW motorcycle rolled off the Munich production line. The single-cylinder R 24 was the motorcycle that would bring BMW back from the brink of extinction.

At the end of WWII Germany lay in ruins with industry destroyed and the population dislocated and dispirited. BMW plants were badly damaged and there was an Allied plan for the company to be broken up. The future looked bleak. However the American army was in need of a vehicle maintenance base and BMW had a trained workforce, some buildings and equipment, so the company was given the contract. This arrangement would keep the Americans mobile, give much-needed employment to the German people and give BMW time to work on a future.



17 December 1948, BMW's first postwar model rolled from production-line in Munich. The R24 saved BMW.

Under Director Kurt Donath, BMW gained a manufacturing license to produce pots and pans, agricultural equipment and bicycles but behind the scenes, company management was working on plans to return to motorcycle production.

In 1946 BMW was given approval to produce motorcycles up to 125cc. Work began on the creation of a two-stroke Boxer and the R 10 was quickly developed to a running prototype. Donath, believing that the capacity restriction would be lifted to 250cc, had Alfred Böning and his engineering team secretly begin work away from Munich on a new motorcycle.

This would be a difficult task as all the production plans and technical drawings were either destroyed or located at the Eisenach plant, which was in the Soviet-controlled sector and out of BMW control. A pre-war R 23 was located and it was disassembled and every part measured in order to produce new plans.

The restriction on capacity was increased to 250cc and work on the new model continued at an increased rate. Designing the motorcycle was only the first step; there were other problems to encounter such as sourcing production equipment and the raw materials needed for manufacturing, as both were in short supply and rationed. Donath went about gathering all the much-needed machinery from businesses in worse condition than BMW.

In March 1948 the R 24 was unveiled at the Geneva motor show and the initial reaction from the press, public and motorcycle dealers was positive. In May the R 24 was again on show in Hanover and by the end of the exhibition there were over 2,500 forward orders for the new single. There was now a sound economic basis for the rebirth of BMW.

The R 24 looked very similar to the R 23 but there was considerable redevelopment in the M225/1 motor and - for the first time - a four-speed gearbox. Much of the technical improvement came directly from the wartime R 75 as well as the two-piece rocker cover, giving a clean and up-to-date style. The 12 hp R 24 was a quality motorcycle.

The first R 24 was not destined for life in a museum. There was a draw from within the BMW workforce to see who would own this historic motorcycle. The winner was Mr Erdinger but unfortunately nothing more is known of him or the fate of the first R 24.

The R 24 was the most expensive motorcycle available in Germany but by 1950 when the R 25 replaced the model, 12,020 had been sold. It was an undoubted success and paved the way for the return of the Boxer in 1950 and the restarting of car production in 1951. December 17 is indeed a day to celebrate. ■

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Sieben Berg Nachricht

by Arpad E Viiberg

The torch has been passed, and I am honored to serve as your President. I congratulate the newly elected Officers and Directors, and thank last year's Board for an outstanding job.

Is it Spring yet!?!?

I know, I know, after fifty plus years in Cleveland I should be used to the winters here … well I'm not. Sitting on the bike in the garage going vroom ... vroom day dreaming about past and possible future rides does help. But, I found a way to make the winter months much more tolerable and go by much faster. Get more involved in the Club. Check out the calendar on the web site or in the CCN, there's always something going on or to look forward to. The off season is also a good time to work on your bike and possibly add a new accessory. Post your project on the forum if you have any questions about it, you will probably get some great advice. Or even write an article for the CCN about a ride, adventure or a new farkle you have added to the bike. Come to the monthly meetings, it's a wonderful place to socialize and talk bikes.

The days are getting longer and even in this "teen" degree weather, I do smell spring coming. I take comfort in knowing that today will be longer than yesterday and tomorrow longer than today and that March is right around the corner.

Until we ride again… stay warm… and see you all soon.

Arp ■

CCN 2009

Due to increasing costs for printing, handling and postage, mailed copies of BMWMOC's Cleveland Club News, (CCN) will cost $10 per year in addition to membership dues. Email delivery is included in your membership. 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 2008 meeting. The CCN is published quarterly, and deadlines are as follows for the remainder of 2009:

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

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Capt'n Carl

There's a little bit of the Captain in all of us!

by Road Captain Carl Bork

Happy New Year Everyone!!

And a real new one it will be for me in this position. The biggest problem with taking over this position is following an act like Darwin. I'm sure everyone will agree he's done a really super job at this position over the years. He's definitely earned a well deserved rest from this. Once he's gotten his rest though, I'm really expecting him to take over again. He's thinking two years – I'm hoping for one. In the mean time I'll do my best to try to fill in for him.

Hey what a great job he did on the holiday party. Great attendance by over 80 people. Great company, conversation and good times. Even got to see Darwin out there cut 'in the rug with Chloe and even Margi with her bad ankle did some cowboy rid 'in.

Bike show has come and gone. Nice turnout for the lunch at Donte's Restaurant. Saw a lot of members at the show. Seemed pretty crowded on Saturday. I was a little disappointed by lack of an LT at the BMW booth, but from what I understand there will not even be a 2010 LT in the lineup. Rumors are that it will return in 2011 in the form of a redesigned model. Was a nice break to get out and get psyched up for the upcoming riding season.

Well time to get going on some of the upcoming events. Darwin made my start pretty easy by already arranging a lot of these.

Had planned on the annual Cuyahoga Valley Scenic Railroad Wine Train outing, but due to the economy, increased prices for the event and a number of members being out of town during it, we have decided to cancel it for this year. Hopefully next year things will be better and we can do this again.

The get together for the viewing of the Daytona 200 has been on again – off again, but it's now on again, due to the speed channel finally committing to televising the race and a show of hands at the February membership meeting showing interest in attending. I have contacted Champps in Valley View and have tentatively reserved their heated patio room that has two flat screen TV's and a fireplace for us. I have reserved it for March 6th at 8:00p.m... I must know, no later than Feb. 27th if you plan on attending, so that I can firm up the reservation with a deposit. So, please let me know ASAP if you plan on attending.

On March 21st, its time for our annual Rock & Bowl at Fairview Lanes. Great time to get out and hook up with other fellow club members and their families. I can't bowl worth a darn. Lucky if I break 100, but doesn't matter, we always have a really fun time there. They let us bring in our own snacks and food dishes as long as we buy the liquid refreshments from the alley. So we can get an idea of how many lanes to reserve, please RSVP to me at sprdoorman@roadrunner.com or call me at 216-383-9161. To the new members: This is a nice way to get out and meet and get to know better, some of the other club members.

Try to keep April 18th open for the annual tune up clinic at Turp's BMW and Harley Davidson Repair in Lorain. Turp offers up his facility each year where a bunch of us gather to turn some wrenches or just observe, help or harass the others that are doing so. Good time and good food had by all.

We will have our annual Kickoff Ride of the season on April 25th or 26th. Possible destination will be the Packard Museum that will be having its annual motorcycle exhibit on display. We may possibly tie up with the Four Winds Club on this ride. This year its theme is "Made in The USA". Looking for some suggestions on alternate destinations. Needs to be a location that we can get to, look around and get back from on the same day. Preferably on some nice back roads. Please email me or call with your ideas. Will post on the Yahoo site what has been decided.

I'll be looking to schedule an overnight getaway on the weekend of May 30th. This past year we went to Sistersville, W. Va. and had a really good time. We'll go back there, but at the most every other year. Darwin had a place picked out in PA., but it's all booked up. Will try to come up with something, but again if anyone has a good suggestion for a quaint older hotel, reasonably priced, within a days ride thru some nice scenic areas on some back roads, please get back to me.

Continued, page 4

Capt'n continued...

BMWMOC Annual Micro Mini/Rally – This year the clubs rally will be held at a new location – Whispering Hills Campground in Shreve, Ohio. Same location where we have been holding our Fall Clambakes. Facilities are very nice and they offer cabins for rental for those that do not want to "tent it". They will cater the dinner on Saturday night. We will plan on having our own stew pot on Friday night and some kind of breakfast on Saturday morning. Dates will be June 12th – 14.

Other events may be a ride around Lake Erie over the 4th of July weekend and possibly a weekend at Cook Forest for a get together to do some Rid 'in and River Tubing. There is a European Bike night that started up last year in Grandview, OH (Columbus). Seems to be growing in size and could be a good destination for those that can get away during the week. Plans on all these will be firmed up in the next couple of months and will be updated in the CCN and on the Yahoo Site.

See you at the next meeting.

Carl

Life goes by pretty fast. You don't stop and look around once in a while, you could miss it!—Ferris Bueller ■

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BMWMOC Officers and Board of Directors, 2009

L-R Front Row: Carl Bork, Road Captain; Rosemary Bork, Secretary; Mike Stroup, Director; Judy Gau, Director; Arp Viiberg, President; Robin Moss, CCN Layout Artist, Interim Quartermaster. 2nd Row: Paul Mitchell, Director, CCN Editor; Rick Matasak, Director, Webmeister; George Lopez, Vice President. 3rd Row: Roger Pivonka, Director; Darwin McClellan, Director; Phil Nerandzic, Director; Tom Cannell, Treasurer. Inset: Wally Gingerich, Director.

BMWMOC Cabinet Members

Cathy Cannell, Membership; Don Poremski, MOCAL Program; Ron Petras, Sponsors/New Advertisers, Cheryl Fallis, Country Store

BMW Retail Sales Up in 2008

(Power Sports Dealer News January 21, 2008)

Despite a weakened motorcycle market, BMW Motorrad USA reported today that its dealers retailed 0.6 percent more bikes in 2008 than they did in 2007. Noting that customers registered 11,839 new BMWs during the year, the company credits popular new models and readily available credit through its finance arm.

BMW claims it had strong sales during each of the last six months of the year, and says that both retail and wholesale sales during October broke records. "Our sustained success during these very difficult economic times speaks volumes about the strength of our brand, our new model initiatives and the quality of our dealers," said Pieter de Waal, VP of BMW Motorrad USA.

Consumer interest in several new adventure/sport-oriented models — the upgraded BMW R 1200 GS and GS Adventure and the all-new BMW F 650 GS and F 800 GS enduro motorcycles; the G 450 X sport enduro; and the HP2 Sport — reportedly drove sales.

"The popularity of these new models demonstrates that more motorcyclists are embracing an adventure-sport lifestyle and seeking a modern combination of on- and off-road capabilities to explore roads less traveled," de Waal said. "We have just the right motorcycles for these riders. We also have a great partner in BMW Financial Services, which has allowed us to continue to finance consumers' motorcycle purchases during these difficult financial times."

This year, BMW will introduce several new models to the U.S. market: the 2009 BMW K 1300 S (BMW's most powerful street-legal bike), the 2009 K 1300 GT, and BMW's 2009 World Superbike contender, the S 1000 RR.

Worldwide, BMW Motorrad almost broke even with its record sales of the previous year. The company says it delivered 101,685 motorcycles to customers, a drop of only 0.8 percent.

In Husqvarna's first year after the BMW Group, it reportedly delivered 13,511 motorcycles to customers worldwide, a 31 percent increase over the previous year. ■

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Calendar of Events visit www.bmwmoc.org/calendar.htm for updated event information

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
8 pm
Champps Restaurant 5989 Canal Road, Valley View, OH. Club gathering to watch the races. Champps is complete with a cozy fire, good food and a winning rider pool. Please RSVP no later than Feb. 27th to Carl Bork at sprdoorman@roadrunner.com or call 216-383-9161.

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 RSVP by March 17th to Carl Bork at sprdoorman@roadrunner.com or call 216-383-9161.

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
7 pm – 8 pm
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 am - 2 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

April 24-26th
Ohio RA Spring Mt. Vernon Campout
Millwood, OH for mor information: www.bmwra.org/~raOhio

May 1-3rd
Sturgis Mini Rally
Sturgis, MI

May 15-17
11th European Riders Rally
Barkesville, KY. For more info: http://bmwmcon.org/rally.html

May 21-24th
21st Annual "Great Chicken Rally
Huntsville AL For more information: www.bmwmoal.org/meetings.php#meet_may

May 22-25th
Mountaineer BMW Riders Memorial Day Weekend Rally
Cass, WV Boyer Station Campground. For more info: http://mountaineerbmw.org

June 19 – 21, 2009
7th Annual Laurel Highlands BMW Riders Campout
Pioneer Park Campground. Info: George Blackham IV, gjbiv1stsgtusmc@yahoo.com or Jason Kaplitz; gsjay@kaplitz.com (814) 535-8669 Pre-registration appreciated - LHBMWR C/O 840 Basin Dr. Windber, PA 15963 For more info: www.lhbmwr.com/page4.html

July 16 - 19, 2009
The 37th BMW MOA International Rally Johnson City, TN
Motorcycling in the area is amongst the best in the U.S.: Deal's Gap, Cherohala Skyway, Blue Ridge Parkway, and the Great Smoky Mountains. For more info: www.bmwmoa.org

July 23-26
BMWRA 37th International Rally Canaan Valley State Park, WV
Off-road activities, a dirt bike school, MSF classes and a Lee Parks "Total Control School." BMW Classic & Vintage Clubs. For more info: www.bmwra.org

July 24 - 26
AMA Vintage Motorcycle Days
Mid Ohio Sports Car Course. BSA will be the Marque of the year. Come check out vintage road racing, motocross, cross country, and time trial events and competitors on track and off, featuring history's most celebrated bikes and the people who keep the history alive. ■

MOCal 2008 Redux

By Don Poremski

The 2008 season is concluded and prizes awarded. The top ten points earners were: 10th- Arp Viiberg, 79 pts., 9th-Paul Mitchell, 81 pts., 8th- Carl Bork, 84 pts., 7th- Donna Schettine, 86 pts., 6th- Roger Pivonka, 89 pts., 5th- Judy Gau, 94 pts., 4th- Darwin McClellan, 98 pts. The top three performers were: 3rd- Mike Sikora, 149 pts., 2nd- Sue Sikora, 150 pts. And the top points earner was once again Don Walker with 462 points.

The top three get a traveling trophy and checks for $125, $75 and $50 respectively. Overheard toward the end of the party was a gauntlet being thrown down by Darwin "Handsome" McClellan, the 2007 winner that he would take home that prize once more in 2009.

The competition should be close and anyone aspiring to the top spot had better dust off their riding gloves and get out the "Anti-Monkeybutt" powder. The targets for this year are Ohio Oddities and Ohio Festivals.

The Oddities are listed if one seeks them on line as are the festivals around the state. For the latter, a photo of the banners that usually are hung across Main Street with your bike in the frame—or a photo of the entrance to a festival park will get three points. The oddities require evidence of your bike if you are alone, or both bikes if gathering points with a friend. It won't be necessary to have both riders shown on individual photos, but when submitting your claim, the name of the picture taker must be included.

The top three performers left to right: 3rd- Mike Sikora, 149 pts, 2nd- Sue Sikora, 150 pts, and in 1st place, Don Walker with 462 points.

This is also a perfect occasion to thank all those who participated in our club activities. George Lopez won the DOER prize of a $100 gift certificate from Sills Motors with his 5 name insertions in the drawing. Thanks to Sills for providing the certificate along with the excellent support of our club over the years.

Thanks also to the unseen parties who made the party a success. It's no fun lugging in equipment on a frigid January night.

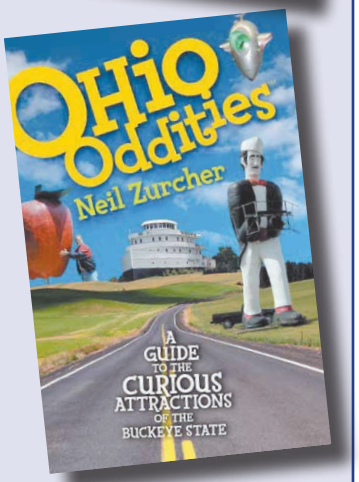
Remember that all notifications regarding MOCal point activities should be forwarded to Don Poremski, 1290 Desert St. NE, Uniontown OH 44685 or by e-mail to strutguy@yahoo.com. Have fun, ride safely and don't be a doo doo bird in '09. ■

MOCal finalists, l to r: Darwin McClellan, Judy Gau, Arp Viiberg, Paul Mitchell, Carl Bork, Donna Schettine, Roger Pivonka

2009 MOCal Points

by Don Poremski

RESIDENCE MEETING	Hold monthly meeting at your home	15 Pts.
ARRANGE MONTHLY MEETING.	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	Hold board meeting 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-	2 Pts.
	More than 8 bikes	4 Pts.
BREAKFAST ONLY	Attend breakfast, no ride	1 Pt.
CLUB COMMITTEE HEAD	Membership, Ads, Country Store	5 Pts.
COMMITTEE ASSISTANT	Aid committee as needed	2 Pts.



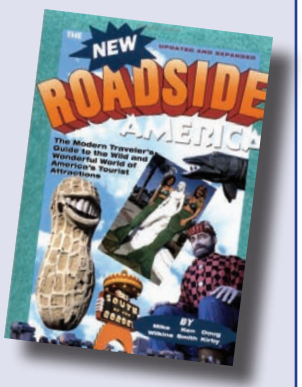
Neil Zurcher's books are full of great ideas for day trips. Oddities make great newsletter material. Got an odd story to tell? Send it to the editor along with your photos! mitchellrrc@att.net

BMWMOC GRAND TOUR 2008

FESTIVALS: Turn in a picture of yourself and/or your machine during a town/city/county festival. We're looking for banners strung across the main drag, or a sign at the entrance to such a festival.

ODDITIES: An alternative is the same (picture, bike, you) at one of Ohio's "oddities". You can find these locations on line. Make sure the oddity is clearly defined. These can be group shots, but please be sure to turn in the names of all persons in the photo. Location markers would be a plus (town, county).

	Festival or Oddity	3 Pts.
	Out-of-State Bonus	2 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.



Suggested resource for oddities around the country: Roadside America by Mike Wilkins, Ken Smith and Doug Kirby or visit www.roadside-america.com

How I Crashed and What I Learned From It

by Wally Gingerich

It was late fall and I was having a memorable ride along eastern Ohio's scenic country roads, across open valleys, through quaint villages, up wooded hills, and along the tops of ridges where you can see for miles around. It was early afternoon with warm sunny skies and a gentle breeze. The leaves were brilliant and the woody smell of falling leaves was in the air. My R1100RS was living up to its reputation as a premier sport tourer and I was euphoric following the twists and turns of the road, braking into the curves, and accelerating out to the next hill and curve. I was riding northwest on Moravian Trail Road, a Scenic Byway, over the crest of a gentle hill to where the road turned left as it descended down the opposite side of the ridge.

The Crash

And then it happened! I was going too fast to make the corner and went off the road. Luckily it was a gentle slope down to the adjoining field and I was able to keep the bike upright, arcing along the side of the road thinking I might be able to make it back up. A dirt lane joined the road just yards ahead providing a natural place to get back on the road, but it required more of a turn than I could manage and I wiped out on the loose rocks at the intersection. The RS hit the ground with a convincing thud, but the only damage was a broken foot peg, scraped valve cover, and minor scratches on the muffler. I was shaken, and had some pretty good bruises on my left shoulder and hip, but that was it.

In my embarrassment, lest someone should come along and see me in my predicament, I jumped up and righted the bike. By then a couple who had witnessed my crash while walking down the dirt lane came over to ask how I was. I assured them the bike and I were both fine, and thanked them for their concern. I felt completely foolish. Fortunately, with some creative use of the tools I had along I was able to move the pillion foot peg up to the driver's position. The RS started up just fine and I continued down the road. I thought about going directly home at that point, but chose to finish the ride as I had planned it. Looking back I think continuing the ride helped me to keep the incident from becoming totally overwhelming, which could have happened if I had gone directly home, totally defeated.

Dare I Talk About It?

This was not the first time I had an "unplanned dismount," but this one shook me up like the others had not. For the first time I imagined I could have suffered serious injury – or worse. I was relieved that my wife wasn't home that afternoon so I didn't have to worry about explaining things when I got home – and with a little luck she might never have to know. Anyone in their right mind who found out about this would immediately question the wisdom of me continuing to ride, and lord knows I was worried enough about that already. I didn't breathe a word to anyone, perhaps because I feared that talking about it would only convince me and others that I should stop riding. Later in the week, however, I got up the courage to mention it to my good friend and riding buddy who I knew would be concerned, but I was also pretty sure he wouldn't be too judgmental and I was right. He listened sympathetically as I talked about the incident and in the process I think I acknowledged for the first time the seriousness of the crash.

So, what was I going to do? The obvious thing was to give up riding, but of course I didn't want that. To keep riding, however, I knew I needed to make some adjustments or the next time the result could be much worse. I was fortunate that around that time a rider on the BMWMOC Yahoo e-Group mentioned having had an accident, and I took heart that perhaps it would be OK to talk about it with others. So I mentioned it to a few other folks in casual conversation who like my friend weren't overly judgmental, and that helped me deal with my embarrassment and "normalize" the event somewhat. But beyond that I knew I needed to figure out what led to my unplanned get off, and what I needed to do to prevent it from occurring in the future.

Figuring Out What Happened

My first realization was that I couldn't blame it on anyone but myself. There were no other vehicles or pedestrians around that afternoon, no animals, no weather or visibility or road issues, and no mechanical failure. It was only me and the road. A skilled and disciplined rider wouldn't have gone off the road like that. So what went wrong? I decided to reconstruct as nearly as I could what happened, and to do that I rode back to the scene of the accident the following weekend to examine the conditions more closely. This time I rode my K1200LT as a little experiment to see if the more upright riding position of the LT might encourage me to take a more leisurely pace. I found that it did, although it could have been the memory of the previous weekend fresh in my mind that kept me from riding more aggressively on my trip back down that day.

Once at the scene of the accident I rode the corner several times in each direction to note carefully the approach, visibility factors, and the elevation, grade and radius of the corner itself.

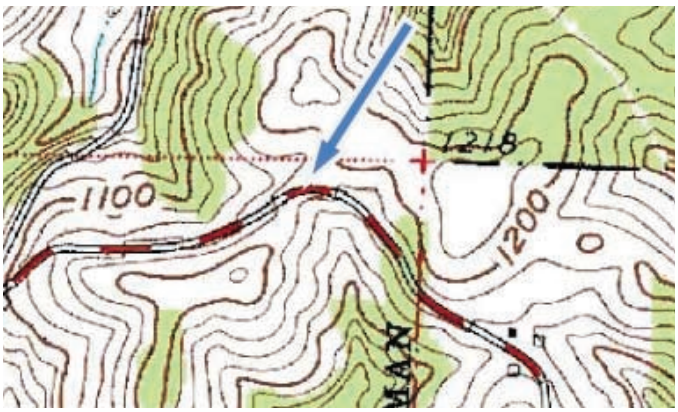
It looked like it might be a decreasing radius turn, but I couldn't tell for sure. I could still see the track through the grass where I had gone off road the previous weekend, which allowed me to reconstruct exactly the path I had taken. I was a little surprised – impressed actually – that I had been able to keep the bike on course as well as I had, and that I had almost made it back onto the road. I took pictures from several vantage points to document the terrain. Nothing seemed too out of the ordinary, however, and it didn't seem to be a particularly sharp corner – it looked fairly benign, in fact.

It was about then that a concerned lady rode down the hill on her John Deere lawn tractor to see if anything was the matter. I explained that I had gone off the corner the previous weekend and I was there to see if I could figure out what had happened. "This is a dangerous curve," she said matter-of-factly. "My husband went off this corner with his truck and trailer a while back, and he's a commercial trucker." I felt better immediately. It wasn't me after all –it was the corner! I thanked the lady and assured her I was OK. "Slow down" she said emphatically, and she turned around and headed back up the hill. Seconds later I realized the utter stupidity of what I had just thought. This may be a dangerous corner, but that's not a reason to go off the road!

A Closer Look at the Terrain

The lady's comment caused me to examine the corner more closely, however, to see if I could find what makes it so hazardous. I rode the corner both ways again, then got off the bike and walked up a hill to see if a different perspective would reveal anything. I couldn't tell much. Back down on the road again I noticed a car coming around the corner, and I began to see something. Just as the road crested the hill and turned left it followed along the opposite side of the ridge. Instead of being banked inward the curve actually sloped outward – toward the ditch! I could see this clearly as a pickup rounded the corner fol-

lowed the road down along the side of the hill. I noted the GPS coordinates (N 40° 19.869, W 081° 13.135) and when I got back home I looked them up on Google Maps with the help of a nifty GPS converter (http://boulter.com/gps/).



The topographical map confirmed what I had seen – as the road comes over the ridge it turns and runs parallel along the opposite side of the hill, making for a corner that naturally slopes toward the outside. Unfortunately, the engineers who built the road did not compensate for the natural features of the terrain, making an ordinary looking corner dangerous. My topographical analysis helped me understand why I had wiped out on that corner. Now, I had to figure out what riding strategies and skills I needed to prevent such "unplanned dismounts" in the future, and that produced a pretty standard set of skills.

Preventing a Repeat

First, it was obvious that I was riding faster than my ability to control the bike if I encountered anything unusual. The lady's advice was wiser than I had given her credit – if I had been riding within my ability to control the bike I would have made it around the corner OK, even if it was a dangerous corner. In addition to slowing down in keeping with my field of

Continued, page 12

Crash, continued...

vision, it was clear I needed to work more on my cornering skills and that meant slowing down before I enter the corner so I can control the turn more effectively before accelerating out the exit. Entering the corner along outside radius of the curve until I reach the apex and can see the exit will also help. Both of these cornering strategies would have prevented my spill that afternoon. Third, I can still see clearly what I saw that day as I veered off the corner and through the pasture – the pasture! I instinctively looked where I was afraid I would go rather than where I needed to go, and sure enough I went just where I was looking. I still haven't mastered the skill of looking where I want to go rather than immediately in front of me, at least not instinctively when I'm in reaction mode. I also know that I need to practice my counter-steering until it becomes automatic, even in high stress situations.

So where does this leave me? I think I have a pretty good idea of what I did wrong that afternoon, and what I need to do to prevent another accident in the future. Now it is up to me to practice my riding and cornering skills, and to discipline myself to ride within my skill level. My mishap on that memorable fall day could have ended my riding career, through serious injury or outright intimidation. On the other hand, facing the experience straight on and learning from my errors should make me a more proficient rider, leading to many more miles of riding enjoyment in the coming years. It turns out the old saying about there being two kinds of riders – those who've crashed and those who haven't yet – contains a kernel of truth that I hadn't quite grasped before. There are other riders out there like me who have crashed and learned from it, and continue to ride. It's up to me, now, to make sure I put my learning into practice. ■

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Holiday Party
January 2009
Doin' the Electric Slide...

Motorcycle Trip Expense$

by Larry Cardo

I always wondered what my MC trips cost, but was always too lazy to add up the receipts. On my last 16 day, 6000 mile trip across Canada and back to Gillette, WY, I kept good records (I only used one credit card). Costs do not include any trip preparation. **Summary: $188/day:**

- **Motels: $107/day**
- **Food: $24/day**
- **Gas: $39/day**
- **Tire that wore out before 9000 miles: $280**
- **Gas costs were near $4.00 gal in US and $6.00 in Canada.**

Part of travel was in tourist areas (Jasper, Banff, Glacier & Yellowstone) thus higher lodging costs, not to mention the rip-off in Gillette!

It would appear camping could significantly reduce travel costs! ■

(Editor's note- If my math is correct, this comes to about $0.50 per mile.)

The Times They Are A-Changin'

by Don Poremski

It isn't revolutionary or new that persons of like interest congregate. The only group in which that is more obvious than motorcyclists is golfers. Both wear outlandish get-ups, and persevere with their favorite activity no matter what the weather or obstacles. And, yes, that congregating tends to take place on a local level with perhaps an occasional foray into outer regions. What has developed, unplanned though not unpredictable, is the movement of two clubs into a closer, cooperative stance, to wit: The Four Winds Motorcycle Riders of Pittsburgh and the BMW Motorcycle Owners of Cleveland (BMWMOC).

Once past the football team affiliations, these groups are much alike. It is a fact that without the MOC the Four Winds Rally would teeter on being unsustainable. There is much support for the Laurel Highlands rally as well. It isn't just proximity that draws riders from Ohio into Pennsylvania. Members of both groups seem to like each others' company. Members of both are enthusiastic about their choice of equipment, they mingle when attending national and other regional gatherings, and when you seek the party faction at any of these gatherings, you'll find the MOC and 4W laughing and dancing and occasionally telling outlandish tales around a bonfire.

Perhaps it's time for both groups to plan some combined activities. Some riders of both clubs have been enjoying favorite roads together for years. Tours and trips that have been taken within those groups often mirror each other except for direction east/west.

So, for this initial effort at communicating what's going on outside 4W's "hood", the suggestion is that we have a little cross-pollination of activities in 2009. This could begin by having a representative(s) of one club at the other's board meetings. It could continue with inclusion of newsletter submittals in each clubs' efforts or posting of club activities on each others calendars. I think we can all get along, don't you? ■

Editor's note: Arp has declared that Don assume the title of "Poremski the Pollinator" and be our Roving Ambassador!

It's Time to Renew Your BMW Motorcycle Owners of Cleveland Membership!

See Membership Renewal Form on Page 20 of this newsletter... OR

Attend the meeting Thursday, March 5th at 7pm
Location:

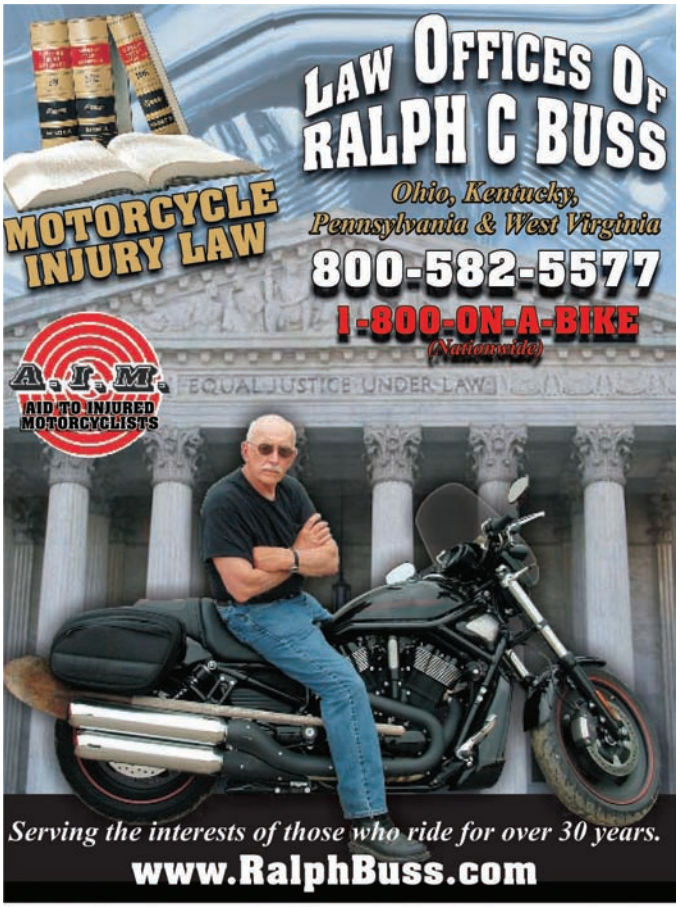
Winking Lizard Peninsula
1615 Main Street
Peninsula OH
330-467-1002

Bring your checkbook or cash ($10 for annual dues; $20 for annual dues + newsletter mailings; $5 for associates)

I will have renewal forms at the meeting!!

IMPORTANT: All memberships must be renewed by **March 31st.**

Cathy Cannell, Membership Director



The Sahara!

by Paul Mitchell

You may recall from the last issue of CCN our tour of Morocco had led us to the famous sand dunes of the Erg-Chebbi region of the Sahara. On the way we stopped at a small Bedouin tent settlement (Touargees tribe's people) to share bread and mint tea and to learn of the camel herding and mining of the fossils that remain after the seas receded and left impressions of pre-historic creatures in the remaining bedrock.

I've visited sand dunes on Cape Cod, the Oregon coast, and more recently in Michigan but this experience was breathtaking. The terrain to the dune area was washboard-like and peppered with small black stones that reflected the sun from many angles. As we raced at top speed, I felt I was part of a cavalry charge as the quad riders fell into a natural line formation racing across the unmarked desert leaving the Toyota Land Cruisers in our dust. We reached a desert fort and were astonished at the height of the dunes above the settlement... nearly six hundred feet!

We spent most of the day racing around the sand bowls, up the steep slopes of the dunes being careful to follow the guide's tracks so that the quad would not come crashing down the other side of a narrow ridge. There were new riding techniques to quickly learn to control these machines and pit them against these giant obstacles. We quickly realized that speed was your friend going up the incline and your foremost enemy on the other side, especially when the precipice was almost vertical!

Conquering the Sahara!

The vista of the Berber fort at Merzouga was spectacular at sunset and the adjacent sand dunes of the Erg-Chebbi region of the Sahara were conquered. A few of us purchased fossil souvenirs from the children of the desert that were wrapped in Arabic newsprint. We again crossed the rushing Ziz River wadi (this time in the dark) and were greeted at the hotel entrance with a musical celebration of Berber tribesmen blowing 5 foot brass horns and beating on ancient tribal drums and cymbals! I've since discovered that film crews from the recent Mummy series and Sahara have also enjoyed the Moroccan hospitality of the Kasbah Xaluca Hotel. However, this was not to be our final brush with celebrity!

A fine dinner was enjoyed by the travelers in the hotel's international restaurant and many stories of other adventures started to surface including some bawdy tales that only moto riders could spin. Ask Roger or myself about the tale of Steve visiting the Vatican on Christmas Eve... certainly an experience to thrill the senses, well at least one!

In the morning we mounted our BMW desert steeds for the continuing adventure to Zagora, literally the end of the road. We avoided any contact with the Troglodytes although we were warned by our guides that it's rumored they herd the feral camels in that part of the desert! The other potential danger was the disputed border between Morocco and Algeria and the main road was part of that dispute. Depending on which Army Patrol was on the road that day, that country claimed it as their own. We were instructed to have our Passports available for identification. Fortunately, we did not see any military presence that day.

Sahara Oasis

Zagora is at the end a long valley which stretches along the Draa River for over 60 miles. It is literally an oasis in the Sahara. The Draa Valley is the date basket of Morocco. It furnishes more than 18 varieties of these sweets plus produce from terraced fruit orchards and vegetable plots that are irrigated by canals branching from the river. Along the twisty, sweeping highway into the valley, there were a few turn-out vistas. As we stopped children would run from the local villages to greet us. We were prepared, based on our pre-trip briefings, to give "stylos" (French for pens) to the kids. They are not readily available in the more remote areas of the Sahara regions.

On day seven, as we started to feel more comfortable in the desert , many riders broke away from the daily group ride to

enjoy the solitude of the desert and to meet the people of Morocco. This gave some of us (myself included) the opportunity to test German engineering and the Boxer engine. So that my insurance carrier does have this information, ask me at the next meeting my top speed on the straight desert road to Zagora! As I arrived on the main boulevard of this former French Provincial Outpost, I noticed some of (as the Aussies say) my new mates had already arrived. Enriquè from San Diego and Mexico City was talking to a car full of teens asking where our hotel was located. Suddenly, the back door of the Toyota Camry burst open and a hefty teen jumped out and onto the back of Enriquè's K1200RT! He led us to our next overnight, the Riad Lamane across the Draa River. The young man refused a tip apparently just wanting a ride on the Beemer!

As I checked-in with the early contingent, I asked the clerk how many languages he spoke. He answered, "Let's see, English, French, Arabic, German, Spanish, Italian, Russian, Japanese and learning Chinese!" Morocco truly, is the land of polyglots and friendly tourism in the Muslin world.

The Riad Lamane was a new hotel developed by a local entrepreneur. Each room was in a separate structure with a roof top patio with view of date palms and pomegranate groves. The showers were unique in that there were large tiled areas with a sunken basin and no need for a shower curtain. My room had

a wall mounted heating unit with remote control. The room was furnished with local Arabic art deco styled furniture with a king size bed. The early-birds headed to the garden pub and ordered their favorite libation and were warmed by a wood stove. For those that have traveled to the desert southwest, it does get cold at night and the Sahara is no exception. As the others arrived we had the daily briefing about tomorrow's expedition which included an opportunity for local shopping and a photo op in front of the monument sign next to the government building directing the ancient camel caravans to Timbuktu. There is no road, no path across the shifting sands . . . just the

desert and navigation by the stars or GPS if you are foolhardy enough to go overland. The sign reads [in French], Timbuktu 52 days!

The next morning after a breakfast of scrambled eggs, fresh baked bread, honey, oranges, dates and thick Arabic coffee, we head to Quarzazate. From our tour book--

"Leaving Zagora take the same road that led you into Zagora and ride the entire Valley de Draa. You will have to re-ride the first 60 kilometers but this oasis is beautiful enough to make it worth it! After you pass the last date palms the road will become twister as it heads into the lunaresque mountains. The vegetation will stop and mountains of rock will command the scenery. Stop at the lookout point at the top of the mountain for a great view of the surroundings. From here continue on to Quarzazate and our hotel for the night. This desert town is famous is known as the Hollywood of Morocco. Here several famous movies have been filmed such as Lawrence of Arabia, Jesus de Nazareth and parts of Gladiator. The Moroccan version of Universal Studios is located about 5 kilometers from town and can be visited."

This day's ride was only 164 km (98 miles) but climbed through twisties and sweepers of a Grand Canyon like panorama after leaving the desert floor. The flat lands were covered with volcanic boulders and debris that would make it difficult for any kind of mechanized vehicle to traverse. The highway was excellent and in the opposite direction of the Algerian border! I decided to ride solo again, to stop and take photos as well as experiment with finding the next hotel in a medium sized city. For back-up, we had a listing of Scott & Chano's cell phones and I had been making calls periodically back home. The ride was programmed for 4 hours leaving around 10 AM stopping for lunch and then another break and many photo ops. My first surprise was meeting a bicycle touring club from the UK that had stopped at one of the mountain's scenic vista stops. I was traveling uphill, they were going down at this point, but had climbed thousands of vertical feet on the other side of the mountains. It

always amazes me that the stamina that these enthusiasts have to ride mountain roads.

Hollywood in the Desert

As I approached Quarzazate in the afternoon, the buildings transformed from the adobe mud-straw construction to more modern facades. There was a wadi that had flooded and destroyed a bridge on the entrance to the city and traffic was directed on a one-way detour while a higher concrete reinforced span was built. I rode through more bustling settlements until I crossed another causeway and a large traffic circle. I waited for about 15 minutes and decided to flag down a taxi and get to the hotel. The driver understood my flawless French [sic] and led the way up a steep hill, past a military installation and a vibrant commercial district. I paid up and while placing the RT on the center stand, the rest of the group arrived at our Four Star L' Hotel le Berbère. This was an unmistakably upscale establishment. The lobby had a fountain and reflecting pool, props from the local movie studio including Cleopatra's (Elizabeth Taylor's) Throne, Egyptian pillars and a chariot by the pool. I later sat on the throne hoping that her seductive essence would somehow seep into my plebian countenance! No chance, although I ordered a late room service lunch and lavished the 800 count Egyptian cotton sheets and dreamed of an encounter with similar film stars before dining with the group later that evening!

In the morning, I was amazed of the trappings around the pool. There were king-sized lounging chaises (more like beds) with white canopy covers and flowing fabric over the sides fluttering in the wind. The pool was pristine with a swim up bar and other decorations of famous film memorabilia. Well, it was a version of Hollywood in the desert n'est-ce pas?

Marrakech Express

Our next destination is Marrakech! You've heard Crosby Stills Nash & Young's version of Marrakech Express? Well, whilst in Morocco; it has another meaning similar to Montezuma's Revenge! By the time we get to this bustling city, there are a number of riders that have the symptoms.

The ride to Marrakech takes us back to the snow covered High Atlas Mountains and the highest elevation yet . . . 2260 m = 7,414'. Layering up, the group started the ascent to the snow capped peaks. The first crossing which now seems like months ago was colder perhaps because of the wet weather that preceded our 1st significant mountain riding. We stopped to pose for a group picture at the Col du Tichka Pass and then continued on wild twisties down the other side and feeling the warmth of the desert floor again. There was significant agricultural activity with a variety of crops but very little traffic until we reached the outskirts of the city. Scott said that over the years they had stayed at a variety of hotels but finally chose the Hotel Tichka based on it's accessibility to the main part of the city the famous Media Grand Square and easy access in and out of the bustling city.

The hotel was very modern and had a local shoe/boot shine consignment stall at the entrance. Since we had been trekking through the Sahara for the better part of a week, I decided

to get spiffy! I left my riding boots as well as my casual footwear with the local vendor and retired to my room for a nap. With shower clogs later in the evening I went to pick up my boots. He refused payment and only wanted my BMW T-shirt that said, "I didn't know BMW made cars until I passed one!" I had a clean "twin" back in the room and tipped him anyway to dispel any Ugly American perceptions.

The next day we were free to explore the Medina, rest, get some pool time since the temperature was now at it's warmest of the trip –78 degrees.

The Djemaa El Fna

This central square of the Medina attracts tourists like flies to... well you know! There are fortune tellers, snake charmers, food stalls (we were advised not to eat there) jugglers, monkey handlers and even dentists that can take care of a root canal on the spot. Before entering, there are horse pulled carriages similar to New York's Central Park and all kinds of hustlers to entertain you. This is truly a place where you are taken by a time machine to a land of the past that is exotic from smells, colors, incessant noise and languages to the drug induced euphoria of hashish which is sold openly on the street although illegal. Marrakech was the número uno foreign destination for the hippie generation of the 60's.

Our dinner plans were to meet near the pharmacy just inside the square and then walk through the souks (markets) examining the items that Wally World doesn't carry and then to a plush Moroccan restaurant for dinner and entertainment. Some time ago Scott found this excellent restaurant based on recommendations from a local cabbie. If you didn't know what was behind the door, you probably would not have entered, but to everyone's surprise after a half hour walk through the narrow alleys of the souks, we were hungry.

The tables were candle lit through artistic metal orbs and threw their scattered light designs on the surroundings like the rotating ballroom globes. Again to cater to the tourists, beer, wine and liquor was available. After a traditional, family style service of several of tajine prepared fare, music stared from the floor beneath us. Our party was on the second floor and we could look over the balcony to the diners and entertainment below. Soon young dancers flooded our room clad in scanty tops and skirts of vibrant colors and motioned for the guests to partake in the traditional dance steps of the Dekka which is an undisciplined version of belly dancing-- enchanting and wild! The beat of the sensual music melted my inhibitions and I took the hand offered by the young lady to join in the local customs. Not surprisingly, the event was captured on multiple digital media! ■

The final installment in CCN of this epic journey will take us to Rabat, the capital of Morocco, the coastal port of Tangiers, returning to the Spanish enclave in Ceuta (Morocco) crossing at Gibraltar and then the final ride to Ronda and the return to Sevilla.

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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#
Address	RA#
City	State/ZIP

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:

I would like to see my local club do:

CCN NEWSLETTER DELIVERY

◯ I prefer to have the CCN delivered electronically to my email address above

◯ I prefer to have the CCN delivered by snail mail to the above address and will pay an extra $10 for mailing fees

Annual Membership Dues **($10.00)** ☐	Associate Membership Dues **($5.00)** ☐
Annual Membership Dues + Newsletter Mailing Fee **($20.00)** ☐	I need a new club handbook ☐ **0.00**

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

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

Your membership includes the quarterly CCN newsletter, Club directory, membership card, Club eGroup membership and all member rights and privileges for this membership year.
BMW Motorcycle Owners of Cleveland, P.O. Box 347247, Cleveland, OH 44134