BMW Club
Motorcycle Owners
of Cleveland

Cleveland Club News

"CCN" BMWMOC's Quarterly Newsletter

Holiday Season '11

Track Days '11!

More on page 4

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Words to ponder . . .

I couldn't repair your brakes, so I made your horn louder.

Artificial intelligence is no match for natural stupidity

If at first you don't succeed, destroy all evidence that you tried.

A clean desk is a sign of a cluttered desk drawer.

Everyone has a photographic memory, some just don't have film.

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

President – Philip Nerandzic **Vice President -- Paul Koontz**
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President's Message

Ich kann das nicht verstehen !!!

By Phillip Nerandzic

Much fun was had in this past year, and I'm hoping even more will be enjoyed in the coming year.

It has been an honor and a privilege to have served as your club's president, and I am looking forward to another year in this capacity. It's been a bit of a learning curve, and I appreciate everyone's patience, understanding, and support this past year. I will endeavor to improve in my second go-around.

I would like to thank all of the board members, the cabinet officers, past and present, for all of their help, without which none of the many fine events we've enjoyed, are even remotely possible. I would especially like to thank my wife, Nancy. She is the driving force and the actual brains behind the operation.

We soon will have a near complete list of events, rallyies, rides, and gatherings posted on the website, so that we can plan our vacations and/or long weekends earlier than in past years.

I'd also like to thank all of our CCN advertisers and supporters of our events that have donated door prizes. We appreciate your generosity and encourage our members to support your businesses.

So in closing, I'm wishing everyone a safe, happy, and prosperous New Year!!

Sincerely,
Your president

Phillip Nerandzic

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BMW Club
Motorcycle Owners
of Cleveland

Saturday, January 14, 2012

BMWMOC Holiday Party

AMERICAN LEGION POST 572
6483 STATE ROAD
PARMA, OH 44134

Festivities begin at 6:00pm with dinner served at 7:00pm

BYOB!

Send a cheque for $20/individual, $40/couple to:
Judy Gau 1091-F Fleetwood Dr.
Sagamore Hills, OH 44067
judithgau@gmail.com
330-467-2620

Ticket deadline is January 4th

Track Day
Marcial Ingal

It was only several months ago we were talking about doing a track day. Where has the time gone?! Now that the winter season is upon us, we can only dream of another opportunity for a track day next season. Well, I was able to get one track day in this past season and I would like to share my experience with you.

The track day was at Mid-Ohio on Monday, September 12, 2011. It had been well over two years for me since my last track day. Even though my track experience is not extensive, I did posses enough experience that served me well. The major differences between the two track days I have done in the past was that they were both held at the same track, put on by the same track instructors and sponsored by BMW dealership. Mid-Ohio for me was a new experience. The track is world class, obviously, this is where the AMA Pro Road races are held each year. The track was the perfect blend of twists, turns and straight always. The weather was ideal, sunny and mid 70s. Perfect conditions for a track day.

The PTR, (Performance Track Riding) instructors at Mid-Ohio were top-notch. Riders were split up into three groups: novice, intermediate and advanced. Because there was a major time gap since my last track day, I stuck to the novice group. The thing I liked about the novice group was that they had riders line up from fastest to slowest. There were 28 riders, and we were split up into 5 groups based on speed. The instructors were very laid back, gave great feedback and were readily available for questions. They truly wanted you to learn... even more importantly, to have fun! The lead instructor was very strict on class start time which was every hour on the hour after each session. All the instructors were strict about hydrating and riding in your comfort zone… very important!

One of things I enjoyed that was different from my other experiences were the drills. There were about four different drills that allowed you to focus on a certain skill to make you more proficient on the track, such as looking way down the track instead of in front of you and knowing when to shift. Another major difference that I liked was that after each session they allowed us to move up or move down in groups based on our comfort level. I would say most of the novice riders had some track experience, however there were quite a few who had never ridden Mid-Ohio. You can tell people had track experience by the way folks were geared up, full leathers (one or two-piece), but that was not a requirement for the novice group. You could also tell by the unscathed knee pucks that we were among the novices. Anyway, I was in the last group of novices, basically considered the slowest group, but *hey,* we were not there to win any trophies. One of the biggest things I learned is that you have to go slow to go fast. Since I haven't been on a track in two years, and this was the first time at Mid-Ohio, I was not about crash or dump my bike because of my ego. Again, I was at the track to be in a controlled environment to learn, but to also have a blast without the fear of cops or oncoming traffic around the corner.

All rider classes had several 20 minute sessions on the track. Trust me, that's a lot of time. Towards the end of the day, there were many riders who sat out the last one or two sessions because of fatigue—both mental and physical. Once fatigued, one more session could be costly. I definitely got my money's worth so I knew when to call it a day. I skipped the last session.

So, mission accomplished! I plan to do at least 2-3 track days next season. I would like to ride Mid-Ohio once again and Grattan Raceway, where I first learned to ride the track. Plus, I would like to add a new track to cross off my list. I hope that some of you might have the courage to join me. Think about it this way, paying for a track day would be about the same price of a traffic violation! Depending upon the violation, it could be cheaper and you would get something out of it. Trust me!

The main reason Santa is so jolly is because he knows where all the bad girls live.
What if there were no hypothetical questions?

Track Day (continued

I would like to mention the amenities that came along with your price of admission. I received a Mid OH t-shirt and lunch was provided. There was also a photographer. Typically track days have photographers on site. There are many photos to scan through and chose from. Nice photos, but I felt that the cost was too much and there not enough pricing options or packages. I feel this is an important bit of information not to be overlooked. But they get you when you see that perfect photo of yourself that you must have to commemorate the event. Here are a couple of pictures I picked out.

BMWMOC Calendar of Events

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

Membership Meeting
January 5th 7:00:PM - 9:00:PM
Panini's 480 West Aurora Rd
Sagamore Hills, OH 44067

Pat Corrigan will do a live demo on how load photos to the BWWMOC Website

BMWMOC Annual Holiday Party
January 14th
VFW Hall
6483 State Rd
Parma, OH
Festivities start @ 6 PM, Dinner @ 7 PM

International Motorcycle Show
January 27th-29th
IX Center

Breakfast @ 9 AM Gene's Place
3730 Rocky River Drive
Cleveland– Car Pool to show

Membership Meeting
February 2nd 7-9PM
Dimitri's Restaurant,
830 Snow Rd.,
Parma, OH, 44134
Paul Mitchell will present a slideshow & narrative of his Afrika'n Adventure

Membership Meeting
March 1st 7-9PM
Panini's 480 W. Aurora Rd
Sagamore Hills, OH 44067

Rock & Bowl

March 10th
Fairview Lanes,
21847 Lorain Rd.
Fairview OH

Membership Meeting
April 5th 7-9PM
Panini's 480 W. Aurora Rd
Sagamore Hills, OH 44067

BMWMOA Events Calendar
http://www.bmwmoa.org/calendar/all

BMW Motorcycle Owners of America

BMWRA Rally Map

http://www.bmwra.org/rallymap/

New Members

By Wally Gingerich

Anne Kitchen

Hello, my name is Anne Kitchen, and I reside in Moreland Hills on Jackson Road, which I am thankful for because its one of the few roads in the area with challenging curves.

I own four motorcycles, which makes me a multi-bike owner. I figure it's like having shoes; you need a different bike for different occasions. I recently purchased a BMW GS F800 Anniversary model to add to my stable, which has an unusual paint scheme that reminds me of my old Honda Transalps, red, white, and blue.

My other bikes are a '91 Yamaha TDM, a Suzuki DR 125, and a '08 Kawasaki Versys. So, basically I always have something running ;)

I am an ambitious adventure rider, have followed the Dakar race through Chile and Argentina on a rented Super Tenre, and have made a trip from Germany through Switzerland and Italy courtesy of my friends who own Touratech. We traveled with five adults and two babies in a side car.

I am always up for an adventure, whether it's across town or across the ocean. I am a frequent visitor to Hocking Hills, and really enjoy riding off the slab. I look forward to more off road adventures on my GS.

(Editors note-Anne is a licensed acupuncturist and has a practice in Moreland Hills. She has treated motorcyclists for various pain ailments)

Joe Zimmerman

Hi, my wife Gayle and I live in "Ohio City" Cleveland. We have three children, five grandchildren and one great grandchild. I have been riding since my teens but took a 25 year hiatus during which time I was on the water mostly racing sail boats. Yep, just like watching paint dry compared to riding. I had been thinking about riding again for a couple of years and this spring I bought bike # 5 a Yamaha V Star 1300. Really wanted a BMW but was always the second caller on the ones that were priced right and did not know how well riding would sit with the Admiral Gayle as she had never been a rider or passenger.

As it turns out she really took to riding and we are 2up 95% of the time. Two of our riding friends have BMW's and one day she said "I think those bikes handle a little better than ours". Green Light! Within a couple of weeks we had bike #6 our 09 R1200RT in the garage. Once our bodies became accustomed to riding again we have put a combined 8200 miles under our seats this past year.

We really enjoy exploring the back roads of OH and PA on one + tank day trips and look forward to expanding our horizon's this coming year. We hope to meet everyone soon. CHEERS!

New Members (continued . . .)

Wally Gingerich

Fred Aleguas

Well, here goes.

I started riding quite a few years ago, and remember exactly when the motorcycle obsession bit me. In any case, I've been crazy about motorcycles since I was a teen, but was much worse with the obsession when younger.

My first real motorcycle (the Lambretta 150 didn't count to me, since I never registered it), was a '74 Kawasaki S-3 triple. It was 400cc of a pretty good handling machine. I did everything with that bike, from touring to eventually road racing. Not all that successful, since I had more balls than skill, and no dough, so I could only afford to do that for a season and a half.

I rode my bike up to Loudon, raced it, and rode it home a couple of times. I stopped doing this when I crashed and had to ride home with the clubman's tweaked and one exhaust pipe half smashed in. I'll tell you, it was a long ride home.

My next bike was a '74 Laverda 750 SF, and I rode the hell out of that bike, falling in love with European machines. I crashed that bike on an early Sunday morning ride in '78, and it caught fire (the first of two Italian bikes I've crashed and burned). I was wearing my roadracing leathers, so I was unhurt, but had to stand and watch it burn until the Jamestown Fire Department showed up. I bought my first BMW then, a '77 R100S. It had 15k miles on it, and had belonged to one of the mechanics at Razee's, the local BMW dealer in RI. He had gotten killed on it during a lunch "ride" with some of his fellow wrenches, and was a hard rider by all accounts. I put 100k on that bike and sold it to my best friend; I've been trying to buy it back for 10 years now!

In any case, I've got quite a few of bikes now, and haven't bought anything I didn't plan on keeping. I've since been doing a lot of thinking about it all, and have decided to thin out the group and keep a nice example of a few select ones. My '77 BMW R100RS is in Europe, and I go every year for 2 weeks to ride. I shipped it over in 2000 when a job change gave me the opportunity to do what I always dreamed of, but thought I'd have to wait to retire to do so: ride in Europe. I spent 6 months that year, and 3 months the following year doing just that, and have returned every year possible for at least 2 weeks. That bike I bought in '82 with 8k on it, and this past year it turned 177k. I have done a lot of performance tweaks on it which is a detriment to touring. In Germany, they are not allowed to do anything to their bikes without TUV approval, and the dealers are very reluctant to work on anything "non-serial".

Current bike list here in Cleveland (move out here 2 years ago for a job): a '89 K100RS and my '01 Guzzi V-11 Sport (my one modern bike). I've also got a '77 Laverda Jota, '77 Guzzi LeMans I (with full factory race kit), '75 Laverda 750 SF (made into a SFC replica), '81 Moto-Morini 3 ½ Sport, '77 Yamaha RD 400, '81 Yamaha RZ350, '81 Yoshimura Kawasaki Egli endurance racer, '82 Bultaco Streaker and a bunch of "projects". I have been vintage road racing a '77 Yamaha RD 400 for the last several years, and have been building a '81 Yamaha TZ 250 for next season.

I co-own/race a '70 'Guzzi V7 sidecar, but since it's back in RI I'm thinking of building my own to race with a Laverda 750 motor. Some of the projects are: restoring my original 750 Laverda SF (still have it a little toasted), and restoring a couple of the other Moto-Morini 3 ½ 's I picked up as a group. Most of my project bikes are still back in RI, but I'm heading back in a couple of weeks to bring out the Jota and LeMans so I can at least ride them.

I'm a PharmD Toxicologist and am the Director at the Northern Ohio Poison Center. I have been in poison centers my whole career, and it was one of those twists that I never planned on when I was in Pharmacy school. While in pharmacy school, I worked full time in the Emergency Room as a tech at RI Hospital, a Level I Trauma Center, and saw first hand the results of many bike accidents (I've always been an ATGATT kinda rider). I worked at the RI Poison Center for 15 years, getting my PharmD while I worked nights, and was there until it closed in 1999. I then accepted a Senior Poison Specialist position at the MA/RI Poison Center in 2002, and was there for 7 years prior to accepting the position here at the center in Cleveland.

That's it in a nutshell (operative word is nut). I'll bet you're sorry you asked!

b

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Triumph Highlander Tour
Steve McPeake

While I love my BMW 2009 RT, I've always had nostalgia for owning a Triumph. When I was young, I lusted after a Bonneville, but never had enough money. A Honda 450 scrambler would have to do. I stopped riding in my early 20's due to several factors including a desire to stay alive. In my 50's after the kids were out of college I got back into motorcycling and purchased a 2002 Triumph Thunderbird 900cc. It was a wonderful and gorgeous bike. Eventually the bikes in my garage numbered three with a dirt bike, 1994 BMW RT and the Triumph. As they took up space and I could only ride one at a time I traded them all in for a new 2009 RT. It is sporty and most of all comfortable, with plenty of storage. The fact hat my wife loves to ride is a real bonus.

I noticed an ad for Triumph Highlander Tour. It was a partnership between Triumph Motorcycles and Edelweiss Bike Travel. On personal note my wife of 30 years died of breast cancer five years ago and my daughter with severe disabilities died unexpectedly in May. I remarried my wife's best friend three years ago and after the events in my life I thought we could do something enjoyable. When I saw the ad for the Highlander Tour I thought why not. I signed up with my wife. The Tour was from August 10-20, 2011 and the bikes were provided as part of the tour. We flew into Birmingham, England, took a taxi to our Hotel in Hinckley and what did I see in the parking lot? Seven new 2011 Triumph Tiger 800XCs lined up! We were assigned our bikes the next morning. There were six riders and two tour guides. One of the guides led the tour each day, while the other drove a chase van with our luggage. We met each morning after breakfast for a briefing of the ride for the day. We typically left by 8:30, rode until a break around 10:30, and then rode until lunch. After an hour for lunch we rode until mid afternoon for a break for tea and finished our ride between 5:00-7-00. Breakfast and dinner were provided while lunch was on us.

We began the tour with a visit to the Triumph Motorcycle factory in Hinckley, England.

I was surprised that the production line had many different bikes on the line at one time. A Bonneville, might be followed by a Rocket, and then followed by a Tiger XC. All of the bikes produced are made from specific requests from dealers across the world. Triumph manufactures many of the parts they use in their bikes. The factory is very modern as it was rebuilt following a fire in 2002 which gutted main factory. The big production season is in the winter when workers work more extended hours. Since the summer is their slow season, employees work four day weeks and can enjoy the summer.

I should have known that this tour would be a little different. Thirty minutes after leaving the Triumph factory on Day One, we were on a 'single track' road. These roads were maybe 9' wide with curves, hedges and at times, greasy grass in the middle. I've never been one to love riding on technical twisties, where your attention is constantly focused looking through the turn and expecting a decreasing radius turn to appear around the bend. I much prefer to ride on sweepers where I can enjoy the scenery. In Scotland you need to add that we are driving on the left side of

the road and on the "single track roads" there are intermittent vehicles coming in the opposite direction. I was the only rider with a passenger. Of the group of riders, the tour guides who were excellent riders generally rode fast. The typical drill was the guide would

Triumph Highlander Tour (continued . . .)

Steve McPeake

head out with fastest riders behind him and within a half a mile they were out of sight. David Hough and the MSF talk about riding your own ride. It took discipline to ride at my own comfortable pace. I typically was in the second pack of riders relative to speed. The fastest riders really enjoyed carving up the twisties. The rule was, the tour guide would ride ahead and wait at any turnoff. This actually worked fine, so I did not mind. My goal was to ride my own pace to keep my wife and me alive.

This tour was a bit different from a typical Edelweiss tour because we were riding adventure bikes. Probably 25% of the riding was on the single track roads with gravel roads sprinkled in. Most of the single track roads were paved. While main roads typically went around a mountain, the single tracks went over the top. There might be 2-5 farmhouses on the 3-5 mile single track road. Even though traffic was sparse, it was unnerving going around every blind curve, thinking a car would appear. It took your full attention. When we were up in the Scottish Highlands the vistas were unobstructed and beautiful.

I thought the Edelweiss Bike Travel did a great job. The routes were all scouted ahead of time and typically took us off the beaten path. All of the hotels were locally owned and for the most part were very good. There seemed to be castles and sheep everywhere. I must admit that in the highlands there were many farms with no fences. Driving at 50 mph with sheep grazing next to the road took awhile to get used to. The guides also took us to many sites that typical tourist never see.

We rode up the western edge of Scotland up to Inverness and back down the eastern side of the country. You can check out this and other tours on the Edelweiss website. We totaled 1,880 miles over nine days of riding. The riding was a little more demanding than I had anticipated as we generally rode 6-8 hours a day. It rained intermittently 8 out of the 9 days, but all of the riders had waterproof gear and it was not uncomfortable.

Late FOR SALE post:

From Our Club Ambassador Don & a Member of the Four Seasons Club

Bikes for sale: I have a1988 K75S with 28,000 miles on the clock. I am combining the 88 with an almost complete 87 parts bike with no title. I what to sell them as a package. The price is $2500.00 fob Perryopolis, PA Anyone interested is free to call and I can provide more details. Thanks for your help. Al ,Albert J Vangura, 510 Roosevelt Circle, Perryopolis, PA 15473-5404

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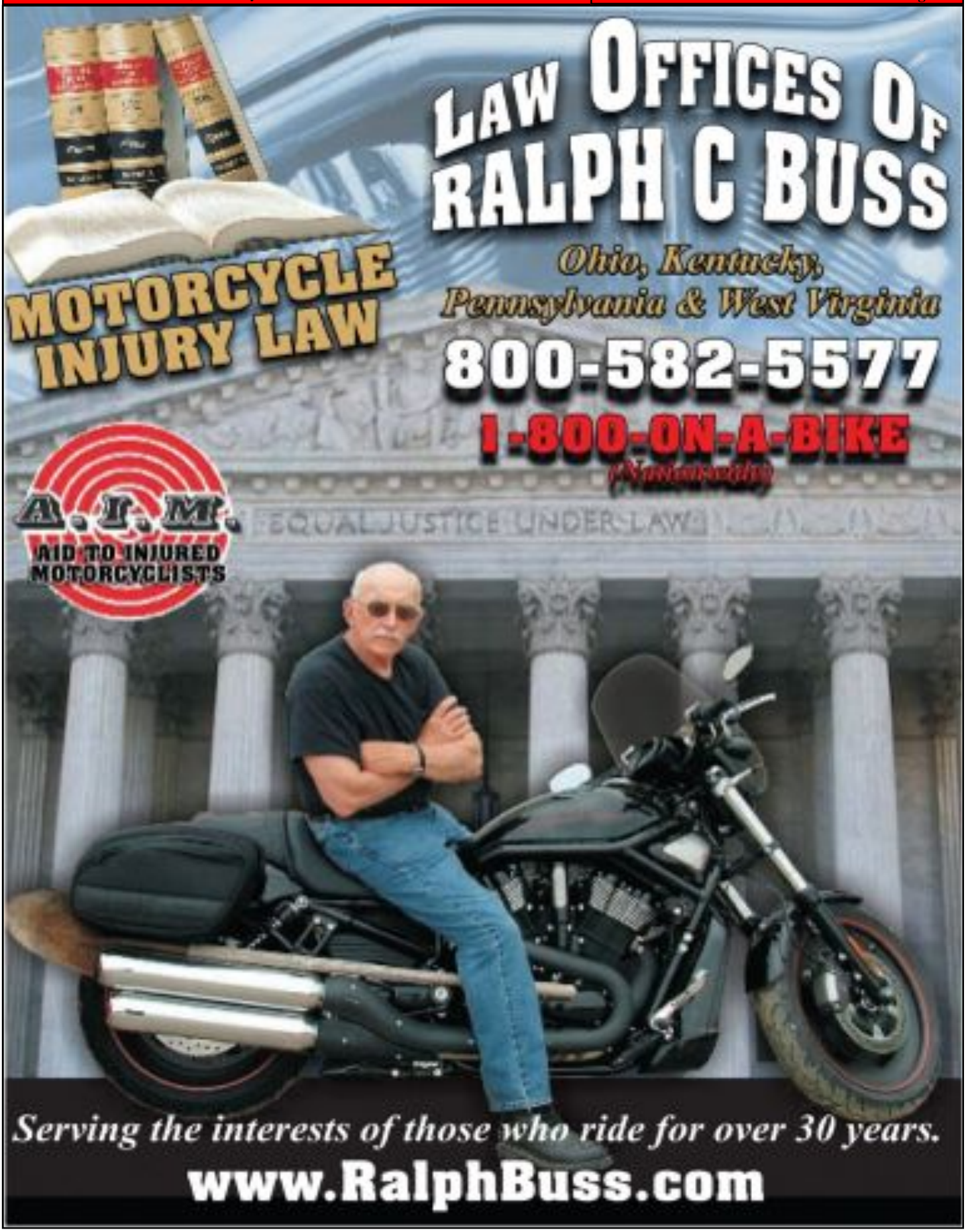
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Best SA Roadtrip Ever- 17 Days

Roger Pivonka

No doubt you've read Paul Mitchell's ride report of his 10 day tour of South Africa in our summer CCN. Well, he inspired me to go there too but I took a tour that added a week of riding in between the Johannesburg and Cape Town "bookends" that were as good as Paul described them.

That extra seven days was spent riding along the coast of the Indian Ocean and many inland areas nearby. After Swaziland our tour headed for St. Lucia and a rest day during which we took a lake cruise so we could do some hippo, croc and bird watching. We only saw one croc but plenty of hippos and birds. Lake St. Lucia is the largest estuary system in the world. This lake has an average depth of 1 meter and is home to more than a thousand hippos, several thousand crocodiles, 526 birds, and 114 species of fish. Migrating birds – (some flying more than 18,000 miles) and fish use this lake as a nursery.

Next day we traveled down the Kwazulu Natal coastline through Durban to the holiday town of Port Shepstone, where we went inland to the spectacular Oribi Gorge Nature Reserve. Although we were mere steps from the Oribi Gorge Swing (like a bungee jump) no one was brave enough to "swing" with the wind.

Then we head for the Wild Coast– where the famous Madiba – former president Nelson Mandela - was born and we visited the Mandela Museum within sight of his present home. This region is called the Wild Coast for its endless unspoilt sandy beaches that stretch as far as the eye can see where massive cliffs and rolling hills meet the sea.

We bid the rolling hills and sea cliffs of the Wild Coast farewell and made our way inland to East London, then along the coastal road to Port Alfred, a beautiful little Mariner town on the Kowie River with stunning sea views and good places to eat. Port Alfred is one of the most sought-after holiday destinations and is known for its wonderful temperate climate, endless pristine beaches, friendly village atmosphere, glorious surf, magnificent deep sea and river fishing and the laid-back lifestyle.

To get to our next stop, Knysna, we follow the coastal route – the start of the famous Garden Route, where we will be based for the next 2 nights. En-route, we had the opportunity to bungee from Bloukrans, the highest bungee in the world, 705 feet of pure adrenalin [no, I didn't]. Tonight we walk over to the Knysna waterfront and dine on delectable seafood and the freshest oysters in town.

On the way from Knysna to Oudtshoorn we visit an Ostrich farm where you can ride ostriches OR have them for lunch, feed them or buy their HUGE eggs. Later we visit the Cango Caves to explore

beautiful limestone caves, arriving in Oudtshoorn in the late afternoon.

Next day we ride Route 62 which winds through the Swartberg Mountains and beautiful foothills in their valleys. Along 62 we visited the Famous "Ronnie's Sex Shop" which is really just a bar/snack shop where folks have taken to nailing their bras, panties and undershorts to the rafters. We made our way down to Cape Agulhas- the Southernmost tip of Africa at 34° S and 20° E. Here the ice cold waters of the Atlantic Ocean meet the warm Indian Ocean. And that is where we picked up the Cape Town end of Paul's trip.

All in all it was a wonderful time with good riding, weather, food and new friends from USA, Australia, Tasmania, Scotland and New Zealand. As usual it took about three days to tune my ears to the Aussie accent but the one MOST difficult to understand was the Scotsman. I loved it and recommend it to everyone. My pix can be seen at https://picasaweb.google.com/118094818194331736728/SouthAfrica2011

You say Diner, I say Dinor!

Jim Sedevy

It's the Saturday after Thanksgiving and the temps are predicted to be in the 50's. I've gotten some pics of the 2011 Mocal quest, Diners, but can I make one more trip into western Pa? If you get the leaves taken care of before you go, says Becky; and be back before 5PM.

OK, lets GR done. 6 bags of leaves are blown/raked and the ride starts shortly after 11AM. I d planned the loop to get started in Andover Oh at the Andover Diner. From there north to 6N into Albion, pa where the Albion Diner is located. Heading north into Girard, PA, I found the Girard Dinor, a good time for some

lunch. What will it be, the Dinosaur Burger or the Manny Sandwhich? The Manny Sandwhich is highly recommended, roast beef and Swiss topped with coleslaw and fries.

Moving on north, The Lake City Dinor was found; an

old train station turned into a Dinor. As I am looking over my map, a rider pulls up on his 2WD Ural patrol. After a half hour of kicking tires and tips for the rest of the journey from him I move on (I said I d be back by 5). Traffic gets more congested as I head up north still to Presque Isle, Pa. Sally's Diner is right where he said it would be, but it is closed for the season. Not enough time to check out the rest of Presque Isle.

OK, lets get moving, Erie is not that far.

I didn t bring the GPS, and I forgot the PA map. Well, I' ll just stop and ask someone where a few of the Diners/Dinors in Erie. I stop in the central part of Erie on route 20 and ask a couple putting up Christmas decorations where a few on my list are; they say" we no speak English" . After a bit of arm and hand "directions" , I go east on 20. After 30 minutes and a few wrong "turns", I found Gus's Dinor.

What time is it? Well it is time to head back if you are going to get home when you say you are. I couldn't find the other one in downtown Erie, but oh well. On the way back home I stopped in Ashtabula and got two more. It was a great ride that day and I had a lot of fun finding places to eat that are not homogenized/ predictable. On your next ride, find a local place to eat and chat with people .

Happy Holidays From BMWMOC

To Our Customers & Friends,
On behalf of the entire staff of BMW Motorcycles of Cleveland, we want to thank you for another successful year. While the economy continues to be a challenge, we look forward with anticipation to the year ahead. BMW is coming out with exciting new products and we will spend the winter stocking our shelves with new parts, accessories , and apparel for the BMW Motorcycle Community.

May Your Holiday Season be Filled with Joy and Love!
May The Best of 2011 Be The Worst of 2012!

Start The Year Off Right January Special

Take 15% Off Any One Product With Your Purchase of $100 Or More
Special Orders & Non-Stock Items Included
For More Holiday Specials, Gift Ideas, & Service Promotions Checkout Our Website!
Copy of Ad Must Be Presented : Certain Restrictions Apply : See Store For Details : Sale Dates: Jan. 1 - 31, 2012

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New Year's Quotes

"Here's to the bright New Year, and a fond farewell to the old; here's to the things that are yet to come, and to the memories that we hold." **Author unknown**

"A New Year's resolution is something that goes in one year and out the other." **Author Unknown**

"Good resolutions are simply checks that men draw on a bank where they have no account." **Oscar Wilde**

An optimist stays up until midnight to see the new year in. A pessimist stays up to make sure the old year leaves.
Bill Vaughan