"CCN" BMWMOC's Quarterly Newsletter

BMW Club
Motorcycle Owners
of Cleveland

Cleveland Club News

Winter 2016

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From the Editors

Dominic and Kristin Cioffi

Winter is definitely here now, and our bikes are in hibernation in the garage for the next few months. Even if we get a warm day here and there, we do not typically take the bikes out until the all salt has washed off the roads. A couple of hours of fun riding equals at least a couple of hours of not so much fun washing the bike.

This is the time of year that we like to start researching and planning our travel adventures for the summer. Many of you are planning to travel to Utah for the BMWMOA rally in July. Dominic was out in Utah several years ago and was very impressed with Salt Lake City and the many National Parks in the vicinity. We will not be able to make that trip, but we have another exciting adventure that will keep us much closer to home. The Cioffis will have a new addition joining our family at the beginning of April. For this summer, Dominic's two wheel travels will probably be limited to driving to Sills. We are excited about this new chapter in our lives and hope our new Cioffi will be a future motorcycle rider or pillion.

Merry Christmas,

Dominic and Kristin Cioffi

CCN 2017

The CCN will be published quarterly, at the beginning of each season. We welcome and encourage member submissions.

Deadlines for submissions are:

Spring CCN	**March 15**
Summer CCN	**June 15**
Fall CCN	**September 15**
Winter CCN	**December 15**

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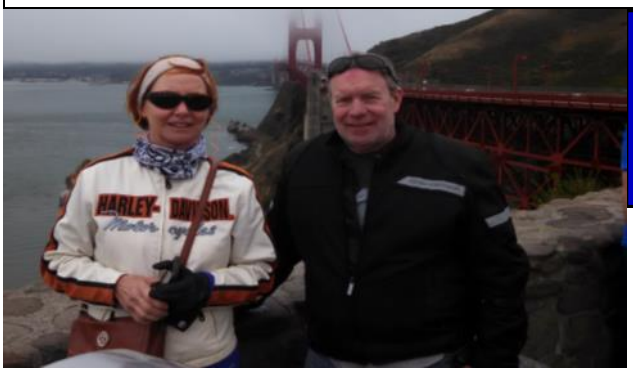

President's Message

Leo Buckon

Happy Holidays and a Merry Christmas to all. I hope that this newsletter finds all in good cheer and ready for the Holiday Season and the New Year. With the exception of having to deal with a certain presidential election that seemed to go on forever, 2016 was a good year. For people like us who live in Northeast Ohio and have a passion for 2 wheel transportation the summer was warm and dry and the riding season lasted into November. The BMW Motorcycle Owners of Cleveland held events that included the Spring Rally, the Fall Rally and the Sunday Afternoon rides. There were also a few day an overnight rides put together by members for the enjoyment of all. A special thanks goes out to all the men and women behind the curtain who pull the levers put in their time and effort to make this happen. Please take the time to thank the club officers, directors and volunteers who make the club such a fun and rewarding experience for us all.

Looking forward into 2017 I think it will be more of the same and hopefully even better. We are starting 2017 as we have in past years with the Winter Party at Brennan's. I hope that many of you can make it this year for the comradery, good food and the riding stories from the past year. Be sure to wear your dancing shoes as Don Poremski and Roger Pivonka has made arrangements for a DJ to entertain us. Poremski and Pivonka hiring a DJ? I'm sure he plays more than just Polkas, right guys? The Winter Party is followed with our February ski outing when our small, intrepid group of schussboomers take to the slopes at Holiday Valley, NY. The exact date for the ski trip is to be determined so keep an eye on the calendar for details.

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And speaking of the calendar, Roger Pivonka has been in contact with a website company that will be doing the much needed upgrade our website in the not too distant future. Of course one of the things that we have really missed the past couple of years is the single website and calendar that makes it easy for all to keep track of what is going on with the club. In addition to the calendar capabilities the website is to be compatible with mobile devices so it will be easier to read on your Droid and Iphones.

Have a great Holiday Season and I hope to see you all at the Winter Party on January 14th.

Calendar of Events

Visit the calendar on https://bmwmoc.shutterfly.com/calendar for an updated list of events

Membership Meeting
January 5, 2017
7:00 p.m.
Sill's Motor Sales
1901 Brookpark Road, Cleveland

BMWMOC Holiday Party
January 14, 2017
6:00 p.m.
Brennan's Catering & Banquet Center
13000 Triskett Road, Cleveland

Board Meeting
January 19, 2017
7:00 p.m.
Harry Buffalo's
18605 Detroit Ave., Lakewood

Progressive International Motorcycle Show
January 27– 29, 2017
IX Center, Cleveland

Bike Show Breakfast
January 28, 2017
9:00 a.m.
Gene's Place to Dine
3730 Rocky River Drive, Cleveland

Membership Meeting
February 2, 2017
7:00 p.m.
O'Tooles Pub & Restaurant
13601 Detroit Road, Lakewood

The BMWMOC is Chartered Club #196 with both the BMWMOA and the BMWRA national organizations. The BMWMOC is a Not-For-Profit Corporation of the Great State of Ohio consisting of about 145 riding enthusiasts mostly in the Northeast Ohio Area. The Club is an active group with a common interest in BMW Motorcycles and the people who ride them.

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BMW Motorcycle Owners of Cleveland

Holiday Party

Saturday, January 14, 2017
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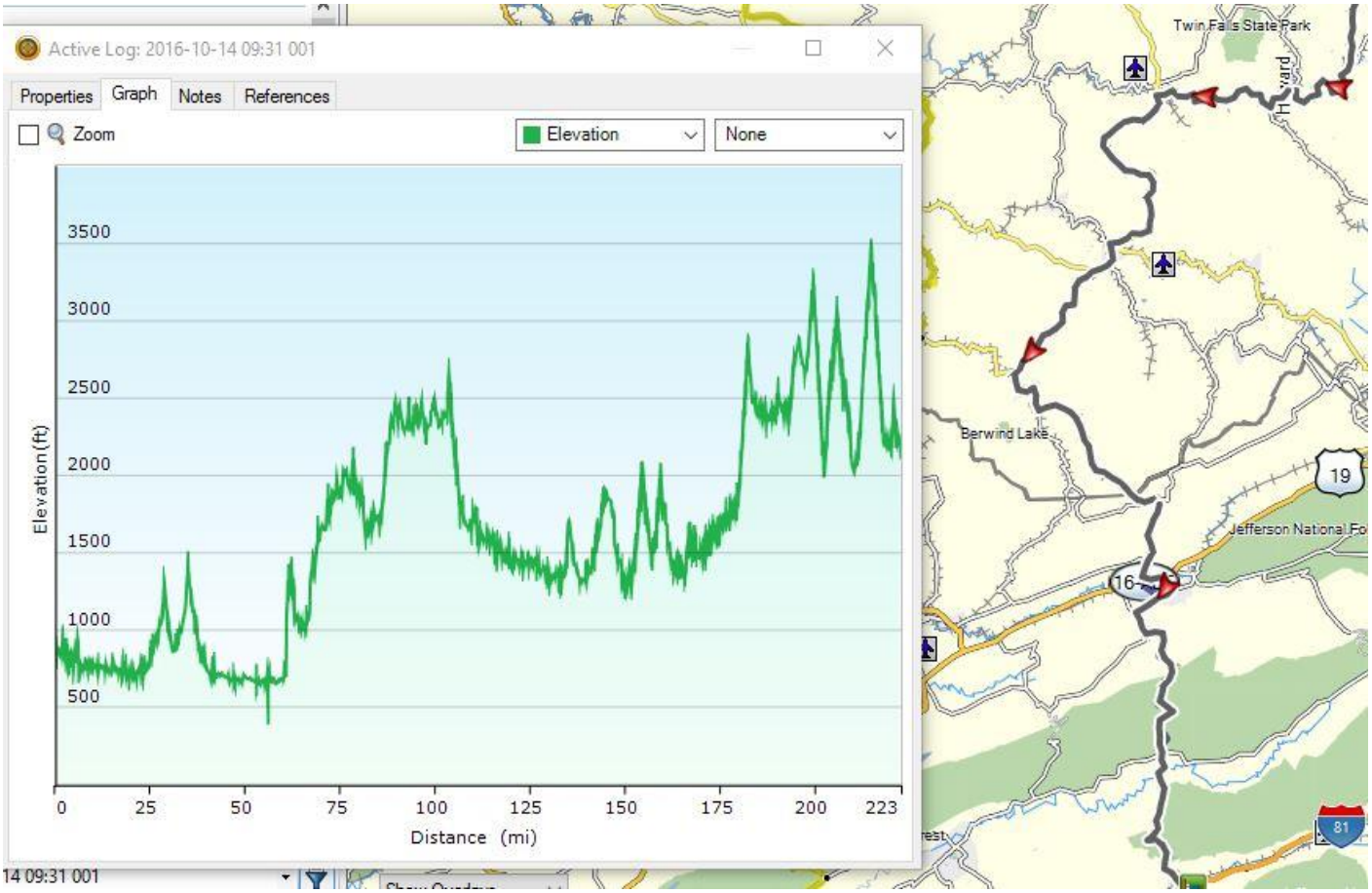
Here There Be Dragons Ride

Kurt Shreffler & Mike Kanczak

Jesus lives! Well, that's what the sign said in front of the ramshackle little Baptist church on WV route 33 just east of Spencer. It was the first of many little churches and chapels we would pass on our journey through West Virginia. I guess the abundance of churches goes along with the "almost heaven" line in the song. I looked back at the road just in time to see the full-sized Ford pickup truck coming toward me half way in my lane. I was able to take evasive action and avoided becoming one with the truck's bumper and grillwork. Maybe a heavenly reminder to stay focused on the road instead of the signs on the side of the road.

This was the morning of the first full day of the Here There Be Dragons ride down to the "Back of the Dragon", the twisty, turney, upsie, downie stretch of Route 16 between Tazewell and Marion, Virginia. I had planned the ride down to Marion, Mike Kanczak planned the ride back. My task was much simpler as it consisted of 16 all the way down to Marion. I discovered the joys of route 16 while riding with a small group on the long way to the MOA rally in Bloomsburg, PA in 2011. At the time, we weren't aware that we were on the Back of the Dragon, we just knew it was an awesome ride that begged to be ridden again (and again, and again…). Rte.16 begins in West Virginia at the Ohio River and ends at Lowesville, North Carolina, just north of Charlotte. One of my favorite motorcycle roads, 16's attributes are many: little traffic, sparse law enforcement presence, frequent changes in elevation, and a wide variety of curves. It includes everything from big, lazy sweepers to super-tight, off-camber, decreasing radius twisties. It gets really challenging on the stretch between Tazewell and Marion.



Nine riders seeking adventure, camaraderie, and tasty road grub had gathered the night before at the Super 8 in Ripley, WV, the starting point of our journey. The plan was to ride down 16 to Marion, hunker down for the night, head back north on a variety of equally exciting roads, crash (not literally) at the Red Roof Inn in the intriguingly named town of Hurricane, WV, and head home the following day.

The stars aligned perfectly for the trip: not a drop of rain, plentiful sunshine, and seasonable temperatures for Mid-October. A variety of bikes were present: a couple of shiney new RSs, an LT, a K1600GTL, an R12GSW, an old and a new RT, and an R12ST. Some of us had ridden together before, most had not.

After a night of Mexican food and comfy lodging in Ripley, we got of to an early start, Rte. 33 east to 16 south and then on down. Fast sweepers through the rolling hills, slow down for the forlorn little coal-mining towns that dot the route. Everyone managed to stay together until we got to Gauley Bridge. A slight navigational error by the ride leader (mea culpa) was quickly corrected and we regrouped a short way down the road. Below Gauley Bridge, 16 started to tighten up and a couple of 15 MPH switchbacks got us ready for what lay ahead. After a stop at a little tavern for a surprisingly good lunch, we crossed into Virginia where things got really serious. The switchbacks came one after the other and the changes in elevation were much more dramatic. Riders sorted out their place in the line by comfort level and riding style. Fast riders up front, those less aggressive in back. That rhythm comes quickly; briefly break to set-up entering the curve, crank the bike over, and goose the throttle to climb out of the off-camber, decreasing radius turn. Watch the next one as it tightens up, repeat. Into the zone, total concentration, pure adrenalin, the bike truly becomes an extension of your body. Damn, these bikes are good. My GS accomplished everything asked of it with aplomb. Certainly, the bike's capabilities exceed my skill level many times over.

We rolled into the EconoLodge in Marion well before dark. Just after we arrived, a group traveling north from Georgia pulled in. A few Beemers, a Harley, and a DR650. Part of the fun of riding is meeting others who share the passion for the sport. We took cabs to dinner at 27 Lions, a restaurant/bar in downtown Marion. I got there in the second cab and it seemed like our group grew by one. Some or our guys met a Canadian on a brand-new RT at the hotel and invited him to dine with us. What should have been an uneventful evening of pub food turned into a multi-course affair as the restaurant staff delivered random food at random intervals. As the evening unfolded the seeming inability of the waitress to deliver what was ordered to the person who ordered it took on an air of mystery. Was this a well-orchestrated delay tactic to get us to run up a larger bar tab (it worked), a behind the kitchen door simmering labor dispute with an organized slow down, or were the Russians warming up their election rigging hacking skills on the restaurant computer? We'll never know, but in the end it seemed as if we were billed for about 1/3 of what was delivered to our table as the frustrated waitress finally cashed us out with F-bombs muttered under her breath.

Tales were told, lies were swapped, and we headed back to the hotel to rest-up for the next day's adventure.

Another early start, this time Mike was our recreation director. The planned mileage for day 2 was the same but the route plan was intentionally created to explore some of the roads less travelled. After heading south-west through some beautiful farm country, we crossed the same three ridges as the Back of Dragon on VA county road 80; same awesome elevation changes and switchbacks but without the safety factor of 2 full lanes of pavement, shoulders, guardrails, etc. After we crossed the border back into Wild Wonderful West Virginia, we followed the general direction of the Hatfield-McCoy trail system and at times we shared the road with quads and UTVs of all shapes and sizes. In what was once the heart of coal country we passed many forgotten little towns with half the storefronts on Main Street vacant and in various states of disrepair. What a shame, such beautify country and such terrible poverty. Whenever we stopped for gas or for a break, the people we encountered were welcoming and accommodating. I truly hope things turn around for them, they certainly deserve better. We escaped a near multi-bike pile up when the gas station that was 4 or 5 miles down the road turned out to be about 250 yards around the bend from the general store where we stopped for directions. Distance must have been lost in the translation.

We arrived at the Red Roof Inn in Hurricane, WV with plenty of time to get settled in our rooms and relax a bit. We were in the middle of a commercial area and there were plenty of options for dinner. Some of the group went to a barbeque joint up the road and a few of us ended up at the Appleby's close by the hotel. Seated at the bar was one of the characters you meet every once in a while who you will remember for the rest of your life. Lawrence was probably in his early eighties and was having a good natured back and forth with the barmaid. Turned out that Lawrence was retired from the Air Force and had served in Korea and Vietnam. He had served as a pilot on Air Force One and had flown LBJ around during his tenure. While Lawrence was engaged in conversation, one of our group arranged with the barmaid to pay for his dinner. Lawrence was dumbfounded that someone picked up his tab and seemed humbled by the gesture. After the payee went back to the hotel we told Lawrence who had paid and said it was in gratitude for his service to our country.
He was obviously touched by the gesture.

On last day of our journey our group split up headed in various directions home. Mike, Brett, and I decided to slab it up 77. We stopped for gas in Caldwell and the road started whispering seductively: "you know, this is probably the last big ride of the season, 78's such a nice ride, 83 all the way home would be sooo much nicer than that boring old slab, and you don't really have to be home by dinner. Damn, I hate it when I start hearing those voices. Well, we did what any sane adults would have done in the same situation-we chased each other through the sweepers on 78 and rode 83 all the way home and missed dinner.

Here There Be Dragons Ride

Collective Pictures Contributed by the Riders

Moto Touring in Spain & Portugal

Paul Mitchell

Over the past few years Linda and I have experienced 2-wheel adventures in Europe visiting Spain & Greece and four countries within the Alps with professional touring companies from Spain and Slovenia. With three weeks' vacation this year we decided to try a different approach. Although the comfort of a planned route, experienced guides, a chase van for luggage and known lodgings was appealing, we decided to step out of the box and explore northern Spain for a week and then return to Madrid for the amenities of a guided tour of Central Spain and Portugal with three other couples.

Trust your GPS and recommendations from a Spanish Guide? Absolutely!

Based on seasonal weather upon our arrival, we were provided with several options from Martín Cebrián, one of the Head Guides with Iberian Moto Tours (IMT). He suggested several routes out of Madrid. As our departure date approached we checked weather conditions and decided to go north exploring León, Cangas de Onís, Ribadesella, Santillana del Mar, Burgos and returning to Madrid. The week before departure date we spent a few hours on various booking sites looking for interesting lodgings that would also have a secure place for the motorcycle. We found internet customer service agents to be very helpful in finding hotels with securing parking. We were ready to go!

We left from Toronto on a direct flight departing on a Friday afternoon arriving in Madrid the next morning (significant savings and inexpensive long-term parking as well). As has been our routine, we allow at least a day to reset the bio clock to the significant time difference. We chose a boutique hotel in the Theater District of Madrid, dropped off our luggage, and had a late breakfast at the Little Dakota Argentinian Steakhouse on a main boulevard. A short nap helped with the time change and then off to explore Madrid for a couple of days picking up the bike on Monday morning.

Our hotel was central to many of the locations we wanted to visit such as the relocated Egyptian Temple of DeBod which was given to the people of Spain by the Egyptian government when the Aswan dam was under construction. We visited the opulent Royal Palace where I squeezed off a few photos before I was sternly told *"No hay fotografías!* We also visited a couple of the ornate fountain plazas (Plaza de España, Plaza de Oriente, Plaza de Cibeles) The Plaza de Cibeles had a large banner welcoming immigrants to Spain in English! After a five-course dinner at 10 PM at a sidewalk restaurant, we retired to our hotel to re-pack for the next week's journey to the north.

Our own without a guide

After completing the rental paperwork and stashing our luggage for the guided tour the next week, I programmed the GPS for our first destination . . . León 250 miles to the north. Our hotel was in the "walled old city" with one-way cobblestone alleyways and streets. The GPS was re-calculating constantly attempting to override my legal route in busy city traffic. Finally, I made an executive decision and went on a pedestrian way that was accessed through bollard barriers that could ne retracted into the pavement for commercial vehicles. We finally and arrived in the courtyard of *Hospedería Monástica Pax*, a convent converted to a full-service hotel. There was still an attached chapel with sisters who still tended to church duties. The Beemer was secured in a gated courtyard that had five parking slots. That afternoon and evening, we roamed the medieval shops and structures of the walled city, enjoyed a craft fair and dined Italian style, "al fresco", in Spain within yards of the magnificent Santa Maria de León Cathedral. Construction began on the site of Roman Baths in the 13th Century and was finished 300 years later. I believe they went through a few Construction Managers!

After a good night's sleep in the quiet hotel and a great breakfast the next day, we decided to tour the cathedral Plaza and the church itself. Unfortunately, I was so impressed with the stain glass fenestration I left my Nikon pocket camera on one of the benches. Back in the plaza I reached for it and realized it was inside the main nave. No, it wasn't . . .L Within a few minutes it was in someone else's pocket and even though I went to the admission window and explained what happened and left my business card, the camera is probably visiting and recording other wonders of Europe.

Mountain Twisties to Cangas de Onís

I almost doubted the GPS as we left a main road to a one lane country road that made a transition to the twisties of the ***Parque Nacional de Los Picos de Europa***. The Picos mountain range in the Province of Asturias is the westernmost elevation of the Pyrenees chain which finally slopes into the Atlantic Ocean. The road was in pristine condition, there was no traffic for hours and the scenery was **SPECTACULAR!** Cangas de Onis is known for its modest cathedral which was the first one built after the defeat of the Moors' invasion from North Africa in the early late 700's A.D. There is also a Roman Bridge spanning the Sella River.

Our departure the next morning (after another great breakfast overlooking the boardwalk) was delayed for about 90 minutes until the rain diminished to a sputtering drizzle. It didn't matter since we were not on a timetable and blue sky returned later in the morning. We continued to Santillana del Mar and our second walled medieval city. This time we were outside the gated walls in a boutique hotel and met some riders from the UK that were on an extended ride to northern Spain's vineyards.

We followed the northern coastline to Ribadesella and our story-book lodgings. From our second story room we had a view of the surf and sandy beach and from another window we could see the Picos mountains. The Beemer was safely tucked away in the modern expansion of the hotel in an underground lot with security access. That evening we walked to a local corner bistro for "pub grub" and a brew or two. We watched the locals come and go and were captivated by a strange game show where the contestants were sprayed with colorful goos if their answers were not correct.

To Burgos

Burgos is a large city in the ancient Kingdom of Castile. Again the GPS was demonstrating seizure-like recalcs with one-way boulevards, pedestrian promenades and lots of traffic! I spotted an entrance to an underground parking lot in the city center near to where the GPS ID'd our hotel. Traveling down the steep entrance I was not able to get to the ticket vending machine so I just made it around the mechanical barrier. We would only be there for a few minutes looking for our hotel. We found the hotel, registered and were told that they remembered the call to verify secure parking. On the way back to the muni underground lot I discovered that I could not leave without the entry ticket I didn't not have. After some tortured attempts in English, fractured Spanish and even attempts in French, I wrote a note and passed it under the security window, "15 minutes". The attendant finally smiled and handed me a ticket which I could exchange at the fare kiosk for a free departure chit!

We took our gear to the room and then started to explore this bustling city of 200,000 residents. The shops were very chic, the traffic relentless, and the restaurants and plazas filled with locals. Burgos is off the *tourista* path! We found a quiet plaza with a tapas bar that offered Twofers! Linda had a vino tinto (a dark red or two) and I had a local cerveza (or two) accompanied by lots of tapas satisfying our appetites. We people watched as many families were out with their babies in strollers in the warm afternoon sun. Returning to the hotel expecting a quiet, restful evening, we soon found out that was not to be. The next morning we slept-in since the nightclub below us was roaring until 4 AM!

It's now Friday and time to head back to Madrid which was about 160 miles on the Provincial Highway, but I chose more picturesque side roads adding more mileage to the journey. We turned the Beemer in without a scratch and found out that our Head Guide for the next two weeks was Chano Lorenzo whom we had ridden with on the Tuscany/Provence tour, as well as my first tour with IMT learning the skills of mountain riding in the Pyrenees. We learned that our fellow tour riders would be three couples: from British Columbia, Minnesota, and Chicago. Also included was a father and son duo from Venezuela. Our first meeting was a dinner banquet Saturday evening and then off for another two weeks throughout Spain and Portugal.

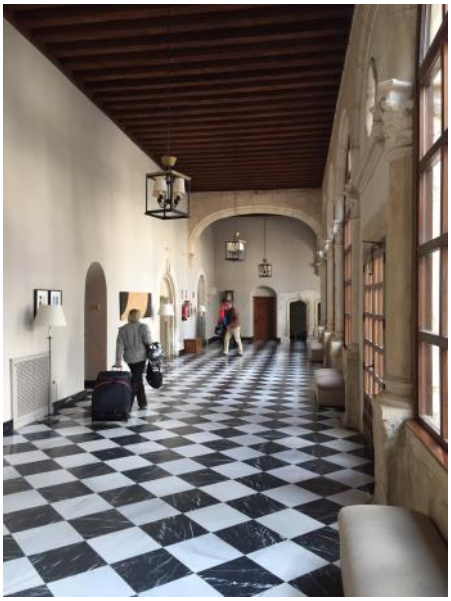
We took a cab back to a Marriott in the financial district where everyone would be staying. We still had had a day and a half in Madrid, but our first priority was laundry! The next day the concierge suggested I download an App for the Madrid Metro which would give the distance to all of the entrances and the description of the places were planning to visit based on a recommendation of Ryan at the IMT office. It was another great sunny day (now Saturday) exploring with the convenience of the Metro. We visited another local neighborhood a few kilometers away enjoying the non-tourist ambiance of life in Madrid.

Without going into a two-part narrative, the photos will give some indication of the beauty and history (Roman & Moorish conquerors) of Spain and Portugal. We visited numerous UNESCO World Heritage Sites, traveled mountain twisties, overnighted in Palaces, Monasteries, Convents, Fortresses and other historical buildings within walled Medieval Compounds, as well as a modern Parador overlooking Toledo about which is a history text in itself!

Cities & locations visited: **Segovia** and the Roman Aqueduct, **Avila**- Europe's largest walled city, **Cuidad Rodrigo**-Medieval walled city, **Porto** & **Cascais** Portugal, **Obidos**-seaside resort fortress, **Lisbon, Merida-**Roman amphitheater, **Parque Nacional de Monfragüe-** protected Vulture sanctuary, **Jarandilla de la Vera-**mountain top city, **Toledo -**Roman, Arab, Jewish & Spanish churches, synagogues, temples, mosques & cathedrals, **Consuegra**- Don Quixote's nemesis windmills, and **CUENCA La Mancha-cliff dwelling modern residents.**

As amazing as these trips have been, it's always great to come home. I have visited three continents on 2-wheels and keep trying to empty the bucket and find the cure for *Wanderlust!* Linda is a great sport and experienced pillion and asks, "Where are we going next year"? Hmmm, how about New Zealand, Scotland, Finland, Eastern Europe, Patagonia or even back to Africa?

the literary man óbidos hotel



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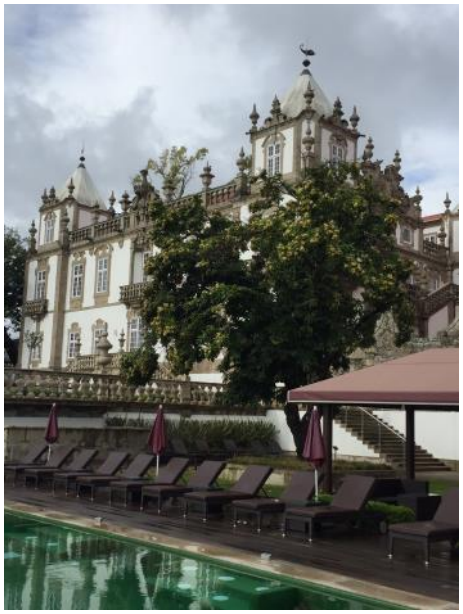

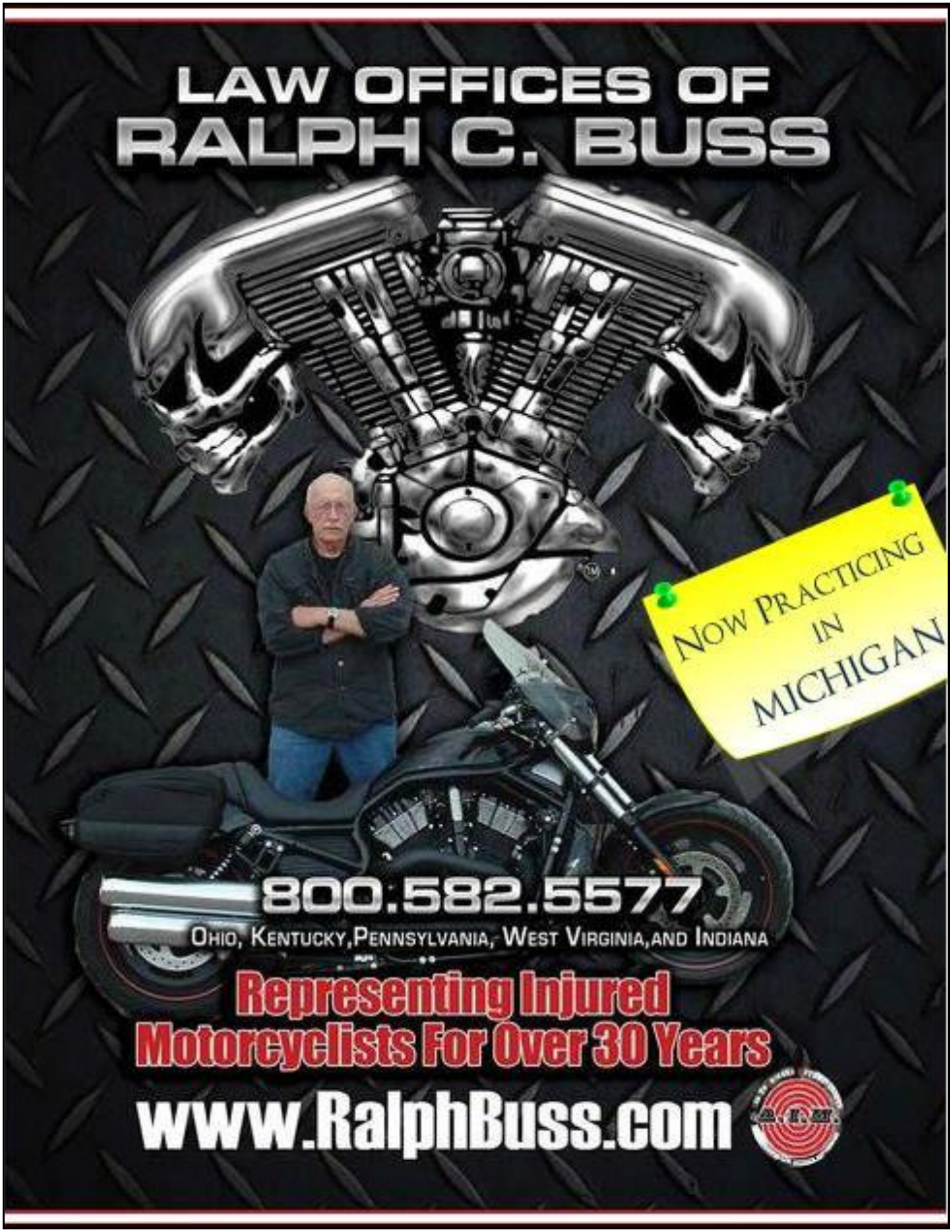
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Views from Octoberfest Fall Campout

The search for a new Touring Machine

Joseph Aiello, motorcycle enthusiast

I have been a motorcycle enthusiast ever since I got my first minibike in the late sixties. I knew then that I would always want to experience the thrill and challenge of two-wheeling. And, even though I have dipped into the 4-wheel world with an off road 4-wheeler and now road racing with a new Corvette, the love of motorcycling has never left me.

Over the years, I have had many different motorcycles (5 in garage as of this writing), and I love to modify them to suit my purpose or just to use my engineering skills. I just completed a renovation of my Man Cave to add additional capabilities to my motorcycle shop around restoration and customization.

My quest as an enthusiast is to try different brands and types of motorcycles from off-road only to full-on touring machines. I have also dipped into the restoration of 50-year old motorcycles and recently competed in the MotoGiro USA on one of my original 1966 Honda CB160's. No matter what I have, there is always a machine outfitted for long-distance touring duties. In the last few years, I have been using my Ducati Multistrada 1200S with many custom modifications including electronic cruise, lighting, and audio integrations. However, the very nature of an Adventure bike is not ultimate long-distance comfort or wind protection. Previously, I owned a Harley Ultra Classic and Honda GoldWing – both heavily modified as you should suspect by now. But I was longing again for that long distance comfort with something in between the MultiStrada and the Goldwing in terms of Performance/Weight. The Multistrada is about 475lbs with 160hp and the GoldWing was 950lbs with 125hp.

Years back, I sampled an R1200RT and wasn't a big fan of the boxer motor (to be honest) and some other things; however, with the improvements in the 2014+ models and the liquid-cooled boxer, I wanted to try it again. So, the opportunity to do so came up with a Back of the Dragon ride in October. I decided to rent an R1200RT from Sills and go on the ride. I was a bit concerned about doing testing this on Route 16, but what better way to really test the capabilities? Understand, I am coming off a 475lb Ducati with 160hp that eats up turns.

Well, as you can imagine, the boys pretty much left me in the dust for a few days till I got the hang of the RT. Dennis Owens and I brought up the rear, but both of us were getting faster and faster as the days wore on. I am not going to tell you that I passed everybody on that last day—not true, but we were all together, and I was smiling. By the way, a shout out to the guys in that ride- what a fantastic group to spend time with!

After I came home, I wrote up an evaluation on the 2014 RT, and it is available if anyone may be interested. It included what's good, what I must live with, and what can be improved to reach my goal of a very comfortable, high performance, long-distance touring bike. Overall, this is really a fantastic motorcycle and the best I have ridden in its class. I knew what I must do!

An update: This 2015 RT with 3,700 miles (well a bit more now) is in my garage and has been field tested (before we got snow- remember that 74 degree Friday?) The RT is undergoing the modifications outlined in my evaluation document. I hope to see you all out there again in the near future. (I know, I know, it is going down to minus 2 tonight, and I have 4 inches of snow in the driveway)…

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2014 BMW RT Review

Joseph Aiello

Test conducted in West Virginia in aggressive riding conditions consisting of over 4,000 turns on Route 16, 81 and many others including 250 miles on highway with fellow members of the BMW MOC club in the 'Back of the Dragon Ride'

Hits:

- Very Compliant and stable at high speeds
- Plenty of Engine Performance; keep rpm above 2.5k, best in the 4k-5k range in twisties especiall
- Brakes are excellent and front end dive is controlled very well on hard stops
- On road, Sixth gear about 4k rpm at 75mph, very comfortable
- Metzeler Roadtec 01 tires road exellent; handles tar strips and other linear road anomalies very well; Some say they don't last long, and that the Pirelli P4's will last longer
- Gloveboxes lock individually.
- Handling in twisties was excellent for a 650Lb bike. Normal and Hard modes (hard was razor sharp) is best (this was tested over and over in the most demanding place RT 16 in West Virginia) covering over 4,000 turns with lots of switchbacks.
- Electronics and electronic controls excellent
- Cruise control excellent and controls perfect.
- Appearance is nice fit and finish quality
- Wind protection on hands and legs is excellent.
- Seat heater, controls, and grip heaters excellent 10 of 10
- Navigation system V is adequate and preferred; Cannot be seen much in sun, needs a sun shade
- Fuel tank size and mileage excellent: 6.6 gal / about 45mpg
- Rear passenger room and seating position good (according to my wife), backrest good

Misses:

- Clunky transmission / Clutch – Difficult to shift smoothly especially in 1st to 2nd gear. . There is a small window of throttle control / load on transmission that will help, but it is tedious. Solution: Use two fingers on shifter and with fingers as the clutch stop you can modulate the clutch better
- Windscreen buffeting at low; must have all the way up for semi-clean air although at 75mpg the buffeting at sides starts up again. Solution: Install Werks Quiet Ride 24" for my torso height
- Pegs feel a bit cramped on legs. Solution: Install a lowering kit to get another 1"
- Shifter to peg height- not enough room with boots. Also east to hit shifter when putting kickstand down! Be careful, turn off bike. Solution: Adjust in combination with lowering pegs
- Handlbars- ok, but may want to move back another inch so I can get to back of saddle where it is wider. Solution: Helibars
- Gloveboxes are too small for phone and the phone hookup is ancient (no iphone specific connection- really?). Solution: Tank bag
- Radio is crappy unless you are sitting still. Interestingly, it was better if I closed my shield on my
- Schuberth helmet. Solution: Only use in the garage L
- Seat was about a 6 out of 10, better than most, but still would need to be replaced for long-term comfort. Solution: Replace seat with custom: Corbin or Sargent
- Navigation System in Sun difficult to see. Solution: Install a Sun Visor or NuShield

Things to buy to get it Tour ready:

- New Werks Quiet Ride 24": $215 ** DONE Bought private party new for $175
- New custom Seat: $700 estimated ** DONE: Sargent World Performance Plus Heated with backrest: About $1013 including shipping
- TBD: Peg lowerering: $270 estimated Not sure if I need, ride more. http://www.wunderlichamerica.com/motorcycle/31410101.html
- Handlebar barbacks: HeliBars $329 https://www.helibars.com/products/HeliBars%C2%AE-handlebar-risers-for-BMW-R1200RT-LC/634.html ** ON ORDER]
- Large Top Box: $1500 (if used bike doesn't have it) ** CAME WITH BIKE
- Navigation Sun Shade: $50 http://www.wunderlichamerica.com/motorcycle/21070202.html ** Went with NuShield for Nav V unit
- Grip Buddies: $25 http://www.wunderlichamerica.com/motorcycle/14881111.html
- TBD: Engine Protection Bars: $475 http://www.wunderlichamerica.com/motorcycle/20380101-103.html ** Wunderlich came on bike
- TBD: Rear Protection Bars: $420 http://www.wunderlichamerica.com/motorcycle/20450101-103.html ** Wunderlich came on bike
- TBD: Side Stand Foot: $63 http://www.wunderlichamerica.com/motorcycle/32420402.html
- TBD: Camera Cam Rack for GoPRO: $135 http://www.wunderlichamerica.com/motorcycle/44600600.html

- TBD: Small Tank bag
- TBD: BakUp Backrest: $428
- Rear BMW Trunk Light: $175
- Rear brake modulator: SupaBrake 3 - $112 http://www.vizi-tec.com/supabrake-3-bmw/
- Protection grips for Gas Tank: TechSpec Snake Skin Gripster $89.95 http://techspec-usa.com/motorcycles/bmw/bmw-r1200rt-2014-current-tank-grip-pads.html
- Highway Pegs: $329 Illiumworks http://www.iliumworks.com/BMW_Motorcycle_Accessories.cfm?pn=27-100&pID=73 ** Bought Used for $160
- Safety lights on forks: Photon Blasters $129 http://www.lights.skenedesign.com/ ** Have a set from another bike to be installed- brackets purchased

Minimum Bike Specs:

- Premium preferred however not absolute
- Things I don't absolutely need:
  - Radio unless it affects phone usage in some way
  - Auto shift
  - Keyless
  - Central locking
- Touring package with Navigation
- Heated grips and seat
- Top box
- Blue w/stripes 2015 preferred, but Ebony acceptable in 2014

News from http://www.motoamerica.com/2017-motoamerica-race-schedule-expands-to-10-rounds :

MotoAmerica has announced an expanded schedule for the 2017 MotoAmerica AMA/FIM North American Road Race Championship with 10 rounds and two new venues on the provisional calendar for the upcoming season.

The two new rounds on the schedule are rounds seven and eight, which will be held at Sonoma Raceway in Sonoma, California, August 11-13, and two weeks later at the Pittsburgh International Race Complex in Pittsburgh, Pennsylvania, August 25-27.

The 2017 season will mark the first time an AMA-sanctioned race will be held at the Pittsburgh International Race Complex. The 2.8-mile, 19-turn racetrack is situated in a 400-acre complex locat-

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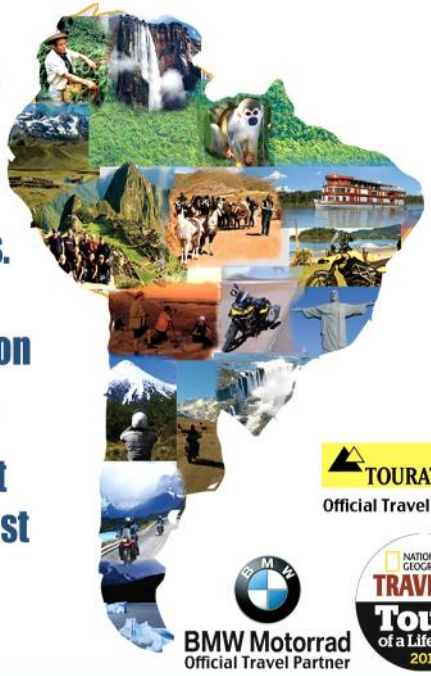

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