Cleveland Club News

The Official Publication of the BMW Motorcycle Owners of Cleveland Fall 2006

Fall Festival Has New Food Option

This October the club and those who want to join our members for a last-chance get-together will have a new option when it comes to the Saturday night meal. Known variously as the "Gathering of the Clans/Clams" or "Fall Foliage Festival", the MOC still enjoys seeing riders from all over Ohio and nearby states. The dates for this year are October 13th to the 15th and the location is once again the Whispering Hills Campground just south of Shreve, Ohio on route 514. The difference lies in whether you eat clams or not.

When polled this year by president Roger Pivonka, some members noted that eating clams was not the main lure for the event. Some said they ate the chicken and gave the clams away. If you were one of those not particularly drawn to clams in butter, you will have the option of bringing whatever types of foodstuffs you like instead of the meal. There will be a grill available to prepare steaks, brats, hamburgers or whatever your particular preferred fare might be.

Former president George Lopez has volunteered to supervise the purchase, storage, steaming and distribution of clams in the absence of Bob Wood who will be out of the country. The cost for the meal as he prepares it will be $18.00. Camping is $10.00 per night and cabins are available on a first come, first served basis. Contact Whispering Hills campground for availability and charges at 800-992-2435 or 330-567-2137. Their e-mail is whri@bright.net. GPS coordinates are: N 40 degrees, 38.554 mins./W 82 degrees, 3.927 mins.

Attendees enjoy a bonfire of huge proportions on both Friday and Saturday nights. Bull throwing and barley sampling are also performed with gusto. Mark your calendars, decide on a menu and join the fun. ■

BMW In Attendance for Demos at Vintage Days

Mid-Ohio was once again the venue for Vintage Days presented by the American Motorcyclist Association. Held one week later than usual in 2006 on July 28-30, thousand of visitors thronged the race track and surrounding grounds for all manner of motorcycling activities. The featured marque for this year was MV Agusta and it seemed natural that one of the most successful racers of all time, who competed on an MV was asked to be Grand Marshall. That would be Giacomo Agostini, undisputed master of the old era Grand Prix circuits and the Isle of Man.

BMW joined Harley-Davidson, Kawasaki, Ducati and MV Agusta in offering demo rides. The new GT and R1200S were included in the BMW stable and those completing the rides had a hard time hiding their enthusiasm for the new machines.

BMW's course was slightly different from the other manufacturers and included a demonstration of their ABS system at a half-way turnaround point. Riders so inclined could then swap machines to be able to test two machines on the same demo. Once again, BMW broke away from the pack and provided a more real-world experience for those doing the testing.

Late risers were out of luck getting any saddle time as most of the day's demos filled up by 10:00 a.m. Lucky stand-bys could get a ride if they waited, but the ideal setup was to get there early and stand in line.

Those who got distracted and missed their appointment times couldn't really be blamed. There is so much going on during the weekend that it's easy to lose track of time. Autograph seekers could get Agostini's or Mann's signature at the AMA booth, races of all types were held continuously during the day, dealer appreciation laps of Mid-Ohio gave many their first close look at the circuit and all that combined with the swap meet and new product vendors in the infield.

If it was a person's goal to see historic, fabled, rare or modified motorcycles, Vintage Days was the place to do it. Ariels to Zundapps, they were all there. Look for the next version in July of 2007. ■

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The Pivonka Report

By President Roger Pivonka

The Peaks of America Tour was fantastic. I got to see a lot of our country I had never seen before. I was awed by the scenery in Wyoming, Utah, Nevada, Oregon and California and I only saw a little bit from my saddle as I sped along from rally to rally. In that hot July you could still see snow-capped mountain peaks and rain storms as far as forty miles away. I managed to make it a Coast to Coast ride by wetting my boots in the Pacific and Atlantic oceans.

It was a trip I want to make again without the time constraints. I need to mosey, meander, lollygag and turn off the interstates to see the sights the roadside signs tell about and visit those itty-bitty towns, population one hundred twenty four that are just a mile or three off the Big Roads.

And, as much as anything, I enjoyed doing it solo. I got to meet so many new folks along the way. When you're with traveling companions you tend to socialize with them and miss out on the others around you. When you solo you talk with the locals or other travelers. You meet people like the guy who has almond and walnut groves in groves in California and whose grandfather owned a titanium mine and had a patent on titanium. And if you feel like stopping, or going, or riding to the NEXT town, you just do it.

Want to stay at that $24.95 "Generic Motel"? Check in. Want to nap on that picnic table? Relax! The timetable is completely in your hands. Want to ride through that 112 degree heat? It's a dry heat, you know. Go ahead. But, most importantly--GO! ■

Captain Mike's Road Report

I've heard a lot of stories about the members' rides this summer. Unfortunately, I have not had the opportunity to do much pleasure riding. Since returning to work my time is spent between working long hours and trying to keep up with all the maintenance at home. It seems to be a loosing battle. Ever since my surgery last year, I do not have as much stamina as before and it is starting to show. I feel like I'm out of the loop on most club related activities. I am finding it increasingly difficult to find the time to participate, and when I do it is at the expense of time that I should be doing other things around home. For these reasons and more I have decided to not seek or accept the nomination for Road Captain in the upcoming election.

As far as I know there are three more club events scheduled for this year. The first is the dealer poker run on Saturday Oct.7th. It will start at 9 a.m. at Sills and hit all the northeastern Ohio BMW dealers (about 300 miles). The second is the Fall Foliage / Gathering of the Clams rally (Oct. 13,14,&15) Be sure to get your money paid to George Lopez by Oct. 6. The Third actually takes place in January of '07 and is the Holiday party on Jan.6, 2007. It will be at the same place it was last year (Catered Elegance). The BMWMOC board has not yet decided what the menu and cost will be –however, monies will have to be paid to me Mike Kiesel by December 21. The web site should have all the details as soon as they are known and there should be another CCN in early December with all the details.

Ride Safe, Ride often

2007 Elections Notice

During the September meeting, the President will appoint a three member Election Committee from the general membership and declare the nomination window open. To be eligible for nomination an individual must meet all applicable membership requirements, must have attended at least three monthly meetings during the current year, and must expect to be able to attend all Board and monthly meetings during the coming year. Nominations must be seconded by another member. Individuals may be nominated for more than one position, but can only accept one nomination.

The Election Committee will confirm that each nominee is willing to serve. Nominations of unwilling nominees will be withdrawn.

At the end of the October meeting, the President will make a final request for nominations and then declare the nomination window closed. Additional nominations are prohibited prior to and on the Election Day unless there are no nominees for a particular position; then nominations will be accepted only for that position.

The Election Committee will compile an Annual Election Ballot and a document containing nominee position statements. The Election Committee must receive all nominee position statements no later than thirty days following the October membership meeting. The Election Committee will mail or distribute with the club newsletter one ballot per member and the nominee position statements at least thirty days prior to the January membership meeting. The ballot will provide: a list of nominees, a space for write-in votes, an address where the completed ballot must be mailed, and a deadline date after which ballots received will not be counted.

Members who cannot attend the January membership meeting to vote in person must return the completed ballot in an envelope with the member's membership number on it per the included instructions for such vote to be counted. (Continued on page 5)

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I Learned About Riding From That!

By Mike Kiesel

Mike continues a new feature for the CCN with this issue. The title says it all. Send in an example of an experience that taught YOU a lesson about riding that you now use every time you saddle up.

The Nerve to Swerve

This instinct has saved my butt on at least two occasions. It is the ability to swerve. I started honing this ability long before riding a motorcycle. While in high school I rode my 27-inch Raleigh bicycle (English Racer is what we called them) everywhere. I easily pedaled over 50,000 miles on that bike. To stem the boredom of long rides, I'd see how fast I could go and weave in between the dashed lines down the center of the road. When that stopped being a challenge, I mastered the technique riding "no hands". Even today, when I find a lonely stretch of road, I do it on my K1200LT (usually using my hands). Sometimes when it's convenient and I'm bored with the straightness of the road, I'll swerve from side to side in the confines of my lane. I attempt to go from the edge line to the center line and back again while leaning so far in the swerve that my head actually follows a straight path down the center of the lane as my body and the motorcycle lean. I see just how violently I can do this swerving. I am constantly amazed at how extremely and violently it can be done. When I attended the ERC last year I was pleased to see that they taught swerving as a collision-avoidance maneuver. For me, it was the easiest skill they expected us to practice.

About 3 years ago it paid off for me big-time. I was riding my R75/5 at about 2 AM just south of Medina. I was traveling about 45 mph and was approaching an oncoming truck. Of course there's that split second while passing an oncoming vehicle when you cannot see past the brightness of their lights; but we all continue on, just on faith alone that nothing is in our path. Well, as soon as I could again see after we passed, there were 2 young dogs (boxers, I think) running shoulder to shoulder down my lane, straight at me and they were less than 50 feet away. Let's see 45 mph is about 31.5 feet per second, so 50 feet would be about 1.6 seconds to see the problem, figure out an avoidance solution and carry it out. All the traffic experts would tell you that I must have hit the dogs; that I would have not had the time to react. They would be wrong. Just like how a person jerks back their hand when they touch something hot without it even registering in their brain, as I first saw the dogs, my hands were already doing what my learned instinct had taught them. They pushed the right handlebar forward and pulled back on the left violently, without my even thinking of it. Just as quickly, they reversed the pressure and completed an avoidance swerve, without my even thinking about it. I WAS EVEN IMPRESSED. I was sure that I should have hit the dogs, but all that practice paid off. The other time swerving saved my butt had something to do with a moose and another lesson – but I'll save that for the next CCN. ■

Cape Breton Invitation

Cape Breton is world-famous for its breathtaking scenery and unforgettable hospitality. The cancellation of the Festival of Speed has brought a group of volunteers together in that spirit to ensure that those who are still planning to come are presented with the best Cape Breton has to offer. We hope to have something for everyone. Below is a tentative schedule. We hope to launch a web page, which will offer you continual updates and pictures for the events planned, and the ability to sign up for any and all. In the meantime, please look over the Schedule of Events and let us know what you think. Applause or criticism, both are welcome.

Wednesday, September 20th
Assemble and register at Port Morien Legion. Participate (reverse TT Course) Follow the clues for the poker run and return to Port Morien for a taste of hospitality and great prizes! Dinner and Entertainment and lots of opportunity to meet and mingle.

Thursday, September 21st
Tour of TT Course/Participation Badges, continue along MarconiTrail to Louisbourg (once in a lifetime ride— picture yourself riding into an 18th century town!), tour of the Fortress Louisbourg, seafood extravaganza & Ceilidh (an amazing array of seafood – cooked on the beach!), then join in for all the fun of an old-time Cape Breton Ceilidh!

Friday, September 22nd
Motorcycle Activities: Sydney Airport/drag races, displays at airport hangar, barbeque at Membertou for Ride for the Cure, entertainment and Cape Breton Music – see what the fuss is all about!

Election Notice (continued)

The actual election will be held at the January membership meeting with both the mail-in ballots and the in-person votes being counted.

Determinations:

(1) Except for directors, the nominee with the greatest number of votes for a particular position will assume the duties of that position at the February meeting. Nominees determined to have won the election for their respective positions shall try to attend the January Board meeting along with the current office holders for that term.

(2) For directors, members vote for the mandated number of the director nominees as stated on the Official Ballot:

If a member is elected to a position by write-in votes, the Election Committee will confirm that the member is willing to serve in that position before finalizing the results for that position. ■

Cape Breton (continued)

Saturday, September 23rd
Charity breakfast at Membertou TCC in support of the Ride for the Cure, Gord's Racing - Ride for the Cure over scenic Cabot Trail, awards ceremony at the Armories – someone wins a bike!

Or for those who aren't going on the ride, brunch at Casino Nova Scotia, Slot Machine Tournament – see who has the fastest Draw, prizes and fun, fun, fun!, time to relax and mingle in the Millionaires' Lounge, Kitchen Party with new friends! Contact Lou Leith at **lleith@ capebretontt.com**. ■

Vermont Isn't Flat!

Photos & Text by Paul Mitchell

The MOA was my first national rally (and only third bike rally) and I had no specific expectations except to enjoy the ride and meet new friends and interesting people. I had personal "business cards" made up through an Internet service with BMWMOC membership and personal contact info. I decided to ride solo for my first long ride and take a northern route through Ontario & Quebec. I left on Tuesday afternoon and made it to the eastern burbs of Toronto knowing that I would have traffic in the a.m. getting through the city. Everywhere I stopped for fuel or rest people would come over to ask where I was headed (I had over-packed for the week with Helen 2 Wheels system). At a Wendy's, I was invited by a very Friday the 13th Rally at Port Dover (http://www.pd13.com/) .

The second day I headed off the QEW after posing for a MOCal shot at a BMW dealership just east of Toronto, then toured on HWY 7 which parallels the 401 about 20-30 clicks to the north. It was a great road with little traffic and lots of local charm.

My original plans were to travel just south of Ottawa and visit and/or spend the night near Montreal with a Canadian work colleague. At a rest stop, I met a couple from Montreal that advised not to go to the city that late in the day due to traffic but to head south to Cornwall and cross over there. The mademoiselle was riding a '96 K75 and her friend a Goldwing. There were not aware of the Burlington Rally and were sorry that they would not be able to attend. The border crossing was a bit backed up on Wednesday afternoon so I shut down each time I stopped while each vehicle went through the interview process. Finally my turn and with passport ready, I rode to the booth. The custom's officer asked where I lived and where I was going. I told him that I was headed to Burlington VT and he replied, "You're late, all of your buddies just passed through 15 minutes ago. Have a great time!"

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Vermont (continued)

I found a Super 8 in Massena, NY and planned the ride to Burlington on Thursday. I arrived at the Port Kent Ferry for the 10:40 crossing with about 20 other riders. The chap in front of me had an Ural with sidecar and everyone asked how old it was. It was a 2005! Saw the Iron Man set up at Lake Placid and put on heavier gloves because it was a bit chilly in the a.m. on this portion of the Mohawk Trail.

Finally, I approached the fairground, found the registration tent and lucked out with a pre-registration line of only two ahead of me. I located Judy, Roger, Carl Bork, George Lopez and a few others from the club and camped nearby because of the crowding. My neighbors were locals from NH and Quebec.

Enjoyed the lectures, a side trip on Saturday morning up through the islands, vendors, (new riding pants for the trip home) and lots of new friends (met Court Fisher of BMWMOA at the alumni dinner of Iberian Moto Tours who had just done the 1st organized ride through of Iran). I made a side trip on Saturday morning up through the islands, trolled the vendors, (new riding pants for the trip home) and met lots of new friends (Court Fisher of BMWMOA at the alumni dinner of Iberian Moto Tours who had just done the 1st organized ride through of Iran).

Talk about being prepared for a trip in the Great Northeast! This rider must have been an eagle scout. Are the harpoons inside?

Total mileage was 1,550 and my longest day was Sunday with 531 miles on a new gel seat pad along the "Southern Tier of New York State on I-87 (NO TRAFFIC) to Lake Chautauqua, Erie and then home.

I enjoyed the entire experience, but the best part was knowing that I had made a good decision, joining BMWMOC, getting the K75 two years ago with 3600 miles and now it just turned 12,000. Made lots of new friends, learned about my own endurance and found that there is a very special bond of friendship, cooperation and camaradeship among Beemer riders! ■

First time visitors to New England come away with a new appreciation for the scenery, winding roads and friendly folk. Just stay out of Boston.

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Earlybird Tips for '07 MOA

By Judy Gau

It's not too early to start planning your trip to the 2007 BMWMOA Wisconsin Rally. Being from Michigan, I've enjoyed traveling throughout the state and those that adjoin it. Here are a few suggestions based on those experiences.

1. Leave a few days early and head up the western side of Lake Huron, across the Mackinac Bridge (if it's still in one piece), and ride the northern part of Lake Michigan down to Milwaukee. I would avoid the Green Bay Bridge unless you have rocks in your pockets and saddle bags because of the gusty winds that come up with little warning.

2. Ride the eastern side of Lake Michigan and take the USS Badger ferry from Ludington, Michigan to Manitowoc, Wisconsin. The ride is about four hours long, with sleeping quarters available to stow your gear, get some rest or take in the beauty of the lake and cool breezes. Entertainment, gift shop, video room, big screen TV's, sun decks and restaurants are also available. Remember to bring your own tie downs and practice using them. No assistance is available for securing your bike, a lesson learned personally. There is another ferry that heads to Milwaukee, travel time much shorter, but not as quaint or relaxing. Price is the same.

Stay in one of the many small towns close to Ludington and enjoy the sand dunes. Miles and miles of sand and fun await you. ATV's, GS's, whatever your mode of transportation, you can play in the dunes.

3. Ride the eastern side of Lake Michigan up to the Mackinac Bridge and around the northern tier of Lake Michigan down to Milwaukee. You are on the water's edge the whole ride. Many small towns with lots of shopping, motels and camping.

4. If you have a few extra days, ride around Lake Superior, the scenic circle tour of the largest fresh water lake in the world. And while you're at it, earn your Four Star Admiral Certificate for completing the Lake Superior Circle Tour. Since I'm an Admiral, you can bow at any time. The roads are in excellent condition and very well marked. The beauty is breathtaking, and many forms of wildlife can be seen. Most gas establishments will hand you the pump to fill your tank, and this is considered full service. One note of concern; take your bug spray as July is mosquito month in the upper parts of Michigan, Wisconsin and Canada. If you extend your trip into August, its black fly month, and the flies are very large and hungry. In depth exploration will involve other trips.

If you don't have time to do the Lake Superior Circle Tour, head up across the Mackinac Bridge to the Sault St. Marie, Michigan Locks, and Whitefish Point where the Edmund Fitzgerald sank three miles out, Pictured Rocks National Lakeshore for kayaking or rafting, and on up to Copper Harbor. Scenery is fantastic and so are the bears.

Ride up the artsy peninsula between Green Bay and Lake Michigan to Washington Island. The ride is less than a day, taking a ferry to the island. A trip you'll be sure to remember always. Leave some extra room in those saddlebags for shopping. You'll also learn about and witness the fish boils in the parking lots of every restaurant on the island. They draw a crowd every night.

Whatever side trips you plan on taking in the northern parts of Michigan, Wisconsin or Canada, remember to fill your gas tanks when possible. Fuel and service is sometimes hard to come by, another lesson learned.

Venture over to Sault St. Marie, Canada and take the Agawa Canyon Train, 114 miles into the deepest parts of the wilderness. The scenery is magnificent and the trip is relaxing. If by chance another train derails on the tracks ahead, don't fret, they will fetch you by school bus, car, van, whatever means thru the logging company back roads that few outsiders have seen. A great trip and worth the bucks.

Most of these routes are on the water with many motels, hotels, and camping areas along the way. I'm looking forward to planning my adventure already whether I stay at the rally site or venture outward.

July 19th through the 22nd, 2007 is not that far off, and West Bend, Wisconsin is just north of Milwaukee, so set your long-range schedule now. Summertime is also the season for many festivals in the area, so maybe a consult with WI tourism would be wise. ■

Perfect Pyrenees III

Photos & Text by Paul Mitchell

If you recall the last episode, our group posed at 6,938 ft. for a photo at Geant du Tourmalet, [The Giant of Tourmalet] a composite sculpture of all of the riders who have suffered racing up the Col du Tourmalet in the Tour de France races.

The top of the Col (pass) is no anti climax. The views are breathtaking, near vertical ski slopes, the giddying drop when you look down on other travelers trying to ascend the last kilometer on bicycles. Best of all is a hearty lunch at the restaurant with memorabilia of the past races! (Ask me about the French Bathroom!) You will feel as high as a kite, but the bar menu will do you a steak or a great burger and fries Then comes the descent.

(Continued on next page)

Perfect Pyrenees III (continued)

The other side of the Col begins with a not too steep, but very exposed section of tarmac that keeps you in second gear (perhaps even 1st), hard on the brakes, no guard rails, then twists and drops to the valley thousands of feet below. Since the weather was wet and windy, one of the most seasoned riders wanted his bike transported in the chase vehicle, but I was instructed by the former Presidential Bodyguard / Road Captain / Tour Guide to start down the mountain on the R1200 RT. Disappearing around the first curve, I later learned that the rest of the group was betting on my demise!! Bottom line, I made the switchbacks slowly and deliberately and waited at the pastureland below for the weather to clear and the group to reassemble over the next half hour.

Our next two evenings were spent in Sallent at a ski lodge. This was mid week with day-trips to be planned or a rest day. Dinner was at a local bistro and English was heard from a neighboring table with a family from Atlanta enjoying a Spanish vacation. After a short hailstorm (golf ball sized!) and minor damage to the brake fluid reservoir cap on one of the bikes we planned the next day's activities. There were four adventurers who decided to visit the hidden Monestario de San Juan de la Pena. This structure reminds one of something out of an Indiana Jones flick with the monastery carved into a canyon rock. The other attraction was the legend of the Knights Templar hiding the Holy Grail for three centuries before it was whisked off to England, Scotland, France or wherever your interpretation of the "Da Vinci Code" places it. After an interesting visit to this historic site, we decided to make a "speed run" to Pamplona to look for the BULLS! The highway of Echo Valley is described as a freeway but is really a well maintained two lane National Highway.

(Continued on next page)

Oh, those wacky Spaniards!

1557 Oak Harbor Rd
Fremont OH 43420

Perfect Pyrenees III (continued)

Speeds on this artery approached 150 clicks (90+ mph) but the road was straight except for a few sweepers around a large lake. We approached Pamplona around noon and on the main Plaza we found an Irish Pub, with a French menu and ordered in English! There was activity all over the city in preparation for the annual San Fermin Festival or "Running with the Bulls" that commerates the death of a Christian martyr being drug through the city by a team of bulls. A modern city of ~ 200,000 residents, Pamplona is an enigma with Roman ruins (a two-thousand year old aqueduct) and state-of-the-art medical facilities to treat bull tramplings and gorings!

After lunch we explored the city's various districts, found the "Plaza de Toro" where the two waves of bulls and some of the surviving partygoers would finish their run in just another week. Due to the two hour trip back to our lodgings, we decided to bypass a castle visit where Saint Francisco Javier was born. It is said that the castle chapel houses an effigy of the saint who was said to have broken into blood sweats immediately upon the death of San Francisco Javier.

Our fifth day of the tour pushed about 376 km (233 miles) through three mountain passes, beautiful valleys and farmlands with the challenge of natural hazard of "green ice" on tight curves left by cattle, sheep and goats. One local "cattle drive" interrupted our motoring for about fifteen minutes while the family slowly herded their stock along the roadway.

Senor Mitchell gestures royally and suggestively.

Our destination that evening was Cardona and the restored 9th century fortress that has been converted into a Four Star Hotel and Convention Center by the Spanish government. The rooms were spacious, with satellite TV and WiFi Internet connection, the baths were lined with polished marble making this an attractive corporate getaway from Barcelona, which is only 105 km (65 miles) away. We enjoyed another gourmet meal with local fare and recounted the adventures shared on the trip.

Our final day was a short ride but again, the scenery

(Continued on next page)

BMWMOC BREAKFAST RIDES

BREAKFAST - EAST Bob Evans Restaurant 6100 Som Center Road (Solon) Rts. 422 & 91	BREAKFAST - SOUTH Farmer Boy Restaurant 1324 Canton Road Rts. 224 & 91	BREAKFAST - WEST Steak & Shake 5300 Abbe Road Rte. 254 & 301
April 8th April 23rd	April 9th April 15th	April 16th April 22nd
May 13th May 28th	May 14th May 20th	May 21st May 27th
June 10th June 25th	June 11th June 17th	June 18th June 24th
July 8th July 23rd	July 9th July 15th	July 16th July 22nd
August 12th August 27th	August 13th August 19th	August 20th August 26th
September 9th September 24th	September 10th September 16th	September 17th September 23rd
October 14th October 22nd	October 8th October 21st	October 15th October 28th

Participants are asked to arrive early enough, fully fueled, to eat and depart by 9:00 a.m.

Perfect Pyrenees III (continued)

was SPECTACULAR! We visited Montserrat. This mountain is a huge massif that rises out of the low hills of the Catalan countryside. Home to the region's Patron Saint, La Moreneta (Black Virgin), and a place of pilgrimage for nearly a millennium, this strangely shaped mountain is the spiritual heart of the Catalonia region. In English its name means 'serrated mountain', an apt description of the rounded peaks that make its top look like a saw from a distance. The Benedictine Monastery of Montserrat founded in 1025 is nestled among the bulbous peaks of the mountain and is still a pilgrimage site for the faithful to come to touch the 12th century Romanesque wooden sculpture of a black Virgin Mary. It's also one of Catalonia's top tourist attractions and handles more than 2.5 million visitors each year.

After a rest stop at a sidewalk cafe´, we were instructed to stay close together through the toll road entrance into Barcelona's inner traffic complex. We were to pay a 2 Euro fare and then squeeze together just past the tollgate to be escorted through the beginning weekend and regional vacation traffic maze. We all reconvened at the local BMW dealership, which presented both autos and bikes. After some daydreaming, taxi's were called to bring the group back to our downtown hotel and last group dinner at the oldest restaurant in Barcelona.

That evening we enjoyed swapping tales embellished by the effects of Sangria and other local brews. The "real men" decided to go "clubbing" in the entertainment district but after a few hours of loud music and more libations, I decided to find my way back to the hotel.

I had one more day for shopping and exploration since my reservations were based on years of travel awards points. I found a very up-scale department store that took care of that chore. On the way back to the hotel, I was caught up in a national celebration of the Spanish Parliament legalizing same-sex marriages. There were street bands, parades and celebrations for some time. ¡qué vida! (What a life!)

This September I'm off to the Tuscany region of Italy for seven days of touring following the BMW MOA Rally in Burlington Vermont. ■

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Calendar of Events

September 8-10

BS Rally "Puttin' on the Ritz"

Beautiful Lake Snowden Campgrounds, US 50, west of Athens OH. Two nights camping, Friday night dinner, Saturday night catered feast (guaranteed if pre-registered or Friday arrival), coffee, self-guided tours, campfires & entertainment, awards and door prizes. Pre-register $35; $40 at gate. Rally pins to first 150 arrivals. Send check to: Buckeye Beemers, P. O. Box 154, Columbus OH 43216. Information at www.buckeyebeemers.org or Eric Nyrop, 614-444-9409.

September 24

Canton M/C Another Dam Run

Meets at clubhouse on Rt. 93 south of Brewster. Registration open at 11:30. $5 participation fee. Food, drinks available for sale in clubhouse.

September 28

BMW MOC Board Meeting

7:00 p.m. at Mike and Lucy Potisuk's residence, 3750 S. Sunnyfield Drive, Copley OH 44321, Phone 330-670-9931.

September 29 - October 1

AMA Superbike Championship Shootout

Held at Mid-Ohio Sports Car Course near Lexington OH. Season finale. Superbike, Supersport, Superstock and Formula Extreme classes will be contested. Call 1-800-MID-OHIO for information or log on at www.midohio.com

October 7

BMW MOC Dealer Poker Run

Starts at Sills at 9:00 a.m. and will visit all BMW dealers in our area. Mileage for the day approximately 300. Contact Mike Kiesel at 330-723-6479.

October 13-15

Gathering of Clams/Clans/Foliage Fest

Whispering Hills Campground, Route 514 south of Shreve OH. Meal $18.00. Deadline for payment 10/6/06 to George Lopez, 5962 Chestnut Hills Dr., Parma OH 44129, phone 440-532-0627. See front page regarding food options for Saturday night and description of event. Camping $10 per person per night.

October 14

BMW MOC Membership Meeting

Held at the Gathering above on Saturday at 4:00 p.m.

November 2

BMW MOC Membership Meeting

7:00 p.m. at Panini's, 480 West Aurora Road (Rt. 82), Sagamore Hills (Northfield) OH 44067. Call 330-468-6200.

November 28

BMW MOC Board Meeting

7:00 p.m. at the residence of Rick Matisak, 6901 w. Clinton, Cleveland OH 44204, phone 216-631-6595.

December 7

BMW MOC Membership Meeting

Same as November. Same time, same location.

January 6

BMW MOC Holiday Party

To be held at the Catered Elegance location. Details on the web site later in the year and in the Winter CCN.

Classic Campground

By Don Poremski

It's not as if there is a competition to see who can spend the least and get the most from a motorcycling weekend, but if there were, Four Winds and MOC members would be right up there in the lead. Saving money on such things as admissions and meals means riders can purchase other things like tires, campers, kielbasa and GPS raffle tickets. A little amplification is needed here.

Each year there is a motorcycling gathering at Mid-Ohio called Vintage Days put on by the American Motorcyclist Association (AMA). It's a truly attractive mixture of swap meet, vintage racing, new product vendors and not having to explain riding addiction to those who don't get it. Members of the tribe mix and mingle no matter what their brand preference. The demo rides let you try out new bikes before buying and sometimes, like this year, it was possible to ride a machine that few would ever see, let alone sit astride. Talking here about MV Agusta and their F4 and Brutale models. MV was the "featured" marque, but this year there was also a "classic marque", Hodaka.

In years past, the featured brand clubs would get special privileges as regards positioning in the infield section of the track. This year that also applied to the classic brand. Volunteering to help those clubs meant inclusion in those privileges. Not that the "snake pit" camping area doesn't have its own attractions, but cold-start-to-rev-limiter punctuations in the middle of the night pale after the third experience. Enter enterprising BMW riders.

A few e-mails, a phone call or two, and the formula for camping in the infield was known. The word went out to like-minded individuals and soon there was a small contingent of Four Winds and MOC members enjoying special status among the Hodakians. BMW riders were welcomed no doubt due to their sober and conservative approach to the sport, but the surprise was that when the tents were pitched, there were no Hodaka owners present.

Having ingeniously secured our place among the shade trees, we now jealously guarded our status and keenly resented intrusions by those without the same wiles. The daytime interlopers were suffered and other squatters were even welcomed, but not until the firewood provided for Hodaka was lit on Saturday night did we enjoy a visit from the club's president, Phil Ketchum. He assured all present that our enjoyment of the space and status was a happy circumstance of our volunteer contributions. Enjoy! We did. Thanks! ■

MOC Grand Canyon Weekend

Story by Don Poremski, photos by Judy Gau

No, not that Grand Canyon. It was the one cut by Pine Creek as it flows through the upper Allegheny mountains, but it is impressive. It's near Wellsboro PA and there happens to be comfortable lodging in the area known as the Mountain Trail Horse Center. That's really all that is required for a successful weekend ride, but there were other enhancements.

In Greenville PA there's a museum that proudly displays the largest shunting engine in the world. Beemer riders know a thing or two about shunting so we stopped for a breather and a photo op. Afterwards the group would tempt fate on the "devil road" PA 666 that cuts off Rt. 62 at East Hickory. Turns out that the biggest threat comes not from the Prince of Darkness but from the poor condition it's in.

North to Sheffield and Smethport from the end of 666, then we bore east until north of Wellsboro on 287. Turning north will take you through Niles Valley and the Mountain Trail Horse Center just off Caitlin Hollow Road.

As you may have surmised, there are horses there, and elk. The latter were shy and had retired to the upper pastures,

but a hike up the hill and there they were. Our shelter for the night was the "cottage", basically a double-wide, but in this setting even it looked grand. Then there's the oaken hot tub in the back yard. It seats eight, twelve if all are good friends. We arrived a bit late due to some poor service at our lunch stop, so no time was wasted in getting about the evening meal. Scouts went out to secure the basics and some non-essentials, after all it was sort of a vacation. Chef Donald then whipped up his famous meatloaf with boiled potatoes and corn on the cob. Beans for Turp.

After dinner the group relaxed with some "international poker". The "chips" were all the foreign coins collected by Chef Donald when he traveled the globe. All players

got to keep a coin of their choice. We had put in a long day and three hundred miles so most of the group was in bed by midnight.

The next day was freestyle. There's plenty to do in the area in August such as a lumberjack competition, visits to the Grand Canyon, shopping, and road exploration. Later there would be dinner at the Cedar Run Inn off route 414 south of Wellsboro. It's situated on the very same Pine Creek that gave us the canyon, but the folksiness of the town and the great food was worth the bumpy ride there, then back in the dark. Try the chicken breast made with a frangelica sauce and the forest fruit pie. Pricing is moderate by big-city standards, but the tastes were excellent and the service ten times better than our lunch stop on Friday. (Continued on page 14)

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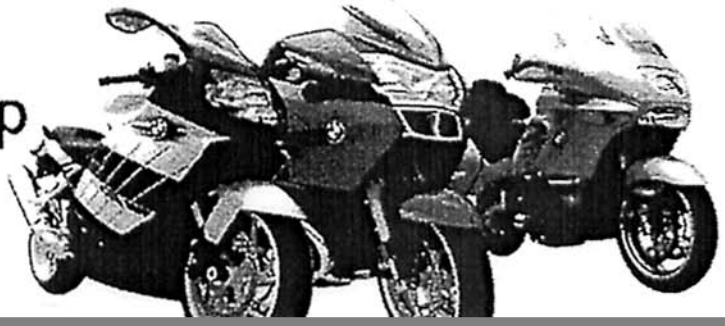

#1 in th

Grand Canyon (continued)

"What about a fire tonight?"came the suggestion. Chef D was also a boy scout and prepared the one-match fire before departure to dinner. It charmed and warmed about half the group that night while the other half dipped themselves in the hot tub, or both. Night sounds, a campfire, starry skies (and for Turp a licorice cigar) and the world couldn't get much better. In the midst of all that rain in July, we got there and back dry and happy. The party unanimously agreed that it was time well spent. ■

West Virginia Joins the American Motorcyclist Assn. in "Justice for All" Program

West Virginia becomes the eighth state to enact a law supporting the AMA's "Justice for All" campaign reports AMA spokesperson Tom Lindsay. The Reckless Driving Bill, also known as "Danny's Law" increases penalties for reckless driving violations. He added the law is named after a 43-year-old motorcyclist, Danny Kneisly, who was killed in 2004 when a driver violated his right-of-way by making a left turn in front of him less than a mile from his home. Kneisly's family, ABATE of West Virginia and other motorcyclist activists were instrumental in the passage of the new law, said Lindsay.

If you would like to get more information about this program, visit **www.AMADirectlink.com/justice**. ■

In which one of these two would you like to spend a night? Hotel or Castle Cardona? Perhaps Europeans are going to begin saying, "Paul Mitchell slept here." He's off again soon to deposit those cards showing his MOC pride.

2006 Cass ralliers from left to right standing: Nancy Simpson, Darwin McLellan, Paul Mitchell, Chloe McLellan, Judy Gau, Diane Biddlestone, Robin Moss. Kneeling, new members Derek and Cindy Bird.

Now, according to the movie The Da Vinci Code, this isn't the Holy Grail, but Paul Mitchell did get in to view and photograph it during his Pyrenees trip.

Is it only Carl Bork, or do all K1200 owners carry a big cooler? This is Carl pulling into the cottage at Mountain Trail Horse Center.

This was the scene at the BMW MOA rally in Vermont. Over nine thousand persons attended. Now where was MOC??

Have a photo you'd like to share with the club? Send it along to: Don Poresmki, 1290 Desert St. NE, Uniontown 44685

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Other Voices re: Vermont

Judy Gau – I wasn't happy about the showers being so few, and running out of hot water. The bathrooms couldn't handle that large a crowd and the port-a-potties weren't getting cleaned in a timely manner. Some were downright nasty smelling. I took to the woods. The grounds were nice and the expo center was great.

Would have been nice to communicate about a club camping area. The food lines were long and didn't stay open very late. The small strip mall behind the "Darwin Camp" was great. The covered grandstand was the best and kept the rain from wetting us.

The beer was cheap, non-alcoholic was free. The entertainment was steady. The rides were good as long as you kept moving. The temperatures were in the upper 90s and the BMW dealer was close by. Met the Tire Nazi, too.

Larry Cardo – Candi and I had a great ride to the rally across upper New York. Met Dom and Kristen on the ferry Thursday afternoon. Couldn't find MOC campsite, even with phone directions from Rick and Eric. My GPS didn't help. Only saw Don Walker and his brother at the rally. Seems like life should not be this difficult.

We visited vendors,listened to a seminar and went to a wild flower shop. Candi spent money. Unable to find the other club members, we left Saturday morning to tour Vermont before crossing near Lake George. We ran into rain big time. After six hours of rain riding we stopped near Syracuse. We both have fairly good rain gear, but we were soaked!

A pleasure for me at rallies is touring the area and dining with my local club members. Unless the MOA makes it easier to find people (doubtful), I believe this will be my last MOA National rally. The RA is looking better.

CCN Editor – The topic of national rallies came up during bull sessions at the Four Winds rally and many feel that local/regional versions can be more enjoyable because of their smaller size. This is a real dilemma for the national clubs. I haven't been to a national since York for many of the same reasons above. I'll give the MOA one more chance since I know the area in which it will be held in 2007, but when allocating precious time, there are many popular rallies in states with great riding roads that beckon more strongly and have more intimate settings where friends can be found. ■

Lordy, Lordy, 4 Winds is...

By Don Poremski

One wonders if in 1966 the crew that put together the Four Winds Rally ever thought they would be establishing an annual event that would go on and on, uninterrupted, for the next thirty nine years. But, on the weekend of Aug. 18–20, 2006, the 40th Four Winds Rally did take place.

To make the fourth decade rally special, the Four Winds BMW Riders of Pittsburgh put together a raffle of a GPS unit that helped them subsidize a $1,000 Grand Prize for a lucky rally attendee. Bill English won the GPS unit and Paul Farinholt of Minnesota took home the cash. Those proceedings took place on Saturday evening following the Pig Roast dinner (or chicken) catered by M & S Meats, but there was plenty to do starting with a Friday noon arrival.

It is the wide variety of activities offered at the rally that brings some folks back year after year, many boasting of their own continuity for ten, twelve years and more. There were seminars with titles like: D.U.I. & Motorcycle Safety, a tech session on new technology such as CAN-Bus and BMS-K now available on BMWs and "Health and Riding from a Physician's POV". You could join the dinner ride to a premier local restaurant or swim at the Pool Party. After dark there was a bonfire, music by Implied Logic and later "The Fastest Indian" was shown for those who like to stay up.

Saturday opened with rain, but that didn't stop several "theme" rides. They included: a GS ride, a Hare & Hound ride, scenic and historic feature rides, a winery ride and an afternoon GS ride. The seminars on Saturday were conducted by Helen Two Wheels and Tony Capriotti (friend and associate of the late Larry Grodsky), the former on "Happy Camping" and the latter on motorcycle safety.

The Mavens provided the music for Saturday evening and the irrepressible 4W members provided the floor show. There was something for everyone: original and classic rock, honky tonk, retro-bop, western swing and roots-country. The hit of the night was, you guessed it, "Born To Be Wild".

Saturday's field events included: The Barrel Wrap, Keg-O-My Heart, Busta Balloon and the ever-popular Slow Race. Getting them in was touch and go following the rain, but after a forty five minute delay, the games were on. There was a new saying used during the drizzles, "If it rains before seven, it will quit by eleven." Well, at 10:50 it stopped. Add that to the ones about sailors.

There was a sigh of relief by the rally committee following yet another successful event with three hundred in attendance, but beginning at the next meeting, the topic will no doubt be the 2007 version of this popular gathering. ■