



GREATER CINCINNATI BMW CLUB



January 2006 Newsletter

Club Officers

President

Tom Collins
513-356-0247
Tom102458@cs.com

Vice-President

Oscar de Jongh
513-708-7860
gummikuhr90@yahoo.com

Secretary

Tom Raybuck
513-759-0889
bucksinohio@aol.com

Treasurer

George Nyktas
513-314-1931
gwnyktas@airbridge.net

Elegy for a dream.

By Tom Collins

A man once had a dream. That dream was to earn his living working with the BMW motorcycles that he loved. Speaking personally and I believe for many others, the dream of making my living with something I love is one that I have often had. However, a dream without action remains only a dream. The difference between that man and me is that he acted on his dream and I did not. Because of that next step, action, he separated himself from the 99% of the rest of us who only dream. And, by his action, he created something great for the rest of us to enjoy. It is only because of his action that I am writing this and most of you are reading this. As most of us know by now, that dream has now passed into history.

I write today, neither to mourn the passing of a great institution, BMW of the Tristate, nor to parse out why they are no longer with us. Instead, I write to celebrate the dream that was; and, to call on all of us to remember the good times we have had with Bill, Danny, Chuck, Kelly, Jeff, Brent and the others who called that store home for 10 years.

For example, how many of us remember feeling house-bound one (or many) winter day? For me, sometimes, even though it was a long drive, the solution was to go hang out at the shop (always my term for it) and dream of that new bike or piece of gear. You knew there would be hot coffee and if you were early enough, doughnuts waiting (if you could beat Jeff to them). During those visits, you could also usually count on seeing Kelly's pretty smile and as a bonus, receive some snide remark for Danny to pass the time. If you were really lucky, you could crank Danny up too. Good times.

And, be honest now, how many bikes did you test-ride? Speaking for myself, it pains me to see tires that have not been worn to the edges. I can say with pride that I helped them out with that little problem a number of times. No one ever said no. No one ever acted like I was being a pain in the backside about it, even though I probably was.

Like some of you, my first ride into the BMW world was aboard an airhead. A don't know how many times Danny advised me over the phone when I could not figure something out on it. Or, how valuable it was that he knew which windshield would give me the result I wanted.

And how many times did the service department go out of their way to help. Chris Long and I once went to a rally together and had a similar problem with our bikes. The Saturday before the rally, Chris

and I both bought new tires for our trip to the rally. Chris chose Metzler I think and I chose Continental. Chris rode his bike in and I carried in my wheels to save a few bucks. Chris had a serious problem with his front tire at the rally. When he called service, he was told to have the nearest dealer put on a new one and Tristate would take care of it. That is exactly what happened. In my case, I knew something was wrong, but it was not as severe, so I finished the rally. On my return, I called the shop. Jeff told me to bring the bike in. I said that I had carried the wheels in and could do so again, but he insisted I ride it in. In quick time, they had the wheel removed and decided the tire should be replaced. Now, unlike Chris, I had about 1500 miles on this tire and when asked if Continental would reimburse them as Metzler had, they replied no. Jeff also said that there would be no charge for parts or labor to replace the tire. I tried to at least pay for the labor, but they would not hear of it. Although I didn't often do so, I never mail-ordered another tire after that day.

I could go on and on. When I was told the news of their closing, it felt like I was losing a friend. Of course, for me, that is exactly what the news meant, several friends in fact. But, as I noted above, I did not write this to dwell on sad things, but to help us all remember the positive things. Let us all think of the good times we had because one man had a dream and acted on that dream and a number of good, talented people followed him.

Without dreams and that small percentage of people who act on them, our world would be a very boring place. Bill's dream made all of our lives a little richer.

To Bill and everyone at BMW of the Tristate: **THANKS FOR ALL OF THE GOOD TIMES!
YOU WILL BE MISSED.**

R90/6 with Dnepr car – part 1 One man's experience

by George Nyktas

I am not sure when I first became interested in having a sidecar rig. I was already interested when I attended a David Hough seminar in Canaan Valley at the RA Rally in September of 2004. His advice was to read The Yellow Book; slang for "Driving A Sidecar Outfit" and, if I was still interested, take a training class where I could drive a rig without having to buy one 1st.



Shortly after the Rally, I purchased and read The Yellow Book. I enjoyed it and was still interested so



I began hunting for a training class that was close enough to get to without spending much on transportation and lodging. I found a class in Louisville and scheduled it for April of 2005. There were seven class members and two instructors. I was fortunate enough to be paired up with a firefighter from Louisville who had owned his Fireman's Edition Harley rig for six months. He graciously allowed me to alternate being the driver and the ballast with him. Here I was, never having been in a rig before and I was

operating a \$30,000+ plus setup. When they instructed us to drive in an ever decreasing right circle I was more than a little nervous as I mentally reviewed my insurance coverage while the chair lifted into the air!

Well, I was hooked.



I joined the Internet Sidecar Owners Klub (ISOK) (<http://groups.yahoo.com/group/SCT/>) in June and started reading all the discussion threads and asking newbie questions. Then I started looking for a rig of my own and settled on a 1976 BMW R90/6 with a Velorex chair that was owned by a man in Palmetto, FL. I rented a trailer and drove home with the rig just before the 4th of July weekend. I am glad I didn't try to drive it home as it had stock forks and required quite a bit of effort on every turn – and I mean EVERY turn. Nine hundred miles as a 1st time driver would not have been a good thing for me and this rig.



Home after 20+ hours at max 65 mph

Next installment – starting to make it my own.

“Where’d everybody go...?”

by Bill Berry

The last "Kentucky" ride was down to the Bluegrass Beemers' rally in September. I took off for the rally Saturday morning planning on taking the scenic route so I could get a state park that I had overlooked during the various loops for pictures. But I felt kinda silly riding all the way to Cumberland Falls State Park for just 1 picture so I looked at the map to try to "justify" the trip. I noticed several county seats along I-75 on the way to Cumberland Falls. Now I hadn't really been taking pictures of county courthouses, only when I had stopped to look at a map or something, but now's a good time to start.

I figure I'll blast down I-75, hopping off just enough to get the courthouses, then back on to reach Cumberland Falls as soon as possible. Once I reached Cumberland Falls I started back north on 27 and eventually 127 all the way to the rally picking up another state park and a couple more courthouses and a distillery along the way.

As I stop for fuel somewhere south of Frankfort, I notice they sell beer. I know in Kentucky you never know when you'll be able to buy beer so I spend a few more minutes there filling the cooler for the campground. I'll be all set now for the evening at the campground because I know they will have a nice supper and a place for my tent.

I make it to the campground around 3:45 and there is a good showing of GCBMWC members there. As I'm registering my brother Joe walks up and says hello and goodbye, as he has to get home so he can go to a bachelor party for his son. He had been there all day while I was out riding, oh well. They draw the door prizes at 4 (I'm a loser, oh well) and serve a nice Cajun dinner around 5.

When I ask where the club members are camped I get a lot of "Well, uh,uh,well, we're all going home...". Guess they had come down for the day also, oh well. One other member was going to stay but the more I thought about it the more I thought I could still make it home and go to the bachelor party(yes, I was invited) for my nephew. So after dinner settled and some more water I took off up 127 to 22 and got home around dark and surprised my nephew at Hooters and got to sleep in my bed. Now I know some of you are wondering what happened to the beer I bought but don't worry, I didn't let it go bad, I sat out in the backyard and enjoyed it while my stupid dog showed me all the places the squirrel had been.

The above was supposed to be a prelude to my Halloween weekend ride. But it sort of took on a life of its own so maybe I'll have to write another article for that ride since they are always looking for newsletter material. Hmmm, I wonder how many pictures Larry has by now.

Shop Tips...Oil Filters

by John Fischer

Now that we will no longer have a local dealer for oil changes and parts I think it's appropriate to share a cost saving oil change idea. I have been using other than BMW oil filters for about 5 years. I have changed them many times on both the R1100RS and now on the R1150GS. I have used several different filters including:

Toyota part # 08922-02011 (fits Toyota V-6's like Tacoma & others)

Deutsch D 366

Bosch 3330

All of these appear to be of the same quality with one exception. The BMW supplied filter (the left in picture 002) has a very fine mesh screen which filters the bypass flow. None of the others have the bypass filter. They all do have the bypass function and feel as though the opening pressure is the same. The bypass valve should not open under normal conditions. Only when the oil is very cold

should the bypass come into play. That's just after start up. If the main filter is clean and the bike isn't revved at start up, the bypass will probably never open. I see no reason to spend over ten bucks for one oil filter. The Toyota dealer's genuine part is bad enough at \$7.30. At Auto Zone or similar stores, the Toyota equivalents are considerably cheaper and all have worked just fine for me. I almost always use Mobil 1's 15W50.



Club Meeting Minutes – December 3, 2005

by Tom Raybuck

The December meeting was held during the annual Christmas Party at Destiny's in Fairfield, Ohio. As there were only 2 officers in attendance, the Secretary ran the short business meeting and election of officers. The minutes from the previous meeting were read and accepted. The Treasurer's report was given and accepted. The club had \$1152.00, prior to the party expenses. The club membership totaled 60 paid members in 2005 and 5 paid so far for 2006.

The club newsletter was discussed to determine who would do it, now that Jerry is no longer an officer. George (Treasurer) mentioned the large amount of time and effort that Jerry had put into the newsletter and questioned whether this would be the role of the new President. The club bylaws states that the Secretary is responsible for the newsletter. It also states that the newsletter must be monthly, unless the bylaws are modified. Those in attendance agreed that having timely information was more critical than a multi-article format, so that the information and decisions from the meetings could be read and take advantage of events prior to the next meeting. The club wished to thank Jerry for his work, above-and-beyond the call of duty, in the past on the club newsletters.

The RA renewal application was discussed and we needed 5 current members to keep our charter. Several members came forward to add their names to the list. Please contact Tom Raybuck if you are a member so that your name can be added to the application.

George (Treasurer) has all the leftover club shirts. They are being offered for \$5 a piece to clean out inventory. See George for sizes and styles available.

Mike La Bar presented the results of the club mileage contest that he manages. The club completed 278,385 miles during 2005 and the average rider completed approximately 10,000 miles. Individual certificates were handed out to those participating.

The results of the election were as follows:

President	Tom Collins
Vice-President	Oscar de Jongh
Secretary	Tom Raybuck
Treasurer	George Nyktas

Thanks to those who will hold an office for 2006, for those who ran for office, and for those who served as an officer during 2005.

The next club activity will be the annual New Year's Day Breakfast and Ride. The breakfast will be at Bob Evans Restaurant, I-75, Exit 22, Tylersville Road (one block east) in West Chester, OH, at 10:00 a.m. on 1/1/06. Following breakfast, bikes will head out for a cross-country ride. This is usually a well-attended event and a club tradition. Please join us for breakfast, even if the weather keeps your bike warm in the garage.

January's meeting will be at the home of Larry Lovejoy. Please see the website for directions and details.

