



GREATER CINCINNATI BMW CLUB

July 2004 Newsletter

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My Summer Solstice

By Bill Berry

Since I didn't get to ride on the weekend of the summer solstice, with household duties and Fathers Day (although they told me I could go ride if I wanted to, I think it was a test), I decided the first full day of summer would be a great day for a ride. I mean it couldn't get any better, the most daylight of the year, a day off from work, and nice weather. Man, I'm a genius.

Actually beat the sun and left the house at 5:45 Monday morning towards Kentucky.

My "plan" was to go west and get the state parks beyond Louisville.

Once you get off the "slab" you can really eat up time chasing these locations.



And of course the official state map of Kentucky doesn't really show the entrance to all the parks. More than once I rode around the perimeter of the park looking for the "sign". I bet my photo of Mammoth Cave is not the one most people have. But it's a legitimate sign. Never knew there was a ferry crossing in Mammoth Cave Park. Can't be more than 50 yards across the Green River, but they pay some Ranger to man this ferry all day in case some body shows up. Doesn't cost anything to use, but surely they could've built a bridge by now and save some money. Oh well, must be some ecological reason.

Around noon I'm looking at the map just south of Mammoth Cave and realize that the Land Between the Lakes is still 150+ miles west. Man, this is a LONG state. So I adjust my route and decide to get the parks south and east of I-65.

Guess I'll to plan another trip and slab it even more to get the parks way out west in Kentucky.

As I take off in search of The Ol' Mookee-wuquee Meeting House I roll thru Mud Lick (what don't they lick down here?) and Flippin and wonder why they're not on the funny town list. I take a picture in hopes of lobbying to get them added to the list. Had to also take a picture of The Flippin Church of Christ. How many times has that been said? They also have Flippin Baptist.

Once I find the meetinghouse, it's not on the main road that you'd think it is on, I stop for some fuel and refreshment. As I'm studying the map and look at the intersection of the little town they show about 4 roads going in different directions but no hints as to north, south, etc. With the town square and the doglegs of the roads thru town, I decide to go inside and ask the attendant.

"Which way is 163 north?"

"Huh, I don't know."

"O.K., which way is Tennessee?"

"Oh, Tennessee is south of here."

"I know, I don't want to go to Tennessee."

"You don't want to go to Tennessee?"

"O.K., which way is Tennessee, I'll go."

"Well, Tennessee is that way."

"Thank you. (I think)."



On my way to Dale Hollow State Park I come up on what had to be 2-3 bad commercials all rolled into one guy on a new Harley. As soon as I turn

onto Rt. 449 (fun little road, you know the kind, twisty) I run up on this guy on a loud Harley going about 25-30mph and slowing up for the curves. You know the type, don't have to know how to ride, just lay down the money and you're cool. Anyway, as I'm lining him up which is nearly impossible because he is everywhere, I smell something. I mean I'm in the middle of nowhere and all I can smell is some kind of cheap Right Guard or something. It's like that commercial from Budweiser saluting the guy who wears too much cologne everywhere. There are no straight stretches so I finally pass on a left-hander and things smell much better.

After a few more parks and a couple of funny towns, by the way Knob Lick doesn't have a sign, I stop for a drink and to review the map. It's around 5:00 and I realize that even if I was on an interstate, I'm at least 3 hours from home. Since I'm in No-Whereville, I figure I better start heading for home in a somewhat direct route. Still manage to pick up a couple of parks on the way home though.

As I pull in to the driveway around 9:15 I start ciphering the mileage for the day. Wow, 740 miles. Didn't feel like it, just out lookin' for parks and towns.

What a great day. Man, I'm a genius.

The Prez Sez...

I'm planning to leave early Saturday morning, July 3rd, for my big trip to Alaska. I've ridden in all 48 states south of the border—going to Alaska will mean that I've hit all 49 that are on this continent. I'm looking forward to the trip and will report about the trip when I get back.

One question that many of my friends—motorcyclists included—have asked me about the trip is, "how are you getting your bike up there?" Every time someone asks this, I must bite my tongue, to keep from coming up with a sarcastic remark like, "well, you see the bike has a working engine and transmission so I was sort of thinking of sitting on it and riding it up there."

A few individuals I've spoken to obviously slept through their geography classes. I know this because they ask, "why are you riding through Canada in order to get to Alaska—aren't you taking the long way to get there?" Another

situation to bite my tongue, to keep from saying, "well, the only other way up there is over water and my bike doesn't float too well—darn Germans for not building a motorcycle that floats!"

One smart co-worker, who did pass geography and who keeps up with world events, had to ask, "You're going out of the country—aren't you afraid of a terrorist attack?" Yes, I can see myself fending off a terrorist bear who smells the candy bar that's in my tank bag, as I stop alongside the road to take a picture of something. I guess I have to worry about the bear shooting an anti-tank missile at me as I ride away from him.

Most people are genuinely interested in the trip I'm about to undertake. As I talk to them about what I know about the roads and the territory, a large percentage of them bring up bears—"aren't you worried about getting attacked by a bear?" Yep, I can see it now, me racing down the road, crouched down on the gas tank, trying to get some extra speed out of the GS, with a hungry bear in hot pursuit.

When they bring up the bears, I generally try to educate them about my concern about the other wildlife that I might meet on the road. I mention my fear of having a moose, deer, elk or caribou jump out onto the road in front of me, pointing out how the impact could be very bad for both the animal and me. I also understand that there's a danger of running into smaller animals such as goats, sheep or even wolves.

One relative asked me, "Why are you making this trip?" I guess this is a serious question that deserves a serious answer. All I can come up with is: "because." I'm doing it because I want to. It's because it's a challenge. It's because I want the satisfaction of saying I've ridden in 49 states. It's because I've never seen that part of Canada—nor have I seen Alaska. This relative has traveled to Europe so I ask, "why did you go to Europe?" "Because..." and then he understands.

I guess the funniest remark I've heard, is, "there are 50 states—when are you going to ride to the 50th state, Hawaii?" Well, I guess I could complain about how my motorcycle won't float—or how dare BMW, a company that started out in the aircraft engine business, build a motorcycle

that won't fly—but I usually settle on stating that I have no desire in visiting Hawaii.

While many of you are having fun at the Alternative Rally, I'll be riding my GS on a trip that will take me to Alaska and then the National Rally in Spokane, Washington. The entire trip will cover approximately 8000 miles. I have several days of riding ahead of me. Such a trip in a car would be very difficult to make. I wouldn't be looking forward to it. My passion for riding has me looking forward to this two-wheel adventure and I think that, barring any crashes or mechanical problems, that I'll easily cover the distance in the time I've allocated. Stay tuned...



Taking the ERC: An Interview with Deana Smith

By Lynn Cummins

The club was privileged to have the opportunity to have two levels of MSF courses available to it this year: the BRC and the ERC. Club members eagerly signed up to get a space in the courses. I reported on the BRC in an earlier newsletter and wanted to give some time and space to the ERC...and, once again,

I've chosen to interview a female rider, Deana Smith. Deana had the dubious honor of being the only female participant in the class of 12 other skilled and experienced riders and club members. So I asked her for her take on the course.

- Q** You've been riding for several years now and have thousands of miles of experience under your belt. Is this the first time you've taken the ERC?
- A** No. I took it a few years ago when I was doing some riding with Women on Wheels, a ladies only motorcycle club. It was quite a bit

different than this ERC as there were only women in that class. It was a bit intimidating taking this class with all the experienced male riders.

- Q** Why did you take the ERC this time around?
- A** To improve my skills, especially the slow-speed maneuvers.
- Q** Has the course changed since the last time you took it? And what was the most challenging exercise presented in the course?
- A** Some of the exercises were different than I remember from the ERC I took a few years ago. They were all a challenge, mainly because of the bike I was riding. The F650ST isn't that easy to maneuver at really slow speeds. The throttle is a bit touchy and it's difficult to keep a steady, consistent movement on the bike while you're constantly manipulating or feathering the clutch and rolling and releasing the throttle for control at slow speeds.

The short wheelbase of my bike, however, was a definite advantage in the Figure-8 or back-to-back U-turns. I was able to do that exercise really slowly. With the sudden stop exercise, riders on bikes with ABS had the advantage, as my bike lacks ABS. They easily stopped their bikes in significantly shorter distances than I could. It was a good visual comparison—to see the effectiveness of ABS compared against a bike with "regular" brakes. On another note, I did notice that all of the class participants had to be told to slow down while doing the braking skills test.

In one exercise, they had us weaving a serpentine pattern through line of cones—with only one hand on the controls. I didn't think it was possible to accomplish and had never tried (let alone thought of) a one-handed weave, but you have more control than you would think with only one hand. It drove home the point that pressing on one end of the bars effects a turn very well. It simplified the maneuver beautifully.

- Q** Did you benefit from the skills refresher provided through the ERC?
- A** Yes. The braking exercise was probably most valuable because it reinforced the practice of

depending on the front brake for real stopping power. The course also made me acutely aware of the strategies and skills needed and used in operating a motorcycle. I have better focus and concentration now when I'm riding thanks to the series of exercises in the course.



Speaking of Safety...

By Jerry Cummins

Note: I want this column to be thought provoking. I plan to present a different situation every month, explain a little bit about why things may happen the way they do and let everyone think about how they might avoid a similar situation. As is the case in most real life situations, there may be more than one right answer. Thinking about your safety, when there is no real danger to deal with, may help prepare you for hazardous conditions on future rides.

Road Surfaces and Hazard Markings

This riding season we'll be riding all over the place to visit rallies, covered bridges, interesting places and sites, and towns with peculiar names. Because the responsibility for maintaining these roads may fall with the county or state you'll likely encounter wide differences in paving materials and road condition postings. This inconsistency can pose a hazard to riders not ready for these changes as they travel over county and state lines. Being alert and taking notice of subtle changes as you enter different regions will help ensure your safety.

Take note of changes in road surfacing materials. Some materials utilized in road repair can affect the way your tires grab the road in a curve, or

decrease your traction even on a straight stretch of road. Often loose gravel is applied to a newly tarred country road. If you come upon it suddenly, you could be in for a big surprise! Also, be cautious when traveling roadways where vegetation hasn't been cut back from the side of the road as it will obscure your view in turns and curves and may even hide wildlife ready to jump into your path. Take note, too, of ramp configurations: Are decreasing radius turns prevalent? If you approach these too hot, the results can be a totally undesirable experience.

So, when you're traveling unfamiliar roadways, take the time to think things out and assess the nature of the areas you travel. You'll have a safer trip by focusing on these simple things. Happy riding and keep the shiny side up, the rubber to the road... etc.

Trooper Encounter

By Jerry Cummins

Lynn and I were headed home after spending a day in Kentucky taking pictures of covered bridges and state parks. We crossed the bridge at Ripley and started up US52. A red Chevrolet Camaro started to tailgate us in Ripley. Outside Ripley, my radar detector started chirping away. I didn't know if it was from the barge on the Ohio River or from a police car further ahead. The Camaro was very close to Lynn's rear end and the road was very rough. Lynn was already in pain from the daylong ride. I elected to slow down, hoping this would lose the Camaro.

Sure enough...the Camaro driver elected to pass us, on a curve, over a double yellow line. As he accelerated, my radar detector started to give a steady tone—indicating police radar. As the Camaro topped the next hill, I saw the front end of an Ohio Highway Patrol car. The Camaro's brake lights never came on, indicating that he never slowed down. The trooper's left turn signal came on and she was slowing down as we approached. Lynn and I were traveling approximately 57-58 mph at the time.

Being sure that she was going after the Camaro, I initially slowed down, but then realized that I'd have to really grab a handful of brake in order to stop so she could make a U-turn in front of me. I didn't know how close Lynn was to me or if she saw the trooper's intentions, so I elected to accelerate to get past the trooper. I saw a spot

to pull over, to get out of her way just up the road.

After passing her, I noticed the trooper pull a U-turn. I lost sight of her as I pulled into the spot that I had found. As I was stopping I fully expected her to come racing by us. She didn't. As I checked my mirror, I was surprised to see her pull in behind us with her light bar on.



After a few minutes, she exited her car to approach us. She spoke to Lynn declaring that she had tracked her doing 75 in a 55. She asked Lynn for her driver's license. Lynn spoke up and told her that she was wrong. In the meantime, I looked at my GPS, which clearly showed my maximum speed for the day as being 67.1 mph. The trooper then mentioned to Lynn about how "all motorcyclists speed on US52 and that we were on speed bikes."



I cautioned Lynn not to argue with the trooper, who was now standing beside me. Without even informing me of why she stopped me, she asked for my license. She then goes on to lecture us about speeding, how dangerous it is, and how she just finished working a crash a few miles west of us. I asked if it involved a motorcycle and she replied that it involved "a teenager on a cell phone speeding down the road." I replied back that I wasn't a teenager and that my cell phone was still in my tank bag. I was smiling at the time and the trooper did chuckle a little.

The trooper then returned to her car. While she was busy writing the tickets, I elected to take pictures of the scene and of my GPS. Having sensed the trooper's obvious bias against motorcyclists, I elected not to bring up the GPS reading because my radar detector was mounted right beside it. Had I known she was stopping us, I'd have put it into my tank bag before stopping. Being in shock over the fact that she didn't chase an obvious speeder, I had forgotten to do it before she came up to me. I didn't want to call more attention to the fact that I had it—in case she didn't see it.

When she returned with the tickets, she asked Lynn "were you following him?" Lynn responded, "yes." The trooper then informed Lynn "since I couldn't get you on radar, I'm going to cite you for the same speed as him." Lynn immediately protests and the trooper goes into her pitch about speed and how motorcyclists always speed on US52. Lynn politely cuts her off and informs her that there was only one professional person at the scene who she'd listen to when it came to motorcycle safety and that it wasn't the trooper. The trooper then asks her what she meant and Lynn tells her that I was a motorcycle safety instructor. The trooper then turned to me and stated that I should know about the dangers of speeding.

I didn't say anything. It wasn't the time and place to argue over the tickets. She had already written them and I've never seen a cop tear up a ticket. So I just signed the ticket and we both got on our bikes and left.

To be continued....

Defense Strategy and Verdict, next issue.



GCBMWC Meeting Minutes – June 12, 2004

The meeting was called to order at 7:27. The treasurers report was read and accepted with a balance of 1837.00. The minutes were read and accepted.

Old Business:

Alternative Rally in North Carolina. Several riders are going to leave from the Waffle House in Wilder. They will be leaving at 6AM. Check the e-group for others schedules and possible routes. The camp ground has the rally posted on their website as an upcoming event.

Jerry is still holding prize money from the poker run. Greg and Chris were not at meeting to collect.

The progressive ride was a huge success. 18 riders started at the beginning breakfast point. The total ride to arrive at the Pierces was approx. 175 miles. Bob and Gail stated their round trip for the day was about 300 miles. Compliments were given to all hosts and the chicken dinner was received very well. Any hosts with receipts give them to George for reimbursement.

The lime bag run was brought up but Mike La Bar was not at the meeting, so no updates. The route will be set prior to the ride so watch for postings!

Alternative shirts were discussed and the artwork completed by Chris Long was passed around for the viewing of those present. The color of the shirts was discussed and also the shirts will be ordered in male and female sizes. For the shirts to be ready for the rally Lynn needs sizes A.S.A.P. Henry will pick up the shirts and carry them to the rally. The front art was decided to be

our club logo, and the artwork on the rear. It was also decided that the shirts will be avail to all members not just those attending the rally.

Tom Raybuck gave an update on his shoulder surgery and should be riding again by late August.

The prizes for the mileage contest are coming in. The newsletter has the business cards of the business donating. BMW Tri-State has put up a winter riding jacket that will be in whatever size is needed for the winner-very nice idea! If you know of a possible sponsor ask! All they can say is no. Good luck to all competing.

There will be a change in the breakfast ride starting location. The rides will now start from Mamas Grill in Williamsburg. At the progressive ride the owner was very interested in the club and invited us back anytime. Also the seating area was less smoky than Pearls. We will give this a try and see how it works out. It also will be a little closer for the KY riders.

A vote was held on a new member Eric and was accepted and welcomed to the club.

There will be no July meeting due to there will not be two officers at the alternative rally.



Club Calendar

- July 4** - 9:00 am Breakfast ride Mama's Grill - Williamsburg
- July 9-11** - GCBMWC "Alternative Rally" at Blue Ridge Motorcycle Campground
- July 16-18** - Vintage Days at Mid-Ohio
- July 23-25** - Super bike Races at Mid-Ohio
- August 1** - 9:00 am Breakfast ride at Mama's Grill
- August 14** - 7:00 pm Meeting at the LaBars

September 11 - Meeting @ Beemers in the Bluegrass rally

Membership Dues

Please pay your membership dues by the March meeting. Dues are as follows:

\$15.00 for a single membership

\$18.00 for a couple

Checks are to be made out to: **GCBMWC.**

Please see George Nyktas.

GCBMWC Market Place

The listings below are carryovers from the last issue of the newsletter. Please inform me if your posting needs to be removed or changed in any manner prior to the next issue.

1994 R1100RS, 70K, Pearl White, Corbin, ABS, K&N, Heated Grips, Wrist Rest, BMW Luggage, New Metzlers, Hagon Shocks F&R, GS intake runners for better engine performance, tank bag, clear and smoked shields. The bike is in very good shape. There was a new clutch installed along with a gearbox update in summer of 2003 and since then bike has been to West Va, Wyoming, and Alabama (i.e. thoroughly tested). Asking \$5000.00 [John Fischer](mailto:John.Fischer@earthlink.net) 513.738.1497



1994 R1100RS

K1200RS Accessories, BMW Tank Bag \$150; Givi Top Trunk mount and Wunderlich carbon fiber dash pad, brand new, also available—ask for pricing on these items when Jerry returns from

his July trip. jerrycummins@earthlink.net or 513-673-3402.

1999 R1100S, 10700 miles, ABS, heated grips, K&N air filter, throttlemeister, BMW carbon fiber tank protector, high and low handlebars, new Metzler MEZ4 tires, service manual and service records. Call Enzo at 513-509-7500.

1997 F650 ST, appx. 36,000, Givi saddle bags, hand guards, taller windshield, Hyperlites. Front tire new, chain replaced a few thousand miles ago. Asking \$3,000. E-mail Jim at beemerjim@worldnet.att.net

Shoei ZX-8, purchased in 1993, but never used. Snell approved. Helmet and extra shield can be purchased for \$150.00 Please call Bill at (513) 256-8591.



Newsletter Deadlines

If you wish to include something in the newsletter, the deadline for submission will be midnight on Friday, the weekend before the club ride. The newsletter will come out on the Wednesday evening before the club breakfast/brunch rides.

Please send your submissions to my new e-mail address: jerrycummins@earthlink.net.