



GREATER CINCINNATI BMW CLUB



March 2006 Newsletter

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President's Corner

By Tom Collins

This time of the year is notoriously slow for news and exciting happenings. However, several interesting things have happened for several of our club members.

First, Oscar (de Jongh) and Mike (LaBar) have opened Miami Cycle Works. This is not only excellent for them, but for the rest of us as well. I urge all of us to stop by and not to forget to give them a try on service and parts for our Beemers and any other bikes you may have. We are very fortunate to have this new resource, so let's all get them off to a strong start.

Second, another club member, Steve Thoerner, has marinara sauce in his veins instead of blood. Thus, he has what I refer to as the "Italian Sickness". For treatment, he and I spent last weekend driving to Whitesboro, NY to pick up a new Moto Guzzi that he had been lusting for. 1300 miles and 30 hours later, the new machine was resting comfortably in his garage. I am informed that both father and child are doing well.

Third, it is rumored that another of our members has acquired another machine. But at this point it is only a rumor. Jerry Cummins dropped some hints that there could be some kind of project bike that requires metric tools lurking in his garage. C'mon Jerry, it's the dead of winter and we could all do with a little excitement, what gives?

Fourth, don't forget the tech session coming up this weekend on the 26th from 11:00 – 3:00 at Miami Cycle Works. My personal opinion is that mid-month events such as this are a great way to expand the involvement of the club beyond our monthly rides. Thanks to Tom Ritter for supplying the bike and to Oscar and Mike for providing a comfortable place to do the work.

Fifth, Webmeister Mike has several polls running at GCBMWC.org, so make sure you check in and participate if you have not already done so. Of note, it looks like our regular alternative rally campground in Cruso is leading by a large margin over other options. I urge you to make your voice heard if you have other suggestions, as there is still time.

Finally, I apologize for having to miss the February meeting, but as noted above, I had to drive with Steve and poke him in the ribs when we left the roadway now and then. In regard to that trip, I was so impressed by what we could see of the scenery from the interstate that I plan to take an extra day on the ride up to the National and explore this beautiful area. I know many of you have done so before and I look forward to joining that club.

“The World’s Fastest Indian” is worth seeing...

By Tom Raybuck

(From The Orlando Sentinel movie review)

Burt Munro is the sort of old coot who makes an iffy neighbor. He cranks up the power tools too early in the morning. He doesn't cut his grass. And he pees on the lemon tree in his yard at least once a day.

But the little boy next door adores him. It takes some effort not to like him. The guy's something of a local character, and a local hero.

If it can be done on a motorcycle, chances are, Burt has done it. Even well into his 60's and half deaf, he's still tilting at windmills. He dreams of taking his aged, beloved, and much-modified Indian motorcycle to the Bonneville Salt Flats, to "find out how fast she'll go". Is she "The World's Fastest Indian"? Burt's dying to know.

"Dying" is right. He has angina and a dodgy prostate. He'll probably never get the chance. But darned if we and his neighbors, the good folks of Invercargill, New Zealand, don't want to see him get the chance, to at least go out in the blaze of glory that he seems to crave.

Anthony Hopkins stars in this absolutely adorable quest, a road picture that takes this Kiwi codger halfway around the world and across the American West. It's a labor of love for New Zealand director Roger Donaldson ("Thirteen Days", "The Recruit", "Species"), who leaves Hollywood behind to return to his roots – he did a documentary about Munro very early in his career.

Hopkins leaves his proper-Brit speech and mannerisms far behind to play perhaps the most romantic hero of his career. One lady friend helps Burt figure out how to pay for a trip; another (a transvestite) is the first kind face he meets in predatory Los Angeles; and a third (Diane Ladd) helps him to cope with a busted trailer. Prostate, bad hearing, poor grooming and all, Burt is still a ladies' man. Even car salesmen (Paul Rodriguez), cranky ships' captains, cops, real Indians, and officious U.S. Customs pencil-pushers fall under his spell. The unlikeliest folks become unwitting allies.

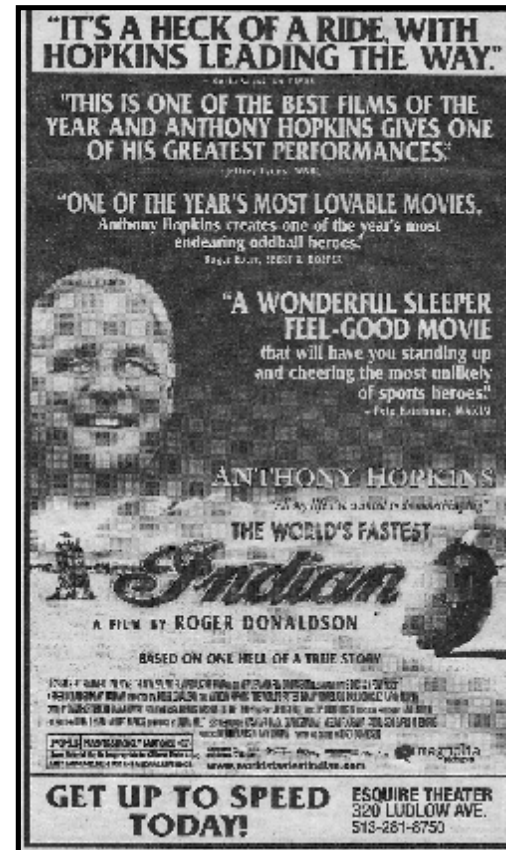
"What?" Burt says, as if he can't ever hear bad news, the word "No", or the phrase "You can't do that." (He can't.)

"The World's Fastest Indian" is an old-fashioned feel-good movie, a world peopled by grown-ups and gearheads, all inspired by a man who has aged beyond fear, who comes alive in those "five minutes, going flat out on a bike", and who long ago realized, "if you don't go when you wanna go, when you do go, you'll find you've gone."

Amen.

Tom R.'s review:

I found the movie to be very entertaining. What could be better than a man and his love for his motorcycle? If the movie is anywhere even close to fact, Burt was quite the guy. I would easily see this again and it would make a great club outing some evening. The only problem is that it has a very limited engagement here in Cincinnati, showing at only one theater in Clifton, near the University of Cincinnati's campus. See it before it disappears and it's too late...like the Indians themselves.



A bike for my bike

By John Fischer

The pictures are of Eugene Speigel and his old BMW which he has set up to carry his racing bicycle. I think the Beemer is a 1975 750cc. A bicycling friend of mine told me about the guy who shows up for the bicycle races with the unusual setup, so I wanted see for myself.

It took only about two minutes to get the bicycle loaded onto the rack, which he fabricated. The bicycle weight of roughly 17lbs is not a problem, but the height of the load could cause quite a stress under some conditions.

The race was at Caesar Creek State Park. Mr. Speigel averaged about 22 miles/hour on his bicycle. Try that sometime when you're feeling energetic...!



Sticker Request

By Jacques Legros

Let me present myself, a member of the BMW Club Hainaut-Brabant, one of the sympatic Belgian clubs!

Member of the European BMW Club

Member of the FBVA

Agreed by BMW AG MUNCHEN (Germany)

They call me in the club Pappy Big Moustache (because 66 years young and beautiful moustaches)

I'm the owner of a BMW328iC-E36 from 1995, slightly transformed!

I also own a motorcycle BMW R100RS from 1977.

I'm mad about everything concerning BMW, and a collectionneur of stickers with the BMW coat, so, I would like to receive the sticker of your club, still missing in my collection!

If there is something to pay, please let me know, so that I can send you the money for the costs.

Thank you for helping me!

Friendly bleu and white greetings from Belgium.

My address: LEGROS/DELLA
Rue des SAUSSOIS,46
B-1420 BRAINE L'ALLEUD
BELGIUM - EUROPE

E-MAIL address : LEGROSJACQUES@HOTMAIL.COM

(The sticker that Jacques requested has been mailed, along with a club pin and copies of our last few newsletters. Who knows? Maybe we'll gain a new international club member. Tom R.)

The Tale of the LT Seat or It's a Small World

by Larry Lovejoy

When I purchased my LT back in '02, I went with the optional lower seat due to the fact I am a little height challenged. Sometime in late '03 I sold the seat to Jeff Lemkuhl (fellow GCBMWC member) since it was heated and his was not. If you remember, Jeff totaled that LT, so I purchased a couple of things that he had for sale for my LT, end of story, or so I thought.

When I arrived at the Jackson Lake Lodge in Wyoming for the Curve Cowboy '05 reunion last August, I spotted Jeff doing a Motolight installation before I even got checked in. Later that night, he informed me that he had totaled his current ride and mentioned that he had the seat off my LT for sale out here in Wyoming; he had never gotten it installed on his LT.

The next evening, I rode down to Jackson Hole with a fellow whom I had met, along with his wife, up on Bear Tooth Pass on my way to Jackson Lake. We arrived to meet up with his wife and some of their friends from their hometown of Portland, Oregon. During dinner at the Silver Dollar Saloon, a guy named John tells his friend that he had bought a stock LT seat at the vendors' area that day, from a guy that worked for Motolight. Wow, what a small world! My original LT seat started out in Cincinnati, and wound up in Portland, via Jackson Hole.

To take this even a little further, the guy I met on Bear Tooth Pass told me that he had been looking at an LT on the Internet...that a guy in South Dakota had one for sale, but decided to keep his. So, flew to Sioux City, Iowa, purchased an RT for his wife, rode it back home in two days. As it turns out, the LT he was looking at belonged to my friend in Elk Point, South Dakota, who wound up trading the bike in on a new R1200ST, the very day I arrived at his house. It's a small, small world, after all.





In search of a London souvenir

By Joni Raybuck

Last week, I had the opportunity to travel to London, England, on a business trip. It was my first trip to Europe and I was so excited to combine some work with some sightseeing. One of the first things that I noticed, during the ride from Gatwick Airport into town, was the number of motorcycles – and, particularly, the number of BMW motorcycles - that were sharing the road. The driver said that I'd see a lot of BMWs in London, as they were very popular and that there was a dealer showroom right down the street from my hotel near the Marble Arch. Another thing that I noticed was that everyone wore helmets and protective gear....no one helmet-less and in cutoff shorts here!

There were BMWs, Ducatis, Vespas, etc., everywhere. London traffic can get pretty congested and so motorcycles (and, of course, "the Tube"/Underground) are the best ways to get around.

I went into the very classy showroom on Park Lane to see if I could buy any "BMW Motorcycles of London" souvenirs for Tom. When I say classy, I mean very upscale. The dealership was right down the sidewalk from the Aston Martin dealership, and right next door to the BMW auto and BMW Mini Cooper dealerships. (Just for reference, one of the Aston Martin cars had a price tag of £109,000, which at the current conversion rate of pounds to dollars of 1.797, prices that little car at "only" \$195,873!!) As far as my inexpensive souvenir was concerned, the very friendly saleswoman informed me that BMW did not allow them to print anything that said BMW London, despite their efforts to get them to bend the rules for the many requests that they received from travelers. The only unique items that I saw were BMW Motorrad shirts. I decided to try next door at the BMW car dealership but they didn't carry any London shirts, jackets, etc., either. One of the car salesman listened to my story about Tom's motorcycles, his connection with the Greater Cincinnati BMW Club, and how almost everyone on BMWs here in the U.S. wear protective riding gear. He had a hard time believing how many motorcycle riders in the U.S. don't. He asked me to wait for a minute and went back and brought me two leather key fobs with enameled "BMW Park Place" emblems. Apparently, most people have to buy a BMW car to get one of these, so I'm thinking I got off pretty darn cheap! We'll put one up as a door prize at the next cub meeting that we host.

Here are a couple of pictures from my trip. If anyone is planning or even thinking about a trip to London, I'd highly recommend it. It is truly a remarkable place and the history and beauty of Westminster Abbey, Buckingham Palace, The Tower of London, etc., are hard to describe. I imagine you'll all now want to "get in queue" to see the rest of my pictures...



BMW Park Place



Their showroom... and a new Boxer



A frequent sight around town



Even the police have nice rides!

Club Meeting Minutes – February 11, 2006

by Tom Raybuck

Meeting was called to order. Reading of the minutes were waived; only two officers were in attendance. The Treasurer's Report was read and accepted; as of the meeting date, the Club has 28 paid members. Please pay George Nyktas your dues as soon as possible. They are due by the March meeting, \$15 per person and \$18 per couple.

It was discussed to add maps to the meeting locations in the monthly newsletter. For security reasons, it was suggested that maps be shown only on the website. After discussion, as the newsletters are already on the website, we agreed to return to adding maps on the newsletter.

Mike LaBar discussed website security and changes that he has made to the club website. Any new visitors to the site will have to go through a new screening process before they can post to our discussions. This should prevent anyone posting links to questionable sites.

Jerry Cummins still needs five (5) members for the Experienced Riders Course. If we don't fill the class with club members, the remaining slots will be made open to the public.

Tom Ritter reminded everyone of the Tech Daze on February 26th. Miami Cycle Works has offered to host the session. Tom has made arrangements for a guest to come down from Dayton that has experience in flushing and filling of anti-lock brake systems. See Miami Cycle Works' website for

directions to their shop. The session will run from 11:00 a.m. to approximately 2:30 p.m.

Tom Raybuck received some tourbooks from Slovenia Mototours, offering tour packages in Slovenia, Croatia's Adriatic coast. They offer complete tours with bike rentals or you can rent just a bike for self tours. Anyone interested in a brochure, contact Tom directly.

Jerry Cummins' new mystery bike will have to stay "under wraps" until the weather breaks. The identity is being kept very secret, but we did get that it has metric bolts.

The Alternative Rally was discussed with a possible second location in Cherohala, Tennessee. It is approximately the same distance to the west of Deal's Gap (the Dragon) as our current sight is to the east. The weekend of the event was also discussed and several dates were suggested, June 10th and 24th and the beginning of August. It was agreed that Mike LaBar would post a poll on the website forum to find out the preferred date and location. He will report back at the next meeting.

Mike LaBar gave a short update on the Open House at Miami Cycle Works. They were very pleased with the turnout and he thanked all of the club members who came to the event. The crew spent many long hours and late nights getting the shop ready for the big day.

The March meeting is at the home of Jim and Deana Smith. Their address is:

314 Sunset Court
Monroe, OH
Phone: (513) 539-5311

Directions to the meeting:

Take I-75 to Exit 29 (Monroe/Lebanon) Hwy 63. West on 63 to Britton (approx 2 miles).
Left on Britton, Right at light onto Macready. Left onto Sands at the house with pillars.
Right on Sunset to 314, driveway on the right. (These last 3 turns are onto the "next road" and come up quickly, being only yards apart.)
You could also take Rt 4 North and turn right onto Hwy 64, then right onto Macready, then Sands, and then Sunset.

The meeting was adjourned.

