



# GREATER CINCINNATI BMW CLUB

## May 2003 Newsletter

### Club Officers

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## KZ 'Cow' and A Passion for Riding

By Travis Brown



Travis on his police bike.

Several months ago, I found a way to integrate my passion for motorcycling with my job as a police officer and earn extra money. I began riding motorcycle escorts for funerals.

I have been a police officer for nearly ten years, but I have never been around police motorcycles. The Kentucky State Police, for whom I worked nine years, abandoned their motorcycle patrol in the early 1950's after several troopers lost their lives aboard the old Harley Davidsons of the era. Ironically, most of those old troopers crashed on the same twisty back roads we seek in order to challenge our Telelever suspensions and ABS brakes today!

Once I made the move from the state police to the Fort Wright Police, I saw several officers in

the area mounted aboard official police duty cycles. Much to my chagrin, my department did not own a motorcycle and had no intention of ever purchasing one. My chief did, however, offer me the use of one of the department's police bicycles. I respectfully declined.

One day, I saw a new BMW RT-P parked out in front of my police station. I knew that this beauty was the pride and joy of one of my fellow officers, Randy Newsom, who bought this bike to ride funeral escorts after rolling up fifty thousand plus miles on his old Harley FLHP. He was ready to experience the joys of ABS, fuel injection, and a spot-free garage floor.

After speaking to Randy about the possibility of riding escorts myself, he informed me that his escort company was in need of another rider. I was soon on my way! All I needed was a police bike of my own. Enter fellow GCBMW Club member, Chris Katzer.

Chris had a Kawasaki 1993 KZ1000-P he bought from the Greater Cincinnati Northern KY Airport Police Department about a year ago. He originally purchased this bike to ride to work, but soon found that it was a bit cumbersome to negotiate in the downtown hubbub. As of late, it mostly remained under tarp on a trickle charger in his garage. After painful price negotiations, and the woeful parting with a sizeable chunk of my tax return, I soon rode away on my new workhorse, or should I say, work Cow. After equipping the KZ with all of the appropriate police emergency lights, fresh brake pads, and other necessary nickel and dime items, I was ready to ride. One cold, but sunny day in

January, I met Randy at a funeral home ready to learn how to ride escort.

I soon learned that escort riding involves violating most of the basic rules of motorcycle safety, not to mention, many traffic laws. I saw Randy riding on the shoulder of the road and into the oncoming lanes of traffic while weaving his RT-P back and forth among the cars in the procession as if it were a GP Racer. Needless to say, I was a bit hesitant to thrash my heavy old KZ in such a manner.

Sometime during this escort ride, scenes from my favorite childhood TV show, "CHiPs," flashed through my head. I remembered seeing Ponch and John negotiate their KZ's through all kinds of rough terrain. Although I wasn't quite ready to take my KZ off road or ride it down flights of stairs, I was ready to try my hand at stopping traffic in busy intersections.

I found, fortunately, that most people pay attention while driving and stop when they see you. However, there are those, as we all know, who distract themselves with cellular phones, car stereos, dime novels and a plethora of other activities in lieu of driving. Those folks always irritated me in the past, but they really scare me now. Being practically a "veteran" escort rider, I can tell you that I have had close calls with many such drivers on several occasions.

As an escort rider, my main function is to keep the funeral procession moving. The law is on my side as it states that funerals have the right of way at all times on the roadway. I try to remember this, as I hold up traffic in busy intersections and interstate onramps while herding the long line of cars through safely. After the last car in the procession passes, I have to ride fast enough to overtake the hearse and return to the front of the procession using any means necessary before we reach the next intersection.

To pass the procession, I usually have to ride into oncoming lanes of traffic or utilize the shoulder. I often split lanes too, but this method seems to be somewhat daring as the KZ is a bit too wide between the saddlebags. Amazingly enough, the Cow really handles and brakes well, considering it is the grandson of the original superbike, the Kawasaki Z1. It does lack the refinement of the RT-P however. Riding on loose gravel, dirt and

sometimes even snow and ice, one really learns to appreciate ABS!

All in all, the funeral escort business is fun and challenging. I have learned how to maneuver that old Cow in a way that would make Ponch and John proud. Overall, I have learned better riding techniques. But most of all, escorts are a way to ride a motorcycle for cash! Isn't that what we all dream of doing after all?

## **Long Distance Motorcycle Riding... Exercise Information and Nutrition Tips**

*By Beth Miller*

*Note: Beth Miller is the Fitness Center Coordinator at Ohio National Financial Services. Prior to taking this position, she was employed at the TriHealth Corporate Health Services as a fitness instructor, lifestyle coach and dietitian. She is a Registered/Licensed Dietitian with an undergraduate degree in nutrition/dietetics from the University of Dayton and holds a Masters from UC in exercise science and health promotion. I asked her to write up some tips on how to prepare for long distance motorcycling. Here's her article.*

Since long distance motorcycle riding requires a lot of sitting, I would suggest starting with a good back care program as well as an abdominal workout program to build the muscles that support the back and provide for good posture. An effective and easy exercise for the lower back would be using a large exercise ball. Lay over the ball then lift your torso up slowly, holding this position for 5 seconds. Slowly lower your upper body back to the starting position. Repeat this exercise 5-10 times and do at least on a daily basis. Abdominal crunches and oblique crunches are good to develop the muscles of the abdominals. In addition to these basic abdominal exercises, Pilates Matwork exercises will increase the strength of the deep abdominal muscles and help with improving posture. Videos can be purchased at bookstores, sports stores or online.

In addition to the back and abdominal work an overall strength-training program that emphasizes upper body strength would be advantageous. Muscles to target would be the pectorals of the chest, trapezius, rhomboids, and latissimus dorsi of the back, deltoids of the shoulders, biceps and triceps. A basic program would consist of 2-3 times per week with 48 hours rest between workouts. Use a weight that is heavy enough to fatigue the muscle in 8-12 repetitions. The muscle may shake on the last repetition, which is a sign of fatigue. You should not be able to complete another repetition when

your muscle is truly fatigued. Increase the weight when you can do additional repetitions without fatigue.

Finally, I would suggest a stretching program that includes stretches of the upper body, lower back and lower body. Hold each stretch for 20-40 seconds and repeat for each muscle. This would be a great way to "rejuvenate" at a rest stop and to prepare for the next leg of the journey.

All of these recommendations go along with the basic recommendations for cardiovascular fitness, which would include 20-60 minutes of a cardiovascular exercise (walking, biking, swimming, and rowing) 3 times per week. If you have never exercised and are just getting started, try beginning with 10-15 minutes of the cardio work and increase the time each week.

Good snacks to take on the road to help stay alert may include things like trail mix, plain peanuts, protein based energy bars or mozzarella string cheese. These types of food are higher in protein and don't tend to raise the serotonin levels in the brain which cause the sleepy/relaxed feeling.

Lots of luck and happy motoring!

## The Prez Sez...



Poker Run participants at one of the stops.

Wow! Was the club's Poker Run ever a success! There were 32 players! A big thank you and congratulations to Mike Crum and his many helpers for a great job.

I've been seeing increased "talk" about Camp Charleston recently. This rally pre-event is for young riders aged 16 to 26 and starts July 8. It is underwritten by the BMW MOA Foundation and provides free camping and food during the rally for up to 20 participants. At the Trenton presidents meeting the foundation folks were encouraging local clubs to sponsor Camp Charleston attendees in some way, be it providing them with a bike to ride, gas money, or some other support. If you know of a young rider who may be interested in attending Camp Charleston, please let me know. We'll discuss it at the next meeting and see what the club can do to support their attendance. For more information and the application form go to <http://www.bmwmoafoundation.org>.

Chris Long made a valuable post to our e-group regarding our Bicentennial Barn Photo Contest and I'd like to emphasize his concern. Some of these barns are only viewable along busy and/or narrow roads, some with little or no shoulders. Please be careful when you stop to take photos. Don't endanger your own safety or expose your bike to the possibility of damage just to get your bike in the photo with the barn. It's not worth someone getting hit or having their bike upside down in a ditch.

Keep your fingers crossed for good weather for the Battle Creek Mini Rally, May 2 - 4.

Speaking of rallies, please give serious consideration to attending the Ohio RA Appalachian Foothills Adventure, June 13 - 15, near Peebles, Ohio. After all, we have rescheduled our June meeting so folks can attend this event. For more details see <http://www.concentric.net/~bmw01bob/ra-ohio.htm>. You do need to have your dinner money in before June 2.

Bob

## Computers and Internet Security from Your Home

By Clinton M. LaRue

*An article about computers? Why?? Well, last year I missed out taking a trip over a weekend because I had to stay home taking care of my computer that had become infected by a virus that was sent to me in an attachment. I asked a friend, who is the Network Engineer for Ohio National Financial Services, to come up with some tips for everyone to use, so that they may avoid a similar fate. Here's his article.*

Today with some of the things going in the world you can never be too careful. We know that we have to watch out for terrorist and such when we travel and even around our own city and neighborhoods. But did you ever consider that your computer could be targeted by terrorists or a simple hacker? The mostly likely ways for your computer to be hacked or attacked is via the Internet.

Why is this you ask?

Well I will try to explain.

- 1) The Internet or World Wide Web as it is sometimes called is a direct highway from your home (computer) to the entire world. But like most highways it goes two ways. If you can go out on it others can come in!
- 2) If you have a dial up Internet connection you are only open for attack while you are connected.
- 3) If you have a Roadrunner or Zoomtown connection you are probably on the Internet all the time whether you think of it that way or not. Therefore you become a much more likely target.

How can I be attacked? There are several ways that you can be attacked but here I will only cover the most common.

- 1) Virus's and other bad things can be delivered to you through your e-mail. A lot of times viruses will infect a computer and you will not even know about it till some future date comes. In the mean time the virus will be sending itself to other people that you have in your e-mail address book without you even knowing that messages are being sent.
- 2) Hackers can attack your computer while you are connected to the internet by exploiting holes in your security and by access shares that you have setup on your local PC's to allow you to share files and such between computer on your home LAN (if you have one that is).
- 3) Instant messengers and file sharing utilities are also commonly used by hackers and viruses.

What can I do to prevent this?

- 1) Get yourself a good virus protection program and keep it up to date!!! There are several good virus protection programs out there. A few of which are Trend ([www.antivirus.com](http://www.antivirus.com) - my personal favorite), Norton Antivirus (also a good product), and others. The choice is up to you but I would advise getting one. On the Trend site ([www.antivirus.com](http://www.antivirus.com)) there is a free scan utility which is kept up to date and you can scan your PC with but you must be connected to their web site for it to work.

- 2) Apply all Microsoft critical updates. If you have a current Microsoft operating system (Windows Me, XP, 2000) you should have an update facility in web browser. Check it out and then you decide if you should apply the fixes or not).

- 3) Instant messenger or file sharing utilities. Be careful who you receive things from! If you don't know the source don't accept anything from it! (Caution is always in my opinion the best option.)

- 4) If you are connected all or most of the time to the Internet get yourself a firewall. Windows XP has one built in you only have to turn it on. (See the Windows help file and do a search for firewall).

If you don't have Windows XP you probably want to purchase a firewall product. There are also some firewalls that are available for free personal use: ZoneAlarm, Kerio, Personal Firewall and Outpost. You can find further information about firewalls on the web at <http://www.free-firewall.org>.

## **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.*

Joe is highly motivated to winning the Barn Contest that his club is holding. His boss has left on a business trip and there is no reason to stay at work on this nice sunny warm day. He has several barn locations programmed into his GPS and it is a nice warm afternoon.

Joe decides to go for a barn that's located in the five-point area of the contest. To get there in a timely manner, he elects to ride on the Interstate. There are a lot of trucks on the road and Joe finds himself riding to the left rear of a big truck, waiting for the cars in the left lane to move out, so that he can pass this truck. Suddenly, the left rear tire on the trailer explodes, throwing a large piece of rubber tread onto the road directly in Joe's path.

What should Joe do now? The students of the recent MSF class should be able to answer this one. What could he have done to prevent the current situation that he's in?

Has this ever happened to you? If so, send me your story.



Participants in the club's MSF Class.

## Mileage Contest

Deadline for entry into the MOA mileage contest is May 15! Anyone who participates must complete the required form. I have the forms with me. Please see me at the breakfast ride or the next meeting.

The club's contest runs from November 1, 2002 to October 31, 2003. If you wish to participate, please send your November 1 or current odometer reading to Jerry at: [jerrycummins@earthlink.net](mailto:jerrycummins@earthlink.net). It is never too late to get your odometer reading in! Everyone who participates is a winner!

## Barns, Barns, Barns

By Mike LaBar (aka Bike LaBarn)

Your perfect excuse to ride in the country is here. Celebrate the Buckeye State's birthday all year long by photographing Ohio's 88 Bicentennial barns. You could win top prizes and recognition from the club, but even better, you get to see parts of Ohio you may not have ever known existed.



A barn in Central Ohio. Anyone care to guess which one?

Ohio native Scott Hagan began painting barns at age 19. In 1997, after painting his father's barn with Ohio State's Buckeye theme, his work got noticed by the Ohio Bicentennial Commission, which, at the time, was looking for an artist to paint barns. Hagan was born in Belmont County, Ohio, in 1976, during our nation's Bicentennial. He was mentored by the late Harley Warrick, a fellow Belmont County native, best known for the Mail Pouch logos he painted on barns across the country. Over 2000 barn owners in Ohio submitted their barns as would-be canvases five years ago and in September 2002 Scott painted the last of 89 Ohio Bicentennial Barns (Ottawa County's first Bicentennial barn was destroyed by a tornado in 1998 but is still counted as an official Bicentennial barn. A second Ottawa County barn was painted in 2001.)

### GCBMWC Ohio Bicentennial Barn Photo Contest Rules:

1. All pictures should be obtained by riding your motorcycle to the site.
2. You may ride any type of motorcycle; however, you must be a member of Greater Cincinnati BMW Club to win.

3. Your motorcycle should be included in the picture if at all possible. In fact, you will be rewarded with one extra point if you do get any part of your bike and/or yourself in the picture. The painted portion of the barn must be evident. Depending on the barns location you can score 1 to 6 points. See the map below for the associated points for a given barn.

4. Keep a listing of each barn's location and write the county that it's painted in on the back of the picture. If you plan to use a digital camera, rename the files with the county name and your initials (e.g., ClermontMJL.jpg)

5. The contest will run from Jan 1, 2003 until Dec. 31, 2003.

6. Top prizes will be awarded for the first three places.

7. Pictures can be taken solo or in a group. Make sure you or your bike is in the picture for that extra point.

8. Turn in your pictures or your digital photos to Mike LaBar by the Jan, 2004 meeting.

Be safe and have fun. You will get to see some interesting back roads and towns along the way.

## **The Mini-Rally**

*By Tom Raybuck*

The weekend is finely here. "The Mini Rally." The Weather looks like it will be on the good side for the weekend. The trip also will give you barn hunters a great chance at some easy pickings on the way. The rally site is about 1 1/2 miles north of interstate 80-90 Exit 121 on State Rt. 66. Left on Fawn River Rd to the campsite. Will have signs up at entrance. Hey if everyone comes you won't have to listen to me talk about next year's rally at every meeting!

## **Spring Riding Gear**

*By Jesse Riechman, Apparel Specialist - BMW Motorcycles of the Tri-State*

It's spring again, technically speaking anyway. Winter has managed to keep most bikes in hibernation, leaving a few bundled-up diehards on the road to insist, "any weather is riding weather."

Used to be, when it was cold you put on an old sweater and your trusty leather jacket. When it

was warm, you took those layers off. Seems like a simple equation, really, until you realize how unsafe you really were, especially in the summer when the Sunday back roads traffic is worse than ever.

In any case, the time will soon come when we will again be tempted to shed the heavy riding gear in favor of shirtsleeves and jeans. As any of us here at BMW Motorcycles of the Tri State will tell you that is not a good idea. And thankfully, it's not your only choice either.

Some call it a high-speed get-off. Some riders hit the deck. Whatever you call it, you'd better be prepared for it just in case. And that's where the ultimate summer riding gear comes in. High-strength nylon mesh provides great abrasion protection and FirstGear has perfected the use of this material, utilizing triple-layer stitching in the seams for tear resistance, and EVA foam padding to cushion the shock of a hard landing. This combination affords some of the best protection and breath ability you can buy. For even more protection, the Leather Mesh-Tex jacket adds leather panels to the armor. Gloves and pants made of this same material are also available, meaning that you'll never have to risk riding in inappropriate attire again.

For those warm summer rains, a simple two-piece suit will keep you dry and pack away easily when the sun comes out again. If you commute, consider a rain suit with some armor, so that your business clothes aren't the only thing between you and the tarmac. Again, FirstGear makes some of the most effective -and affordable- rain gear available. BMW also offers stylish rain gear that is guaranteed to keep you dry and comfortable all day long.

Another caution to warm weather riders- we have seen what a little abrasion can do to your favorite pair of Doc Martins, and it's not pretty. Shield your tootsies with a high-quality boot designed for riding and you'll be a lot safer, not to mention more comfortable. Oil-resistant soles keep you on sure footing, breathable, waterproof liners keep you dry, and protective ankle and toe pads take the impacts before your feet do. You'll find that motorcycle-specific boots from Sidi, Oxtar, and BMW make the whole experience more enjoyable. Now, there are even more choices for women's motorcycling foot gear.

Unfortunately, one of the first things to get left in the garage on a hot summer day is the helmet. "They're too hot and restrictive," claim the helmet-less. Well, technology has changed since the old Bell lids that still grace the dusty top shelves at your local chop shop. Reputable helmet manufacturers like Arai, HJC, and Shoei have put tons of technology into their products, perfecting their fit and finish. Air vents actually vent air, and new face shield technology allows better peripheral vision. Removable, washable liners keep the padding feeling (and smelling) like new. Helmets are constructed of lighter; stronger materials like Kevlar and carbon fiber, which means you'll be safer without feeling like a life-size bobble-head doll. New graphics and colors help you be seen by other drivers and make you look faster, even when standing still.

None of us want to think about separating from our bikes while in motion, at a stoplight, or even at bedtime. But it's been said that one should dress for the fall, not for the ride, and we tend to adhere to that wisdom. We should – our staff has tested the durability of most of the gear first-hand.

## Ticket Avoidance

By Jerry Cummins



*The following is my personal opinion and does not necessarily reflect the view of GCBMWC, its officers or its members.*

In a hurry to make sure that he stays ahead of Jimmy and Chris in the Barn Contest, one of our club members ended up sitting on the side of the road, patiently waiting while the state trooper wrote out a citation. I decided to list some of the techniques I use to avoid having this same thing happen to me. These are in order from most effective to least effective:

- **Don't speed.** Most effective way to avoid a citation, however if traffic around you is

moving at higher speeds, this could add to the danger of being rear ended, or subject you to Road Rage.

- **Let someone lead the way.** Select someone who's speeding at a rate that you will be comfortable with and follow them with enough distance so that you can slow down when you see their brake lights suddenly come on. A quarter mile is generally a good distance. My favorite 'lead car' would be a red sports car, especially if the driver has a radar detector. Chances are that he will spot the radar trap and react giving you time to slow down. If he doesn't, he probably will draw the attention of the police officer, giving you a chance to go by unnoticed. Of course, if there is more than one police officer manning the radar trap, the second one might still come after you. If there are no sports cars around, I select someone else who is speeding to follow.
- **Use a good quality radar detector.** Just remember this is a tool and you shouldn't rely on it by itself to avoid citations. Police departments use a variety of tricks to defeat radar detectors.
- **Try to keep your speed to within 10-15 mph over the speed limit.** Many, not all, police departments allow for a "fudge factor" where they don't go after motorists who are within 10 mph over the limit, unless the motorist is driving recklessly. Even in areas where enforcement is tough, if you are within 15 mph over the limit, you can probably slow down quickly enough to get under or near the speed limit, once you spot the officer. I've had officers shake their fingers at me when I went by after watching me aggressively brake my bike in an effort to slow down, but so far (knock on wood) they've elected to let me go.
- **Scan the road ahead for possible "ambush" sites.** Police officers like to hide behind bridge abutments and other large items. They like to hide behind hills and curves. If you see what appears to be a vehicle in the median, expect it to be a police car. Slow down some and be ready.
- **If traveling in a new state, get an idea of what police cars look like.** In some states they are all marked. In many states, traffic enforcement cars may not

be marked, but the departments generally use the same model of car. Unmarked cars may have telltale lights on their dashes and rear deck. Many have multiple antennas on the rear of the car. My rule of thumb is to avoid passing a Ford Mustang or Chevy Camaro that might be traveling at the speed limit if I spot any antennas on the rear of the car...until someone else passes him.

- **Let local traffic give you an idea of how fast to go.** If everyone is moving 20 mph above the limit, it's a good indicator of what you can get away with in that area. If everyone slows down in a certain location, it's a good idea to do the same.
- **Drive conservatively.** What I mean here is to avoid driving in such a manner as to attract a law enforcement officer's attention. Tailgating, weaving in and out of lanes, lane splitting, popping wheelies, creating excessive noise, is all actions that will draw attention. Police officers are human. They may be less tempted to put their donuts down and stick their radar/laser guns out the window, if you roll by in what appears to be a very safe manner.

These are all techniques that I've used successfully for many years and many miles. I can't guarantee that they will work for everyone. Please understand that if you choose to ride at a speed that is over the posted limit for the road that you are risking getting stopped by law enforcement.

## GCBMWC Meeting Minutes 4/12/03

Meeting was called to order at 6:45 p.m.

I read the minutes from the last meeting and they were approved. Tom reported on the club's balance. The club had \$133.00 income from dues and spent \$15.00 on the host fee, leaving a balance of \$1620.08. The report was voted on and approved.

Business:

- There were 32 riders in the Poker Run. Everyone who participated had a good time and they report that the route selections were great! There were three

hands played. Deana Smith won the first hand, with a prize of \$20.00. Gary Franklin won the second with a prize of \$40.00 and Lynn Cummins won the third with a prize of \$42.50. The club ended up netting \$148.00, as did the Boy Scout troop.

- The May meeting will be at BMW Tristate. They are offering club members an additional 5% discount on purchases that night.
- Tom spoke about the Mini Rally that is being held in Sturgis, MI on the weekend of May 2-4. He promises good weather for the rally and will take personal responsibility should the weather turn bad.
- Mike, aka Bike LaBarn, announced that he has photos of nine barns. Jimmy Smith has ten. Chris Long's progress may be followed on his personal website.
- The club voted in two new members: Ken Francois and Brett Thoerner.
- Bob mentioned that YM Racing is offering a local class and a club discount. Please contact Bob for more details.
- A bicycle race promoter is in need of motorcycle riders to help escort a bicycle ride. Again, see Bob if you are interested.
- The Red Cross is holding a Biker's Ball on June 20 and there is a Ready to Ride Rally at Turfway Park on June 22.
- Tom Collins won the split the pot prize of \$17.00.

Meeting was adjourned at 7:12 p.m.

## Club Calendar

**May 2-4:** Mini Rally Sturgis, MI  
**May 4:** 9:00 am Breakfast Ride at Pearl's  
**May 10:** 7:00 pm Meeting at BMW Tri-State  
**May 16:** 5th European Riders Rally  
**May 22:** 15th Rocket City Rally  
**June 1:** 9:00 am Breakfast Ride at Pearl's  
**June 7:** 7:00 pm Meeting at Henry & Mary Pierce's

## GCBMWC Market Place

**1987 K75T.** I bought it last summer. It has 24,000 miles and is in excellent condition. I had BMW Tristate do the 12k service in October. Two new tires were included. It's black, has a Corbin

seat, windscreen, tank bag, hard bags and upgraded exhaust. I am asking \$4,500.

George Nyktas 513-314-1931  
[gnyktas@ReconOrtho.com](mailto:gnyktas@ReconOrtho.com)



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**99 R1100R w/ABS Black 20k**, Wire wheels, hard bags, backrest, w/s, htd grips, H&B engine guards, hyperlites, seat by sargent. I'm asking \$8300

Ron 330-283-4936 Akron Oh. [rtrace@neo.rr.com](mailto:rtrace@neo.rr.com)

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**1999 K1200 LTS** – 15K, Champagne color, 2K on Metzeler 880s. Includes Kathy's Bag Liners. All services current and BMW performed. New windshield in September 2002. Garaged and never down. \$10,900

Allan Smith 513-738-2930

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Pete Tsipis is selling his two bikes.

**1995 K100LT** Metallic Grey 44K miles, excellent condition. Includes BMW Tankbag, Seang Night Cutter Driving lights, Hard bags (lids repainted), one-year-old BMW batter. \$7000.00

Number two is:

**1983 R100RT** Maroon 90+K miles, good condition. Includes hard bags. Fairing has been repainted. Windshield is about 4 years old. \$3200.00

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**'01 R1100RL** (non ABS); black w/ white pinstripe, wire wheels, chrome cylinder covers, windscreen, system cases, BMW tank bag, new Metzlers (Z4s, less than 100 miles). Dealer serviced, garaged. 11,500 miles. One year left on warranty. Excellent condition (two small scratches on tank. Asking \$7,100.

John Wharton @ [jwharton@fuse.net](mailto:jwharton@fuse.net)



"What do you mean, 'Did I pass the MSF Course?'"