

Greater Cincinnati BMW Club, Inc.

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RA# 220

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November 2010 Newsletter

A few thoughts from your president on;

Club Officer Nominations/Election ... Nominations will be accepted at the November meeting at the Raybuck's. Now is your chance. If you want to serve, or see things done differently, please either make your interest known, or nominate another member. The election takes place at the December meeting (better known as the Christmas Party). All four of your current officers have agreed to serve another year if re-nominated.



The Christmas Party (December meeting).... Will be held on Saturday, December 4th at Raffel's Catering at 11330 Williamson Road, Cincinnati, OH 45241 (off Cornell Road near Reed Hartman Hwy in the Blue Ash area). We will be announcing our menu choices as we get closer to the date. Since most attendees felt that last year's party was such a success (thanks again Bill Wright), we hope to recreate some of that same atmosphere at this year's event. The cost this year is \$25.00 per person for current members and \$30.00 for future members and includes appetizers, full meal with dessert, as well as draft beer, wine, and soft drinks. A cash bar will be available. RSVPs are needed for an accurate head count for the food. Please send Debbie Smith an email @ dasbmw@zoomtown.com and let her know if you intend to come. Just pay as you enter the party and, although it's definitely not necessary, we appreciate you paying your 2011 dues at the same time.

Riding activities ... are what prompted most of us to join this club. And, your club officers are always looking for suggestions of things to do and places to see. Better yet is when a member simply steps up and announces their plans for a fun impromptu ride and invites others to join them. If you have a favorite place or route and you get the urge, send out a Yahoo group email and set the wheels in motion (pun intended). Posting a Yahoo group email message is easy. Just go to the club site and click on [Post an eGroup email](#)

Hosting a monthly meeting doesn't have to be a big project. Lately many of the hosts and hostesses of our meetings have cooked a favorite dish and/or

Contests

The 2010 GCBMWC Triple D Ride To Eat Contest ends November 30th. Gather your pictures or post them to an online photo album for credit.

[Visit the contest page.](#)

The 2010 Mileage Contest ends November 30th also. Email your odometer readings to [Mike LaBar](#) by the end of November.

2010 Officers

President **Tom Ritter**
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Vice President **Tom Raybuck**
bucksinohio@aol.com

Secretary
Webmaster **Mike LaBar**
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Treasurer **Debbie Smith**
dasbmw@zoomtown.com

gone to extra efforts to make the members feel welcome. And, while I'm sure the members appreciate the extra efforts, I want to assure those who may not feel so inclined that simple can be fun too. (I remember when the meetings were more about conversation & camaraderie and less about food.) Yeah, I know. Some could rightly say that yours truly is guilty of raising the bar when it comes to food prep, drinks, etc. I just want everyone to know that food, drinks, and extra efforts are not required of our hosts. So, if you have been reluctant to offer to host a meeting because you don't want to be expected to display your culinary skills, don't let that stop you. We will be happy with nothing more than a friendly atmosphere.

The annual club riding weekend...has been held at the Iron Horse Motorcycle Lodge in Stecoah, NC each of the past three years. And, while everyone seems to enjoy this location/facility, I would like to continue our search for another facility, preferably one that's a little closer to greater Cincinnati. In evaluating a facility, keep in mind that we have members who like to rent cabins, share rooms, tent camp, etc. Having the availability for group meals onsite is great. And, of course, a facility that doesn't get upset about a few alcoholic drinks at happy hour is important (this may rule out many state parks). If you need more criteria for evaluating a location please feel free to contact me.

Articles for this newsletter...from our members at large are always greatly appreciated. This year we have enjoyed articles from John Fischer, Steve Thoerner, Tom Raybuck, etc. (my apologies to those I have not mentioned). Feel free to share a ride report or choose a topic and send Mike LaBar a draft. It's even better when pictures are included. Don't worry too much about formatting or proofreading. Mike can work his magic! All topics are welcome. (However, keep in mind that we as a club are responsible for what we say in print. So, let's keep it fun and avoid any derogatory comments directed at specific individuals or groups.)

It has been a few years since...The members as a group participated in the MSF Experienced Riders Course. Some of the members may feel that taking a refresher course is a good idea. If anyone feels like trying to arrange a class for the members, please contact me to discuss what I have recently learned about class availability.

Lastly - A new club logo (you didn't think I would write an update letter without discussing a new club logo did you?) With any luck, we will have sample logos available for viewing very soon. Be on the lookout for a mid-to-late November special edition of this newsletter with sample logos. We hope to make a final choice of our new logo at the Christmas Party.

Thank you to all who have contributed to the club this past year. While we have some business to attend to during the November and December meetings, the officers hope to keep the focus on what we enjoy most, riding. We look forward to seeing you.

Tom Ritter

Deadhorse Alaska Trip

#1, 7/18/2010 first message sent from Gakona, Alaska.

By Merrill Glos

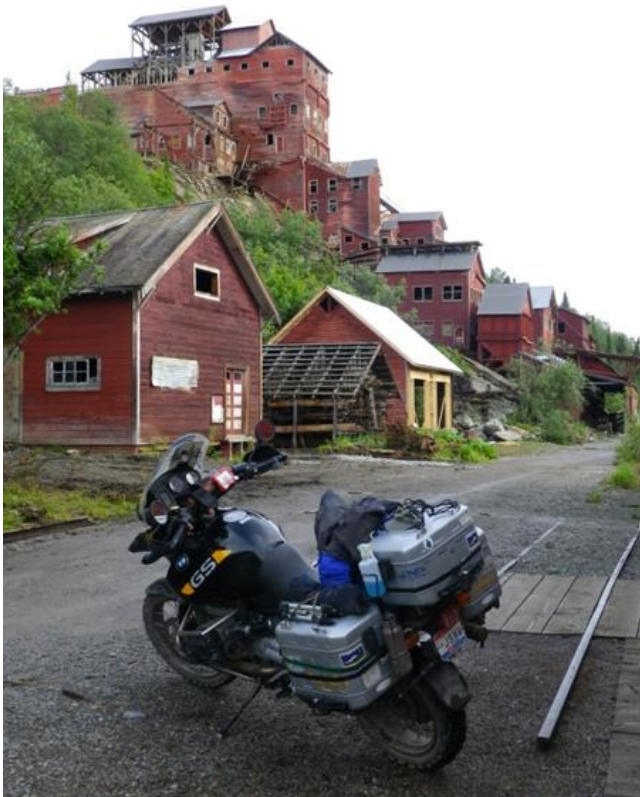
All, for those who didn't get my first message, I completed my run from Fairbanks to Deadhorse last Monday, 7/26 I believe. I have ridden Tarbaby to the furthest most South and furthest most North road accessible points in the Americas. I arrived in Deadhorse nine days after leaving Blue Ash, (eight if you subtract the tire changing day in Fairbanks.) By chance, I stayed one night in each Canadian Province on the ride out.... Wawa, Ont., Winnipeg, Manitoba, North Battleford, Saskatchewan, Grand Prairie, Alberta, Ft. Nelson, British Columbia, Whitehorse, Yukon and the end of the Alaska Highway, in Delta Junction, Alaska, (100 miles from Fairbanks.) Got fresh knobbie tires in Fairbanks at a place that Doug Leer (friend who rode the Dalton last year.) inspired a father son team to start a business of servicing 'adventure riders' bikes. Went to bed early Sunday night but couldn't sleep, got up at 5am, hit the road at 6am and arrived in Deadhorse at 6pm. About 10 hours of nonstop riding on dirt and gravel. I was beat. Took two days to return to Fairbanks, decided not to change back to street tires so I could ride the dirt road to McCarthy and Kennecott Mine. Shipped my touring tires back home via USPS (\$70 Priority Mail), Di, look for them this week. Pressure washed Tarbaby at Dan and Shawn's place, stayed at University Alaska Fairbanks dorm Wednesday night. (\$36)

From Fairbanks headed to Chicken, Alaska with hopes of doing the Top of the World Hwy. into Dawson City, Yukon. Mud slides had the road closed last week on the way north, and it reopened for a day only for more rain to wash out a bridge while I was doing the Dalton Hwy. I stayed in Chicken. Chicken is an abandoned gold mining camp; complete with one of those old monster dredges.... it's now a bar, with adjoining restaurant and gift shop. The town motto is... "Chicken: a small drinking community with a big gold mining problem." (room in Chicken was \$85, no water in the room, a smelly outhouse across the gravel

parking lot, and the generator shut off at 8pm, (thank god, it was noisy) From Chicken, I headed back to Tok and south to Rt. 10 going east. 30 miles of paved and then 60 miles of dirt to McCarthy and Kennecott. Stopped at the Wrangell St. Elias Nat. Park visitor center and saw a wonderful film of the area..... "Bigger than Switzerland, with higher mountains." The official National Park intro movie took five years to film; no doubt waiting for good weather... it was worth the wait.

The road to McCarthy was worse than the Dalton, top speed 50mph, (Dalton up to 70mph.) Got a hotel in Kennecott, right next to the "mill building". Friday was about the first day without rain and it was glorious. The road into McCarthy replaces the old steam train tracks from 1910. You'll know I love big brown rusty shit.... and this was the motherlode. (Like the old English mining operation I found in Chile near Quique....) the National Parks Service has a visitor center there... they are restoring some buildings, and arresting decay of the others, to leave the 'ghost town' feeling.

Around 1900, prospectors noticed the local Indians wearing quality copper jewelry and other wares and figured there was high grade copper ore near. They found the veins high up in the surrounding mountains near Kennecott Glacier, (hence the name) but didn't have a way to get the ore out to the coast. The miners



partnered with Morgan and Guggenheim to build a railroad from Cordova to the mining area where they built a massive processing plant to enrich the ore to save on shipping costs to Tacoma, Washington. The railroad took six years to build and was mostly bridges and trestles because of the rugged terrain. The processing buildings are built on the steep mountain side and take advantage of gravity to move the ore from one processing stage down to the next.... No lifting required.

The money made in Alaska was used to finance the "Kennecott" mine operation in central Chile (world's largest open pit mine) which I visited on my return from Terra del Fuego in 2004. (nationalized by the Chilean government in the 50's, I believe) It's also the same company whose operation is visible when you fly into Salt Lake City... their 'smoke-smack' is a landmark for me.

There are several bridges enroute on the McCarthy road.... The last bridge (steel overhead trestle) was completed in



1910 and was in operation until the day before I arrived.... A semi truck with a big load hit a middle upright and tore the rivets out.... DOT opened the bridge hours before I arrived for light vehicles only. There were postings all over McCarthy about the "closed bridge" and I was not sure I would be leaving any time soon. But a cool place to be stuck for a few days...

It started to rain again on Friday at midnight and rained thru 6pm on Sat. After a Park Ranger tour of some of the mining buildings from Kennecott, I moved down the

hill to McCarthy, and stayed at Ma Johnson's Hotel.... maybe Google it.

The hotel lobby has the look and feel of a Victorian parlor and the smell of the 1900's boarding house that it once was. (the brothels were next door.) Cool. This whole area is a UNESCO world heritage site.. More Europeans here than Americans.... go figure. The McCarthy road ends at the river, about a half mile from the town site. There are two foot bridges that cross the divided river into McCarthy, just wide enough for Tarbaby.... the owner of Ma Johnson's and the Saloon (and the entire town) assured me (post facto) that it was legal for me to cross, so I was about the only tourist there who had his own power transportation. I rode right up to the Kennecott Mine site, and beyond. This morning's ride out was uneventful, but Tarbaby is covered with mud again. That area was a good visit and the highlight of the trip so far. (Except for getting to and from Deadhorse safely.)



I rode down to Valdez, hoping to take the ferry to Haines.... wrong. The ferry terminal is there, but none go to Haines or that direction, only to Whittier and Cordova.... so I'm thinking, ok, go to Whittier and catch another ferry to Haines... wrong. No ferry service across the big bay.... from Bellingham Washington north to Haines and back, but no connecting service from Whittier. So I backtracked, going to Tok for the third time... (by the way, it rained the entire time in Valdez) I'm at a hysterical 'roadhouse' built in 1905 the www.gakonalodge.com . Right on a river where some of the locals fished a 35 and 31 pound King salmon this afternoon.

Will head back to the Alaska Hyw. tomorrow and head back to Watson Lake, Yukon where I'll turn south on Rt. 37, back to BC. That's the plan.

I'm back in my "drifting mode". from Gakona



Deadhorse Alaska Trip

#2, 7/18/2010 second message, sent from Deer Lodge, Lac

Louise, Alberta.

By Merrill Glos

All, I put my "Pataguuchi" (Patagonia) snowboard pants on before crossing the Mackinac Bridge, and didn't ride without them until yesterday, three weeks.... needed for either rain or cold protection. 4293 miles from Blue Ash to the far end of the Alaska Highway, in 7 days for an average of a little over 600 miles per day. I was on a mission, but will never do that again. It rained everyday from the UP to Delta Junction, the end of the Alaska Hyw. If the day started out wet, I at least had the luxury of putting on my gear in the dry hotel room. If it was nice in the morning, it rained all afternoon, and vice versa. (Drew, after thousands of miles of thought, I think it's "geez'ol") I finally learned to put my rain gear on before I'm wet.

A bigger percent of motos on the road than anywhere else I've been. Mostly BMW GS's and KLR's, some VStroms and lot's of Harleys*, *but not past Fairbanks.

The Alcan has straightened since the original. Several sections have been preserved and are marked: "Old Alaska Highway". The first of these happened just about fifty miles after mile zero in Dawson Creek, BC, it was marked, "Old Alaska Hyw. Hysterical bridge 'so and so'. I took the detour. The road turned to gravel, (dah), and wound down a gorge. The approaches to the bridge crossing the river had to be at thirty degree angles to each other because the road was carved into the cliff on each side. They curved the bridge road bed to accommodate the angle. The wooden road planks (3"x8"?) were curved to match the radius of the road bed. The supports for the bridge were log cribbing. It was worth the time and if you take the road; the detours and loop roads are worth it.

After getting fresh knobbie tires in Fairbanks, and a restless night's sleep, I left Fairbanks at 6am, arrived at Coldfoot, the half way point at noon, had a hearty late breakfast and gassed up. It rained for the first 200 miles, but the road was hard pack and it didn't slow me much.... the rain stopped at Coldfoot until I got to the highest pt. on the Dalton at Atigun Pass, about 4,700 ft. I think. At this latitude, the 'timberline' is down to maybe 1000 feet elevation, no trees north of Atigun Pass. The pass road was cut into the side of the mountain and was "guardrailed" on the downside the entire way, going up and down. There wasn't a foot of unmangled guardrail. I could just imagine the 18 wheelers in the winter on ice, locking their brakes on the decent and 'riding the rail' all the way down.



The gravel Dalton Hyw. is actually hard pack, the gravel is only loose when the graders do their thing. To keep dreaded 'washboard' to a minimum, those large graders work 30 -40 mile sections at a time, resurfacing the roadbed. Three feet in front of the grader blade are super strong 'cultivator' forks.... these loosen the top 3-4 inches of roadbed, and then the blade levels it out.... a water truck follows with a mixture of water and calcium chloride which is for packing and keeping the dust down....

apparently, the calcium chloride clings to the dust particles and cements them together..... hitting a stretch of freshly graded and watered roadbed is the worst case scenario. Even with my best possible tires, the front of the bike slides side to side when the tire hits buried ruts created by the grader 'forks'. Sort of the feeling of crossing a steel grate bridge deck, but many times exaggerated. I hit a section of this on the return just before Coldfoot. Tarbaby looked like someone had 'shot' "Gunite" at her, the mixture of gravel dust and calcium chloride making a soupy cement... the exhaust, skid plate and front engine cover were cemented into one mass.

The Alaskan Highway was constructed in the early 40's to move defense equipment in case of an attack by the Japanese. The Dalton Highway was constructed in the 60's to facilitate the building of the Alaska Pipeline from Prudhoe Bay to the Port of Valdez. Deadhorse is a service town for the oil field workers at Prudhoe Bay.... it did not exist before the late 60's. Everything has to be elevated so not to melt the permafrost. There are three 'hotels' for temporary visitors and large dorms for permanent workers. The workers work twelve hour shifts for two weeks and then off for two weeks. They have free airfare to Fairbanks or Anchorage. Deadhorse (a few miles south of Prudhoe Bay) is accessible to all, but Prudhoe Bay requires a security pass to enter. The hotels there were not built for tourists. I saw only a few. Like a dumb shit, I did not make reservations for that night.... the first hotel, the Arctic Caribou was sold out and my heart sank. The lady there put a phone call thru to the Prudhoe Bay Hotel and the lady there told me they had one room left... I begged her to save it and rushed the block over. When you enter the hotel, (think "double wides" linked together and elevated) you are required to slip on those blue shoe covers.... no oily coveralls allowed. It seems like a large family, with most calling each other by name. A few women. The cafeteria was the best I've ever seen. (and I've been on a cruise ship)... giant steam table... fresh fruit and pastries.... anything you could want, and first quality. gourmet coffees, pre-made sandwiches to take with, ice cream, apple turnovers, the good kind..... the room rate was \$159/night and included all meals (the cafeteria is open 24/7).... I believe it's subsidized by the oil companies.

There was a large lounge with recliners and big screen, movies, pool table, and a free laundry. (I did laundry that night, but didn't see any soap, so I added a half pint of "Simple Green" which was on the shelf.... then I noticed, the liquid soap was automatically dispensed....) my room had a clean shower and recliner and video equip for movies. I took a hot shower and slept well.

I signed up for the Prudhoe Bay Oil Field van tour.... it required a passport id, and they did a clearance check. If you go, don't expect to walk on the bus at the last minute. It was \$45 and started with an informative video then the van took us around explaining all the oil related buildings. We stopped at the edge of the Arctic Ocean and some of our group went for a dip. Knowing I had a long cold ride in front of me, I stayed dry, but did put my foot in. (my third visit to the Arctic Ocean) The 8am tour was over at 10:30 just as the 'sea fog' was beginning to lift. I went back to my room, checked out and loaded up Tarbaby for the ride out. The temperature was in the low 40's.



The pressure was off, but I didn't want to celebrate until I reached paved road again. Most traffic on the Dalton is heavy trucks carrying oil production stuff. The truck drivers are courteous and deserve respect from those using the road for leisure. Even though I was traveling alone, I felt that a trucker would stop and help in an emergency, assuming he'd see me.....

Because of my late start, I stopped at Coldfoot and spent the night at the Slag Creek Inn (\$199, no meals and a real dump). The room walls were raw unpainted OSB board.... the restaurant across the parking lot (where I had breakfast the day before) had good food. I met a couple from Holland and we talked until midnight. (never gets dark!) They were world travelers and had been to Los Nevados, Venezuela, too... I really enjoyed their company. The ride out from Coldfoot was a welcome sunny day. I had planned on changing back to my touring tires, but decided to keep the knobbies on as they would be useless back home, might as well save some 'tire change' money and 'ride them out' up here. They would be welcome doing the Top of the World and McCarthy roads too.

I went directly to Dan and Shawn's and pressure washed the calcium choride cement off Tarbay. Dan taped my touring tires together and directed me to a rural post office, where he said there'd be less 'hassle' than the one in town. I mailed them late on Wednesday; Di received them Monday morning... 70 bucks and great service, thanks USPS.

Casualties of the Dalton Hyw..... the left fork seal blew going into Deadhorse, probably when I hit a deep pothole at 70mph. looking down, I saw a red painted circle around the hole but it was too late.... line of sight is only about thirty feet out when riding gravel, so not much changing direction at 70mph, just enough time to see what you're about to hit.... not advised to brake hard either on dirt/gravel. Anyway, the fork oil squirts up and out and gets blown back onto my rainpants. The hard bumps squirt the oil up onto the bottom of my camera case, which hangs conveniently from my



handlebar. Oil, dust, oil, dust... and my camera case is starting to look like a muddaubbers nest. On my South-bound trip, the constant bouncing of my top case broke the case to rack latch, which I replaced..to relieve the stress off the latch this time, I drilled some strategic holes and lashed the case down with heavy duty cable ties. The ties broke and Tarbaby sounded like an old RoadMaster coming down the pike. I bought a hundred more ties to get the two that I needed, and did the fix in McCarthy. The right fork seal blew on the McCarthy road, so now Tarbaby rides like a RoadMaster too. I always take two pair of eyeglasses on any long trip. I've never had a problem, so this trip, I only had the pair I was wearing. While at the Can./US border, the US Border Patrol guy asked me to remove my glasses.... I did so with-

out first removing my helmet. My helmet fits tight against my temples and I broke the left arm off my glasses. This is two days before the ride to Deadhorse. I got some 7 minute epoxy at Lowes in Fairbanks and



did a fix... it held until the last time I removed my helmet on the Dalton, when they fell apart. I was thankful they held... I went back to Lowes and bought a spool of 16 ga. copper wire and did a fix that's strong but won't let me fold the frames....(I usually don't wear them folded anyway.)



While standing under the awning of a food wagon beside the Visitors Center in Valdez, raining again, the Thai gal working the wagon noticed the copper bling on my glasses.... she was worried that I might be struck by lightning???? I asked if the wagon was her's, she said it was and her husband's who was Korean,"he's yellow on the outside, white on the inside." she said. (adopted by an American family when he was a baby).

One other casualty I might mention, after checking into the Glacier View Lodge, in Kenecott, I took a pee. Expecting Tang, I was shocked to see Hawaiian Punch... there was a lot of blood in my urine.... this has never happened before and my mind went nuts, always thinking the worst. I calmed down and took a long walk among the mining ruins, thinking what's going on?.... I concluded that it was related to my activities and not of the other type. What was different? I just rode a thousand miles on rough road, followed by sixty miles of rougher road???? and I was on a blood thinner. I thought it was a kidney situation.... and decided to take myself off Coumadin and to drink plenty of water, at least then it wouldn't look so bad. Each subsequent 'relief' wasn't. There was no pain, but maybe a little soreness in my left kidney area. I was hoping a 'stone' wasn't being passed, as that would mean pain, right? I tried to stay optimistic, but this wore on me and dampened my spirits. So now, everything was damp. I made mental plans to store Tarbaby and fly home?, head straight away for home?, or seek a doctor in Alaska. GOOD NEWS... four days later at the Western Rockies Lodge in Muncho Lake, BC. I was back to peeing yellow.

My favorite color is now yellow.

I stayed off the Coumadin for three more days and just restarted at half dosage this morning. My conclusion is: when I ride, my riding jacket and windbreaker can ride up in back, letting in a cold draft.... since the entire ride was on the cold and damp side, I think my kidneys caught cold, and the rough roads really aggravated it. Too much for an old man..... anyway, I'll never take yellow urine for granted; it means things are working as they should. What does one do to celebrate this????

All the major highways in Alaska have been straightened as well. The bridges have been made higher and longer, ne-

gating the twisty sections down into the valleys. There are small towns on the loop roads and abandoned sections that merit exploring... there are 'roadhouses' that served the trappers and horse and wagon riders and road construction guys. The 'roadhouses', the ones built along the Alaska Hwy., were built in the 40's during the road construction years, and the ones on the original roads coming from the coastal cities, were built during the 'rush' years and early 1900's. Most are open for food and lodging. I stayed in one, in Gakona, on the return from my ill planned ferry ride out of Valdez.



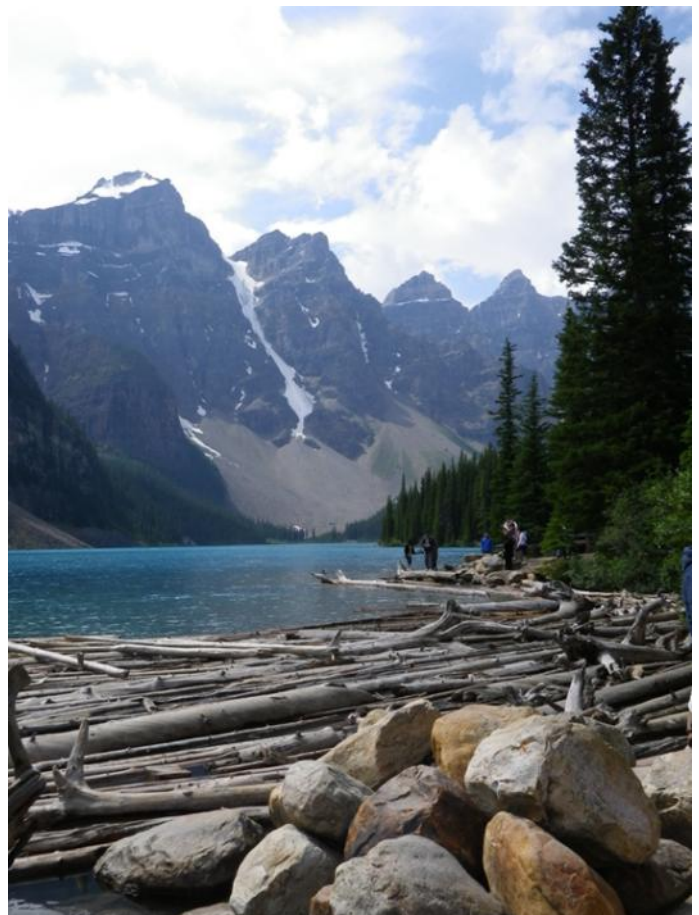
This roadhouse was built in 1905; the stable is now a bar. They run a fishing and rafting business as well. Nice folks. The two large salmon that were caught in the river behind the lodge were filleted and the fish heads and guts were left on the river bank. The next morning at breakfast, I watch out the window as an 'immature' bald eagle had his breakfast. Cool. other sightings: six or eight moose, eight or ten caribou, two black bear, one little guy, one jumbo, a dozen big horn sheep, two deer, herd of buffalo, two coyote, other eagles.... thousands of big black ravens, everywhere. And fat marmots who sit upright along the Dalton, waiting and waiting, thinking "should I go?,,, should I go?", and then running right in front of my wheels at the last second..... didn't hit any though.

My hopes of riding Route 37 south were extinguished because of forest fires in BC. Over two hundred fires started by lightning. There were hundreds of RV's and trailers lined up on the AICan waiting for it to reopen. I wanted to take that route south and re-enter Alaska at Hyder, sort of on the backside of Ketchikan. The smoke haze followed me until I got as far south as Jasper, Alberta when it thinned out. So... I missed the "Top of the World" road into Dawson City because of mud slides and catching Hyder Alaska, because of fires.

My ride yesterday, from Grand Prairie to Lake Louise, Alberta was the first time without the rain pants.... it was a glorious sunny ride down the Icefield Parkway from Jasper, Alberta to Lake Louise. Staying at the hysterical Deer Lodge, where Di and I (and Jimbo and Becky) stay when we ski Lake Louise. This is the first two night stay of the trip. This area is surely one of the most beautiful in the world.

Added later....

From the Canadian Rockies I headed south into Montana, staying in Great Falls, then back roads following a beautiful trout stream south to Livingston and into the North entrance to Yellowstone. Mucho traffic. My goal was to ride the "Bear tooth Pass". Stopped in Cooke City for lunch before heading up the pass road.... Stopped at an Alpine overlook with about eight Harley's parked.... These guys and girls were speaking German and had rented their bikes in California and were headed to Sturgis. I spent the night in Red Lodge Montana, had pizza at a familiar joint from skiing days. Next morning rode south to Cody, Wyoming and did a brief 4 hour tour of the wonderful Buffalo Bill Heritage Center... five Museums for the price of one. A great stop if you're into American Western art



and history...

On Tuesday I left Buffalo, Wyoming and rode east. About an hour from Sturgis I saw thousands of Harleys headed west in the other lane of I-90. Thousands and thousands... I'm thinking Sturgis must be over and the West Coasters are heading home. I stopped at the South Dakota visitor's center and asked the gal if she knew about what's happening in Sturgis, thinking all the bikes would be gone by the time I got there.... wrong.... All these guys were heading for Devil's Tower on a day ride and official Sturgis was just starting. Cool. She told me which exit to take and where to park... (She thought I had a car cause I left my riding jacket and helmet on Tarbaby.) I got into Sturgis at 10am.... Parked Tarbaby in the middle of the street right next to the only other GS in town. The GSer was from Phoenix and this was his

twentieth year attending. There were tens of thousands of Harleys parked on Main Street



... I asked for a condensed experience and he told me to walk Main Street, both directions.... Two hours later, I was back on I-90 going east....

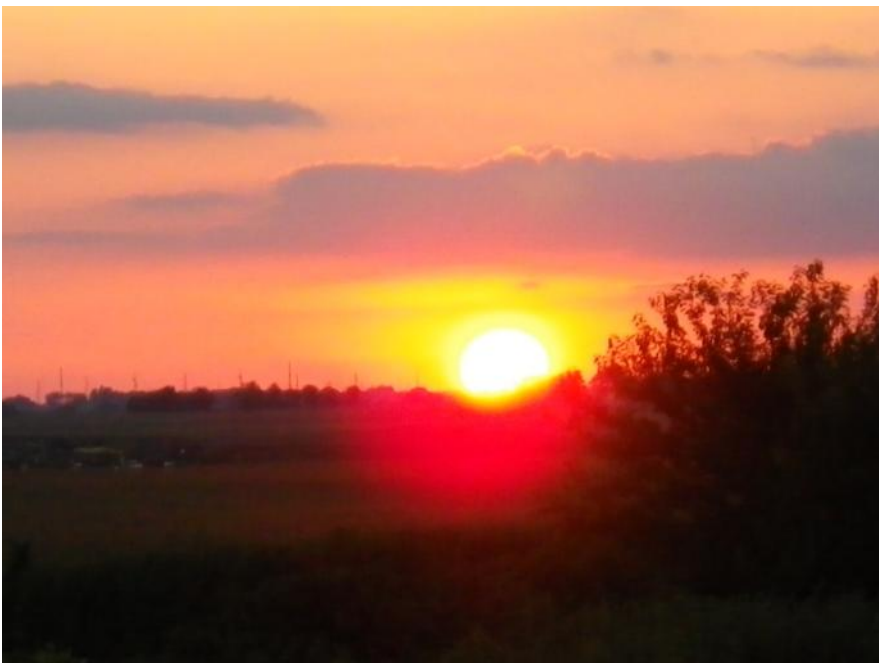
So, I did Sturgis without a plan, compromise and no expense. That's something I've wanted to do for a long time but didn't want to make a big sacrifice (\$\$\$\$) to do it. Perfect.

Stopped in Mitchell, visited my third Cabela's of the trip and got some low angle sun shots of the Corn Palace.



I crossed the Mississippi into Illinois. The rivers were high on their banks with lots of flooded fields. Not what I expected knowing we were having a record draught at home. While cruising at 70mph, a flock of sparrows flew up from the berm. One bird hit my arm. It bummed me out that after more than 10,000 miles and so close to the trip's finish, that I would kill an animal.

It was a hot and humid dusk, the air thick making for a huge red setting sun. I tracked the red ball in my mirrors, waiting for the last possible moment to get a sunset shot to conclude my photo journal.



Finally, I pulled over on the berm, stopped, twisted sideways in the saddle to get the shot. As I raised my right arm to aim the camera, a small sparrow stuck his head from my jacket cuff. I quickly switched the camera to my left hand and took a 'blind' shot of the little guy.

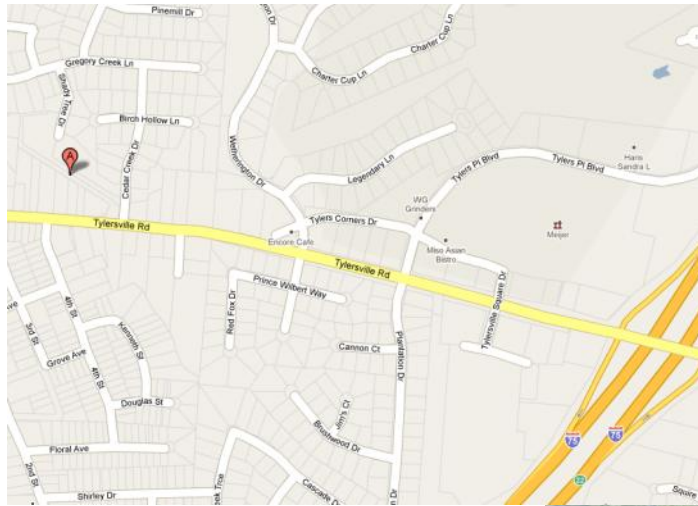
A second later, he climbed out, fell to my knee and then flew away. By this time, he was many miles from his home and friends, but still alive. I know the feeling.

Maybe last post.... web access is much easier to find in Mexico, Central and South America....
motomanmerrill



Visit our friends in Columbus
www.motohio.com

MOTOHIO
european motorbikes



GCBMWC Dues

\$15.00 for a single membership or \$18.00 for both single & associate

Send your dues to:

Debbie Smith
3646 Longhorn Dr.
Hamilton, Ohio 45013

Joni & Tom Raybuck are hosting our November 13th meeting. The meeting starts at 7:00 pm and is located at:

7703 Shady Lane
West Chester, Ohio 45069
(513) 759-0889

Meeting Schedule for 2010



- January..... Joe & Chris Berry
- February..... Tom & Joni Raybuck
- March..... Barb & John Fischer
- April 10th..... Steve & Karen Thoerner
- May 8th..... Mike & Kim LaBar
- June 12th..... Eric Ratterman & Jessie BauBlitz
@ [Autobahn Craftwerks](#)
- July 10th..... Joe & Chris Berry (triple B cook-off)
- August 7th..... Larry Lovejoy & Gail Deatherage
- September 11th.....Joe & Linda DeLuca
- October 2nd..... Tom & Cheryl Ritter
- November 13th..... Tom & Joni Raybuck**
- December 4th..... Holiday Party @ Raffel's in Blue
Ash \$25/member \$30/guests

Breakfast Ride November 7th at 10:00 am Ride at 11:00

[Mama's Grill](#)—Williamsburg, OH - Maysville Route 10 ride.

October 2010 Minutes

The club held their September meeting at Tom & Cheryl Ritter's home. The meeting started at 7:00 pm on 10/2/10.

There were approximately 15 members in attendance.

The minutes of the prior meeting were read.

The treasury report was read by Debbie Smith.

Beginning balance: \$1,387.07

50/50 of \$30.00 collected.

Paid out \$25 each for the chartering of our club with the MOA and RA.

Ending balance \$1,378.07

There are 43 paid membership with 73 members

OLD BUSINESS

Thanks went out to the DeLuca's for hosting the September meeting.

Discussed the club ride.

Christmas Party – Volunteers were solicited. Four gratis dinners for Mike and Ann Allen and Lenny and his wife were motioned and voted on and approved.

Iron Horse— 13 members made the trip to NC—Luis is reported doing just fine.

Nominations were opened

Alley Meeting at Fuel Coffee was discussed

Logo—November preview and December vote was discussed with at least 3 images.

NEW BUSINESS

Members talked about another closer venue for our annual gathering.

Next meeting at the Raybucks.

Breakfast ride announced.

Meeting adjourned at 7:27 pm

Joe Berry won the 50/50

Nominations for 2011
officers are open.

November 2010

Su	Mo	Tu	We	Th	Fr	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

December 2010

Su	Mo	Tu	We	Th	Fr	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

January 2011

Su	Mo	Tu	We	Th	Fr	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Rallies & Events

To see a full listing click [HERE](#)

1st Saturday each month visit Lenny at [Autobahn Craftwerks](#) for Open House

Tuesdays—Bike night at the Comet

Wednesdays-Bike night at Quaker Steak & Lube

BMW has just issued a recall of 130,000 cars featuring its twin-turbo six-cylinder engine because of a faulty fuel pump that can fail when the cars are driving at high speeds. The company and National Highway Traffic Safety Administration received complaints about the cars going into a reduced-power or “limp home” mode, which allows drivers to safely pull off the road. It will also illuminate the “Service Engine Soon” light on the instrument panel.

Vehicles included in the recall include:

- * 2007–2010 335i
- * 2008–2010 135i, 535i and X6 xDrive35i sports activity coupes
- * 2009–2010 Z4 Roadster sDrive35i

[Watch ABC's News Story video.](#)

Websites of the Month

www.recalls.gov

Your Online Resource for Recalls

Thanks too everyone who have added great content to the newsletter. You too can contribute to the newsletter . Your content is appreciated and will make for a better publication.

Plus you can win a motorcycle.

Send content to:

labrew@gmail.com



56: Pick Lightly. It's hard to be smooth on an overloaded bike.

RIDE SAFE.