

Editor,  
Sometimes I get to ride on the long island railroad in the morning along with my wife Suzanne. This morning is one of these enjoyable moments. Suz plays her iPod and stares at the interesting landscape of marshland and trees slowly blending into houses and then old row apartments and then busy streets and finally skyscrapers including her own citicorp building that we pass.

Meanwhile I always catch up on my reading. Today I take out the newest OTL. I point out the cover to my white-earbud-wearing wife. She nods approvingly. Then I open to the first article and point out that my friend Will, the editor, has what will appear to her as the exact same bike that I have. She nods and smiles. Then I am amused that my name is mentioned along with 3 of my BMW friends, so I point that out. She begins reading now with me, and together we read the next few sentences where you say, "Bill, you were right about these old BMWs..."

This brings Suzanne out of her normal morning commute silence. "That is so cool that he is talking to you as you read this magazine on the train!"

I smile, acknowledging that it is indeed a unique experience. I am likely the only person on the train today reading an article where someone addresses me personally.

Bill Costello,  
New York

(Bill, Thanks for the way you make the photos and covers of OTL simply shine! And thanks for the mentoring on all things /2. Ed.)

Dear Will,

I enjoy your technical expertise and enthusiasm but in last month's column you made a mistake. Ducati has created a new sportbike that boasts higher hp numbers than the Si1000RR on paper but it is a V-twin.

Which begs the question how long this engine is supposed to last if it really makes more than 90 hp from a 600 cc cylinder?

Who is supposed to be able to ride such a beast with such low weight and almost another 25% of torque over the already powerful 1000cc inline-fours?

And with a new frame concept the combined geniuses of Rossi and Burgess could not make work to the point that even the new Ducati WSB champion Carlos Checa will campaign the old 1198 in next years superbike season trying to beat the high-\$\$\$ factory efforts from BMW and others, again?

If there will be another in MotoGP and WSB since they are owned now by the same entity with dwindling factory efforts and empty grids due to lack of funding from industry and sponsors. Maybe it is time for one series where the best duke it out?

Not everyone is into racing and the S-RR, as a lot of BMW riders still love Boxers and miss a true S or RS Boxer sport-tourer in today's model line.

Also, Kim Clark sharing his near death experience and wisdom was the best piece I have I have ever read. A few more nice riding

days and a merry Christmas to all of you!

Chris Geuting  
Durham, CA  
RA#21179

(Ducati: Mea Culpa. BMW make the best motorcycles on the market. They're here to sell machines, and they're not going to go backwards to please riders who pine for the old days. You could just make your own retro RS using available components, you realize, and we could feature it in OTL. OTL is packed with Boxers, but BMW insists their superbike is the most important BMW ever built, and so we report on it, and GS bikes, and vintage bikes, and hot rod BMWs and much more. Ed.)



Hi Will,

I just read the November OTL (not late, arrived same day as MOA ON) and noted that you are preparing an article on Hilton Head for the December issue. I thought you might be interested to know that competing in the International Motorcycle Category were two long-term BMWRA members. Alan Singer and Neil Fogelberg, representing the MotoEuro Garage Collection, brought two motorcycles up from Florida and finished one-two.

The winning bike was an original, unrestored 9,500 mile 1973 Moto-Guzzi V7 Sport; a bike owned for over thirty years by an Oklahoma Guzzi dealer. The V7 Sport was the bike that broke the perception of Guzzi's as stodgy old folks bikes, much as the R90S did the same for BMW. There are, in fact, some who believe the R90S was BMW's response to the V7.

We also brought our 1973 Laverda SF. The SF, by the way, refers to Super Freni, "big brake" in Italian. This bike was restored several years ago by Wolfgang Haeter up in British Columbia. It is currently displayed in SFC (Competizione) form as raced in the great mid-70's European endurance races. It sounds even faster than it looks.

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They aren't BMWs but these are still pretty neat vintage European pieces. Also here's a shot of the R75 based cafe racer we built about five years ago. 80+ HP, a short wheelbase frame and 397 lbs. make it a really fun ride.

Regards,  
Alan Singer, RA 19176



1958 "600" twin cylinder BMW air-cooled Boxer engine, installed in an Isotta built car.

Dennis Gage tells the story of the 1973 Moto Guzzi V7 Sport owned by Jacksonville, FL's MotoEuro Garage. Dennis had quite a crowd following him through the motorcycle judging. His sidekick Neale Bayly was there to fill in some of the moto memories that were bantered about between these two old friends. Quite enjoyable.

