

**Turbo Rally XX -
Never Again In July**
by Robert H. Miller



After a two-year hiatus, the Turbo Rally came back to life as vibrant as ever. As in the past, herculean efforts were made to attend this year's event.

On Friday, long-time members Paul H. (CX650T) rode all night from Virginia, Anthony G. (CX650E) caught a couple of hours of sleep after arriving late (or very early depending on how you look at it), and Richard L. (CX650T) banzaied in 15 hours straight from Chicagoland so he could say he was there too.

Other long-time members were there like Paul B. (V65 Magna), Kent F. (BMW R100),



Paul Hognarian (center, facing camera)

and Mort M. (FJR1300), but they weren't Turbo mounted. Turbo News Editor Steve K. (XN85) met us for lunch in Hancock, but no one arrived on a GPz Turbo so we

failed to have a full showing of factory Turbos. Yours truly had his trusty Yam Turbo to haul him around.

There were some new faces too. Robert T. (Concours14) came in from Delaware, Chris R. (CBR1000F) was there from Philadelphia, Matt W. (XJ650L) on an absolutely gorgeous and rare '83 Yamaha Turbo with very trick Race Tech suspension at both ends, and there was a special guest appearance by world traveling motorcyclist Dr. Gregory W. Frazier (Lincoln Continental) who is a long-time



Long Greybill

club member owning a CX500T for many years. Doug S. (GMC Yukon) and Turbo Rally XVIII ('06) host Gary F. (SUV) drove in for the Saturday night dinner.

On Saturday morning ten riders, including four Turbos, took a leisurely, and indirect ride with a few, well maybe more than a few, route sheet deviations to Hancock, NY across northeast Pennsylvania on Routes PA 423/PA 507/US 6/NY 97 including stops in Lackawaxen to see Roebling's Aquaduct and Callicoon to see a gas station.

After a cool morning ride, the weather turned hot and humid and this rider found himself slow-cooking inside his leathers like a lobster at a New England clam bake. I was made to promise I would never hold this event in

July again.

For some reason, age and



Steve Klose (l) and Matt Wiley (r)

good sense maybe, there were no "displays of excessive speed", only a comfortably steady pace to the Circle E Diner where they were so busy they couldn't serve us so we circled over to the Little Italy Italian Restaurant where we were lucky to get a table.

After the mass consumption of cold beverages, we left the restaurant at 2:30 p.m.,



Kent Flanery

said goodbye to Steve K., and had a return ride that was much better as the temps cooled down to bearable. The gently curving

roads, the heat and humidity, and the traffic-restricted pace were lulling the riders to sleep, so we stopped in Hamlin's Hunter's Gallery to stock up on guns and ammo. You can never be too careful with all those across-the-center-line SUVs out there.

The return route of all nice two-laners was almost a direct



line back to the motel on PA 191/370/247/296/196/423, so we were there by 5:00 p.m. after riding 216 miles just in time for a long shower and a short rest before dinner. Due to excessive tire-kicking, we didn't make the one mile trip to Da's Pub until 6:45 p.m. where everyone elected to arrive on four wheels having had enough of two wheels for the day.

Immediately after dinner, the tire-kicking earnestly resumed



in the motel parking lot until 10:30 p.m. when everyone called it quits and another Turbo Rally was in the books.

Awards went to Matt K. for *Long Distance Turbo Rider*, Paul B. for *Long Distance Non-*

Turbo Rider, Richard L. for *Best Turbo*, and Chris R. for *Best Non-Turbo*. Paul H. also gave out some very nice CX650T mugs that he'd been saving since the last rally when they weren't ready in time. No one trailered in or rode in two-up, so those awards went unclaimed.

All the Turbo riders, Matt K., Richard L., and Paul H. were awarded club tee shirts for making the effort and the leap of faith to attend on their Turbos.

Personal highlights were



the better than expected turn out, meeting Dr. Gregory Frazier, seeing Richard L.'s all-black "Stealth" CX650T, and remembering what my Turbo looked like the day I took it home from the dealer's shop. Every time I longingly glanced at Matt W.'s Yamaha Turbo, I couldn't take my eyes off it. That bike had more



suspension work than the bike was worth, but I bet it rode nice and made it easier to go faster. I wished I'd had that set up for all those 500-mile days I did on mine.

Matt works for Race Tech and he kindly offered his services



to everyone. He's owned his Yam Turbo for a year and put 25,000 miles on it so you can bet he knows what he's talking about. He can be contacted at: mwiley@racetech.com.



