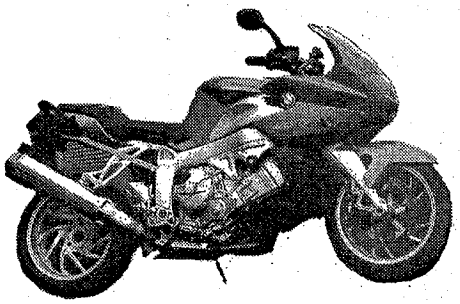
R. Pivonka

Cleveland Club News

Spring 2007

BMW K1200R Sport fast, comfortable, sleek

BMW has come through again just in time for another issue of the CCN, to wit the K1200R Sport. Yes, if you squint the profile looks much the same as several other sport bikes on the market, but there are only so many variations on a theme until a whole new paradigm is found. (see following article. ed)



The Sport has mucho credentials to make it perfom like those other bike profiles, too. With 163 horsepower and 94 lb.-ft. of torque it lacks not for performance. Displacement is 1157cc. and the transmission is 6-speed. The inline four cylinder motor with 16 valves is tilted forward by 55 degrees as on other Beemers and on this machine it centralizes mass for better handling.

Weighing in at 531 pounds it is nearly identical to machines from the mid 90's in that respect, but the weight is reported to disappear when handling becomes a prime requisite.

Accessories available on this unit are: Electonic Suspension Adjustment (ESA) at $800 and Integral ABS EVO $1,040. If you have the bags from a K1200S, the mounts to make them fit this bike cost $135.

BMW has heard its riders as regards the servo assist and it does not appear on this machine.

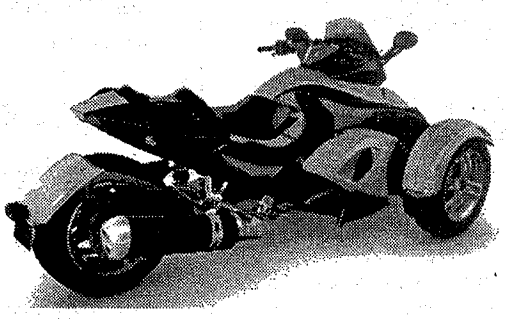
What makes it different from the K1200R? More rational ergonomics, and a windshield that offers better protection to the rider.

It's easy to predict that this model will be in high demand when the BMW caravan pulls into Mid-Ohio for the AMA Vintage Days. Caution, however. You know what "they" say about not being able to go back once you've felt some real horsepower. ■

Can-Am/Bombadier introduces latest transportation mode

With this company's reputation for predicting the next craze in vehicles, it is impossible not to include it as a "news" item even though this publication is usually limited to feature material due to the infrequency of publication.

The signs of why this vehicle will sell are all around the aging motorcycling population. When a person sees a Honda Goldwing with the accessory "training wheels" that can be used to hold up the machine when being operated by an older rider; when we see all makes of touring bikes, even Beemers, being converted into trikes for reasons of stability, well, it's a coming trend. Riders just want the wind in their face and a sports car just won't hack it.



Bombardier, or as it is now known, BRP broke new ground with vehicles that put individuals on both snow and water. You know the names Skidoo and Seadoo. The "S" was retained when they named this vehicle the Spyder. Guess Trikedoo just didn't do well in the focus groups. It's not cheap but testers say that it is stable.

Powered by a 998cc Vee-twin, liquid-cooled engine very similar to the Rotax unit used in the Aprilia RSV, this scoot does just that, even when pushing 700 pounds.

The power of 106 ponies gets to the ground through a 5-speed tranny and touches tarmac with a 225/50R15 on an aluminum 15x7 wheel in back. The fronts are 165/65R14 on 5 inch aluminum rims.

The picture isn't detailed enough to show you that there is no front brake lever. All braking is done through a brake pedal and an ABS control unit. That will make auto-to-Spyder crossovers easy.

There's power steering, too. On this machine it's called Dynamic Power Steering (DPS) and the assist reduces as speed increases. Electronics help out in other operational areas, as well. It's called VSS for Vehicle Stability System and controls three subsystems: ABS, traction control and stability control. Signals are sent to the ECM from wheel speed sensors. The upshot is traction control and in the Northeast that's not a bad thing to have. Sales begin in twelve key-market states. Look for them on the road. ■

Content

BMW K1200R Sport 1
Mods to K1200R make for a sporty cruise.

Can AM/Bombadier Spyder Available Soon 1
Trikes take a new turn.

The Gau Gazette 2
Judy can't wait to get started.

Darwin's Rev-olutions 3
Dar is back at the front of the pack.

MOA Rally 2006, a Second Opinion
Mark Perl wants 2007 to be a banner year.....3

I learned about riding from that 4
Don fills in for Mike Kiesel again.

The Road Less Traveled .....5,6 & 8
Paul Mitchell shares his latest Western romp.

Sparky Redux 7
Don Walker experiences a bolt from the blue.

AMA Announces New Exhibit 7
"Malcolm" honors legendary dirt rider.

Bart Markel Passes 8
Famed AMA champion dies at age 71.

Janklow Drives Again 8
Ex-governor and congressman re-licensed.

BMW MOC Visits Muskie 9
Fifteen slosh to the mine museum.

Breakfast Ride Schedule 10

Biker News 11
Market, MOCal, MOA and "down under".

Calendar of Events .....12 & 13

The Law of Attraction .....13 & 14
Dave Searle helps us select our next bike.

Club Pix 15
Last year's MOCal winners, the Pres award and DOER.

More Bike Industry News 16

Editor
Donald Poremski

Contributors: Judith Gau, Darwin McClellan, Paul Mitchell, Mark Perl, Don Poremski, David Searle, Don Walker

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The Gau Gazette

By President Judith Gau

Woo-Hoo! New year, new board, new members, everyone gearing up after an ugly winter, and the weather is finally moving into the riding zone. Life is good; at least that's what on today's T-shirt, and I believe it.

The riding season is almost in full swing for all of us, and planned trips are days, weeks or months away. I've been planning this year's trips since last October. The excitement is so overwhelming I'm jumping out of my skin. And, just around the corner is the Tune-Up Clinic to prepare for those trips. If you've been to past clinics, or this will be your first, it's truly a day for sharing and repairing.

How fortunate we are to have such a great club and so many spirited members. I don't want anything to change this year, as I don't think it could get any better.

Hope to see you all at the upcoming MOC/RA/MOA events or on the road. Whatever direction you're heading this year, be safe and enjoy the ride. We all have so much to look forward to. Life is good! ■

Want to be an important cog in the MOC? CCN seeks a new editor. Vent those artistic and journalistic urges. Take over for 2007 with my help. Don Poremski

Darwin's Rev-olutions

By Darwin W. McClellan

I'm baaa-aack! Whether by popular demand or the lack of interest from others, I'm the Road Captain for this year. I am happy to be back and only hope that I can continue with the success that Mike Kiesel had for the past two years. Thanks, Mike!

Things started out great with the Daytona 200 gathering at Champp's Restaurant. We had twenty eight members partake in the festivities. The food and service were excellent, as was the racing. Kawasakis took first and second places with Steve Rapp the winner. We drew qualifying numbers (for a minimal fee) that led to Mike Potisuk adding a few bucks to his already hefty wallet. It was a good time with a good turnout and something we might want to do again next year.

Road Captain (for life) Russ Davis put together a ride he called "Beemers In The Bucket" with attendees riding to the Big Muskie bucket that was once used in strip mining coal in Southern Ohio. There were 15 bikes, none were placed in the bucket for that unique photo opportunity or Guinness World Book material.

Next will be the first breakfast ride of the year. This will probably be an all-day ride with a breakfast stop on the way. We'll be going to the Motorcycle Hall of Fame museum in Pickerington OH. I'm still working on the details, but should have something on the website soon. Don't forget the Tune Up Clinic at Turp's shop the following weekend; this is always a crowd pleaser. If you are new to BMW or to our club, this is definitely the "don't miss" event of the spring. You won't believe the collective technical knowledge, skills and support this club has in its members. That's just April! We still have the rest of spring, summer and fall. Man, I can't wait to get started!

On a more serious note, I want to remind you all to be careful out there on the roads this spring. Road debris debris, dirt and salt dust are everywhere, so be cautious on those corners until we get a few good rains. And, remember that after dark or in the early mornings when temperatures are low those wet spots can still turn to ice. Don't find out the hard way. One more thing. Watch out for the cages! It's been three or four months since they've had to share the road with us and it will take another three or four months to retrain some of them. (Like the pickup with grandad behind the wheel who pulled out in front of my on Middlebranch. ed).

Be smart, be safe and let's put on some smiles and miles. Ride on! ■

MOA rally 2006, a second opinion

By Mark J. Perl

I went to the MOA rally in Vermont and had a great time. I read some of the comments in the fall CCN and had to agree that we didn't get together during the rally and that we were camping in small groups throughout the site. I was surprised at how little we talked about or planned for the rally. Following the July meeting I asked who was going to put up the club banner like we did at Lima to make it easy to find the group. No one seemed to know. It's not really the MOA's responsibility to ensure that local clubs can find each other at the rally.

We live all over Northeast Ohio and manage to get together for meetings and events. Let's make some plans before the Wisconsin rally to have someone take the banner and display it at a preplanned area for the club to gather. Getting the name of a local restaurant as a meeting point would also help. Forethought would also make it possible to have a club ride during the rally. This will be my third MOA national and I'd like to be able to share it with the other MOC members. Plan it. I will come. ■

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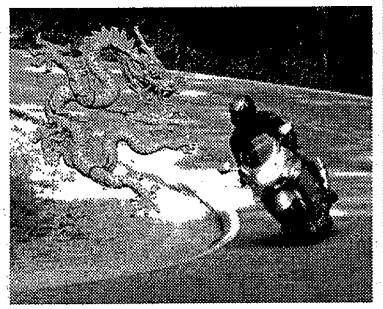
I learned about riding from that!



By Don Poremski

Mike has been busy of late so this issue will include comments about hard lessons learned by the CCN editor. We trust that Mike will be back in a future issue.

We're all anxious to get out there on two wheels but cold conditions are going to be with us for a while. If you have the gear, you'll have no fear.

It is late spring of 1962. I am the proud owner of a 1958 Cushman Eagle. I have completed an Intensive Russian Training Course at Syracuse University, Eastern European Language Training Center and I'm homeward bound for Pittsburgh. An Airman 2nd Class doesn't make a lot of money so the only choice regarding the fate of this machine is ride it or sell it. It's a cool little ride and it blows the pasta off any competing Vespas. It'd be neat to have it with me at my new duty station in San Angelo Texas. All I have to do is complete the modification from belts to chain and clear off the base by midnight.

Sprockets on, chain mounted, time to fire it up and enjoy the new-found performance. And does it ever! All the way up to about 23 miles per hour. Should have done some math on those sprocket ratios. Jeez! It's two in the afternoon. Can I get this thing changed, like TODAY?

The little machine shop I found was kind to stupid, teen-age servicemen and we figured out a combination that would now give me an honest 60 m.p.h. in second (two speed tank shift with clutch pedal AND centrifugal clutch). It's 11:45 before I swing my leg over the little black beauty and head southwest for da 'burgh.

The weak sun had delivered nearly sixty degrees during the day, but the steam that now came with every exhalation indicated maybe forty–maybe less. Riding gear? Well, I had the leather Air Force issue gloves with wool liners. I had my field jacket. Mom has sent an OD scarf for me to use during the Syracuse winter. My brogans looked like motorcycle wear. I started with two pairs of socks with more in the overseas bag if I needed them. A curious onlooker offers that I'm going to need a lot more gear for what I figured would be a ten-twelve hour , nighttime transition home.

This fellow hailed from Michigan and had more experience than I with moving through the air at speed. "You gotta have more insulation, man.", he said. Suggestions as to where I was supposed to get that kind of gear at that hour hadn't followed his statement. His buddy, also from MI, did come up with a way to keep warmer.

"Put this newspaper down the front of your pantlegs and over your knees. Wrap your torso with more newspaper. It will make if harder to move, but the wind won't cut through to your body." I followed those tips and made good progress–for a while.

I was about two hours into the trek. I had gotten plenty cold. Cold enough to get violent shivers, but then the shivers seemed to subside and I rolled on. When it became difficult to move my hands on the grips I decided it was time for some hot coffee. I could barely get myself off the machine and into the diner. The building seemed almost super heated to me, but gradually I felt warmth coming back to me. Now came the surprise.

I had shivered quite violently as my body cooled, but now that I was thawing out the shivers returned. It picked a bad time to do so, too. I was holding my coffee for a sip when the first tremors returned. That put some coffee on my lap and on the counter. That was the first time I really knew that the folks around me thought I was just plain nuts to be riding a motorcycle (well, a little one) through the night. The looks would be quick, eyes retreating to some other point of interest if I returned the gaze, but often with a just discernable shake of the head and a smile.

I would suffer through three more cycles of ride-freeze-stop-unfreeze-ride before the sun finally made a positive contribution to my comfort. The trip that I thought might take twelve hours stretched to nearly seventeen. Cold, the saddle, the cramps and much faster traffic whizzing by me on Interstate 90 really had me fatigued. I totally missed 26 miles of my route when the brain said, "Look, you and the body continue if you want to, but I'm taking a break." Good thing that bolt fell out of the gas tank mount so its shaking could wake me up. ■

The Road Less Traveled...the Zen of Motorcycling

Photos & text by Paul Mitchell

Two roads diverged in a wood, and I
I took the one less traveled by,
And that has made all the difference.

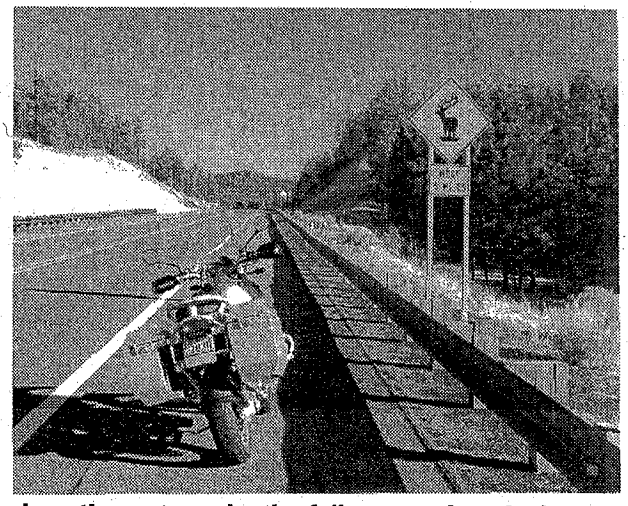
From *The Road Not Taken*, a poem by Robert Frost

Since early January I have been insulated from the world in metal tubes traveling the equivalent of 2 1/2/ coast-to-coast trips. In isolation and even noticing fellow travelers' blank stares and inability to connect to others, I planned a diversion to flush out my "NE Ohio Cabin Fever".

I had planned a desert ride in Arizona following a recent business trip to Phoenix. An R1200GS was reserved through AZride in Scottsdale and I planned a route through the White Mountains of Eastern Arizona. My final objective was to experience the one-hundred mile Devils Backbone, also known as highway 666. So many of the 666 highway markers had been pilfered that Arizona DOT petitioned to change the designation to Route 191. State 191 a.k.a. The Coronado Trail or just The Trail to locals, starts from Alpine AZ, elevation 8,050' just six miles from the New Mexico border to Safford AZ, elevation 3,176' in the south. In reality, highway 191 begins at the Canadian border and goes south into Mexico. After my 3-day meeting I was ready to "ride like I stole it".

After picking up the R1200GS from AZride, I visited the local BMW dealer in Scottsdale. It's one of the new "boutique" dealers in a suburban shopping center. I noticed an Arizona Highway Patrol Motor Officer surfing on the dealer's computer. Asking for directions to the highway out of the valley started a forty five minute chat about motorcycles and what we had ridden through our collective lifetimes. The AZ HP is now using the R1150RT-P switching over from Kawasaki and the earlier Moto Guzzis. Officer Ted liked the BMW P-bike especially for the antiOlock brakes and quick acceleration for pursuits.

My early start faded away, but I was glad to leave the Valley of the Sun with its forecast for 101 degrees that afternoon. I was assured that the air would be cooler as I gained elevation. I finally broke loose of all the housing developments, golf courses, resorts and shopping centers east of Scottsdale and started the climb to Payson, elevation 5,000' which was my lunch destination and the community hub of the Tonto Apache reservation.



Paul continues to make the fellow members jealous. This must lead to the one less traveled.

There were gaggles of bikes on the road, HDs, crotch rockets, Goldwings and a couple of other Beemers, and everyone had a friendly wave. At one rest stop I chatted with a Goldwing threesome. One was a trike, another had a sidecar and the third was a standard two-up. They were all in their 70's enjoying retirement and riding around. I got some MOCal (Continued on page 6)

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Road less traveled (Cont. from p.5)

points there for a monument dedicated to the Arizona Highway Patrol.

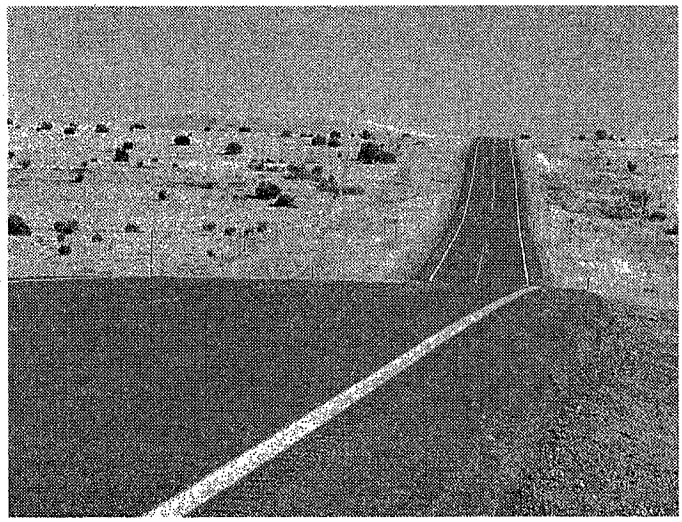
On one clear straightaway a twist of the throttle had me going 110 m.p.h. but I decided to back off, live another day. A few miles up the road I saw the telltale flashing of a LEO's light. I glanced at the speedometer which was still at 85 m.p.h.! Ooops! I expected him to do a power turn, but it may have been at the end of his shift, and as soon as he passed, the bubblegum lights went off. Fortunately for me, this was a courtesy warning. The "fever syndrome" was breaking down but I realized that I wanted to spend some time with the grandkids. Also the highway signs now included Watch for Elk. I did see one, but he was road kill and had a rack that was perhaps eight feet wide. Guess the mountain lions have a bit of a challenge with these big guys.

Gaining altitude I noticed the temperature drop and when I arrived in Payson a bank temperature banner read 74 degrees. "Zane Grey Country"is a term for the area around Payson. This term was often used in the 70's and 80's. The preferred term now is "The Rim Country"based on the Mazatzal and Mogollon Mountain ranges of the Tonto National Forest. The area is a popular destination for rockhounds who can find quartz crystals rivaling Herkimer diamonds in quality as well as geodes, agate and onyx. Fossils are commonly found in the Paleozoic strata that is exposed along the Mogollon Rim to the north and east of Payson.

After a hearty Denny's Super Bird sandwich I mounted up and headed to Heber-Overgard about sixty miles to the east. H-O is situated in Northeast Arizona in the midst of Navajo County at approximately 6,500 feet. According to the 2000 U.S. Census, the full time population numbers climb to nearly 12,000. Almost sixty percent of the residences in the area are second homes for the Phoenixites that want to escape the heat of the valley.

Hearing only road noise and the boxer engine of the bike I was undistracted by MP3 video screens or other modernities. Yet I pondered our modern lives. We are connected almost 24/7 which for some requires and escape to an Alpine hideaway for a few weekends out of the year to relax, recreate and recharge. At that moment I came upon a modern townhouse development at Buffalo Springs. The fronts or elevations here were made to resemble the storefronts of an old western town. How hypocritical! On the outside the look of a pioneer structure, but on the inside all the modern *accoutrements*. Was my "motorcycling Zen" starting to kick in?

A bit further down the road there were countless geological "lumps" on both sides of the highway. They rose to hundreds of feet over the horizon. (Cont. p 8)



The Anticlines as seen by our intrepid traveler.

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"Sparky" redux

By Don Walker

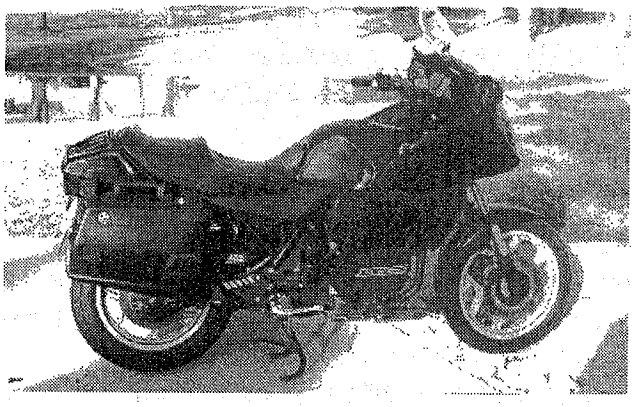
My BMWs in the past have all earned a name and this is how my K75RT came by its moniker.

After every weekend ride, my daughter would ask,"Well, what did you name this one?" "This one" I had for about five months before it got a name. Returning from a rally in Harrisburg PA, I was on the turnpike in a heavy rainstorm that included some brilliant lightning strikes. As I neared a railroad overpass there was a bolt of lightning and I felt its effect immediately. I don't think it was a direct hit, but nonetheless it took my breath away as it went across my arms and chest.

I was thinking, "So this is how it's going to end."Not so, however. My passenger had the presence of mind to reach around me for the handlebars and keep the bike under control until I could once again take over. I recovered and we continued until the bike needed gas. We stopped, got off and just stood there looking at one another without speaking. We got gas and rode off.

When we got home my daughter once again asked about a name for the machine. It was dubbed "Sparky" but we never told anyone about the incident or revealed the bike's name. Recalling the incident afterwards I remembered that following the lightning strike, none of the vehicles behind us would pass us. I suppose they were waiting to see if we'd fall over or go off the road. There was really nothing they could do except be supercautious.

Finally, cars started to pass and every one would slow down and ask out of lowered windows, "Are you okay?" One young man looked at us and said,"Wow, man. Wow!" I had to agree with him. Wow, what an afternoon. ■



"Sparky" rode on after the incident with only minimal repairs. Quite a bike that can take a near strike. No wonder the model has a following.

AMA Motorcycle Hall of Fame announces "Malcolm" as new exhibit

Pickerington, OH--The AMA Motorcycle Hall of Fame announces "Malcolm", a new exhibit honoring the legendary career of off-road racing champion, movie star, motorcycling ambassador, tireless fundraiser and mega-dealer, Malcolm Smith.

Inducted into the Motorcycle Hall of Fame in 1998, Smith, supported by noted colleagues and friends, will return to help dedicate "Malcolm" on July 26, 2007 at the museum. The dedication ceremony will be preceded by a special June 7th exhibit preview and museum fundraiser at Smith's Riverside CA dealership. "Malcolm" is presented by Tucker Rocky.

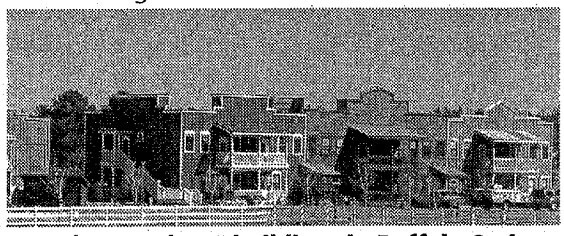
One of the most multi-faceted competitors ever to take to the dirt, Smith wowed fans for over three decades with numerous trips to the victory podium. His racing career included six Baja 1000 victories, for Baja 500 wins, eight gold medals at the International Six Days Trials (ISDT) and a collection of four-wheel victories.

However, it was his co-starring role in the 1971 moto movie epic On Any Sunday that garnered him the most recognition. Produced by Bob Brown and Steve McQueen, the movie helped launch America's love affair with dirt biking, and introduced Malcolm to scores of new fans. Ever active and passionate about motorcycling, Smith today continues his work as an industry ambassador and successful multi-line motorcycle dealer. He also donates his time to give back to the country where he left such an impression as a racer: Smith's annual charity ride across the Baja Peninsula, Six Days of Baja, has grown to include seventy fiv riders and to date has contributed over $350,000 to orphanages in Mexico.

"Malcolm" is the fourth in a series of Legends exhibits at the Motorcycle Hall of Fame Museum . Curated by long-time friend and colleague Tom White of White Brothers Performance, the exhibit will feature machines and memorabilia from Smith's own collection: his first race bike, a 1950 Matchless and a Husqvarna 400 Cross he rode in On Any Sunday. Additional bikes include his first-ever motor, a Lambretta 125DL and a Husqvarna ISDE 250 he rode to his first ISDT gold medal. Ephemera such as trophies, ISDT gear, personal photographs and previously unseen video will attest to his illustrious career. ■

Road Less Traveled (Cont. fm. p. 6)

I wondered if these were some partial eruptions or gurgles of ancient volcanic activity. The ground surface was covered with a now golden grass, but no other significant vegetation. Further research has lead me to believe that these are called anticlines or voids in the surface plate structure forming a discrete crest on the earth's surface. What was disturbing was that some mining operations digging into these ancient mounds were visible from the highway. I wondered why the engineers didn't explore the far side of these mounds so as to be out of sight. Perhaps that is just a thought brought on by 'green" concerns. I then saw the road less traveled before me. I rarely saw another vehicle and the lack of sound was deafening. I thought for just a moment and realized that the devil was waiting for me -- on the road again.



Seen are the "modern" buildings in Buffalo Springs. Dirt streets would have been a nice touch.

The next piece of civilization was Show Low. Now, there I was in the middle of Sioux country so I wondered what the translation would be from Siouxan. I asked a fellow traveler I met the next day, whose parents coincidentally had been born on the reservation, and she didn't know either. Re-enter modern technology. The internet offered that ""Show Low received its name when C. E. Cooley and Marion Clark decided there was not enough room for both of them in their settlement. The two men agreed to let a game of cards decide whom was to move. According to the story, Clark said, "If you can show low, you win." Cooley turned up the deuce of clubs and replied, "Show low it is."" So much for Indian lore.

It was now late in the afternoon and I wanted to reach Alpine for dinner and a good night's rest before my meeting with the "devil". Another sixty five miles and I would call it a day. I almost passed through Alpine at dusk and was fortunate to find a motel. The restaurant closed at 8:00 p.m., as did the gas station. The attraction here was the deer, elk, mountain lion, bear, turkey, javelina and smaller game that could fall prey to hunters, trappers and, to a more benevolent degree, photographers.

I found the Bear Wallow Cafe, the only eatery in town. I joined the area ranchers for some Friday night grub. These folks were naturals with their jeans, huge silver belt buckles, sheepskin coats, wide-brimmed western hats and plaid shirts. The ladies sported jeans dresses or stylish casual suits, coiffed hair, manicured nails and bejeweled necks. These were the working men and women of the high plains, probably descended from the westward migrations of pioneers. Their current game was cattle ranching and tourism taking the city folk into the back country to search for Mother Nature.

As I started to leave, one of the guys asked me about my bike and my trip. He told me that when he was in Alaska, he saw a bike that was palletized because of burned out bearings and was being shipped back to Anchorage for parts and repairs. Then Sheriff John came in and told me to be careful if I was going to ride tonight. "Theys lots o' critters out there." What, me worry? This tale has just begun. The next chapter "The Barmaid, the Indian and the Devil". To be continued. ■

Racing Hall of Famer "Bart" Markel dies at age 71

Bartlett D. "Bart" Markel, 71,"the godfather of flat-track racing in Flint and one of the greatest racers in AMA history," died February 3, 2007, reported the Missouri newspaper *The Flint Journal*. According to the paper, Markel competed in more than 140 AMA Grand National Series races and won the AMA Grand National Championship three times before retiring in 1972. He was inducted into the AMA's Hall of Fame in 1998. ■

Janklow drives again

If your travels in 2007 include South Dakota, be aware! Bill Janklow has his license back. You know, the Bill Janklow who killed a motorcycle rider by blowing a stop sign back in 2004.

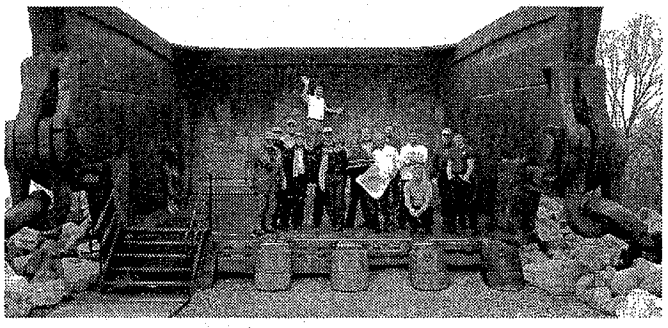
So, what does a self-professed speeder and convicted stop-sign-runner get by way of punishment? One hundred days in jail and a three-year license suspension. At the time of the trial he was heard to say, "Bill Janklow speeds when he drives--shouldn't, but he does. When he gets the ticket, he pays it."

If you harbor murderous intent towards bikers in South Dakota, make sure you first are a governor and congressman. Worked for Bill. ■

MOC visits Big Muskie

The BMW Motorcycle Owners of Cleveland and guests visited a mining curiosity on Sunday, April 1st. The day didn't start out too well with rain and mild temperatures and winds, but fifteen hardy souls converged at Lori's Restaurant in Caldwell for a meal before heading west on SR 78 to visit "The Bucket" and see how many Beemers we could get into it.

A good try was made to get at least one bike up into it, but the angle on the teeth was too sharp to let the bike's undercarraige gain access. We could try again with an arched ramp volunteered by Jeff Kagey of Kagey's Small Motors in Canton, but somebody would have to truck it there.



As is apparent, the rain let up and those who dared ride out in the morning were rewarded with a sunny and dry afternoon. Appearing left to right in the photo below left are: Russ Davis, Jeff Kagey, Don Poremski, Jim Metzger, Darwin W. McClellan, John Gerow, Judy Gau, Donna Schettine, Roger Pivonka, Don Walker, Trent Denison, Tom Barko, Bob Gibb, Mark Hoskey and Darwin C. McClellan. ■

"Beeming Bettie" balks at braving the bucket. The onlookers got a photo op, however.

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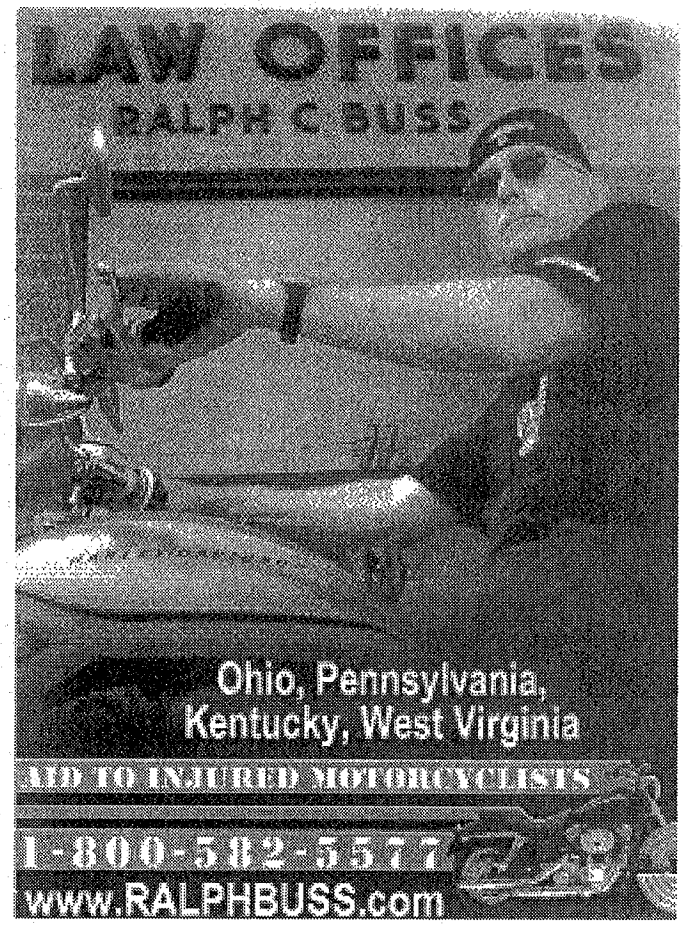

Breakfast Ride Calendar

The MOC Breakfast Ride locations and dates are shown below. Riders are asked to arrive early enough to begin rides at 9:00 a.m. Gas tanks should be full and bladders empty to start the ride. Destinations are free form, but this is an opportunity to be Road Captain for a Day. Let the other members know that you will be on hand by stating so on the web site, or just give a fellow member a call and say, "Let's ride!" Remember to turn in your ride, who lead and who attended for MOCal points. ■

BMWMOC Breakfast Ride Calendar

Breakfast Ride East	Breakfast Ride South	Breakfast Ride West
Bob Evans Restaurant 6100 Som Center Road Rts. 422 & 91	Farmer Boy Restaurant 1324 Canton Road Rts. 224 & 91	Steak & Shake 5300 Abbe Road Rts. 254 & 301
April 14, 2007	April 8, 2007	April 15, 2007
April 22, 2007	April 21, 2007	April 28, 2007
May 12, 2007	May 13, 2007	May 20, 2007
May 27, 2007	May 19, 2007	May 26, 2007
June 9, 2007	June 10, 2007	June 17, 2007
June 24,2007	June 16, 2007	June 23, 2007
July 14, 2007	July 8, 2007	July 15, 2007
July 22, 2007	July 21, 2007	July 28, 2007
August 11, 2007	August 12, 2007	August 19, 2007
August 26, 2007	August 18, 2007	August 25, 2007
September 8, 2007	September 9, 2007	September 16, 2007
September 23, 2007	September 15, 2007	September 22, 2007
October 13, 2007	October 14, 2007	October 21, 2007
October 28, 2007	October 20. 2007	October 27, 2007

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MOC members assist MOA at Cycle World Show

Three MOC members helped the MOA reach and exceed its goal of seventy five new/re-newing memberships at the Cycle World International Motorcycle Show held at the IX Center in Cleveland this past January. Tim Pitts, Roger Pivonka and Don Poremski joined Ted Moyer, Helen Two Wheels and Bob Malehorn in manning the MOA booth during the show.

The MOA is anxious to know how it can continue to grow and service the BMW motorcycling community and the show attendance allowed Ted Moyer to gain a lot of insight as to what members new and old expect. ■

Motorcycles booming in New Zealand

As fuel prices continue to climb in New Zealand, motorcycle sales have almost tripled in the last five years, reports an on-line news source.

The latest figure for 2006 shows eleven thousand units have been sold, up from approximately nine thousand units in 2005. ■

Munro in AMA Hall of Fame

New Zealand motorcycle legend Burt Munro was inducted into the AMA's Hall of Fame. Burt set a land speed record of 266.4 km/h one year at Bonneville and 305 km/h the next year. The latter still stands for an Indian motorcycle. ■

MOC corner market

For sale: Lady's Olympia Mustang jacket and pants, khaki, large $150. Bead Rider saddle cover, new $25. BMW R1150R comfort seat, $150. For all of the above, call Lucy Potisuk at 330-388-6926, ■

Historical markers 2007 MOCal target

The competition begins. Will the former winners prevail again? Will you be on the podium or a top ten rider?

For those who want to compete, the targets for MOCal points this year are historical markers. In Ohio they are posted by the Historical Society of Ohio. Similar in other states. Stop, get a shot and turn it in. If alone the bike at the marker will suffice. ■

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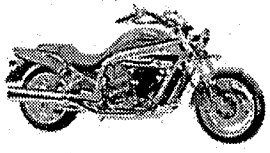

UM 650cc Cruise

Calendar of Events

April 14

Breakfast Ride to AMA Museum

Meet at the Bob Evans restaurant, 6100 Som Center Road, Solon OH. This is an all-day ride to Pickerington OH, east of Columbus. Call Road Captain Darwin McClellan at 216-631-0851 for departure time.

April 21

Annual Kirt Zautner Memorial Spring Tune-up Clinic

9:00 a.m. until ?? at Cobb's BMW & H-D Repair, 1301 Brownell Avenue, Lorain OH. Hosted by former president Howard "Turp" Cobb. Coffee, soft drinks and grill available for you to burn. Spectrol oil, tranny and final drive fluids, Fram and K&N filters available for all bikes. Other needs? Get with Turp before hand to order. 440-244-6881.

April 20-22

AMA Superbike Racing @ Barber

Honda Superbike Classic (double header) at Barber Motorsports Park, Birmingham AL. Info at 1-800-240-2300 or www.barber-motorsports.com. You've GOT to see the museum here!

May 3

BMW MOC Membership Meeting

7:00 p.m. at the Strawberry Lane pavilion in the North Chagrin Reservation of Cleveland Metroparks, Willoughby Hills just east of SR 91, 1/4 mile south of intersection with Chardon Road.

May 4-6

Georgia Mountain Rally

BMW M/C Owners of Georgia #23. Miles of challenging roads . Returns to Bald Mt. Park Campground/Resort (www.baldmountainpark.com) just outside Hiawassee GA with shady campsites, hot showers & friendly folks. Poker run, antique bike show, bonfires, music, fun and fellowship. Fee includes two nights camping, rally pin to first 750, door prizes, Fri. & Sat. dinners and all the coffee you can drink. $35.00 per person if postmarked before April 15th. $40 at the gate. Early registration guarantees a chance to win the mystery prize. Registration form and info: www. bmwmoga.info or rallymeister@bmwmoda.info. Rally Queen: Karen McEnheimer, Rally King: Steve Smith.

May 18-21

ABC Rally

Forest City BMW Riders #159. Held at Springwater Conservation Area. Rally site is located on Elgin Road 35, 9 km. east of St. Thomas Ontario Canada and 3 km. south of highway 3. Admission $40.00. All motorcyclists welcome. Includes 3 nights camping, showers, continuous coffee, campfire prizes and lots of surprises. Friday 5:00 p.m. setup and biker stew (contribute a can). Sat. dice run (win a motorcycle jacket) field events, roast beef barbecue. Sunday tour Elgin County and a wine tour. Monday, cleanup and farewells. For information call Hubert Laurin 519-633-0226 or hlaurin@allstream.net.

June 1-3

BMW MOC Micro Rally and Membership Meeting at "The Pit"

This year the rally is joined by the Toledo BMW Club. The pit is located on Rt. 598 south of New Haven OH. Camping $6 per night. Friday stew pot, continuous coffee, tea, pop and hot chocolate. Saturday steak dinner $12 prepaid. $24 for two nights camping and dinner. Send check to Darwin W. McClellan, 5604 Franklin Avenue, Cleveland OH 44102. Ph. 216-631-0851.

June 7-10

BMW RA National Rally

At the Biltmore Estate in Asheville NC. Complete details at www.bmwra.org.

June 10

Ohio Ride for Kids

Start location Rocky River High School, Detroit Road, Rocky River, OH. Registration opens at 8:00 a.m., closes 9:45 a.m. Grand prize, Honda motorcycle.

June 21-24

Thunder in the Valley

Johnstown PA has become a home to one of the fastest growing motorcycle rallies in the northeast. Thunder drew over 190,000 persons over the four days of the event last year. This rally usually coincides with the Laurel Hill rally. Look for more info in the Spring CCN. Call for info about TITV to Jayne Korenoski, 800-237-8590.

July 5

BMW MOC Membership Meeting

7:00 p.m. at the Snow Road Picnic Area pavillion off Snow Road in Parma.

July 12-15

BMW MOA National Rally

35th Annual rally to be held at West Bend Wisconsin. For more information go to www.bmwmoa.org.

July 20-22

Carlisle Summer Bike Fest

Thousands of motorcycles, acres of vendors, a motorcycling paradise with 82 acres of two-wheeled entertainment. Motocross competition, motorcycle giveaways, beauty contest, seminars, stunt riders, dyno testing, burn-outs, a swap meet, celebrity guests, custom bike builder roundtable and sponsor Midway. For information visit www.carlisleevents.com or call 717-243-7855.

Calendar of Events (continued)

July 26
BMW MOC Board Meeting
7:00 p.m. at president Judith Gau's residence, 1091-F Fleetwood Drive, Sagamore Hills OH 44067. Tel. 330-467-2620.

July 27-29
AMA Vintage Days
Held at the Mid-Ohio Sports Car Course in Lexington, OH.

August 2
BMW MOC Membership Meeting
7:00 p.m. at Huntington Beach Park in Bay Village OH, Rt. 6 west of Cleveland. Come early to cook out or swim.

August 3-5
Honda Supercycle Weekend
Doubleheader race weekend held at Mid Ohio Sports Car Course. 1-800-MID-OHIO or www.midohio.com.

August 7
March of Dimes Ride
Details to come.

August 10-12
Kelley's Island Film Festival
Movies under the skies at the Island Pavillion. Grounds open two hours before movie to picnic, check out vendors. Tent sites can accomodate up to two tents. To reserve go to www.kelleysisland.com/members/kelleysislandstatepark.htm.

August 17-19
41st Annual Four Winds Rally
Held at Redbank Municipal Park east of New Bethlehem PA. This is the longest continuously-held BMW rally in America. Rides, tech seminars, swimming, Saturday meal, entertainment, field events and more. Additional information at www.4windsbmw.org.

August 28-31
Curve Cowboy Reunion
Held at Tan Tar, A Resort, Osage Beach Missouri. Located on the shores of the Lake of the Ozarks in the foothills of the Ozark Mountains. This is the ultimate BMW Luxury Touring event of the season. Our "reunion"is a resort-based week of activity complete with great riding, tech sessions, spousal programs, seminars, vendors and special entertainment. Venue capacity forces limiting of attendees. To register, see www.curbvecowboyreunion.com or contact Jeff Eagan questions@curvecowboyreunion.com or call Bill Wescoe at 301-373-5480.

The law of attracion

Excerpted from Motorcycle Comsumer News, author David Searle, Editor

It's a fairly common topic of discussion these days whether over coffee or around a campfire. If you had X number of dollars, which motorcycle would you buy? David Searle addresses that and a more philosophical pursuit in his editorial from the March 2007 isse.

The secret operating principle of the universe is that we each create our own reality--by informing (or misinforming) our subconscious minds of our beliefs--in a thousand different ways.

Because what we call our subconscious is not just a personal inner place, but our connection to the supreme intelligence of the universe, what we tell our subconscious inevitably seeks its manifestation in our lives. We, in fact, *will* our reality into being via that power.

It works the same if the subject is motorcycles or any other aspect of our lives. Lately, I've been trying to choose my next bike, a common seasonal conundrum for many riders in the early spring. How do you choose the right bike when you can have only one?

Let's say you really like a particular bike, but you tell yourself that, if need be, you can live without it. How you phrase your defense against possible disappointments is actually a life story that you impress upon your subconscious. "I don't deserve it. I need to guard against poverty. I can't afford it. My wife will hate it." Whatever. You write your own story, about a character with traits created in the first place by reactions to various disappointments, starting from a very young age. Provide these clues to the universe and guess what? You *will* live without that bike, because that's the real message you send your subconscious.

The insidious part about the Law of Attraction is that it works just as well to attract what you don't want--if you focus your mind on a subject that's bothering you--rather than something that gives you pleasure.

A couple of books and a video have had me thinking about this subject a lot over the last month, and it's finally becoming clearer. Influences: **Still the Mind, an Introduction to Meditation** by Alan Watts; **The Power of Your Subconscious Mind** by Joseph Murray; **The Secret**, on DVD by Prime Time Productions, 2006.

The trick is giving yourself enough time to slow down and watch your thoughts, paying attention to what you are really telling the universe it should bring your way. The important thing (Continued on page 14)

Law of Attraction (Cont. from page 13

is that you fully realize that you create your own reality. Once this is really clear, it's very hard to avoid noticing in the off-hand comments we make or the subjects of our favored conversation, that we are loading our subconscious programming with ideas that might be quite the opposite of the outcomes we'd prefer.

If you find yourself troubled by negative emotions or fantasizing negative outcomes, the way to let go is to focus on forgiveness. "What you resist, persists." Carl Jung said. If you can let go of your grievances, they will no longer have power over your thoughts. Forgiveness isn't just altruistic, it is for your ultimate benefit. Because the universal intelligence, which can be identified as the underlying expression of every living thing, naturally resonates with a cosmic power that manifests harmony and grwoth, aligning your thoughts with this power will literally work miracles. Think of an example and see if this isn't the secret of its operation.

An example of how this can work to help you find the perfect morotcycle: Imagine a bike that does everything you want it to. Visualize holding the handlebars and sitting on the seat. They feel perfect. Give it some gas. Feel the handling. What kind of road gives you the greatest pleasure? You're on that road and the bike's handling is perfect, with all the right sensations--you have perfect control. Feel the brakes. They feel perfect, too. Down to the smallest detail, you imagine it. What color is it? Perhaps a certain model has already formed in your mind. Every act clarifies and strengthens the image. This is true creativity and inspiration.

Do this often, and the universe will respond by bringing it into existence--sooner than you might guess. Myu guess is that we all do this more than we know. Positive thoughts make positive consequences. Negative thoughts make negative consequences. Deliberately declare positive outcomes for your riding. Don't just take your chances.

Visualizing the most desirable of all possible motorcycles is just the start. Once the mind's eye is opened to the power of the Law of Attraction, a disciplined imagination working in harmony with the universe can tap into enormous creative energy. Each of us has fantastic potential, the exact nature of which has escaped me until now, and because I believe it must be shared to grow, I want you to know it, too. Those of you who already know this, or who function this way without putting it into the same words, have already enjoyed its fruits.

I don't think it's a utopian ideal to believe that mankind's evolution continues. When we empower harmony and growth, it flourishes. I have the feeling that transformation is happening and a wave of intelligence is spreading. Now.

So, kick back and relax, be still and envision your heart's desire.Fill in the details, make it real. Repeat several times a day for quickest results. Carry this knowledge with you throughout the day. Enjoy the sense of creation it brings and the freedom from the harmful effects of misdirected attention. Declare your true intention for every outcome and the universe will collaborate to ensure that you get what you want--whether it has two wheels or not. Cheers! ■

It was surprising to receive the photo above via Email. I had no idea that our ex-president hung out with other ex-presidents--or that he had enough dough to sleep in the Lincoln Bedroom. Do we really know anyone?

Stoppie record set

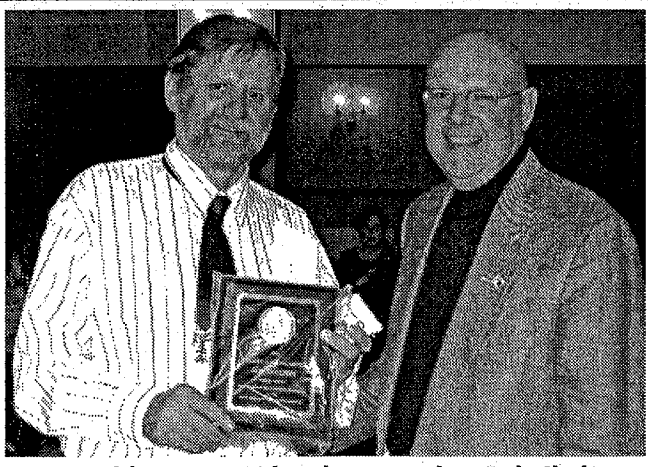
From Motorcycle Industry magazine.

One of the coolest stunts in the Mission: Impossible franchise was the stoppie in IM2. The trailer was practically a stoppie highlight reel -- Tom Cruise, of course, leaning hard on the front brake.

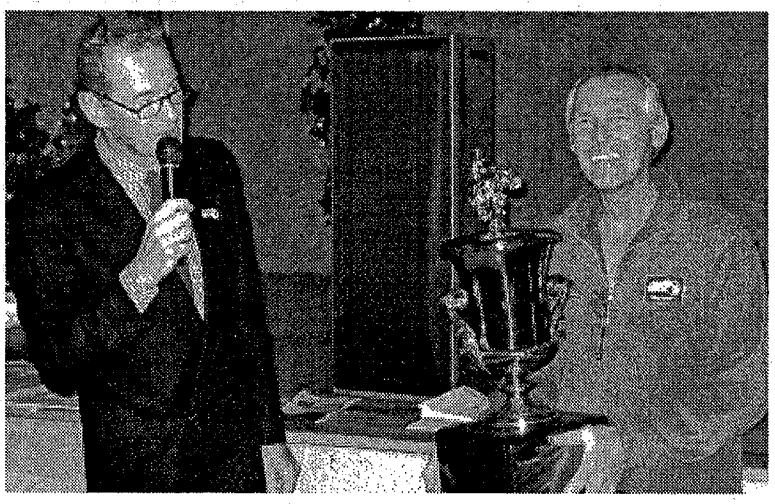
Now, without the blue smoke and mirrors of Hollywood, Craig Jones has broken the stoppie world record.

Jones, along with co-rider Wing Chui, reportedly traveled over three hundred and thirty yards (three hundred and five meters) on the front wheel of a Buell Firebolt XB12R in England.

Web reports say Jones took the bike to over 120 miles per hour before he slammed on the front brake and lifted the rear wheel in the air. (Haven't we seen Bob Gibbs do that? ed) ■

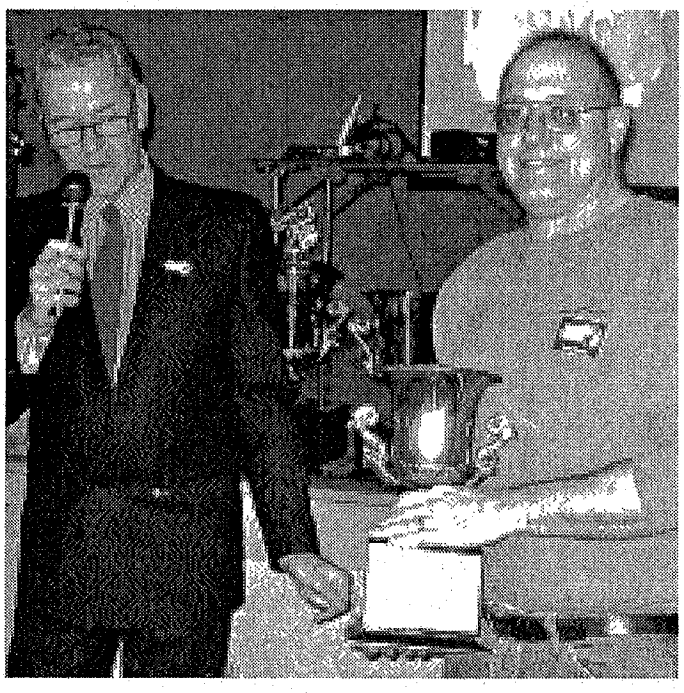


2006 president Roger Pivonka recognizes Bob Shelton as this year's winner of the President's Award, aka the "Golden Schwing" award. Thanks, Bob, for all those years as quartermaster and 50/50 vendor!

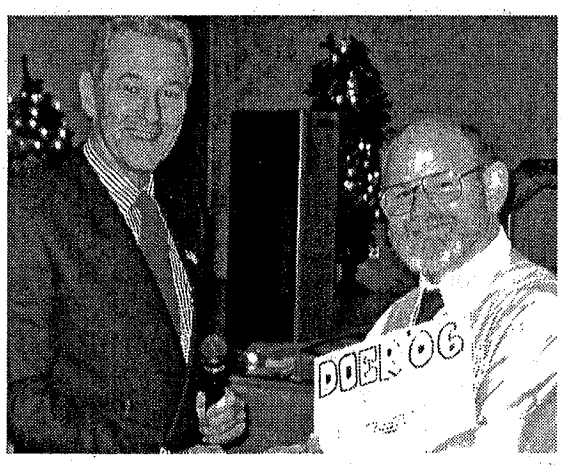


Don Walker dealt himself a winning year as the top MOCal point earner. So many dealers, so little time.

Donna Schettine won the second place MOCal trophy for a combination of dealer photos and all-round club participation. MOCal scorer Don Poremski presented.



Last year's MOCal champ was "on the podium" once again in 2006. Some of his targets were sheer pleasure, others not so "attractive".



Mike Kiesel got lucky with the DOER prize.

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Helmet use up

The federal Department of Transportation reported that 51% of U. S. motorcyclists now wear helmets, up from 48% in 2005. The statistics were broken down by region, with helmet use in the West rising from 50% to 72% and in the Northeast from 42% to 47%. The Midwest's helmet use fell from 53% to 50%, as did the South's from 49% to 45%. The DOT only counted helmets that comply with agency standards. ■

California dealers take on regulators

The California Air Resources Board (CARB) has begun meeting with members of the California motorcycle industry in an effort to reduce emissions from motorcycles, according to the California Motorcycle Dealers Association (CMDA). The CARB goal is to reduce motorcycle emissions by half by 2013, CMDA reports.

The CMDA notes the emission efforts cover every industry or enterprise that emits detectable emission levels: "For motor vehicles, that means tightening up on the existing engine emission standards, reducing or eliminating permeation leaks from gas tanks and engine connections that carry gas, oil and other liquids and eliminating emissions control tampering that leads to exceedances of the manufacturer's certifications that are approved by CARB before new model introductions."

The CMDA asserts tampering with emissions gear has been illegal for over two decades. Don't look for the industry to sit on the sidelines throughout the regulatory efforts to clean California's air. "The CMDA has served notice that we are going to be a part of the process, not just an idle observer." the group asserts, stating further "There is no guarantee we will prevail, but we have been moderately successful in the past in mitigating CARB over-regulation."

Among the factors the CMDA cites as contributing to California's air woes -- notably in the Los Angeles area -- is the region's explosive growth, which carries with it the side-effect of smog "in a number of ways, and not just motor vehicle use." (And we all know that what starts in California has an uncanny way of working its way east. ed) ■

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AMA contributes for crash study

The American Motorcyclist Association (AMA) has committed $100,000 in matching funds to help fund a comprehensive nationwide study of motorcycle crashes, the organization reports.

The AMA states there is $2.8 million in federal money waiting for motorcyclists and organizations to match and the total will fuel a new safety study. But until the private sector matches the government's $2.8 million, the study funds will not be released, according to the AMA. The $100,000 contribution is the AMA's first payment into the matching program, according to the group.

Contributions to "Fuel the Fund" can be made at www.fuelthefund.com. (It would appear to me that those in our membership who take pen or phone in hand to communicate with elected representatives should do so regarding this fund. The automobile doesn't have to hold a raffle for studies such as this. ed) ■