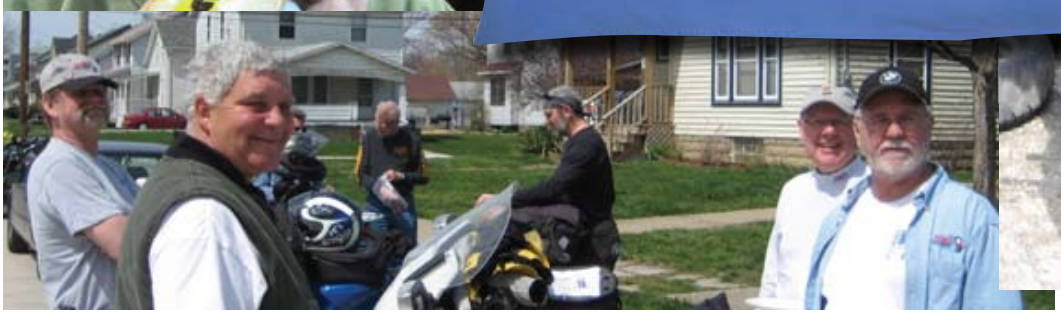
Cleveland Club News

Spring 2009 Edition

Ladies and Gentlemen, Start Your Engines!

Welcoming Spring with Another Successful Kirt Zautner Memorial Tuneup Clinic Hosted by Turp and Cheryl!



Contents

Sieben Berg Nachricht **3**
by Arpad E Viiberg

Capt'n Carl's Do'in the Bork **4**
Road Captain Carl Bork

1000 miles for a Burger! **5**
By Larry Cardo

The Clutch Spline Project! **6**
A slightly edited e-mail response

Calendar of Events **7**

AMA Racing Vintage Grand Championships at AMA Vintage Motorcycle Days **9**
AMA Press Release

BMW R7 Comes Out of the Crate **10-12**
From Paul Hawskley's BMW Site

Letters to the Editor **13**
(Well, kind of)

Micro-Rally at Whispering Hills Campground **14**
June 12-14th, Whispering Hills RV Park

You're Never Lost on a Bike **15**
By Don Poremski

The Drop, the Prize, and the Trip Home **16-19**
by Paul Mitchell

BMWON "TaleLite" **20**

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CCN 2009

Due to increasing costs for printing, handling and postage, mailed copies of BMWMOC's Cleveland Club News, (CCN) will cost $10 per year in addition to membership dues. Email delivery is included in your membership. An option is given on the 2009 Membership Application for this choice. Fee increase was voted in by members present at the November 2008 meeting. The CCN is published quarterly, and deadlines are as follows for the remainder of 2009:

Spring CCN:	April 27
Summer CCN:	August 5
Fall CCN:	October 19

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A commercial advertising rate schedule is available upon request. Communications for CCN should be addressed to: **Cleveland Club News, c/o Paul Mitchell, 40 Heather CT, Chagrin Falls, OH 44022**. Please submit articles and photos electronically to: **mitchellrrc@att.net**.

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Sieben Berg Nachricht

by Arpad E Viiberg

Spring is here!!

The snow throwers are put away, Motorrads have been uncovered, dusted off, tuned-up, tweaked, fluids changed …. aahhh … The sweet scents of spring … oil and gasoline!

We also know that the riding season is here from all the smiling faces we saw at the Tune-Up Clinic and a great Spring Kickoff Ride into Southeastern Ohio.

We just had our first outdoor monthly membership meeting and despite the iffy weather we had a great turn out and the vast majority rode their bikes. Unfortunately, I wasn't one of them. Sometimes my business seems to get in the way of my life. (Note: Sharon needs a second job) After all the problems Don Walker had with his Lemon Law K12GT last year, his new R12RT blew the final drive and he's been mumbling something about FJR ever since. Well, the BMW gods got wind of this and arranged for his Spring Kickoff Ride loaner to be a BMW CL. If there was ever an oddity that Don Poremski should award double MoCal points for it's a picture of Walker on a cruiser. This is the first time people passed him. There was an unsubstantiated report that even John Gerow passed him … pulling a Bunkhouse … uphill. Roger Pivonka got new … a new K12GT … very nice. Rumors are that it took Pam, Dom and Jim to pry the money out of Rogers's wallet. Now mind you, Roger was ready to give it up, it's just his wallet that was the problem. Judy Gau got new … a new PC mini. A ten inch laptop that packs small, and is perfect for email and internet access on the road. I could use one of those. (Note: Sharon needs to put in for some overtime)

Over the past four months, the Bylaws Review Committee has been busy reviewing our current bylaws and writing recommended updates. The Committee is made up of Committee Chair Carl Bork and Committee Persons Larry Cardo, Judy Gau, Ron Petras, Mike Sikora and Mike Stroup.

This undertaking has occurred due to the fact that the Club has outgrown its current bylaws, results of last year's survey and comments from the membership.

I can not get into great detail about all the updates in this article; however, I would like to list what I believe to be the four major updates …..

1) A provision to make it easier for a Club member to initiate a bylaws change.
2) To alleviate the possibility of an all Club vote being overturned by a monthly meeting vote.
3) The inclusion of the Cabinet positions with position descriptions.
4) Giving the membership a method to overturn a board decision.

In June, a copy of the bylaws with proposed updates highlighted will be sent out to all Club members eligible to vote, for their review. At the July monthly membership meeting we will have a Q&A on the updates and an all Club vote shortly thereafter.

Ride Safe …. Arp

Capt'n Carl's Do'in the Bork

There's a little bit of the Captain in all of us!

by Road Captain Carl Bork

Hello Everyone,

Well, another CCN is here and riding season is now in full swing.

Had some really nice events over the past few months that were very well attended.

Rock-N-Roll at Fairview Lanes was a really good time.24 Bowlers and 4-5 Hecklers showed up to show off their bowling skills or in my case the lack thereof.

Turp and Cheryl did their usually fine job of hosting our annual Tune-Up Clinic. I wish I knew Turp's secret for ordering up great weather year after year. Lots of bikes being worked on and some really great food served up.

Spring Kickoff ride came off well, on an unseasonably beautiful warm weekend. By my count we had 18 bikes and 22 people riding. Picked up 7 oddities along the way. We were able to keep everyone together all the way to Steubenville, but got split into two groups on the way back up for lunch and the Packard Museum in Warren. See Don Poremski's article elsewhere in this CCN for more details.

Upcoming BMWMOC Events

June 12-14th- 2009 BMWMOC Mini-Rally at Whispering Hills Campgrounds in Big Prairie, OH. Stew Pot on Friday night, Pancakes and Sausage on Saturday Morning, BBQ Chicken Dinner on Saturday night. Campfires, music, good times. See the clubs calendar for more details. Get your rally fee into me no later than June 6th .

Also, working on a couple of other events for August. July should be pretty busy with the MOA and RA rallies.

As always, If you are going on a weekend ride and wouldn't mind some company, post it on the Yahoo site.

Ride Safe!

Life goes by pretty fast. You don't stop and look around once in a while, you could miss it!—Ferris Bueller

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1000 miles for a Burger!

By Larry Cardo

For the past 2 years Wayne Slepecky has attended the "Moonshine Lunch Run" in Moonshine, IL.It has weekend long events (cookouts, lunches, dinners, rides and just talking motorcycles with 500 riders).The organizer Terry "2 Wrecks" Hammond works tireless to host and organize this free event.Terry is a long distance rider and also manages the ST1300 forum.This year Wayne convinced me to join him on the ride.He promised no snow!

Moonshine is nearly 500 miles from Mentor and early April weather can be unpredictable.However, the weather for Friday April 17 was great.Dinner was at a very good restaurant with awards given for long rides.Saturday was a ride to Moonshine, IL. (Population 2)!The local store (which holds about 10 people) serves "Moonshine Burgers" to 500 riders.It is quite a sight—a country store in the middle of corn fields packed with hundreds of motorcycles.Efforts to reduce the wait times for burgers were fruitless, resulting in an hour wait.But, standing in line with MC riders from all over the country was interesting.

The majority of bikes were naturally Honda ST 11 and 1300's.My BMW K1200 GT felt lonely.We had planned to return on Sunday, but an approaching rain front changed our minds and the ride home on Saturday afternoon was great with temps in the low 70's.

This is a great event to consider for an early spring ride.For more information see: http://moonshine-run.com/Moonshine/ Next years event (the 6th annual) will be April 10, 2010.

The Clutch Spline Project!

(Ed's note: A slightly edited e-mail response after I enquired about a maintenance project on a K-bike)

"I bought a set of sawhorse brackets to make a sawhorse from which to suspend the bike with the back wheel off.Bought the 30mm socket I would need to take off the nut that holds on the clutch assembly.

Then I started taking parts off the bike . . .

- seat
- side panels
- side plates
- bag mounts
- computer
- battery
- coolant overflow tank

Then I lay there on the garage floor staring at the bike and mentally saying, OK, now all I have to go is ABS system [note to self; need to bleed that when done]

Now the

- side stand
- center stand
- rear wheel
- final drive
- paralever
- starter
- alternator
- transmission
- clutch pack
- clutch housing

**** [All Caps, Profane Expletive Deleted] IT!

Too much for THIS guy.

Today I returned the sawhorse brackets and 30mm socket.

Will get more pricing from dealer and maybe work with one of the BMWMOC wrenches.

I DID install the new clutch cable that I've been carrying for 1.5 years.

That's my progress SO far."

(Guess who sent this?)

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Calendar of Events

*visit www.bmwmoc.org/calendar.htm for updated event information
or call Capt'n Carl to confirm 216-383-9161 email:sprdoorman@roadrunner.com

May 21-24th
21st Annual "Great Chicken Rally
Huntsville, AL For more information: www.bmwmoal.org/meetings

May 22-25th
Mountaineer BMW Riders
Memorial Day Weekend Rally, Cass, WV Boyer Station Campground.
For more info: http://mountaineerbmw.org

May 28th
BMW MOC Board Meeting
7pm – 8pm, Panini's, 480 West Aurora Road, Sagamore Hills, OH

June 7th
Ride for Kids
Rocky River High School, 20951 Detroit Rd., Registration opens and 8 AM & closes at 9:45 AM. Ride starts at 10 AM Minimum Donation $35

June 12-14th
BMWMOC Micro –Rally
Whispering Hills RV Park, Big Prairie, OH (See page 14 for details)

June 13th
BMWMOC Membership Meeting
4 PM, Whispering Hills RV Park Big Prairie, OH
No facility entrance charge for meeting!

June 19 – 21st
7th Annual Laurel Highlands BMW Riders Camp out
Pioneer Park Campground. For more info: www.lhbmwr.com/page4.html

July 2nd
BMWMOC Membership Meeting
Huntington Beach
7pm – 8pm, Porter Creek Dr. & Lake Rd., Bay Village Ohio
Huntington Beach Metro Park (see website calendar for map)

July 16 – 19th
The 37th BMWMOA International Rally
Johnson City, TN
Motorcycling in the area is amongst the best in the U.S.: Deal's Gap, Cherohala Skyway, Blue Ridge Parkway, and the Great Smoky Mountains.
For more info: www.bmwmoa.org

July 23-26th
BMWRA 37th International Rally
Canaan Valley State Park, WV. Off-road activities, a dirt bike school, MSF classes and a Lee Parks "Total Control School." BMW Classic & Vintage Clubs For more info: www.bmwra.org

July 24 – 26th
AMA Vintage Motorcycle Days
Mid Ohio Sports Car Course BSA will be the Marque of the year.
For more info: http://www.amadirectlink.com/news/story.asp?id=781

July 30th
BMW MOC Board Meeting
7pm – 8pm, 480 West Aurora Road, Sagamore Hills, (Northfield) OH
*Location subject to change

August 6th
BMWMOC Membership Meeting
Oak Grove Picnic Area 7pm – 8pm, Chippewa Creek Dr., Brecksville
(See website calendar for map)

August 14-16th
43rd Four Winds Rally
No pre-registration. For more info: 4windsbmw.org

September 1-4th
10th Annual Curve Cowboy Reunion
Rapid City, S. Dakota. For more info: www.curvecowboyreunion.com

September 3rd
BMWMOC Membership Meeting
Location TBD* (Check website calendar for updates)

September 4-7th
Finger Lakes Rally at Watkins Glen, NY
Hidden Valley Group Camp For more info:
http://www.fingerlakesbmw.org/rally/index.php

September 18-20th
"Fall Gathering of the Clams" Campout
Whispering Hills RV Park Big Prairie, OH For more info, check club calendar on website*

September 24th
BMW MOC Board Meeting
7pm – 8pm, Panini's, 480 West Aurora Road, Sagamore Hills, (Northfield) OH. *Location subject to change

October 1st
BMWMOC Membership Meeting
Hinckley Reservation, 7pm – 8pm *Location subject to change.

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"I just wanted to let you know that I have just over 1200 miles on my R1200GS with the new VStream® Windshield, and absolutely love how well it works. This is the windshield that BMW should be selling with this motorcycle! The new windshield fits perfectly and was very easy to install. The optics are perfect and I really like the scratch resistant hardcoating."

"This is my second VStream® Windshield for my bike! The first one was damaged when I had an accident (highsided my bike) in June during a test ride on the BOSCH Test Circuit. The windshield was only scratched – but not broken! I was really excited about how well the VStream® worked on my BMW R1150RT. My wife (as passenger) was also impressed at how well it worked. That's the reason why we ordered a second one!"

"Thought I'd drop you a line to sing the praises of this VStream® Windshield for the K1200LT. The weather on our journey to Northern Ireland and back was, to say the least, arctic. But this screen worked perfectly. It kept the rain off, had no head buffeting, and it remained clear all the way... in other words, exactly what it says in the ad. Not only that, but it also looks the part."

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AMERICAN MOTORCYCLIST ASSOCIATION
Press Release
13515 Yarmouth Drive, Pickerington, Ohio 43147

AMA Racing Releases More Details About AMA Racing Vintage Grand Championships at AMA Vintage Motorcycle Days

PICKERINGTON, Ohio -- AMA Racing is pleased to announce further details about the AMA Racing Vintage Grand Championships, which will take place during AMA Vintage Motorcycle Days this July 24-26 at Mid-Ohio Sports Car Course in Lexington, Ohio.

"America's vintage motorcycle racers are among the most enthusiastic motorcyclists anywhere, and it's about time they were recognized with a Grand Championship event of their own," said AMA President and CEO Rob Dingman. "There is no better venue for the inaugural running of the AMA Racing Vintage Grand Championships than AMA Vintage Motorcycle Days, the country's grandest celebration of motorcycling heritage."

The AMA Racing Vintage Grand Championships will feature motocross, hare scrambles, trials and road racing at the sprawling Mid-Ohio complex. Dirt-track events will be held at the nearby Ashland County Fairgrounds in Ashland.

"The AMA's Motorcycle Hall of Fame Museum and AMA Racing are in the unique position of leveraging the Association's 85 years of history and experience to produce a truly special event," Dingman said.

Dingman added: "In addition to promoting the event, the AMA will sanction and run all the vintage races at Mid-Ohio. This is because the AMA has been notified by AHRMA and Rob Iannucci that they have been unable to settle their ongoing dispute on or before April 30, 2009, as we had previously stipulated to both parties back in February following the AMA's settlement with Mr. Iannucci."

Supplemental rules, class structures, a weekend schedule and online pre-entry forms for all off-road and dirt-track disciplines will be available by Monday, May 4, at AMARacing.com. With certain exclusions, racers 12 and older will be permitted in classes featuring motorcycles with displacements of 250cc or less. All other classes, except for road racing, will permit riders 14 and older.

Pre-entry fees for all off-road and dirt-track disciplines are $40 for the first class and $25 for each subsequent class in the same discipline. Rules and entry information on the road-racing program will be announced shortly.

Competitors who pre-register will receive two $10 gift cards per racer from AMA benefit partner BikeBandit.com, which already provides a 10 percent discount to all full AMA members. The cards are good toward any purchase from the online retailer. In addition, pre-registered racers and a guest will each receive one free entry each to the AMA's Motorcycle Hall of Fame Museum. BikeBandit.com gift cards are limited, so competitors are encouraged to pre-enter at AMARacing.com as soon as possible.

"I'm also pleased to announce that all proceeds from the AMA Racing Vintage Grand Championships -- from gate fees to entries to merchandise sales -- will benefit the American Motorcycle Heritage Foundation," Dingman said. "Along with all proceeds from AMA Vintage Motorcycle Days, these funds will help support the AMA's Motorcycle Hall of Fame Museum and its mission of telling the amazing stories of America's motorcyclists for years to come."

National championships will be awarded to class winners in all disciplines, and winners of A classes will earn National No. 1 plates to defend at the 2010 AMA Racing Vintage Grand Championships, explained AMA Director of Racing Joe Bromley.

"Riders in designated A classes also will vie for the honors of AMA Track Racing Vintage Grand National Champion and AMA Off-Road Vintage Grand National Champion," Bromley said. "The AMA Track Racing Vintage Grand National Champion will be the single rider with the highest point total in select classes in dirt track and road racing. The AMA Off-Road Vintage Grand National Champion will be the rider with the highest point total in select classes in motocross, hare scrambles and trials."

Classes that earn points toward these honors are listed in the supplemental rules.

"Competitors and teams will find that our class structure is clean, simple and straightforward, borrowing much of its design from the AMA rulebooks from the mid-1970s," said Bromley. "Because the AMA Vintage Grand National Championships echo an honor that the AMA bestowed on such giants of the sport as Joe Leonard, Carroll Resweber, Bart Markel and Kenny Roberts, these are going to be very special titles."

This year will be particularly special because it commemorates the 85th anniversary of the AMA, and will feature a parade of classic motorcycles representing each year of the AMA's 85 years. Museum staff has compiled a list of significant models produced since 1924 for the parade. Volunteers with bikes on that list are encouraged to contact the Museum for information about participating. Information is at www.motorcyclemuseum.org.

BMW R7 Comes Out of the Crate

From Paul Hawskley's BMW Site
The Ultimate BMW Information Site

An Art Deco Treasure

After over seventy years languishing in a box the R 7 has been restored to its former glory. Although the motorcycle, manufactured in 1934, was only ever a prototype and never went into production it is one of the most important, innovative and visually stunning motorcycles ever produced.

In BMW's internal model designation it was referred to as R 205 and in some postwar publications - including those from BMW itself - the bike is referred to as a prototype R17 or R 5. In fact the R 7 was always a distinct model that was the work of motorcycle engineer, Alfred Böning.

Böning produced the R 7 to showcase both the design and engineering capabilities of BMW with the aim of turning it into a production model. It was a radical departure from accepted motorcycle design of the period, having enclosed bodywork, a pressed steel bridge frame and for the first time, telescopic front forks.

The 1930s was a time of engagement with the fabulous and expressive world of Art Deco. The integrated design of the R 7, with its extravagantly valanced mudguards, clean flowing lines and extensive use of chrome and steel, perfectly encapsulated this era. It was a motorcycle like no other that had preceded it or, in many ways, has been produced since. Motorcycles had developed from the humble bicycle and that is what, at that time, they still very much resembled.

Böning wanted to challenge that concept with the R 7. Gone was the old saddle fuel tank; in fact it was now hidden under the expansive bodywork - as is the case in many modern

motorcycles. The chrome top cover housed the oil-pressure gauge and on the right hand side the 'H pattern', hand gear change. Hand gear change was common at that time but no one had made this form of cog swapping so neat and car like. It was an elegant and functional solution to changing gears.

The rider sat on the sprung saddle and gripped the side covers (that opened to reveal the electrics) with his knees, with his feet housed and protected on the alloy footboards. The rotating disk digital speedo housed in the headlight section again was functional and different; following the style used in some prestige cars of the era. This was a motorcycle that had it been produced would have been aimed at the premium end of the market. A gentleman's express.

The motor and the lower covers, along with the smooth rocker covers formed a visually clean surface tapering down toward the non-rotating rear axle. This ran parallel to the upper bodywork and flowed into the rear mudguard and was highlighted by the uniquely shaped exhaust. It was just one of many examples of form and function in perfect synergy. Even the taillight is sculptured in shape and has the word 'Stop' illuminated in the lens.

The visual presence of the bike and the sleek and beautiful casting of the motor were enhanced by the lack of the usual frame tubing. The motor hung in position from the pressed steel bridge frame - something that was completely different to other motorcycles but again similar in concept to modern machines.

The engine was also completely different to the BMW power plants of the era. The M205/1 motor was designed to take BMW in a new direction via a more modern design than had been seen previously. The 800cc Boxer engine (a proposed 500cc version was also in the series) was the work of Leonhard

Continued, page 12

BMW R7, continued...

Ischinger. For the first time in a BMW motorcycle, the engine was a one-piece tunnel design with a forged single piece crankshaft. The con-rod big ends were split (like those used in car engines) and ran on plain bearings.

Unusually the cylinder and cylinder head was a monoblock unit, removing the need for a head gasket, which at that time was a weak point in engine technology. The camshaft was located below the crank, which placed the pushrod tubes below the cylinder and so gave a better position for the valves and spark-plug. These innovations, when combined with a hemispherical combustion chamber, produced an engine with performance advantages over the BMW engines in production at that time. Many of these features did not see production until the release of the /5 Series in 1969, a project that was also headed up by Alfred Böning.

The R 7 was a stunning motorcycle but it was deemed too heavy and expensive to go into production, so BMW changed its direction towards producing more sporting models. However, design features and cues of the R 7 can be seen in the R 17 (also a very expensive model with very limited sales success) and the R 5.

The Art Deco period has left us with some magnificent architectural, industrial and motoring masterpieces.

The bike was not just a design exercise, but was a road-going motorcycle, and is mentioned in an old magazine article on the R 5. The journalist riding the sporty R 5 wrote that he saw the R 7 while riding in the mountains. Other than this mention, there is little written about this bike. Also, and perhaps unusually, it was never even on display at any of the important motorcycle shows of the time. The direction of BMW had changed and war was approaching. The R 7 was put in a box and into storage after some usable parts were stripped and used in other projects.

For unfathomable reasons, that was the fate of the R 7 until June 2005, when the box was opened. Inside, the R 7 was 70 per cent complete, but its condition was not good. Many parts had been severely damaged by rust and a ruptured battery had also caused some serious corrosion problems. This would be a long-term and expensive exercise, but BMW Mobile Tradition (now BMW Classic) was in a position to give the go-ahead for the restoration.

The project was handed over to various specialists and BMW workshops. Hans

Keckeisen was in charge of the bodywork, and specialist vintage Boxer engine expert Armin Frey worked on restoring the priceless motor. The bike was stripped down to see what was usable and what would have to be remade. The task in hand became slightly easier when the original design drawings were discovered in the BMW archives.

The engine was badly corroded and parts needed to be found from various sources. Some of the missing parts were reasonably easy to gather, as there was an amount of crossover from existing models, other unique parts were remade in Frey's workshop. The four-speed gearbox and final drive were pulled down and the electrical system was also completely rebuilt. This was not your back-yard restoration; the full financial and resources backing of BMW were called into play.

The metalwork was in some cases a disaster. The flowing mudguards were in bad condition and a lot of work was needed to get the frame in a condition that would support the engine. The specialist skills of Hans Keckeisen were stretched to the limit. All of the team worked with a passion to have this unique motorcycle on the road in the same condition as when Alfred Böning pushed it out of the Munich workshop in the middle of the 1930s.

With parts found, parts re-built and coats of lustrous black paint (of course with the signature BMW pin-stripes applied) it all came together late last year when the R 7 was finally returned to its former glory. There was still a bit to do however. The minor but important cosmetic trim needed to be added and final checks made. It was an expensive exercise, but a real labour of love by the expert team. The bike was checked, tuned and made ready. For the first time in over 70 years the R 7 was kicked into life and sent out on to the road with Hans Keckeisen

Continued, page 13

BMW R7, continued...

behind the 'bars. The bike performed flawlessly and gave Hans a glimpse of just what BMW Motorrad had in mind toward the end of the 1930s.

The R 7 will not just be a static display in the new BMW Museum but will importantly be seen on the road at classic event and rallies throughout Europe and in time perhaps the rest of the world. Many BMW aficionados were lucky enough to see it in the metal at BMW Motorrad Days in Garmisch-Partenkirchen in July.

The Art Deco period has left us with some magnificent architectural, industrial and motoring masterpieces. Without a doubt, the R 7 is one of these.

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The New 2009 F 800 GS

Letters to the Editor
(Well, kind of)

This is part of an exchange of the BMWMOC Yahoo Group. Comments were posted regarding the size of the current balance of our finances. There are provision in the By-Law requiring a certain balance based on the annual budget & expenditures. Currently we do not meet that criteria. There is a proposed change to address "operating capital" needs of BMWMOC.

Posted: May 15th by Jerry Riha

"Ok, I'm confused... We have more money than we know what to do with, to the extent that people are mentioning donating some to charity, and yet we're insisting that we must charge a $10 premium to a few members that wish to receive mailings of news letters. Am I the only one who's confused???? Jerry" (Riha)

Answered: May 15th by Carl Bork

"Hi Jerry, Yes it can be confusing. The cost of the mailings was getting to be more expensive than the $10 dues. It isn't just the CCN. There are Membership Handbooks, Rosters, announcements about events, All Club Votes that required two mailings, and election ballots. It was more than just a few members. It was to the point where the cost of the materials, printing, and mailing fees was becoming more than the members dues, not to even mention all the extra work for the few volunteers that have to take care of all this.

There were also a lot of members that had computers and email accounts and insisted that we mail all correspondence to them instead of sending it to them electronically.

So it came down to a decision as to whether or not the rest of the membership should subsidize those members. It didn't seem fair to have the majority of the membership financially support the minority.

This was brought before the membership, a discussion took place, and a vote was taken to levy the fee to those who chose to receive the materials by mail, which passed. A lot of the members at that meeting that had been receiving the mailings understood the issue and agreed that a mailing fee would be the fairest way to deal with this. Since then, most members that had received the material by mail have switched to getting them electronically, saving the club a lot of money.

The other factor in this, is that about 3 years ago we were scraping bottom on our funds. The club had been supplementing financially, events such as the micro-rally, the clambake and the holiday party for years. A decision was made to no longer supplement these events and charge fees that would result in them at least breaking even. This has helped our financial condition considerably. The alternative was to seek a dues increase.

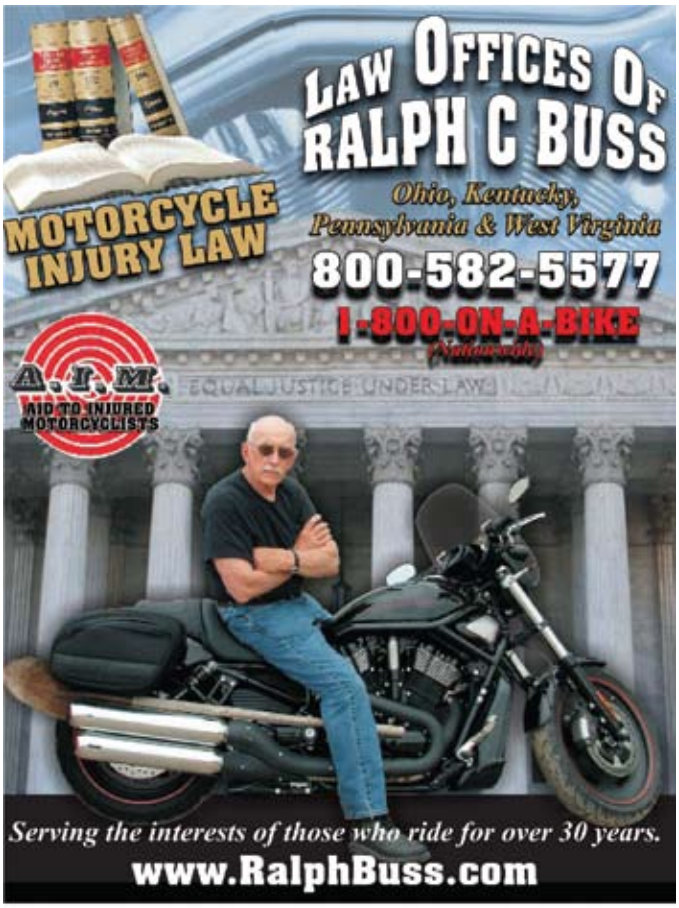
Also, in past years we had gone out before the micro-rally, the Clambake and the Holiday Party and bought all kinds of door prizes to hand out. Now due to the substantial efforts of Ron and Erica Petras, we no longer have to do this. They have been very successful at soliciting donations from many nationwide vendors.

I guess it would be nice if instead of people now being upset that we have too much money, they would be thankful that the board took the steps they did to keep the club financially stable without the need for a dues increase (which is about the lowest of any club I've seen).

We'll figure out what to do with the excess funds. Personally I get a little concerned about donating them, even though causes such as the Pediatric Brain Tumor Foundation or others are very worthwhile, donating the membership's money may cause some hard feelings among people who have favorite charities other than whatever one is picked.

There are other clubs much smaller than ours that carry substantially higher balances in their accounts than ours presently is. Just food for thought.

Carl



Micro-Rally at Whispering Hills Campground

June 12-14th
Whispering Hills RV Park
8248 State Route 514
Big Prairie, OH 44611
1-800-992-2435

www.whisperinghillsrvpark.com

Mail check to:
BMWMOC
Attn: Capt'n Carl
22851 Harms Rd.
Euclid, OH 44143

Rally Registration Deadline: June 6th!

Rally Fee: $18 / person
$5.00 / person without Saturday dinner*

Rally fee Includes:

Friday night Stew Pot; Capt'n Carl's Blueberry Pancakes and Sausage on Saturday AM, *Saturday dinner catered by Whispering Hills (BBQ chicken, potato, vegetable, drink, Ruth's famous apple dumpling w/ice cream), Sunday AM continental breakfast; two nights of campfires, soft drinks and coffee.

Registration Deadline: June 6th!

Mail check to: BMWMOC, Attn: Capt'n Carl, 22851 Harms Rd., Euclid, Ohio44143.

Camping Fees: $10.00
per person/night

$3 children 3-16

RVs: $27.00 per night / 2

$7 add'l adult

$3 for add'l children 3-16

Camping fees are paid directly to Whispering Hills at check in.

Cabin details below**

***Cabins: 2 night minimum**, must be reserved ahead of time,
Requires one night and a $50.00 cleaning & security deposit to be paid in advance.
Cleaning deposit will be refunded back if cabin is left clean and undamaged.

Rustic: $65.00/night-4 person cabin, **$80.00/night-**6 person cabin

Whispering Hills has 5 cabins that comfortably sleep four and one cabin that sleeps six. You don't have to bring a lot of camping gear, but you will need bed linens, towels, eating and cooking utensils. Each cabin is equipped with one double bed, bunk beds, electric, lights, fan, picnic table, fire ring, charcoal grill, and a small refrigerator. No pets allowed

Deluxe: $125.00/night Units sleep up to six persons and are equipped with: heater, AC, refrigerator, microwave, TV/VCR, bathroom, one bunkbed and two queen sized Futons and typical campsite amenities (gas grills available on request). Just bring along a few towels, bed linens, eating and cooking utensils. Now you're all set. Enjoy! No pets Allowed.

You're Never Lost on a Bike

By Don Poremski

The spring kickoff ride has the same goal every year, that of re-acquiring some motorcycle operation skills, reviewing group ride manners, having fun and, and dealing with Ohio detours.

As is always the case, we have to travel about forty miles southwest in our state before the roads get interesting. We used 44 and 43 to get to the good stuff, which is really noticeable on Rt. 43 south of Carrollton. We had several excuses to get out on an unusually balmy April 26th.All the previously mentioned stuff, plus the points-bearing Ohio Oddities and meeting up with Four Winds at the Packard Museum.

We picked off in order: the "Star Wars" Starfighter out front of Mike's Restaurant just south of Kent, the Steelworker statue at the northern tip of Steubenville, stopped for the Packard, then continued to a scaled down Lunar Landing Module, two NASA rockets, a huge rocking chair and the same sized porch swing. That was good for 21 MOC smackers, thank you.

Route 213 north would have been more fun without the Sunday drivers, but the weather trumped any other grumbles we might have had. All in all it was well over two hundred miles of Beemer motorcycling fun and comradeship. Come on out for the next one!

The Drop, the Prize, and the Trip Home

(a.k.a., The End of the North Africa Adventure)

by Paul Mitchell

If you recall from the last chapter, our group had a two day rest in the bustling city of Marrakech. We experienced the souks filled with textiles, Berber carpets, gold and exotic fare, sights & smells to be found nowhere except in Morocco. Some of our party were even chosen for impromptu belly dancing lessons.

However, even after eleven days we would find new mysteries and ports of call between the Mediterranean al-Mamlaka al-Maġribiyya and Reino de España ! (The Kingdoms of Morocco & Spain) Our destination was the capital city of Rabat, a populous of over 2 million inhabitants. Although not as large as Casablanca, its history is very colorful. Rabat's access to the Atlantic Ocean and the nearby Strait of Gibraltar was a perfect haven for the Barbary Pirates during the time of the Crusades of the 11th century. These privateers raided thousands of French, Spanish and English ships from the seaport fed by two rivers.

The Drop

On with the journey of the present sunrise . . . as we melted into the rush hour traffic of busses, trucks, bicycles, scooters, donkeys, horseman & moto's I heard a clunk and realized that my right-hand mirror had departed from the RT. Knowing the value of this attachment from my LT ownership, I broke out of the pack and weaved through the traffic to notify Scott that I would have to go back and retrieve the necessary accessories. He yelled above the din of traffic, "Why didn't you stop and pick it up?" I shrugged and said, "I want to ride another day even if in this traffic." It was a divided boulevard and I found a cut through and doubled back. After a few minutes of searching while the group pulled to the curb, I was informed that our faithful Spanish amigo, Chano driving the chase van, had seen it fall and stopped to retrieve it. It snapped it back on and again we were on the way out of the desert to the coast. (But, remember this incident!)

There were more mountain passes and vistas including the highest elevation of the trip (Col du Tichka, 7,414 ') where we made a rest stop and had a photo op in front of the marker monument.

The convenience store had Coca-Cola, Sprite, trinkets and more harvested & polished fossils from the desert floor. Later in the day we followed the rhythm of winding down hill sweepers and timbered slopes near the village of Rommani. We followed our guide to the small parking lot of a single structure and prepared for a picnic lunch. On the tiled roof patio, Scott brought one of the ice chests that was filled on our 2nd day and started setting the table with cut meats, canned sardines, cheeses, olives, fresh tomatoes, peppers and generous amounts of fresh bread purchased earlier in the morning. Our ever indulgent tour masters even brought out an iPod with a portable stereo speaker unit and we had classic music to compliment the dining experience. Did I forget to mention the vino?

Since we had a leisurely schedule for the remainder of the day and had plenty of time to assimilate the fruit of the vine, we finished out last bottles that were acquired what seemed like weeks earlier.

Later in the afternoon after some took a short nap in the sunshine, we entered the coastal plain. There were expansive farm lands that were being planted with winter wheat and other appropriate seasonal crops. As we approached the capital city of Rabat, the highway became wider; the homes were more European in architecture as well as being meticulously landscaped. The public busses were very modern and the traffic was primarily late model autos. We approached our destination through Embassy Row and I saw the Star & Strips fluttering in the wind. Grabbing my digital pocket camera from its neck leash, I did snap a photo of the American Embassy compound but missed the Royal Tombs with their black Arabian equestrian mounts and red uniformed, ceremonial guards. I'd walk back the next morning to capture that scene.

Scott had given us a "heads up" regarding our destination hotel. For at least a day he had been communicating directly with the hotel and through his office in Madrid to confirm our reservations. There was a problem! The Hollywood movie cast of the "Green Zone", a take off of the area in Bagdad that is supposed to be immune from attack, was being filmed near Rabat and our rooms had been commandeered for the cast and crew! Matt Damon was the male lead. All the ladies were excited about getting a glimpse of the celebrity. However, I was more concerned about a shower and clean sheets. Unknown to Scott, the brazen bunch from Australia, Israel, Spain and the USA had formulated a Plan "B". Without any diversionary tactics, we were going to storm the hotel on our Beemers and ride into the lobby and refuse to mute the engines until our rooms were again made available. It was to be led by our new companion, the Commando Israeli Seal, Zake Zuriel! Apparently, there was a mole in our group and Scott scuttled our plans and advised that the diplomatic route was the best alternative. His experience in international affairs did bring us multiple suites with separate bedrooms & baths as well as a common area instead of the expected singles.

The Prize

I enjoyed the hot shower dressed for dinner and the nightly ceremony of the DMF award (use your imagination!). Roger and I were both nominated as well as our Aussie companion Brian. My faux pas was the loss of the RT's mirror and lack of immediate reflexes to catch or stop in traffic to retrieve it, Roger's were utterly confusing hand signals that sent Brian and two others off to parts unknown at a round-a-bout and Brian for getting lost the second time! However, as Stutguy@yahoo Don has said in another contributing article, "You Are Never Lost on a Motorcycle!"

Convicted by the Jury of my Peers and extra votes from Roger & Chano, I was doomed from the beginning although I vigorously offered a legal argument about lack of evidence and due process. The award consisted of 24 hours of SHAME and a small quartz crystal to be treasured and protected until the next evening's panel decided on another victim. I know that the other guests in the restaurant wondered why we were enjoying such bodacious fellowship. Matt Damon left early because we didn't invite him to our table. After dinner, we took the elevator to the top floor and an outside patio to marvel at the evening lights of the city and the special illumination of Royal Mausoleum just a few blocks away.

Continued, page 18

The Trip Home ...continued

In the morning, we started the ride back to Ceuta along the coastal route of the Atlantic and Mediterranean. There were resort condos along sandy beaches of the Atlantic that quickly transformed to view stilted home lots along the coastal mountain range of the Med. We rode through many small villages and

saw colorfully adorned Berber tribe women selling produce and other handicrafts along the road side. The twisties were a challenge with a bit of vehicle traffic but we were all skilled riders and were looking forward to clearing Moroccan Immigration and again entering Spain, albeit still in North Africa. At dusk we reached the border minus Enrique who had sped ahead since he owned his Beemer and had the proper documents of own-

ership and export out of the country. The crossing was uneventful and we were welcomed back to Spain with ceremonial grace at the border.

Our lodging for the evening was the impregnable fortress in Ceuta, Hotel La Muralla ("The Wall"). This is one of 80+ historically significant structures (Paradores) that the Spanish Government has restored converting them to modern hotels and conference centers. La Muralla was rated with 4 stars! My room had a view of the Rock of Gibraltar only 8 nautical miles across the Med in continental Euro land as well as the local cathedral below in the square.

At dinner I made a presentation to new protector of the quartz crystal who was charged as always being the last rider to any destination. David, in a former life, a professional photographer, captured many artistic images that he has since posted on a Picassa website for all to enjoy. At the time, no one really knew of his talent other than he was using a Nikon digital camera with multiple lenses. See his photos at: http://picasaweb.google.com/davidacruse/SpainMoroccoIMT#

We also discovered that Steven (our Hollywood guy!) had been to Ceuta years before on a Lambretta scooter and had a

photo taken outside of a local repair garage. Our waiter overheard his comments and asked a few more questions and directed him to another guest . . . the grandson of the owner of the building which was now a Mercedes dealership! Plans were made to take another photo in the morning some 40+ years after the first snapshot.

After a healthy Spanish breakfast, we rode to the ferry port and boarded one of the modern vessels that make daily trips across the strait to Spain and our destination of Ronda, the birthplace of Spanish Bullfighting! Ronda is in the Province of Malaga and the equivalent state of Andalusia. Ronda has been occupied by the Celts, Romans & Moors and now of course Spaniards. This settlement is known also for it Roman Bridge (Puente Nuevo) which traverses a 400' deep river gorge.

Lunch was planned at the Ronda Parador for a patio setting with a beautiful vista of fall colors in the valley below. I wandered

into a couple of shops to look for specific gifts to bring home and rounding a corner I found the Golden Arches! Being curious as to the fare served, (certainly not Camel!) I entered the fast-food establishment and was overcome by the sizzle of grilled Spanish beef, Mediterranean fish and French (or were they Spanish) fries. I'm weak, I admit it. Rather than ordering the Big Mac meal, I saw their local specialty . . . El MAC. It was prime Spanish beef (or perhaps bull from the ring next door) served on a sourdough roll with lettuce and tomato. No special sauce, but the typical condiments were at hand. I ordered the super-sized meal with a diet coke and listened to the multi-lingual conversations of the travelers from around the globe visiting the settlement overlooking the Andalusian countryside below!

I later found my travel companions lounging on the sunny Parador patio with their lunch of cheeses, meats, fruit and wine. I smiled and said, "I just had an EL MAC super sized meal!" There were groans and wistful expressions of envy!

The ride back to Sevilla was only 127 km (about 80 miles) but through the US equivalent of National Forests & Parks. The roads were twisties with many scenic overlooks and I thought of the amazing experience over the last two weeks before we came to the outskirts of the bustling city of our 1st day. We were to bring the Beemers to a local BMW Dealer that services

and garages Scott's bikes and then catch cabs back to the hotel. He had an opportunity see the latest BMW fashions as well as other riding gear on the second floor. The bikes were checked for damage and even my errant mirror passed inspection! No damage charges!

The Trip Home

Our last group dinner was off a main boulevard restaurant amid the twisting cobblestone streets and one-car wide (barely) alleys. As with many Spanish Pub/Restaurants, cured hams hung over the bar. We had a private room and enjoyed the last few

hours of laughter and even had a celebration of a 50 year anniversary for Ron & Terry of Alpine, NY. and a birthday for Vered, our Rose from Tel Aviv!

Some had early flights in the morning, a few of our group decided to ride for another day or two and visit a Roman Ruin

not far away. My plans were to fly to Madrid mid-day spend the night, and then catch my trans-Atlantic flight home the following day. I thought that I would have to pay the extra bag fee for my Sahara Berber carpet, but the Iberian agent smiled and said that they would accept it with no extra charge!

The flight home was uneventful and e-mails flew between the new friends for weeks to come dreaming and planning on another future trip to Spain, Italy, Monaco and the Provence of Southern France. This is a new trip that Scott and his IMT staff have recently added to their menu. It is officially billed as the Tuscany & Provence Tour . . . (unofficially a tour for lovers!)

Hmmm . . . dreams are illustrations... from the book your soul is writing about you!

(For a YouTube video produced from a selection of the thousands of photos taken, go to:

http://www.youtube.com/watch?v=pEwEAtJy3P0

Have You Seen...

Cap'n Carl's photo featured in BMWMOA May issue of BMW Owners News, opposite inside front cover. Photo taken and submitted by Judy Gau.

taleLight

The BMWMOC Club of Cleveland was never parched at Cowboy Camp in Wellsboro, Pennsylvania, thanks to one of its members.

Carl Bork #118077, Euclid, Ohio
Judith Gau #110496 Sagamore Hills, Ohio