# Cleveland Club News

BMW MOTORCYCLE OWNERS OF CLEVELAND

The Official Publication of the BMW Motorcycle Owners of Cleveland, Inc. Fall, 1997


## ...BABBLINGS FROM BARZELLA...

Mother Cowan, a friend of Barzella.

Hello folks! What an interesting year we have had so far. There is nothing dull or boring about THIS club! Many people have taken excellent trips down the road, and some have been less fortunate and had awful trips down on the road. We have had more accidents this year than I can remember in 5 years.

I don't feel a need to name these folks as all have recovered and are anticipating getting back up to speed if they haven't all ready. I just want to remind people to always be safety conscious. Keep an assured clear distance, don't ride with impaired or hot dog riders if they make you uncomfortable. Be sure your bikes are in top repair and wear your safety equipment. Look 12 seconds down the road and slow down if you are aware of a dangerous area as you approach. Ride with your headlight on at all times. Don't tow your bike on a rope if you breakdown, call someone with a truck or a tow. Be sure you are parked up hill and leave your bike in first gear if you need too. Some things cannot be avoided but good riding skills can help to reduce injury. Take an MSF Safety course or a refresher if you haven't already. Even the most seasoned rider will learn something from them. OK! Enough already!! (Brought to you by Mother Cowan, a friend of Barzella).

This is election season for the officers for 1998. Please read your Membership Handbook for the rules and regulations for nomination to office and consider throwing your hat into the ring. The election committee chairman is Craig Webb with the assistance of Julie Fouse and Terry

## ...Fall Meetings' Schedule...

**October 2 * November 6 * December 6**

### October 2nd Last Chance Ride-In-Cookout-Meeting

**Thursday, October 2, 7:30 PM** at the Antolik Barn, 27384 Sprague Road, Olmsted Falls. See map in Calendar of Events. Bring something to burn, your beverage, and a dish to share (optional) to our last outdoor club meeting this year. The election window will be open for nominations and details of the Fall Foliage Folly (Oct.10-12) will be announced. If lost call Greg at 440-235-1272.

### November 6th Election-Dinner-Meeting

**Thursday, November 6, 7:30 PM.**, at the Country Kitchen Restaurant, 17090 Royalton Road, at I-71 and SR 82, the Strongsville exit. Come early and enjoy dining with your club before the Annual Election, business meeting, and 50/50 raffle. We have a private meeting room, with a fireplace, and the restaurant is open 24 hours. Dinner is on your own. Restaurant phone 440-238-0940. As always, an open invitation stands for all BMW riders and their guests.

### December 6th Holiday Bash & Meeting

**Saturday, December 6, from 5:00 to 10:00 PM.** Meeting will start at 6:00 PM. Buffet dining at 7:00 PM. Mark your calendar now for one of the finest Cleveland Club get-together's yet. DJ, dinner, motorcycling videos, and more. Santa and his helper will have a gift for each good little girl and boy. Holiday spirits will be on your own. More details will be forthcoming in a flyer mid November. This is a pre-register only event.

**For up-to-the-minute news call the BMW HOT Line at 216-556-0196.**
**Visit our WEB site at-**
**http://members.stratos.net/rcrider/index.htm/**

Phillips. Thanks guys for VOLUNTEERING. So far the nominees are as follows:

President: Eric Simon
V-Pres.: Craig Webb, Jim Shaw
Secretary: Penny Hissom, Fran Grodek
Treasurer: Roger Warren
Road Captain: Greg Antolik
Directors (5): Bob Zronek, Jerry Bruce, Bob Wood, Gary Hissom, Bob Shelton, Terry Phillips, Dan Frederick, Russ Davis, Dave Ellmers, and Troy Stone.

Now, these people have been nominated and the election committee will, with the assistance of the secretary, determine their eligibility and contact them to find out if they accept the nomination. If they accept, they will be official candidates. Nominations will also take place at the October meeting at Greg Antolik's house. The candidates will write a position statement and that will be sent out with the ballot the middle of October. The actual election will be at the November 6th meeting at the Country Kitchen in Strongsville. You can mail your ballot or vote at the meeting using your official ballot that you received in the mail.

Remember that the work can be minimized per person if there are many people to share the load. Let's keep our Club running and growing as well as it has in the past. We've got a good thing going and everyone has fun.

The October Campout form is enclosed. Please make your reservation early so we can get an estimate for the food. It should be a GREAT time for all (as usual).

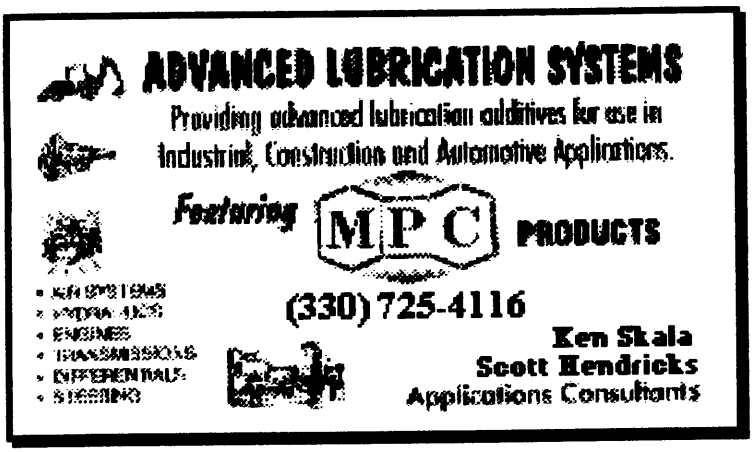
There will be a separate mailing for the Christmas Bash. You WILL NEED TO MAKE A RESERVATION so we will have enough food and an extra SURPRISE!!!!

We have had more discussion about the Voice Mail, use and/or lack of use. Stay tuned for upcoming changes.

We could have a spot at Wil Stoner's Swap Meet if we want one. Look further into the newsletter for details or call Russ Davis.

That's all for this issue folks. The season is quickly slowing down. Have FUN, Ride SAFELY, Have FUN!!

*Barzella*




# Bits & Pieces

Western Reserve BMW Club has decided to eliminate the annual sidecar rally. Seems this rally has lost it's popularity and profit. All who have ever sponsored a rally know how much work they are to put on and as their membership dwindles this work seems to fall on the same shoulders each year. In a discussion during their August meeting it was agreed that a smaller, more intimate event (like the Cleveland Club-closed events) would be more fun and less work. Stay tuned for more on this in a future issue.

Quaker Stake and Lube in Sharon, PA, has been hosting "Bike Night" on Wednesdays throughout the summer. Several local club members have been seen in attendance satisfying their curiosity of the happening. Seems this establishment literally fills their parking lot with bikes. As many as a thousand machines of various marquee's (but mostly Milwaukee Iron) can be seen there on a typical fair-weather Wednesday evening. So far I have not heard of any negative incidents or extra police efforts to kibosh the weekly event.

Corbin Saddlemakers have been a hot topic of discussion at the past few meetings as complaints of poor delivery, over charging, and unsatisfactory customer relations fly. We reported last fall that Mike Corbin was in the process of designing and implementing a better system for his employees to service the needs of his customers through a inter-office Internet based network. This may work with some customers but , hey Mike, not everyone is on the WEB yet. If you are on line you can access their WEB page at http://www.corbin.com/ or their customer service e-mail address is corbin01@corbin.com. For those who still prefer a phone call you can reach them at 800-538-7035 or FAX them at 408-633-3145.

K-bike alert number two. If your turn signals start to act really strange, i.e., where only one works no matter which button you push and other strange things, check your *horn* fuse. Yes, *horn* fuse. Seems there is an interaction of the circuitry.

Cleveland Club News is asking you to share your stories, tech tips, best roads, and photos from the past season. Also, we need some writers and/or reporters to cover not only our club events, but others as well. If you have copy to publish or are interested please contact: Bob Wood, CCN Editor or e-mail me at bmw01bob@concentric.net with your offerings. I will accept any form of copy but the best way to send them as an attached MS-Word 6 file to your e-mail or send a disk. Photos and disks will be returned via snail-mail.

RA Ohio Director, Ralph Rogers, has had the reigns for a little more than a year now and, as in his past regime, nothing has changed...or has it. Seems the Ohio RA's wi be one event short this year. If you are expecting to take in the autumn colors at Logan and ride the twisty old coal roads, think again. The Logan Campout has been canceled

due to lack of attendance, according to Rogers. Last year's all time low of 3-RA's prompted his decision and admittedly the lack of PR with the campground may prevent us from ever returning to that site.

Also note, the off-season *brunches* which have been traditionally held at 10:30 AM are now going to be *breakfasts* held at 9:30 AM. If you have any distance to travel plan on getting up an hour earlier on these Sunday mornings.

In a recently received newsletter dated August 4, Ralph takes to heart, criticism regarding the operation of the RA Ohio directorship, but yet concludes his correspondence saying if anyone has input, to please let him know. He also states that he doesn't know how to run a rally. This is OK, but please, delegate the responsibility to someone who does.

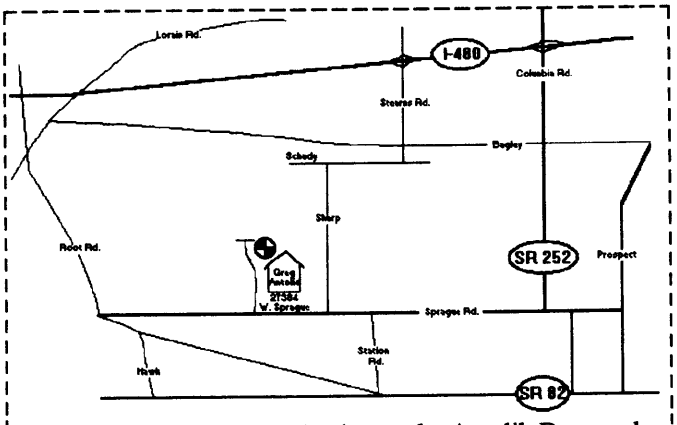
There are about 250 RA's in Ohio who are depending on the director's leadership. They are BMW riders with the Right Attitude and need a director with the same.

# Ohio Calendar of Events Fall '97

*The events listed below are a comfortable days ride or less on a BMW motorcycle, and generally are no more than 300 miles from Cleveland. If you know of an event which you think should be listed here please contact the editor.*

Sept. 23 **BMW MOC BOARD MEETING.** Bob Zronek's house, 7:30 PM, 663 David Drive, Streetsboro, call 656-2440.

**Oct. 2** **BMW MOC MEMBERSHIP MEETING** **Thursday night, 7:30 PM** at the Antolik Barn, 27384 Sprague Road, Olmsted Falls. Bring something to burn, your favorite beverage, and a dish to share (optional) to our last outdoor club meeting this year. The election window will be open for nominations and registration for the Fall Foliage Folly (Oct.10-12) will be accepted. If lost call Greg at 440-235-1272 (See map below)




Map to the October 2, Meeting at the Antolik Barn and October 25, Halloween Party

Oct. 3-5 Y-BMW UnRally at Li'L Beaver Park on Trinity Church Rd. off SR 30 near Lisbon, Ohio.

Oct. 4-5 Observed trials near Twinsburg, Ohio. SR 91 two miles north of SR 82. 216-327-2527

**Oct. 11-13 "Gathering of the North Coast BMW Clubs"**, sponsored by the **BMW MOC**, at Whispering Hills Campground 3 miles south of Shereve, Ohio, on SR 514. Hot showers, flush toilets, free firewood, continuous coffee, and Sunday morning donuts. $5.00 per person per night camping. Friday night chili pot $3.00 donation. Saturday dinner BBQ chicken or ribs, potato, vegetable, salad, roll & butter, and apple dumpling desert $7.00 adult, $4.00 children (6-12), under 6 free. See registration flyer this issue and please call Penny Hissom at 330-483-3010 to reserve your meals. Campground phone 800-992-2435.

Oct. 25 16th Annual Halloween Costume Party 7:00 PM at member, Greg Antolik's house, 27384 Sprague Road, Olmsted Falls, Ohio. DJ, hay rides, keg and more. Donations appreciated. (No organs please!) For more information call Greg at 440-235-1272.

Oct. 28 **BMW MOC BOARD MEETING** at Eric Simon's house, 4096 Linnell Road, South Euclid, Ohio. Call 382-5790 for directions.

Oct. 31-Nov. 2 RA Halloween Cadiz Campout at Harrison County Reclamation Area (4 miles north of Cadiz on SR 9) Look for a tiny sign opposite drive.

**Nov. 7** **BMWMOC ELECTION-DINNER-MEETING, 7:30 PM** at the Country Kitchen Restaurant at I-71 and SR 82 in Strongsville, OH. 216-238-0940

Nov. 9 RA Ohio Utica Breakfast Meeting 9:30 AM at the Pioneer Restaurant SR 13 and US 62.

Nov. 9 Wil Stoner Swap Meet & Bike Show at Richland County Fairgrounds in Mansfield, OH. 9 AM - 4 PM. US 30 to Trimble Rd. exit. $5 admission and $1 parking. Call 216-543-5034.

Nov. 26 **BMW MOC BOARD MEETING** 7:30 PM at Amy Nichols house, 1588 Hametown Road, Akron, Ohio. Call 330-665-5818 for directions.

**Dec. 8** **BMW MOC HOLIDAY BASH & MEETING** 5:00-10:00 PM, in the cafeteria of the Centerior Energy Building, 6200 Oak Tree Blvd., in Independence, OH. (Near Rockside and I-77.) Short business meeting to introduce the new officers and agenda followed by a buffet style dinner, music, videos, gifts, and the usual non-sense. Cafeteria phone 216-524-7830. A flyer will be sent to all members in November. See map on page 4.

Dec. 14 RA Ohio Dayton Breakfast 9:30 AM at the Old Country Buffet in the Washington Square Shopping Center. From I-70 take I-675 south to the Miamisburg-Centerville exit. Go left (east) on SR 725 to Lyons Road then left to shopping center. Restaurant phone 513-438-8383.

Check the club voice mail for **Sunday Morning Breakfast Rides**. If there are none listed call Greg Antolik (216-235-1272) for the location and time.

# **Corrections:** to the
# Ohio Calendar of Events
published in the
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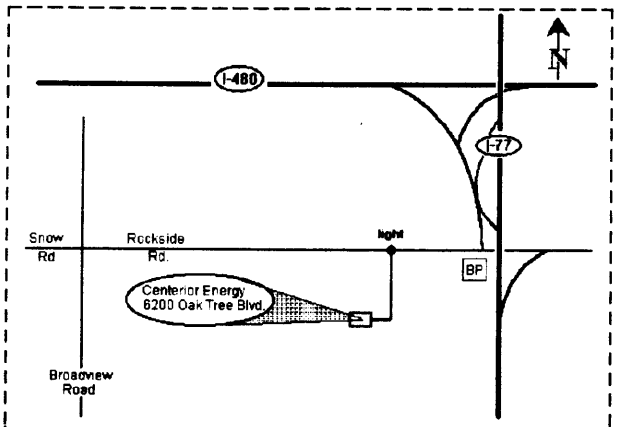
**The CCN Editor apologizes for any inconvenience and /or confusion the published errors may have caused.**



Map to BMW MOC Holiday Bash & Meeting

**CALL the Cleveland BMW Hot Line at 216-556-0196**

24 hours a day to get the latest update or leave a message. Members are urged to access Level II messages for detailed information regarding our club events. Directions are on the back of your membership card and on the last page of the Handbook. **Remember!!! When in doubt, hang up!! Always respond with #9 to SAVE so you don't erase the message for someone else!!! It really is easy, just follow the directions!!! The Ohio Calendar of Events can also be accessed on our WEB page at - http://members.stratos.net/rcrider/index.htm**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**legal...**

## ON THE LEGAL FRONT

by Eric Simon, VP

Absent any local news of significance, I'll pass along a few legal and legislative issues of note that were reviewed by the American Motorcyclist Association.

Don't hire an attorney involved with Richard Lester, or his AIM network. The AMA reports that AIM attorneys are continuing to assist in product liability lawsuits where standard motorcycle designs are alleged to be defective. These suits allege that motorcycles are inherently unsafe, and should be equipped with leg protectors, warning lights, and other garbage to make them safe. According to the AMA, this assistance is being provided despite Lester's misleading statements to the contrary. I think that Mr. Lester appears to be a hypocritical scum bag who gives all attorneys a bad name. Like we need his help.

You'll be glad (not!) to know that your federal tax dollars are being used to lobby for mandatory helmet laws. The National Highway Traffic Safety Administration (NHTSA) has financed a campaign to teach lobbyists and legislators how to defeat bills that seek to weaken helmet laws.

A last warning gleaned from the Net: Montana's "no limit" speed limit may really be too good to be true. Increasing numbers of tickets are being issued for reckless driving, when the alleged recklessness was "excess speed." Stay tuned for details, as this issue will be more relevant near BMWMOA National Rally time in 1998.


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**quote...**

**"Loud shirts save lives" - Fred Rau, MCN**

**editorial...**

# The Gathering

What is the ***Gathering of the North Coast BMW Clubs***? It is the first ever, exclusively *all* Ohio, BMW motorcycle riders autumn campout. With the threat of loosing the Buckeye State Rally looming over us last fall, the BMW Motorcycle Owners of Cleveland (BMW MOC) originally set out to hold an event which would replace this traditional fall rally and help bring continuity to Ohio's BMW riding clubs. For years the BMW MOC has been discussing the possibility of having a meeting of the many Ohio BMW clubs so we could coordinate event scheduling to help maximize the quality and attendance at each event. As we watched the Buckeye State Rally disintegrate we felt certain some kind of intervention was needed. This is when the BMW MOC began planning for the ***Gathering***.

Is some sort of an Ohio BMW Motorcycle Club Council needed? You bet. Within 3 months of our initial planning meeting, low-and-behold, we receive a flyer about some BS Rally. Even though we had been told this event was dead, boom, here it is back, and scheduled in the same old time slot. How many Ohioan's had already committed to the Dell's by then as a welcome change to the stale Buckeye. The point here is - hey, lets stop stepping on each others toes already. One year the Rubber City Rally was scheduled the same weekend as the Cleveland Club's Micro-Rally, which was the same weekend as Super-Bike at Mid-Ohio. The rally chair got blamed for poor turnout. Not his fault! Now they are back at the same bogus location offering even a lesser quality event than ever. Maybe about 80 riders this year. It's no wonder their rally is affectionately called the Dry-Rot-Rally.

It would be much wiser to have fewer events of higher quality, exploiting Ohio's beauty and natural resources, than to continue to offer poorly attended mediocre events which only serve to cause more friction between the fine riding clubs of this region. If you plan on attending the BMW MOC's ***Gathering of the North Coast Clubs***, plan on having a representative from your club talk to our club to help promote greater cohesiveness. Perhaps we should call a meeting.

What about a national here in Ohio? The last one was in 1983 some 14 years ago, even though Ohio ranks in the top population of BMW owners and riders. Have we lost our desire to share this excellent riding, touring and vacationing area with our fellow motorcyclists? Is it more work than our clubs are willing to do? Maybe it is time, for a ***Gathering*** to discuss these questions. Who will be willing to host the first meeting of the Ohio BMW Motorcycle Clubs or is there no interest? -Bob Wood, CCN Editor

CALL THE BMW MOC HOT LINE
216-556-0196

# ...Welcome New Members...

Add on nine new riders and eleven slow-pokes who renewed since the last newsletter. Among the renewals are Steve Brizzi, a.k.a. "Geneva" Steve who after a long sabbatical vows to become more involved, and honorary member Ralph Maarsen who's membership was renewed by a pass-of-the-hat at the Finger Lakes Rally. And when will Chris Lance ride a Beemer again? Another hog Chris? Our new members are: Brian Archer, Steve Geiswite, Mike Gerlica, Barney Klevay, Alice Limber, Scott Shaffer, Eric Sherman, Rocky Winn, and Jon Zurell all added to our ranks. This brings our total membership to 135 this season. We hope your association with the BMW MOC truly enhances your motorcycling experience. Welcome one and all to your BMW club.

# Miles, Miles, And More Miles

by Barzella

October is the completion of the BMW MOA Mileage Contest. Our October campout is the 10th-12th and should be about the final day of the contest. Bring your card from the October issue of BMWON and we can verify mileage at the event. Many of you signed up at the Tune-up Clinic.

Our State came up in the ranks for 1996 and were second in the country for both categories, total finishers and total miles. Wisconsin was first in both categories, 104 people and 934,513 miles. Ohio had 50 people and 561,227 miles. If you average that out, Wisconsin had 8,986 miles per person, and Ohio had 11,225 miles per person. AWESOME! See, OHIO RIDES!!

In the Top 25 men and 20 women, Jim Shaw finished 6th with 34,498 miles, and I finished 13th with 16,871 miles. It was a very good year for me. A year I probably won't see again until I retire. Then watch out! Fred Johns from OHIO was the top male with 63,232 miles. We should recruit him for our Club, but he's probably too busy riding.

For the State ranking alone, Jim Shaw was 2nd, Bob Zronek 4th, and Mike May 5th. Of the 50 who finished for Ohio, 15 were from **OUR** club. BMW MOC RIDES!

This is not an ego thing or a real competition in my opinion. It is just FUN. I would like to see OHIO be first in both categories. There have got to be more than 50 BMW MOA members in Ohio. Maybe we could get other clubs to participate. Not everyone rides 11,000 miles a season, but if you have 200 people that ride 500 miles a season, you WIN! I guess I should list this under BABBLINGS from BARZELLA instead. Oh, well, it's just a thought that requires a team effort. Team work, isn't that what it's all about?

**How many miles did the Bruce Clan ride?**

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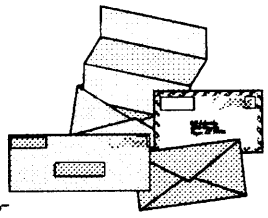

## letters...

American drivers spend an average 26 hours per year sitting at traffic signals. Being the best marketing tool ever made, they can make a small lot of land worth millions of dollars. In the business world of location, location, location, what could be better than an audience held hostage? What better way for someone to know that my business is here, up and running?

Well enough of the above - don't get me started!! On Monday afternoon, June 15, the Cleveland police encouraged my K75 and I to 'pull it over buddy'. You know these guys in the black and white cars. When we were kids our parents told us the police were our friends. How come our friends are so nasty when they confront us? The nice young officer with the crewcut was not acting like my friend. He was alleging that I went thru a red light! Just to make sure that I learned my lesson the nice young officer with the crewcut also cited me for not having any motorcycle safety glasses. I didn't take issue with the traffic light. Was it red? Did I go thru it? It all happened so fast! However, I did protest politely about the safety glasses issue. I felt that with a windshield, which my bike has, the operator didn't necessarily have to wear the safety glasses. The nice young officer with the crewcut said that if I wasn't running red lights, I wouldn't have to worry about answering to charges of not having safety glasses. He also encouraged me to go to court if I didn't agree with him.

To plead not guilty one has to visit the Justice Center's 3rd floor to get a form called "Plea of Not Guilty per Traffic Rule". This form took 55 minutes to get as you must first take a number and wait till you are called. One person waiting on all those in the hallway, seemed like my tax dollars at work weren't working all that hard! I had to list my attorney's name, address, and phone number on this form as well as waive my right to having a trial within the time limit as provided by the limits of the law. I was told I would be notified by mail as per my trial date.

With help from Eric Simon, (thank you), as well as my own attorney, I was on my way to City of Cleveland vs. Karl Hoffman. Because of the cost involved, my attorney elected not to accompany me to court.

Monday, July 21st would be my court date as I was notified by mail. I was real nervous upon entering the court room at 1:10 PM for a 1:30 PM trial. My heart was beating pretty fast when the nice young officer with the crewcut stood up and asked for me. I raised my hand and he came over to me extended his hand and said that he was in error about the safety glasses. He also talked to the prosecutor and that they agreed to drop the traffic light charge as well.

One of the people who supported me in this effort was Bob Zircon. He told me the fastest easiest way municipalities make revenues is by use of the waiver system. It's easy money for them to make. America is the only country in the world whereby, when an authority type figure confronts us we can tell an impartial party (judge) our side of the story. That is one of our rights guaranteed us by the Constitution. When we waive, we give up those rights. As Americans we cannot afford to give up any more of our rights.

If you feel any authority type figures have dealt you a wrong hand, by all means tell your side to the judge. When you do, you are doing something as American as apple pie.

- Karl, with a K, on a K

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**tech section...**

# THOSE ____ SPLINES AGAIN

It looks like the old spline lube controversy has reared its' ugly head again. Just what is the right stuff to smear on them and how often?

The Owner's Manual on my '91 R100RT says 40K is lube time. I figure that is a long time for that lubricant to stay on a part that spins at up to 7,000 RPM in a hot environment, so I have been doing it every 20K.

On our trip to Arizona this past Spring, I hit 20K. It was lube time but that's not a job to perform in a campground or motel parking lot. On the previous spline lube I used the new BMW red stuff (big tube and cheap). I began to notice some shift problems characteristic of dry splines, notched shifting, clutch plate dragging, problems finding neutral, and sometimes grinding between gears.

At home I pulled the transmission and to my surprise and disappointment, I found them dry and oxidized. Damn, this new red shit didn't work. I talked to two dealer BMW mechanics and one said he found the same problem and stopped using it. The other said he hasn't had anyone return that he used the red lubricant on so he didn't know. This should be an alert to people because the manual says 40K but you should watch for dry spline characteristics if you are at 20K or more miles on your bike and the red stuff was used. What's a mother to do?

A guy named John from West-by-God, Virginia, who does a lot of service work at home told me has gone back to the old, expensive Staburags from the Fatherland. So have I. I plan to take a look and see if it's still on at 10K and then at 20K.

Shortly after that job, I took Barb's R100M to the corner store because it was on the end. To my horror, it had the same shifting characteristics as my RT. It was 13 months old with 22K on the clock. Don't you think she rides too much for a girl? (NOT!!!) When I took it apart, the splines were dry. Double Damn. Either Franz and Fritz used the red shit or nothing at all. This should be an alert to all you new R-bike owners.

So, here I sit broken hearted. What to do now? I put the old, expensive white stuff (Staburags) on it.

I hope this article falls into the hands of someone with the correct answer to the spline question. In the meantime, I will stick to the white stuff and hope for the best.

This winter I plan to tear into the rest of the stable and try a new blue marine synthetic lubricant made for high temperatures, RPM's, and water. Stay tuned and we will discover which is best, the red, white or blue stuff. Woody also told me about a new multipurpose synthetic grease from Spectro. Here we go again. Perhaps this winter we can have a Saturday spline lube workshop for R-bikes. Someone might even volunteer to do a K-bike. This is dependent on you, the viewing audience's interest. I am willing to do this. Russ Davis has already volunteered his heated garage/clubhouse and HIS bike for the seminar. CALL me at (330) 656-2440. Anyone who has another insight into the dry spline problem, please write me or send articles to, 663 David Drive, Streetsboro, OH 44241-4711.

Happy Wrenching - *Zircon*

**ride smart, ride safe...**

# KEEPING YOUR DISTANCE

by Craig A. Webb

It doesn't take a scientific survey to realize that tailgating has become a major problem on today's highways. With highway speeds and volumes way up, ABS brakes and air bags providing false security and the yuppie scum addicted to cell phones and killer commutes it is becoming rare to see anybody actually maintaining a car length distance for every 10 mph he or she is traveling.

Insurance companies want to know why ABS brakes have not reduced the number of accidents. It's simple. Chronic bumper riders are too close to even touch their brakes before colliding let alone actually having the time to stop. Drivers following this close at these speeds don't need better brakes - they need better brains!

So here are three very serious reasons why motorcycle riders should be among those rare individuals who religiously keep their distance and do not tailgate.

#1. THE PRICE OF BEING WRONG. Even when you have ABS brakes on your bike. Even though motorcycles stop faster that cars -generally speaking. Even if you are a real pro with reflexes like a cat and nerves of steel. The probability of a motorcyclist sustaining serious injury in a rear end collision is so much greater than those protected by steel bodies, seat belts and air bags that you just can't afford to roll those dice.

#2. WHAT YOU DON'T SEE CAN HURT YOU. The closer you are to that car or truck ahead of you the less you can see of the road and traffic ahead. You won't see that guy four cars ahead slam on his brakes to avoid the ladder that just fell off that pickup truck ahead of him. By the time the three drivers behind him wake up and react - it will be too late for you.

Or maybe they won't hit their brakes at all but straddle the ladder instead - praying that it won't snag on their mufflers and tail pipes. Unhappily as it suddenly appears between the rear tires of the car you're tailgating you will be doing some praying of your own.

Think about all the debris you see every day along the sides of our highways. Virtually all of it starts out in the driving lanes where it gets hit repeatedly until it lands on the berm. For the cars and trucks that hit this stuff the worst that should happen is a punctured tire or gas tank. For a motorcyclist it could mean a punctured spleen! Give yourself the room to avoid this lethal litter.

#3. WHAT GETS TIED UP MIGHT COME DOWN. Let's go back to that pickup that lost the ladder. Certainly the guy who did such a lousy job of tying it up didn't want to lose it. Its loss will probably cost him a good deal of money. But, if you

were riding your motorcycle too closely behind him it could have cost you your life.

Every truck carrying a load, every 4x4 with a canoe on top, every Volvo with skis or a mountain bike strapped to its luggage rack is a motorcycle accident waiting to happen. If it could come off - assume it will and get out of the way. Changing lanes and passing a potential hazard is the best defense. If that is not possible staying a respectable distance behind will give you the time to react and avoid disaster.

Even professionally secured loads such as on semi-trucks occasionally lose chains, bungee cords - even whole loads. Riding along side when such a failure occurs could be just as dangerous as riding too close behind.

Occasionally even motorcyclists lose strapped on baggage. Following your buddy on his Gold Wing with that poorly secured teddy bear could be just as stressful as chasing that U-haul with the mattress and box springs. Your only sure defense is mental alertness and lots of room to run.

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# I am Woman, Hear Me..er..uh...Cringe

by Rose Wood

Rosie ready for shoppin`.

One of my dear friends had invited (OK, insisted) that I accompany her to the first ever Women and Motorcycling Conference sponsored by the AMA in Westerville, Ohio this past July. Without giving it any thought, I immediately said sure, just 'cause I like her company and anything would be fun doing it with her. However, after giving it a few days thought, I began to think about what I was getting myself into. I hate those kumbi-ya, hear me roar, femi-nazi, men-bashing gatherings. I really don't want to do the 'united we stand' bit followed by a touchy, feely therapy session. How do I get out of this one? Well, I couldn't come up with any legitimate reason and reluctantly sent in my check. Two weeks before the big event, I double-checked with the other recruits that agreed to go, and all were on board, can't back out now!

Having dealt with some annoying bike problems on the way down, I was glad to coast into the motel in plenty of time to have a bite and register. Finally we got to the opening ceremonies. There I could rifle through the workshops to see if I could find something worthwhile...something that would enhance my motorcycling fun in a way that no other group or event ever could. Well, let's see...*Bang for your Buck*, *Government Relations* (ho-hum), *Women in Retail*, (getting better), *Marketing and Product Planning for Women* and *Dealing With People Who Don't Take You Seriously*. Hmmmm, maybe I could find something to do after all.

I started out with a very positive workshop entitled *People Who Don't Take You Seriously*, led by Marina Ackerson. Basically, it was a practice role-playing session. Pick a partner and one of three scenarios: 1) Explain a poor idle problem to a dealer mechanic, 2) A salesman asks you why your hubby isn't there to help you pick out your new bike, 3) You witness an elderly man hit your parked motorcycle with his pick up truck and try to drive away. Interesting dialogue.

The next most interesting was *Marketing and Product Planning for Women*, which included representatives from Acerbis USA, Femmegear, BMW of North America, American Suzuki, and Harley-Davidson Motor Co. Each proclaimed their marketing strategies to get more women into the fold. Wit' nearly 50% of the conference attendees riding HD's, the rep fe.. pretty confident of her share of the market. However, no one had expected the slamming she got when a few participants voiced their opinion on the demeaning tone of HD ads and philosophy.

It nearly stopped the show and left the poor rep absolutely speechless. Although most of the manufactures spoke of new ways to reel in the ladies to their product, Marjorie Charney from BMW was confident and matter-of-fact when she told us all how BMW has always marketed to women and their products (women sizes) with respectful and serious print ads. Thank you BMW!

The best workshop of them all was the one called *Women in Retail.* Here we have real live women who were owners or top managers in real live motorcycle dealerships. Kelly Appleton of Sloan Honda was my favorite. She works in her family business as manager of sales and parts. One afternoon as she was working at her desk, two young women came in to browse the showroom floor for bikes. After ten minutes she noticed her salesmen shooting the breeze with their feet on the counter snapping rubber bands at each other. Kelly went out to the floor to ask the women if she could answer any questions for them. After talking to them a short while, she soon realized that they were there to buy. And buy they did...two new motorcycles...CASH. Her salesmen soon learned that you don't get commissions on bikes that you don't sell. She began to look a little closer at her female friendliness and found that there wasn't much. Then she began to look closely at the reasons why. She went in her computer database to pull out female customers, but there was no such field. Kelly came up with an idea to create one. Every male customer that came in was asked to sign up a girlfriend, wife, mother or friend for her Victoria Secret $100 gift certificate give away. When she collected enough names, she went out and printed gold invitations to all the ladies to attend a Victoria Secret night at the dealership. There was a fashion show, food, certificate give-away and a one-hour-only parts department sale that night. The response was overwhelming, the showroom was flooded with customers. The parts department alone sold over $5,000! (I couldn't believe what I was hearing!) That was the beginning....today Kelly's dealership sponsors two, women-only MSF classes with women instructors each month during the riding season. She supplies the bikes, helmets and gear and each session is filled 2 or 3 months in advance. She also sponsored an event she calls Damsels in the Dirt. This was an off-road event, in which she supplied all the bikes and equipment and a spot on a farm down the road, so women could see what it was like to get down and dirty. The morning of the event was rainy, and she almost canceled, but the women insisted that they get the chance to do it in the mud. (Could this be a REAL dealer?) Kelly has made her showroom women friendly by keeping a large inventory of women's riding gear in every size possible for street, racing and dirt riding.

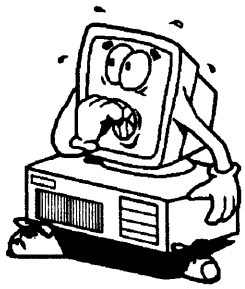
Dealers would be wise to follow Kelly's lead. A national AMA survey shows that 80% of motorcycle and accessory purchases are affected by a woman...she's either doing the buying or influencing the guy who is. Better be nice to the girls! The average age is 43 years, most are married with a personal mean income of over $31,000: the mean household income is almost $60,000. Seventy percent of women buyers have some sort of college education and are looking for the identical factors when buying a bike: Reliability, ease of handling, performance, etc. Sixty-eight percent own a street or touring bike over 750 cc. No wimps here!

So IF ANYONE OUT THERE IS LISTENING....PAY ATTENTION....LOOK AT THE FACTS. There are lots of bucks out there sitting in the hands of women, and they're ready to buy. All they need is someone to take them seriously, and the rewards could be endless.

# On the Off Ramp- /bmwmoc.html

by Ralph Crider, WEBmeister

Hello again from the fringes of cyber space. In this installment of my on-again-off-again series I will cover ***our*** WEB page for our computationally-challenged members. When you sign-on to our clubs page you find yourself greeted by a nice full color rendition of our club logo (thanks again Terry). On this first page you also find a brief description of our club, then an index that takes you to various places on our sight. After the index on the main page there are various resources for club members including a sometimes up to date calendar, a listing of member benefits, a brief history of our club that was printed in our newsletter a couple of years ago, and an invitation to join along with different ways to contact us via phone, snail-mail or e-mail. At the bottom of the page are the credits and links to some commercial sites to get virus check software or to go to Microsoft to get their browser, etc. Also you will find the obligatory rotating skull to annoy Woody.



From a link on the first page you can go to a disclaimer for the member on-line listing which discusses the rules for using the free member listing where on the third page you can see who is listed and by clicking on their name send them e-mail or link to their home page, (Thanks again Fran for being the first to mass mail members from the listing.. that is what it is for). All of this brings us to the fourth page that has links to some of the neat things to see and do in our fair city. Included is a link to the Rock and Roll Hall of Fame, which by the way if you've never done the virtual tour is an outstanding web site. There is a link to Cleveland Live, a nice tour, and places listing, that represents our city rather nicely, another mouse click will take you on a virtual tour of another of our city's high points, The Art Museum. Last but not least there is a link to Mid-Ohio Sports Car Course, the home of the Superbike Races and Vintage Days.

If you are still with me after this you can go back to the index that is on every page and from there go to the fifth page, perhaps the best of the bunch, and the reason our merry band exists - MOTORCYCLES. This page has links to some of the neatest and best stuff. One page, Ronnie Cramer's (thanks for the find Roger & Suzie) has links to almost every motorcycle product and service you could imagine. We also

have links to the MOA, RA and the Internet Riders. Farther down on the page I've included links to BMW, Bimota, Ducati, Harley-Davidson (which is a very nice web sight), LaVerda and just for Dave, Royal Enfeild Motors that are still made over in India. The last section of this page is devoted to links from dealers, of which there is only one and that is one on the West Coast. All of these links are free AND IF THERE ARE ANY DEALERS OUT THERE WHO WISH TO BE INCLUDED WITH A FREE LINK TO A WEB PAGE OR E-MAIL, LET ME KNOW.

The last page has some interesting and silly links to places like the National Weather Service, NASA, a free sight, PBS and Speed Trap Registry in case you cannot argue your case as eloquently as brother Zircon in traffic court.

Well, there you have it, the five cent tour. For those of us on-line it is a nice resource for keeping in touch with our motorcycling interests, a place to check out what others are doing, and even a place to see or place an order for our equipment. As always, if you have any questions feel free to contact me and if you are one of the people who sent me e-mail and didn't get listed please re-send your mail. I do have a nasty habit of cleaning my mail box out at the wrong times.

# OHIO BMV - STRIVING TO KEEP YOU DRIVING

You will lose your driver license for at least 90 days if you drive without insurance or other acceptable proof of financial responsibility (FR. Proof)

In Ohio, it is illegal to drive any motor vehicle without insurance or other financial responsibility proof (FR. Proof)

It is also illegal for any motor vehicle owner to allow anyone else to drive the owner's vehicle without FR. Proof.

FR. PROOF IS REQUIRED: Whenever a police officer issues a traffic * At all vehicle inspection stops * Upon every traffic court appearance * After every motor vehicle accident * and upon random checks by the Registrar of Motor Vehicles.

ANY DRIVE OR OWNER WHO FAILS TO SHOW PROOF OF INSURANCE OR OTHER FR. PROOF WILL: Lose his or her drive license for 90 DAYS on first offense and ONE YEAR on additional offenses (WORK DRIVING PRIVILEGES CANNOT BE GIVEN.) * Lose his or her license plates and vehicle registration * Pay reinstatement fees of &75 first offense, $250 second offense, and $500 any additional offense * Pay a $50 penalty for any failure to surrender his or he driver license, license plates or registration AND * be required to maintain special FR. Proof ("High-risk" insurance or equivalent) on file with the Bureau of Motor Vehicles (BMV) for FIVE YEARS.

ONCE THIS SUSPENSION IS IN EFFECT: Any driver or owner who violates the suspension will have his or her vehicle immobilized and his or her license plates confiscated for at least 30 DAYS first offense and 60 DAYS second offense. For third or subsequent offenses, the vehicle will be forfeited and sold and the person will not be permitted to register any motor vehicle in Ohio for FIVE YEARS.

IF YOU ARE INVOLVED IN AN ACCIDENT IN WHICH ANYONE IS INJURED OR DAMAGES EXCEED $400, YOU MUST FILE A BMV CRASH (ACCIDENT) REPORT. This is in ADDITION to any police accident report. Failure to file this BMV Crash Report will result in a suspension until the report is filed.

IF YOU ARE INVOLVED IN AN ACCIDENT WITHOUT INSURANCE OR OTHER FR. PROOF, in addition to all the penalties listed above, you may have * A SECURITY SUSPENSION for TWO YEARS or more and * A JUDGMENT SUSPENSION for SEVEN YEARS.

THESE PENALTIES ARE IN ADDITION TO ANY FINES OR PENALTIES IMPOSED BY A COURT OF LAW.

WARNING: THESE LAWS DO NOT PREVENT THE POSSIBILITY THAT YOU MAY BE INVOLVED IN AN ACCIDENT WITH A PERSON WHO HAS NO INSURANCE OR OTHER FR. PROOF.

WHEN REQUIRED, FR. PROOF MAY BE SHOWN BY ANY OF THE FOLLOWING: *AN INSURANCE POLICY showing automobile liability insurance of at least $12,500 bodily injury per person, $25,000 injury two or more persons, and $7,500 property damage * AN INSURANCE IDENTIFICATION CARD (same coverage) * A SURETY BOND OF $30,000 issued by any authorized surety company or insurance company * A BMV BOND SECURED BY REAL ESTATE having equity of al least $60,000 * A BMV CERTIFICATE FOR MONEY OR GOVERNMENT BONDS in the amount of $30,000 on deposit with the Ohio Treasurer of State * A BMV CERTIFICATE OF SELF-INSURANCE, available only to companies or persons who own at least twenty-six motor vehicles.

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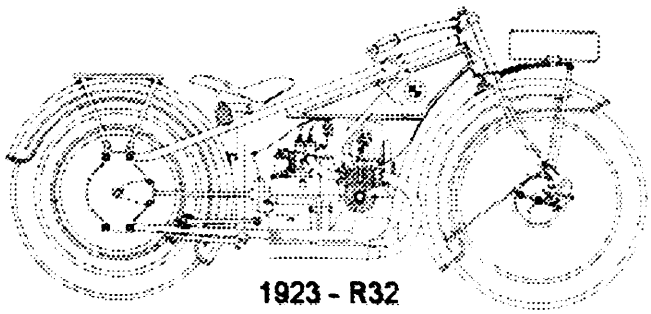


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**feature...**

# Motosapien Moments

by Craig A. Webb

***In an effort to provide Bob with more frivolous filler for the newsletter, I present this column dedicated to our motorized mounts and the time we spend upon them.***

**DEMONS OF THE DEMO RIDE-**

So there I was at AMA Heritage Days surrounded by a sea of motorcycles, but since I'm here to pawn off the flotsam and jetsam of my garage at Ohio's most humongous swap meet, I didn't bring my bike. What's a guy to do?

I could watch everyone else have fun. (Yeah right!) Maybe I could borrow a pit bike and putt up and down the swap meet aisles like a maniac. (Did that!) ( I suspect that AMA races are actually held to give grown men the excuse to tear around like kids on bikes under 50 CCs.) OR...I could take a DEMO RIDE!

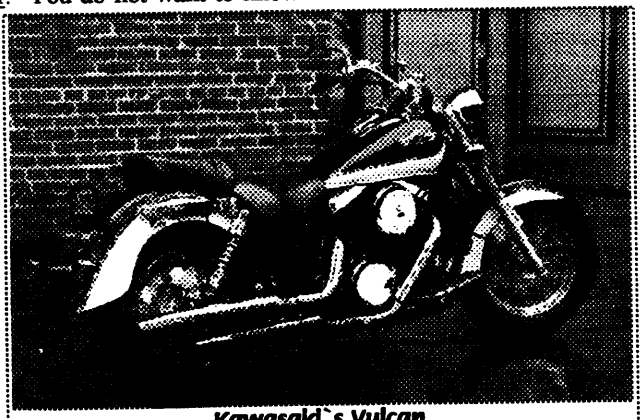
Actually I have never taken a motorcycle demo ride before. BMW rally vendors have maybe a dozen bikes - by the time I drag my soggy ass out of the tent - 200 guys are waiting in line to ride. It's like trying to ride the Raptor at Cedar Point on July 4th - Hopeless.

I hear they give demo rides at local dealerships. I don't really know because the sales guys know instinctively that I don't have the 15 Gs to pony up. They can smell the sticker shock. Consequently nobody ever offers to roll one off the showroom carpet for me!

But Heritage Days is different. Every major manufacturer has a fleet of bikes available and a gang of semi-enthusiastic employees whose sole mission in life is to put you in the saddle, (and put the moves on any babe in line). Yamaha alone has an exclusive squadron of 30 B-52 Royal Stars in formation, ready for take off. That is where I got THE BIG IDEA!

My Weekend Mission; To boldly go where no BMW rider has gone before - to ride the Rice Hog Retro Cruisers. All the Retro Cruisers and to compare them to the Godhead of all V Twin deities -The Harley-Davidson Dyna-Electra-Low-Fat-Bad-Boy. (No Buells or Sportsters need apply.)

The process is deceptively simple. Stand in line at the appropriate time. Wear the proper gear. Have a valid license with MC endorsement, and sign the paper. DO NOT under any circumstances ever READ the paper. You do not want to know what you are agreeing to - or what it will cost you if you screw up. If you must have an accident on a demo ride by all means make it a fatal one to avoid the legal unpleasantries to follow. At very least you could expect your broken bleeding body to be kicked into the ditch while the emergency squad carefully lifts the very expensive motorcycle onto the stretcher and carries it lovingly to the waiting ambulance.

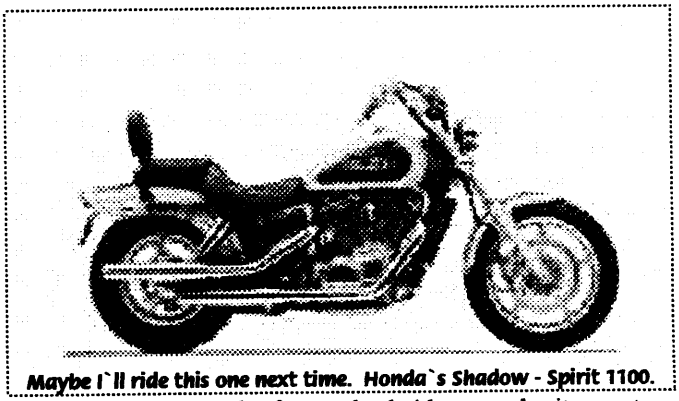


Kawasaki's Vulcan.

Now pick the bike. Dance tickets for popular models fill up fast so come early or be flexible. The smiling employees seem ready to let anyone ride anything no matter how physically or experientially mismatched so know your limits before you climb aboard "the Widow-Maker".

The instructional pep talk is uniformly brief and gets progressively shorter as temperatures rise and instructors get bored. Listen up, or learn as you go!

Riding in formation is always a little dicey. Factor in unfamiliar bikes, varying degrees of skill and experience, and unknown roads and you have all the ingredients for a really interesting ride.



Maybe I'll ride this one next time. Honda's Shadow - Spirit 1100.

You would expect the factory lead riders to take it easy to avoid problems, but it's hot, they're bored having been around this circuit 20 or 30 times already -and there's a cold brewski and a factory courtesy bimbo waiting back at the trailer - so they fly! 10 - 20 miles over all posted speed limits was the norm. They later denied this blaming "the perception of speeding" on the "slingshot effect" of a long string of bikes going through turns, intersections, and straight-aways. I think it had more to do with testosterone poisoning.

Routes in Lexington were mostly rural - about 15 to 30 minutes long depending on traffic. Everyone is "free" to follow at their own pace but fear of getting lost in the boondocks kept everyone hard on the throttle.

Here's the straight scoop on my rides;

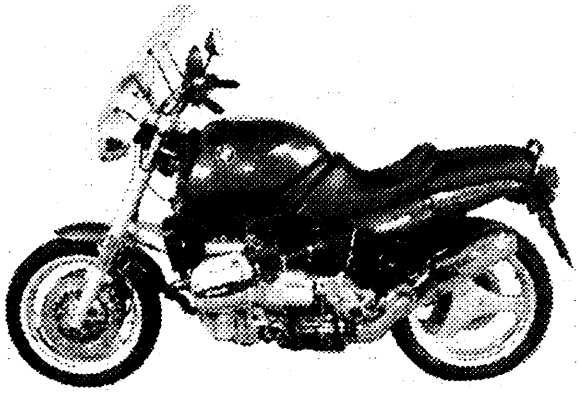
YAMAHA ROYAL STAR, rides as ponderous as it looks, vibrates noticeably, feet dance on floorboards, wallows through turns and at low speed. Heel-toe shifter constantly entangled my foot causing mild panic at stops. (Some of this may be unfamiliarity with cruiser riding position). Must take eyes completely off the road to read instrumentation.

HONDA SHADOW ACE 750, could not get on 1100 or Valkyrie due to heavy demand. Nice ride, much less vibration, good visibility on instruments but cheap look to them. Steering seemed loose but had no problems through turns. Overall pleasant performance.

KAWASAKI VULCAN CLASSIC 800, nice clean look, good instrument placement and finish,

stable ride, no vibration. "Light" feel compared to other cruisers. Overall enjoyable performance.

TRIUMPH ADVENTURER, very quick, good maneuverability, problems with indicator lights, lots of heat on upper thigh and crotch, leg position a little cramped. My first experience on an in-line triple.



**BMW's R850R, Oilhead Roadster.**

BMW 850 ROADSTER, not giving rides on the cruiser yet. Very good acceleration and handling - quite a step up from the old R bikes. Horribly incomprehensible turn signal controls, somewhat cramped leg position. Longer ride at faster speeds on chip and seal roads led by female with something to prove - a little hairy. Overall impressive engine and suspension but bike is still stone ugly!

KAWASAKI VULCAN CLASSIC 1500, understandably heavier put powerful. Same clean lines and good handling, no vibration. Floorboards and heel-toe shifter much more manageable -but maybe I was more attuned to the position by now.

HARLEY-DAVIDSON DYNA GLIDE LOWRIDER

Harley does things a little differently and their demo rides were no exception. While all other manufacturers opened at 7 AM sharp, the Harley boys wandered in at 9:00. While all others had guided group rides - Harley put you in the saddle and sent you out alone. (With a satellite tracking system on the bike in case you got "ideas".) All others signed you up for a single ride at a specific time - Harley stamped your hand and you could ride all day as demand allowed. All others required helmets, long pants, long sleeves and solid footwear. I'm not sure Harley even required clothing! If you waited in line butt naked they'd probably let you ride.

After riding the rice hogs, the real thing was not tha ponderous. Characteristic vibration was only really noticeable at slow speeds and idle and not unpleasant at that. Brakes and cornering were better than expected. The whole look while not as sculpted as some rice hogs still has a sort of timeless flavor and the knowledge that you "look like a real biker" is always worth something on the old ego meter. Altogether a good ride except for side case intrusion on my left foot.

All in all the demo ride experience was very enjoyable and provided lots of hands on knowledge about many different bikes. Overall I'd say the Vulcan Classic 800 was my favorite. It had all the big cruiser looks and ride but weighed 100 lbs. less and cost half the price of most contenders.

However the most useful part of demo riding is to experience bikes that you would never dream of owning. For instance, next year I'm planning a super-sport, crotch-rocket, squid-bike orgy. After that I'll be ready for HONDABAGOS!

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**feature...**

# Iron Butt Association

World's Toughest Riders
by Jim Shaw

Copyright 1996, James D. Shaw, reprinted by permission of the Author. Another madman-

COAST TO COAST IN ABOUT 46 HOURS-

It started as an idea when I was killing time last winter in Florida. I didn't say much about it, then. My pal, the incomparable J.J., stopped by Shaw Towers on his way home from Florida, and I told him I was thinking about doing this coast-to-coast ride, non-stop. The response was something like, "Why would anybody wanna do that?" J.J.'s attitude seemed to be one of concern for my mental health, but I knew I had planted a seed of interest, there. We looked at some maps and when he took off, I was pretty sure I hadn't heard the end of it. The deal was that I intended to ride it alone, but J.J. was probably one of the few people I'd consider riding it with, if he should decide to go. I told him that I thought the period between Tentpegger and the Georgia Mountain rallies would be good. "I know those roads," says J.J., "and November'd be better." I explained that I didn't know where I'd be next November, and subsequent Novembers would be even less certain. He left with a sort of "maybe" plan to ride down to Tentpegger with me.

*"This is my quest,*
*to follow that star,*
*no matter how hopeless,*
*no matter how far..."*
*-Don Quixote,*
*in Man of La Mancha*

J.J. took the bait. When he called to say he was coming down to meet me for the ride to Tentpegger, he was already packed and ready for the 50CC Quest ride (the Iron Butt Associations' short name for a sanctioned ride from the Atlantic coast to the Pacific coast, in less that 50 hours), leaving his usual companion (the camper-trailer) at home. Good! I wouldn't have to ride all the way to California and back, alone. When he showed up at the Towers, we spent some time going over ideas of what we'd need, repacking as needed. The day I had intended to leave, I had to take my Father in for a pacemaker implantation, and I was able to leave as soon as I was certain he was OK.

The central concept of the ride was to avoid any hype or cheering sections, etc. I wanted to do this for me, not for the crowd. No one was to know about the ride in advance. I had told my trusted friend, Rick Landi, because I needed his help to get a bunch of camping gear and clothes shipped out to California. Butch Hays had written to me about an earlier trip report, and had foolishly offered his guest room to this itinerant rider at any future time. So, Rick and I conspired to recruit Butch as a shipping destination in San Diego, but we didn't even have the courtesy to tell him what was going on.

There are many ways to ride a 50CC, and to meet the requirements of the Iron Butt Association. I was determined to do it the best/most successful way, and to cut no corners on the documentation of the trip. Thus, the plan was to ride to Jacksonville, spend the night, and get an early start for San Diego, weather permitting. We stopped at Rick's place, which is well equipped with the cable television weather channel. Except for rainstorms in North Texas, it looked like a go.

In Jacksonville, J.J. chased down a cop and made friends with him. We needed a police witness to sign our forms, starting the ride. The rules also demand similar reports at the middle, and end of the trip. Multiple citizen witnesses are also acceptable, but we decided to go "first class" on this aspect. J.J. traded shoulder patches with his new found officer-friend, and the guy promised he'd have another officer do his duty the next morning. It worked.

It's hard to write about a 46 hour ride, except in generalities. Sleep deprivation is the overriding effect, and it generally disables your short term memory enough to cloud the details. You stop regularly for gas, because to run out is unthinkable. Almost half of the ride was after dark, making animal hits and tire carcasses a threat. The puny K100LT gas tank is woefully inadequate for this ride, demanding frequent gas stops. But, so is my butt, and my new sheepskin was still an idea, not yet obtained. I tried to explain it to Landi, and maybe those words will help: "What I really should have done was to ride a test run to perfect gas stop and resting judgment. It got tough making decisions when judgment was impaired by sleep deprivation. I remembered your experience in running out of fuel on the way home, and ended up erring on the side of caution. I sorta forgot I had the 2 gallons of high test in the saddle bag..."

"East Texas was really tough

for me. It rained in torrents for at least three hours, finally ending past Houston. By then, any rain suit would have leaked - as did mine. My feet were wet, and my pants had gotten wet from a minor leak. Then it got cold )we passed through the cold front). Temp was only like 55F, but it seemed really cold. Instead of stopping to change out of wet socks and pants (I was afraid we might have more rain, and I only had one extra pair of Levi's), I elected to put on the electrics. They saved me, but it was like riding in a steam room. Warm, wet pants and socks. Yuk.

"...The mind does funny things when it has to. I found certain functions becoming completely automatic. Riding, passing, signaling, swerving to avoid tire carcasses, etc. became very automatic. I began to think as in a dream. I was totally unable to do arithmetic (computing mileages, speeds, etc.). Daydreams became most vivid, while vision became very two dimensional. This went on for several hours. Then, I rode down the mountains into the vast eastern California desert, into a cloudless, moonless, surrealistically star-filled sky. It looked like something out of a good space fiction movie, but in three dimensions. It completely upset my automatic riding system, and I found myself speeding along in the mid eighties looking 45 degrees upward, and all around. An absolutely magnificent view, but hardly conducive to safe riding! The end effect, after an hour or so, was to change my perception to require more attention to riding. I had broken out of the cocoon of two dimensional vision, with the simultaneous loss of autopilot. Then, we started into the San Diego sprawl of tight turns and cages doing housewife-style careering, and it is a good thing I wasn't on autopilot. This is the kind of feeling that is hard to share with anyone else. Perhaps it justifies the Iron Butt style rides; perhaps not..."

"I had ridden several nonstop rides in preparation, but they did not prepare me for getting over-the-hump of NM and AZ without rest. Have you ever watched amateur home movies, where the scenes "jump-cut" from one place to another without anything in between. That is what began to happen to me in West Texas, and continued until I went on autopilot in New Mexico. I would be zinging along at 85, watching the scenery go by. Then, without warning, the scene would change drastically. I would still be in the same spot in the right lane, still doing 85, but all the scenery had changed. Startling, to say the least. And it happened a lot. That's when I stopped for a ten minute nap. Still don't know how I willed myself awake after just ten minutes.

"You're wondering why I am telling you this? Because I've been thinking about it very much - as a curiosity. You happen to be the unwitting victim of my desire to set it down in print. You may see this text again, in a trip report"

And so, you do see it.

I found a cop a truck stop in San Antonio to sign the midpoint witness form. Ended up having coffee with he and his partner. They seemed properly baffled that anyone would want to do this. But, dear reader, WE know who's sane and who's not, don't we?

Downtown San Diego was pretty much asleep when we arrived at the central police headquarters. Not a cop in sight, so J.J. gets on the pay phone, and asks for one. "It'll be a while; everybody's busy," came the reply. It took about twenty minutes, and in the meantime, J.J. had found a squad car out back, and hailed the officer to sign him in. A friendly lady officer rolled up out front as promised, inspected the bike, odometer, and her watch, and signed my form. I asked her where would be best to stay the night. "Any place but, here," came the reply. "Those motorcycles wouldn't last five minutes, parked here!"

I won't soon forget what happened next. J.J. and I shook hands, and he said, "It doesn't matter whether anybody else knows or cares. We know we did it."

It's that simple.

## classified section

'76 R60/6 new paint, low miles large tank. '73 R60/5 toaster, black, low miles. '70 Triumph Trophy 500, excellent condition. These bikes are from the estate of Kirt Zautner. Call Vince at 440-964-9812 after 6 PM.

Corbin Dual Canyon Sport seat, black, lowered 1/2", EC, fits '86-'91 K-bike and K75S. BMW battery charger, never used, new in-the-box $50. Call Mike May at 440-884-6918 days or 475-0400 after 4 PM.

Heine Gericke 2-piece leather riding suit, GC. Red and black, mens size 40. $250. Call Rose 252-7933.

Luftmeister fairing w/lowers, black fits R100/7 with all mounting hardware $75. Luftmeister top box $30. Battes bags, white, universal fit $50 pr. Call Greg Antolik at 440-235-1272

Homemade motorcycle trailer- the original "John Soltis Barrel" trailer. $350 Call Gabe at 440-899-6780.

R75/6 spoked front wheel with Metzler ME 33 (90% rubber remaining) tire. Has "0" miles on new dealer-installed wheel bearings. (disc brake rim) $200. K-bike hard bag, LF side with key #042. $100 Call Karl at 651-9099

Wanted: '79-'80 Points can (assy.) for R-bike. (new style) call Phil Danzey 440-234-8008

Wanted: /7 electronic tach., long mirrors, head light with trim ring, and final drive 33/11 ratio. Also need a K75 front wheel, preferably with a black painted rim. Call Greg Antolik at 440-235-1272

Wanted: Motobecane Mopeds. Call Alex at 671-7625.

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