BMW MOTORCYCLE OWNERS OF CLEVELAND

# Cleveland Club News

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

fall 1998

## Newsletter Changes

You have in hand the first edition of the Cleveland Club News edited by yours truly Craig A. Webb and published by Terry Taggart. Possibly you have noticed a difference in style and format. Hopefully you are not to upset by these differences.

Bob Wood remains in charge of distribution and will be a frequent contributing writer. He has done a wonderful job on the newsletter throughout the years and the club owes him an enormous debt of gratitude. It is safe to say that this club has prospered in many ways primarily because of his hard work, creative vision and good humor as reflected in the newsletter.

Now he wishes to take a well-earned rest from editorial responsibilities. We are happy, (if somewhat reluctant), to take up his burden. We wish him well in all his future endeavors and invite him to contribute his "two cents" as often as he likes in the future.

Terry and I also invite you, our readers, to contribute your "two cents" as often as possible. This is your newsletter and we want it to serve your needs. Letters, articles, rally reviews, cartoons, coming events, want adds or whatever you wish to see in print should be sent to Craig A. Webb, 687 Dunny Ave. Sheffield Lake, Ohio 44054. Phone calls can be made to (440) 949-5071. I have an answering machine. You could even leave messages on the voice mail. E-mail messages may be left at redhouse@lcfn.org.

Hopefully this issue has a more photogenic look due primarily to the artistic skills of Terry Taggart and his Macintosh computer. He will be continuing this "new look" for the newsletter as long as you provide him with the images you want to see. Photographs, drawings, diagrams, maps, magazine illustrations and whatever might contribute to the visual growth of this publication should be sent directly to Terry Taggart, 28 Philomethian Street, Chagrin Falls Ohio 44022. His phone number is (440) 247-6990 Fax (440-247-3669 and he also has an answering machine.

While many of you relish the ease and speed of the digital age, Terry and I are still trying to get up to speed. Therefore, the surest way to get your material to us is on paper via the U.S. mail. Please bear with us until we learn to mesh all the various electronic formats.

Please plan ahead and send us your submissions well before the publishing date. We would like to publish on time so that you can get your newsletter on schedule.

The Winter 1998 Newsletter will be published on December 21st. Deadline for submissions is Monday December 14th or earlier.

Another aspect of the newsletter that may be due for a change is its name. Terry believes "Cleveland Club News" is a description not a name and does not easily lend itself to interesting graphic representation. He would like to see it changed to something like "The Flywheel" or "The Rally Site" which would provide a theme he could elaborate into a more artistic letterhead.

If you have any suggestions for a new name or opinions concerning this idea please let us know. Perhaps a contest or a club wide poll could be used to choose a new identity for this newsletter.

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## Simon Sez...

# Look Back: 1998

As the Summer comes to a close, I believe that most members will agree that after a slow start, we have had an abundance of good, if not very hot riding weather. A number of our members made the trek out west to the MOA National, while others (including myself) opted for the more proximate RA National Rally in nearby (?) Greenfield, Mass., and other regional or more distant destinations.

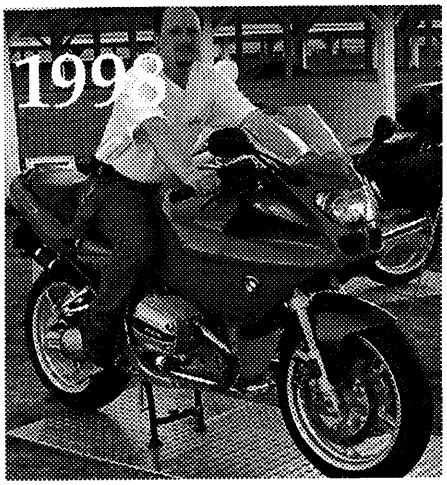
Our own Club has sponsored a variety of activities, some new to the MOC. Our Progressive Dinner Ride drew a number of hungry participants; let us know whether this should become an annual event. Also new was our Heart of Ohio Ride, which drew an enthusiastic core of eager riders who helped us raise some money for our designated charity. Coming soon will be our Fall Foliage Follies campout (Gathering of the Clans), in Shreve, Ohio, followed in December by our always well-attended Holiday Party.

This may seem a tad early for a look back on the riding season column, but due to the considerable time constraints imposed by my early October move from South Euclid to Bainbridge, for the rest of this season, I doubt I'll be able to squeeze in anything other than a few day rides and my usual 2 to 3 times a week rides to the office (hey, miles are miles). This season has been good, even if I'll not top 9,500 miles. I'll limit this column to a few highlights of some of the more memorable rides of this season.

In mid-May, I headed down to Key West, Florida, with fellow MOC'er Mike May.This was my first real trip on the K75RT. I learned a few things. The K75 is a very competent bike for long days. Our first day saw us south of Savannah, Georgia, about 850+/- miles. I was definitely less tired than if I had been on the R100, but as we headed past the Mason-Dixon line, I began to get familiar with a characteristic of the K that will likely keep me on the R-bike for the warmer riding months. The K bike can be a rolling Bar-B-Q. While the RT fairing provides great weather protection when it is chilly or raining, I've found that virtually no airflow reaches the rider, particularly when such rider (me) is safely cocooned in a full-face helmet, Aerostich, and boots. I was HOT !! Keeping in mind years of accumulated wisdom (O.K., I read it on the net) each gas stop included a quart of Gatorade, and, by the time we were in Florida, a regular soaking of T-shirts, to try to gain a little evaporative cooling. As usual, for me just being On the Road was enough compensation for missing the comforts of home. Hey, A/C is for wusses, anyway!

Our second day took us down Highway 1 through the long state of Florida, to Key West. What was novel tropical scenery for a couple of hundred miles became the endless droning of hot sand, silver-hairs with the nerve to drive the speed limit, abandoned shopping centers, and angry-looking dudes in low-riders. A little guilt struck me as we passed the highway exit near Lauderdale that leads to where my Grandma lives. This was, however, a high-speed tour; no time for visiting.

After a barrage of 35 cent tolls between Miami and the long road through the Keys, we picked our way between the Winnebagos and assorted dazed stragglers, and blasted towards our destination, which was a campground about 20 miles North of Key West. I did learn that the K75 can easily do a pass and handle well over a ton, but I knew that Mike was just being nice and not getting too far ahead on his K1100RS, (except for when he raced the speedboat).



Key West was a fun place to visit; quite scenic, good restaurants and bars (Margaritaville was cool), but you really have to watch for the morons on the rented scooters. I think they could save a lot of time and gas and just run these people over in the parking lot. Keep both eyes wide open when riding anywhere in Key West, because it is likely that no one else is watching where they are going.

Camping in the Keys in early Summer is not a bright idea. If you can successfully keep the fire ants out of your tent, (note: DO NOT put your helmet on the ground!), you get to enjoy a nice 80 degree, no-breeze, 80% humidity night inside your tent. Even Dracula would feel claustrophobic. Next time, a hotel. This is, after all a vacation, and there are no merit badges for suffering. The KOA was pretty nice, though, with Jacuzzi, pool, and decent showers. Should be nice, for 35 bucks a night, - for a patch of sand. I know, bitch, bitch, bitch.

After a couple of stifling nights in the Keys, we decided to take an alternate route on our way to the Rocket City Rally, just south of Huntsville, Alabama. Again, not a great idea. Every damn highway in Florida looked the same. Sand is sand. Citrus is citrus. Poor towns are - well you know. Purposely choosing to ride more of these roads, when the temps were hovering around 100 degrees, was not a bright move.

North of Miami, more guilt as I notice that we are passing the suburb where my favorite aunt and uncle live. At about 3pm, Mike and I stopped for a quick lunch and massive fluid intake. I pulled out a map, and was relieved to see that we were near the top of the page. I then, however, proceeded to unfold, and unfold, and unfold the map, until we figured out that we had yet to reach Winterhaven,and had thus not yet even approached the middle of that long state. Nevertheless, a bit dispirited, we pushed on, finally stopping after dark. When it finally got cool outside. Like I said, this was not a smart ride.

We made the Ditto Landing Rocket City Rally site the next day, and volunteered to help set up while waiting for dinner. That night (Thursday),a great B-B-Q pork dinner was served. As many of you may know, food is the highlight of the Rocket City Rally (RCR). Lots of it, good food, and all you and can eat of it morning, noon, and night. Pancakes in the morning, and roast chicken, potatoes & onions, and soda all afternoon and for dinner. I've attended this rally for several years, and believe that its food is second to none. Riding in the Huntsville area is also pretty good, with some nice parks and hilly country roads.

To kill a little time, Mike and I visited Vinemont BMW, and each had our bikes' oil changed, as our trip had put our bikes well beyond the 3,000 mile mark since the last change. This is a nice dealer, who got us in and out with no appointment and at a reasonable price. Vinemont maintains a room for visiting riders to lounge in, which I found to be a nice touch, although as usual, I spent most of my waiting time oogling bikes and accessories.

A great day trip from the RCR was to the Barber Motorsports Museum, near Birmingham, Alabama. An absolutely awesome place, with pristine (as in 0000 miles) examples of many bikes of significance in the (more modern) history of motorcycles and roadracing. This museum has an in-house restoration shop that makes sure that any bikes that are not like new when acquired look (and operate) that way before being placed on display, often turning basket cases into real gems. We were privileged to see a number of bikes that were about to be crated up to be shipped to the Art of the Motorcycle exhibit at the Guggenheim Museum, in New York City. A highly recommended museum.

Desiring to make it home with a day to rest before getting back to the grind, we high-tailed it home after the rally, in what seemed an easy but not too scenic superslab trip of 750 or so miles.
Another highlight of this season was our Heart of Ohio Ride. We ended up with a decent number of riders, some of which obtained sponsors for our charity, the Neighborhood Family Practice, and some folks who came along just for the ride. For those that are interested, we raised approximately $2,000, which is not too bad for what I hope will be the first of many such rides by our Club to help out those less fortunate that ourselves.

We also got some favorable (first page stuff!) coverage in the Sun Newspapers, fulfilling another objective of this project: improving the public image of motorcyclists. I must thank Dan Frederick for his work in helping plan this event; the selected campgrounds were first-class, and the suggested route quite enjoyable. We had great riding weather the entire weekend, and even had the pleasure of welcoming a couple of new members to their first Club ride.

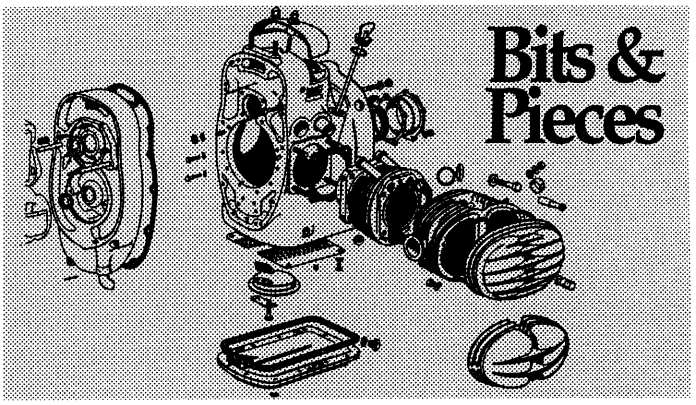
After experiencing this ride first-hand, I think that my initial hopes to see some of Ohio that previously I had whizzed by (not whizzed on) were well-satisfied. The back roads and small towns of our State are interesting, charming, and sometimes, perplexing. We rode past homes in small towns (Urbana comes to mind) that sported gorgeous, meticulously maintained Victorian homes that would cost hundreds of thousands of dollars here in the Big City. Yet, we zipped through such towns in seconds, with no clue as to the source of the wealth that allowed the construction of such homes, or the ongoing maintenance of these expensive structures.

Oh yes; the riding was good, too. While I enjoy a run through the twisties as much as the next guy/gal, some of my favorite rides are through rolling hills, with frequent changes in elevation and scenery, and more sweepers than blind curves. Our Heart of Ohio Ride provided a full plate of this favorite type of riding. I had a good time, and I hope that more members will join us for what I hope will be our "second annual" next year.

Our new Editor in Chief has requested that I terminate my prattle to allow space for some of our real writers (who I thank for their contributions). Catch me in person if you want details about a fun trip to Massachusetts for the RA National, and the usual good time had by a good number of our members at the BMW MOC encampment at the Finger Lakes Rally.

Finally, let us all welcome Craig Webb as the Editor in Chief of our Club newsletter, and Terry Taggart as our Publisher. At last, some other people will learn the effort, persistence, and skill that we have been gifted with for the past years in which Bob Wood has performed the majority of the work required to write, print, and mail our newsletter. My thanks to Woody for his past efforts, with the hope that his assistance will remain a phone call away as we learn the ropes of putting out this rag without him leading the way.

*Eric Simon*




Who's who in the MOC? New, up-to-date, membership directories are now available for the asking at any regular membership meeting, club event, or by sending a self-addressed, stamped, envelope to the membership chairman: Bob Wood, 4257 West 130th Street, Cleveland, OH 44135, with a note requesting a new BMW MOC Membership Directory.

Congratulations to the clubs most recent 100,000 miler, Mike May. Mike has done the Four Corners, numerous trips out west and more on two K-bikes. Look for Mike on a new R1100RT soon as he is shopping for one. He says he would like to try out a boxer next and will be fitting it out for more touring.

Slaying the Dragon (US 129) for the first time, Barzella found a way to doing only 317 and one-half curves instead of 318 in eleven miles. Troy got to watch her from behind as she short changed the Dragon on the white line. We all think she should go back to defy the beast and finish that last curve, don't you?

Road Captain for Life, Russ Davis, found out being told to stop at a garage sale on your way to a rally could pay off big. I'm sure Sue had no idea Russ would find another low mileage Guzzi on the way to the Finger Lakes Rally. Be it fate or what ever, the deal was made and Sue found another bike in the van before they arrived. There was no report on whether Sue found anything during their stop

Video tapes are still available from the club's library for loan to members. There are 10K Inspection tapes for both Twins and K-bikes thru '94 and a safety tape – Street Smarts, Volume II. If you are interested in borrowing one of these videos call Bob Wood at 216-252-7933 for more information.

The R1100S audition for the Cleveland Area will be at Sill's Motors on September 22 at 6:30 to 8:00 PM. If you haven't seen this new model yet this could be your golden opportunity to see what BMW has been so diligently developing to go up against the Duc's, Triumph's and other sexy Euro-sport models the competition has. I've seen it several times this year and hope I can demo one soon. It is an R-bike on steroids if I've ever seen one. Sales are being targeted at the want-a-be sport rider, but with a less disposable machine under you. It will be interesting to see how much of the market BMW can steal. So far the "New Market" Cruiser is doing above predicted sales of units and accessories. Could this be another big winner for BMW or will the new "S" be a collectors machine in a few years? It is priced right and I predict it will do well for the next few years. This seems to be the model Twin Lovers have been waiting for.

Alex and Shelly Borbely are having their Fall Bash again this year this year on October 3rd. This will be their 3rd Annual camp out-party at their home in Newton Falls and request you call 330-872-3832 to be on their guest list. More information will be on the Club voicemail sometime this month.

Is the Tequila bottle really empty if nothing comes out when you try to pour it? I don't think so if a certain Chicago Stone is pouring the shots. Caught with the lid firmly in place during the BS Rally there was yet another round to be had as the bottle went to Troy's lips he exclaimed, "Hey you guys, the lid was on!"

The Y-Beemers, Un-Rally will be at a new location this year just south of Salem, OH on the weekend of October 2-4. As usual, I haven't been able to get much of an explanation why they left the Lil' Beaver but the new campground is the Stone Ridge Campground, on Winona Road, near Salem. See the calendar for more on this.

`Granary Meet '98 is set for September 26th & 27th this year. And, what is it you ask? The Granary is an old vacant grist mill on the Ohio River in Newport, KY near Cincinnati. Once a year the building becomes a historic and interest bike show area one day, and a multi-dealer showroom the next. If you have a bike you would like to display on Saturday, contact Chris Jacobs (of Motolights) at 513-721-4624. If you show up on Sunday you will find four area dealers representing Triumph, Ducatti, BMW, Honda, Moto Guzzi, LaVerda, Yamaha, and Confederate (a Harley craze spin-off). Dealers on hand Sunday, September 27th will be: BMW Motorcycles of the Tristate, Heritage Motorsports, Beechmont Motor Sports and Mopackel Motorcycles.

Let's go racing! Ron Sherbin is looking to mount a BMW challenge in Dinosaur class dirt track racing. All he needs is a bike. He's in search of a winter project bike to prepare for next season. Basket cases, stuck engine - whatever as long as it was introduced between 1940 and 1951 and can be had for a reasonable amount.

There is a bit of a problem with the availability of beemers of this vintage due to a little misunderstanding known as World War II. My research indicates that we are probably talking about an R51, R61, R71, R66 or R75 from the prewar years. Postwar production, (after rebuilding from those pesky bombing raids), would include R51/2, R51/3 or R67. Single cylinder bikes like the R23, R24 or R25 would also qualify, but realistically to challenge old Harleys, Indians and British bikes we could probably use the extra CCs.

Ron can be reached at (216) 642-3261, and even if you don't own what he's looking for he could use a contact in the BMWMOA, RA and Vintage Club to get his message into their classifieds.

Interested in a motorcycle-related job in a chic European capital? Paris employs a fleet of specially outfitted bikes as motorized pooper-scoopers! These extensively modified mounts come complete with rear holding tanks, onboard vacuum engines and handy suction tubes. Their sole purpose is to cruise the downtown streets picking up Parisian Puppy Poop

Who says motorcycling isn't going to the dogs?

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# Calendar of Events

| | |
|---|---|
| **Sept. 22** | Sill's Motors 6:30 to 8:00pm will be the introduction of the new R1100S. |
| **Sept. 24** | BMW MOC Board Meeting at Czech Inn 9729 Granger Road in Garfield Hts. 7:00pm. |
| **Sept. 25-27** | 4th Annual Midwest Vintage Reunion, Vollmar's Park State Route 65 between Grand Rapids & Perrysberg, Ohio Call Richard Sheckler (419) 288-3420 |
| **Sept. 27** | Akron BMW Motorcycle Club Fall Poker Run Magadore Moose Club, 4095 Magadore Rd. Magadore, Ohio Registration starts 10:30am - ends 5:00pm. |
| **Sept. 26-27** | Granary Meet '98 Vintage Bike Show 530 West 10th St., Newport KY. near Cincinnati Call Chris Jacobs at (513) 721-4624 |
| **Oct. 2-4** | Y-Beemers Unrally (new location) Stone Ridge Campground on Winona Rd. near Salem. |
| **Oct. 3** | Alex & Shelly Borbely's 3rd Annual Fall Bash call (330) 872-3832 |
| **Oct. 9-11** | 2nd Annual Gathering of the Ohio BMW Clubs Whispering Hills Campground located on state route 514 3miles south of Shreve Ohio (800) 992-2435 or call Barbara Cowan (330) 656-2440 |
| **Oct. 10** | BMW MOC Membership Meeting at 4:00pm in Whispering Hills Campground |
| **Oct. 24** | 17th Annual Holloween Costume Party at the Rusty Iron Ranch 27384 Sprague Rd. Olmstead Twsp. Ohio Call your road Captain Greg Antolik at (440) 235-1272 |
| **Oct. 29** | BMW MOC Board Meeting at Czech Inn 9729 Granger Road in Garfield Hts. 7:00pm. |
| **Oct. 30-32** | RA Holloween Cadiz Campout at Harrison County Reclamation Area (4 miles north of Cadiz on S.R. 9) call Bob Wood at (216) 252-7933 |
| **Nov. 5** | BMW MOC Membership meeting at Country Kitchen 4601 East Royalton Road (route 82 & I-77) 7:00pm New Location! |
| **Nov. 8** | RA Ohio Utica Breakfast Meeting 9:30am at the Pioneer Restaurant S>R>13 & U.S. 62 call Bob Wood at (216) 252-7933 |
| **Nov. 8** | Will Stoner's Swap Meet at Richland County Fairgrounds in Mansfield, Ohio 9:00am - 4L00pm US 30 to Trimble Rd. exit. call Will at (440) 543-0632 |
| **Nov. 19** | BMW MOC Board Meeting at Czech Inn 9729 Granger Rd. in Garfield Hts. 7:00pm. |
| **Dec. 5** | BMW MOC Christmas Party & monthly membership meeting at Camp Corde on Ridgewood Rd. in Parma 6:00pm - Midnight. |
| **Dec. 13** | RA Ohio Dayton Breakfast 9:30 am at the Old Country Buffet in Washington Square Shopping Center. From I-70 thake I-675 south to the Miamisburg - Centerville exit, Go left (east) on S.R. 725 to Lyons Rd. then left to Shopping Center. Restaurant# (513) 438-8383 |
| **Dec. 29** | BMW MOC Board Meeting at Czech Inn 9729 Granger Rd. in Garfield Hts. 7:00pm |
| **Jan. 7** | BMW MOC Membership Meeting at Country Kitchen 4601 East Royalton Rd. Route 82 & I-77 at 7:00pm New Location. |

## Rally Rear View
## Berkshire Mountain Weekend -

*by* Bob Wood, BMW RA Ohio State Director

The RA National was a very worthy event to attend this year. It's not too early to plan on going to the MOA National in Rhinebeck, NY next season, which is only about 80 miles south west of the site where we were, near Greenfield, MA. The mountain roads through the Berkshires were very easy to ride although the routing signage could use considerable improvement. Rose and I always plan on getting turned around, a couple of times anyway, when we visit New England.

The RA Berkshire Mountain Weekend Rally was held in a fairgrounds this year. The facility was adequate for the little less then 1800 or so that showed up. Some how I really expected more, but was glad there weren't, at that particular facility. The food off site was typically New England, featuring seafood on almost every menu that we read. Well, isn't that why we really love NE anyway. The camping was on dry thin grass mostly, with about 20% daily shade, but more in some choice plush areas. There was camping on the fairgrounds side of the access road and across the street in an overflow parking field area. They got porta-showers (which malfunctioned within a day) and potties and the fairgrounds side had a shower house, some flush toilets, and extra porta-potties scattered about. Of coarse lots of folks got in on Wednesday (even though they said no one would be allowed) and grabbed up all the really good spots first.

Rose and I obeyed the request and camped in a State Park about 12 miles away (like good kids). It was the best camping we have done in years. There were thirty camp sites scattered across the side of a small mountain (roughly a 200 acre area) and only one other overnight camper in the whole park. There was plenty of wildlife, but too wooded to star gaze. So, we walked about a mile to a parking lot clearing to be dazzled by the universe. (Can't allow yourself to get too out of touch with reality.) There was a picnic area in another section of the park (which was about 50 acres) also on the side of a hill, where the picnic tables were within 50 feet of each other. I never saw so many tables in one area. There was a swimming pond with beach, concession stand, paddle boat rentals, and cottages along the far banks. It seemed to be a typical Massachusetts facility, but where were the people? We should have stayed longer but we moved out Thursday morning to the dusty fairgrounds.

We found lots of vendors with some interesting wares but were a little disappointed with the lack of the mainstream interest items. We were looking for some specific items expecting to have choices, but didn't even find what we were looking for, at all. I ended up at the local BMW dealer to buy a pair of gloves and never found those new cushion grips I wanted for the trip home. Oh, well. It's the RA, not the MOA. We were there for the riding by day, and the people by night.

The Rally food was lame when you could get it, and there was no Beer Garden or ice on site. Rose and I scoped out a full slab rib dinner with slaw and fries, and had our sights set on it and a couple of brewskies, and wondering over to the R&B band – but, "Hey, were out'ah those dinn'ahs pal". We settled for apple pie a la mode instead. Life's a bitch, and then you have desert, right?

The bands both nights were good R&B local talent. They set up close to the front gate so people from the camping areas on both sides of the road could easily access the entertainment. Not as much boogie'in as some RA Rallies but good night life just the same. BMW NA ran demo rides and had 75th Anniversary Cake and coffee each morning. There were plenty of seminars, field events, and the usual yada, yada, yada, with a closing ceremony on Saturday early evening. All in all I think it was a good rally. As Ohio RA State Director I fielded a few minor complaints about creature comforts and hosts' attitudes, but really didn't have to deal with anything very serious. The biggest adjustment for Ohioans was contending with the sometimes chilly New England attitudes a few folks had. Hey, if you dramatically increased the population density in Ohio and scattered it with liberal nut-cases, we may also find ourselves less congenial as well. I found a little ignoring went a long way, and got several area natives to open up some eventually. They are a little stand-offish and arrogant, but when in Rome...

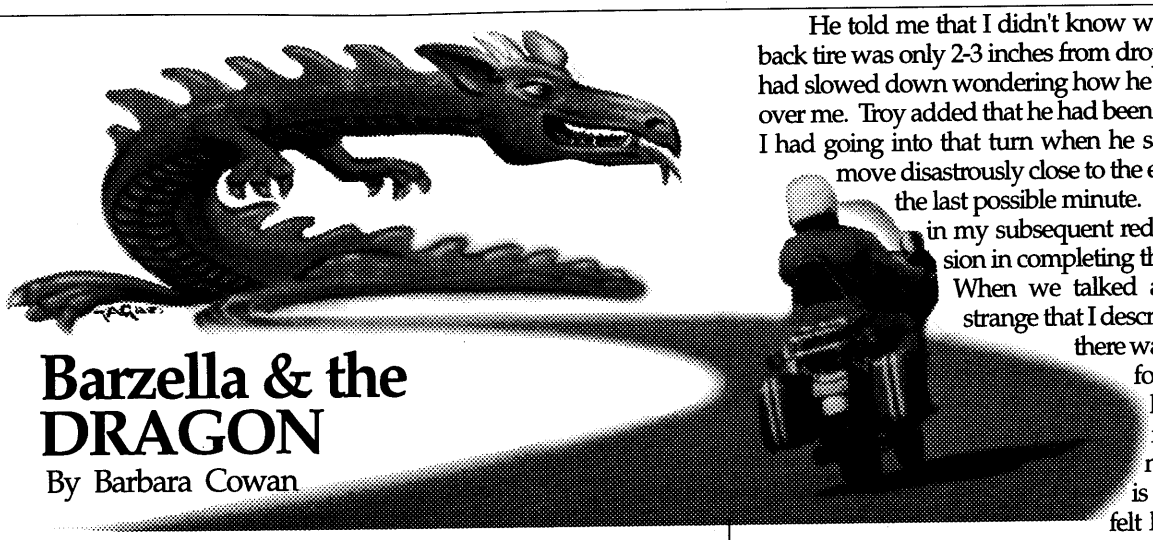
We went for the roads, and roads are what we found. Through mountain passes, along rivers, around reservoirs and ponds (these are really lakes but that word is reserved in NE for larger bodies of water, i.e.. Finger Lakes, etc.) and through tree-tunneled roads we rode. The riding was great with no real shortage of roads in Massachusetts. Several folks toured Vermont and New Hampshire while a friend of mine from Michigan went to New York and took in the Guggenheim Show. Whatever you wanted seemed easily accessible from the Greenfield location.

I guess the best thing our Rally hosts did was to provide their guests with an interpretation worksheet at registration which helped with the language barrier. The rally T-shirt bears the phrase "Wikkid Pissah" which is an exclamation of thrill and amazement of an event, as I understand it. It literally translates to, "Wicked Pisser". I think they should have supplied us with a pass-out sheet although I found myself saying things like, "I'll have the Chowdah" in no time at all.

On the return trip we hit the Catskills (kind of a junior mountain range) to sample next years MOA Nationals' location. The mountain roads were also an easy ride with well marked curves and light traffic. We actually were a little north, skirting around the largest part of the Catskills in the Blackhead Range. Rhinebeck, NY is just over the Hudson River from the Catskills (near Kingston) and should be good riding country if that's what you're after. Hope to see you there.

## *A real mystery ride*
## Magical Nights at RA in the Berkshires

Very often in the evenings at the MOC rally campsites, a variety of exotic beverages are sampled and shared. The nights at the RA in the Berkshires were no exception. Quite often Jaegermeister was a favorite elixir. A medicinal tonic to quell the coughs and ills of those around the ceremonial fires. However, along the arduous journey to the rally site, a new elixir was encountered and christened on first eve of the Berkshire's event. The Rally became magical and wild as if it were one of the ancient festivals spoken of in the Irish legends of the Seven Heads of Clonakility Bay. Three nights of revelry, pigs, raucous singing, and cavorting at the fairgrounds, high above Greenfield Center. They drank the bizarre festival liqueur, richly flavored with high-grown herbs from Seven Heads. The herbs were aromatic, entrancing and hypnotic–more potent than any found in Berkshire County. Magical herbs, said to enhance passion and cause frenzied abandon. At the fairgrounds, high on the bluff, young men and women felt the magic of the herbs and danced off into the mists–some never to return home again. The secrets of the magical herbs of Clonakility have never been revealed. Only the "spirit" remains with those that participated at the legendary RA in the Berkshires. Speak softly to those that engaged, and perhaps they may share with you the secrets of the Magical Nights at RA.



# Barzella & the DRAGON

By Barbara Cowan

Deal's Gap, North Carolina is a truly beautiful place until you see the ugly head of the dragon. I saw the dragon and beat him!

It all began with my trip to the ROK Rally sponsored by the BMW Riders of Knoxville, Tennessee on Labor Day weekend. Zircon, Troy and Michelle Stone, and I ventured there for something different to do. The people were very nice, the food was good, and the riding was awesome until I met the dragon.

We were up at 7:00am, (yes I was up before the kids, believe it or not), on Saturday morning. We rode the Cheraholo Skyway, ate breakfast in a small town dinner, and arrived at Deal's Gap around noon. After looking at the road, discussing speed, technique, riding experience, fear, the tree in the campground with the briefs with the road stripe and many pieces parts of destroyed bikes, etc., etc., I bought a T-shirt saying, "I survived US 129 at Deal's Gap, 318 curves in 11 miles". Little did I know, that T-shirt would mean just that, "I survived"!

I chose not to look at my odometer to see the start mileage because I did not want to be distracted by simple subtraction. I did not look at my speedometer because I did not want to be distracted by speed. It didn't matter because the road is so intense you do not have time to look down or you might miss a turn.

According to Troy, my moment of truth came as I entered the most complicated turn on the road, a banked, decreasing radius to the left exiting into a right, tight, uphill turn. My left cylinder was only a few inches from dragging in the middle of the turn, when I abruptly stood the bike up for a short distance, which moved my back wheel over dangerously close to the edge of the road. I then leaned heavily to the left, rolled on the power and completed the turn. That was Troy's view of my near miss.

My impression was that I went into the turn, questioned my lean angle, speed and exit route, attempted to correct, SAW THE DRAGON in the form of a wall, trees, dirt, pain, injury and flying metal, and in a split second pulled together everything I knew about how to fix the problem. I pushed hard to the left, rolled on the power and completed the left turn with enough asphalt left to complete the right exit turn.

I was mentally shocked, heart rate about 1000, respiratory rate about 50, body shaking, and BINGO there was another left turn. I took a deep breath, shook it off, decided I didn't have time to indulge those reactions, and completed the trip to the end of the road.

When we stopped at the end of the road, I got off my bike and asked Troy, "Did you see what I did in that big turn?" His answer to me was, "How are your shorts?" I told him my shorts were fine. I was a bit shaken, but it was a great save.

He told me that I didn't know what a great save it was. My back tire was only 2-3 inches from dropping off the pavement. He had slowed down wondering how he was going to avoid running over me. Troy added that he had been thinking what a great set up I had going into that turn when he saw me falter, straighten up, move disastrously close to the edge and then save myself at the last possible minute. He was very understanding in my subsequent reduction in speed and aggression in completing the rest of the road.

When we talked about it afterwards, it was strange that I described seeing a wall. Troy said there was only dirt, trees and a three-foot ditch. Zircon asked if my life had flashed in front of me. I said no, that there was no time for all that. All I knew is that I didn't want to crash. I felt like my MSF course flashed in front of me, right to the section on decreasing radius turns. Whatever happened, it worked.

Would I ride it again? Yes. I would like to ride it from the top down. All I can say is that I am glad I did not buy the T-shirt that said, "I body surfed at Deal's Gap"!

## Vintage News & Views

By Bob McIntyre

I just returned from the second big vintage meet of the season at Mid-Ohio and can truly say that other than the absence of international riders and some "perks" of Daytona, it was much more "user friendly".

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Daytona this year found a genuine absence of many riders from the US and Europe because of the rising costs of travel and the attitude of both the track and the city toward anybody without a Harley. It seems that people believe a "roach motel" will fetch $100 bucks a day and tickets for vintage racing will go for $50 without even a grandstand to sit in, because beers at Froggy's sell for four bucks and loud pipes save lives.

Other than the gripes above, Daytona and vintage racing were great this year and many new bikes were also on hand for the AMA races as well. The emerging superbike to have was the new TLR 1000 Suzuki twin that is claimed to be a "duck killer" by the factory. It's $9,000 against $15,000 for the Ducati 916/996, but to be in the "duck hunt" you need new forks ($12,000), engine kit ($9,000), chassis kit ($6,000), radiator kit ($3,000) and brake kit ($3,000) so it gets very expensive, very fast. The looks on the faces of the privateers who are making do with semi-stock bikes when Suzuki rolled out their fully kitted factory bikes was priceless. Like grandad said; "you can polish a turd all day long and end up with nothing more than a shiny turd."

The classiest of the class acts were the 250GP Aprilias. For about $25,000 you can have what Michelangelo would be building if he were alive today. It takes about an hour to find and truly appreciate each distinct machined bit and carbon fiber bracket. It's jewelry and sculpture together in a package that stuffs 85 ponies in a 260-pound package. Pieces like the carbon-aluminum bracket that holds the tach, ignition brain, exhaust port valve motor and temp gauge are magnificent. Somebody took a real interest in designing it and building it from the finest materials available.

Aprilia must surely lose thousands on each one they make, but after 5 million scooters a year, all painted and carrying "styling cues" from the racer, they must reckon that the image is worth the few jillion lire they lose on the race bikes. Unlike the snooty Japanese who demand "racing resumes" before condescending to sell you a 125 or 250 GP bike; just show up at Noale with a passport and 47 million lire, put it on your trailer with a big "Va Bene" from the Aprilia racing department and go scare yourself silly.

In the other classes for big twins, singles and triples, the mad scientists were out in full force. The best show was the "Sundance" team from Japan who make full race Harleys with homemade heads and fuel injection in aluminum tube frames with carbon everything. Unfortunately, the "knife and fork" connecting rods went out to lunch and ventilated three motors just in practice. Over a dozen Sundance guys and gals in matching black uniforms repeating over and over.."big hole, velly big hole...need more motors light away!"

This year in lawless America "hot fuel" was the pit buzz for the factory boys. It might be "gas" but respirators and gauntlets on the fueling boys and exhausts that were more DuPont that BP were a dead giveaway. The new fuel not only has more "heat" per ounce but also allows 15:1 compression. At $28 per gallon it really answers the question; "How fast do you want to go? - How much do you have to spend?" The research in this field is driven by the big European oil companies like ELF and REPSOL who sponser formula 1 car racing and 500GP teams. They have managed to create a liquid fuel that has the same specific gravity and oxygen content as "pump gas" to pass the AMA and FIM fuel tests, but manages to be closer to rocket fuel in it's molecular makeup. The result is a highly toxic fluid that burns with toxic gas residue and makes piston tops cringe with fear. The side effects are very short ring life and very frequent oil changes along with some spectacular meltdowns.

Back in new mown hay country five months later, the scene is far more relaxed with the Vintage Days at Mid-Ohio a real treat. This year my Guzzi riding son, (favorite bike of Generation-Xers) and I did it right. We took the Jeep wagon, tents, coolers, real food and camped out right inside the swap meet. We got up at dawn and hit the parts tables and used bikes before the masses hit the gates and made some real deals... no new project bikes but a lot of parts for existing deals and pending science projects.

The squirrels came out of the hollow logs as well with all kinds of BMW used bikes, mostly from "kind-of" dealers who buy and refurbish used bikes and try for hot prices at swap meets. Everything sold to less than discriminating buyers for good prices, but each bike had major flaws that were impossible to ignore if you had any sense. For example, an "R100S" that did not have a front end that matched it's year and did have silver spray can painted snowflake wheels; an "R75/6" that clearly had been made up from /5 and /6 bits and some fresh Kmart paint. There were /5's with mismatched motors and /7's with no serial number plates and everything in between. It seems better to buy from someone you know or just build one from parts and take some time.

Several BMW parts guys were there, including "Gator" from somewhere in north Florida. He's a Daytona, (Bulow) regular and now comes to Mid-Ohio. He has a lot of stuff and very good prices. More BMW stuff is mixed in with the Brit stuff and other unmentionables and a careful eye will find may things wanted or that just can't be left behind.

We spent the weekend in the company of Larry Kline of GT Motors in Lansing, (517-485-6815) who has THE BEST inventory of motorcycle books and a vast trove of Norton, Guzzi and Ducati parts. If it's in print give him a call, and if it's rare and European, he just might have it. He also sells new Guzzi's for those so inclined to stray from 180 degrees.

The races were great and the sheer numbers of new riders coming out in the "bomber" classes is really encouraging. It was not planned that way, but "vintage" and "twins/singles" classes are pulling all the old Japanese iron out of basements and garages with fresh Dunlops and ratty leathers for some track time on the cheap and nasty. What was trash is now "vintage" by mere passage of rulebook time. If you want to be a rat racer, just buy that old Honda and some new Metzlers and hit the track. When you win the bomber class every weekend, you are truly ready for that 916 or GSXR.

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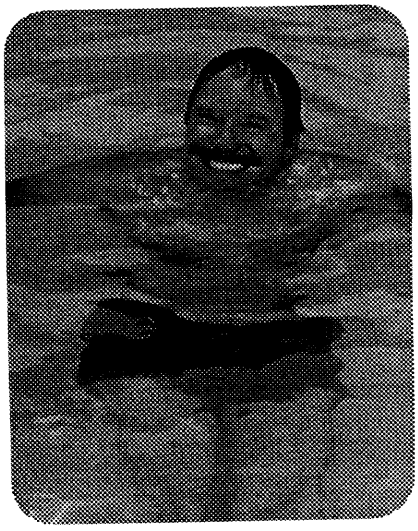
# Heart of Ohio Ride

BMWMOC's newest event, the Heart of Ohio Ride proved to be an all-around winner it's first time out. Twelve riders participated including two riders who became new members during the event. Over $ 1300 in donations were earned for the Neighborhood Family Practice. Positive media attention was obtained for our club and participants collectively enjoyed thousands of miles of scenic Ohio roads during the best weekend weather of the summer.



*West of Defiance, the roads run flat, straight and cross each other a ninety-degree angles. So when a detour sent me miles east of where I wanted to go, I felt confident that I could find a shortcut on the geometric grid of local roads not included on my map. I quickly learned that not all sections of the local grid were complete. After several forced turns in unwanted directions I found myself wandering.*

*Trying to make up lost time, I roared down some nameless two lane blacktop across some unseen township boundary that instantly turned the road under my wheels to loose pea gravel. After a very gradual and careful stop, I tucked my tail between my legs and carefully retreated to more charted territory.*

*Craig Webb*

*Heart of Oh-Cobb*

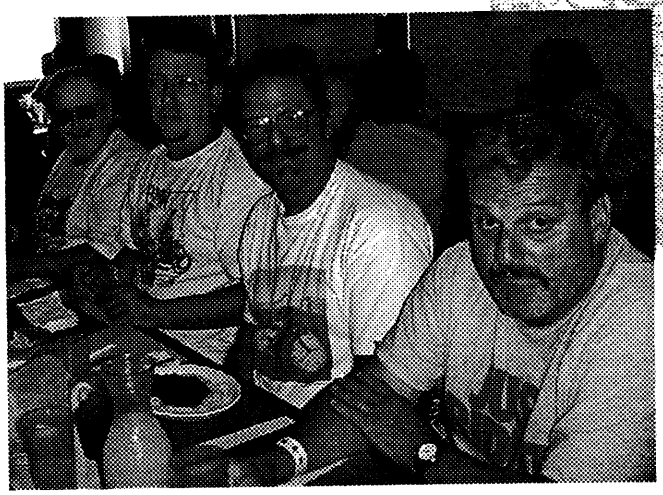
*I enjoyed the ride, the scenery, the roads, the campgrounds and the conversations around the campfires. Though I have missed few Daytona speed weeks since 1968, my last non-trailered trip was to New Orleans in 1968. I have stayed at Bulow campgrounds and seen the colorful campsites of the BMW group. I wondered how they were comfortable, well now I appreciate doing it with a lot less comforts.*

*Friday night's campfire gathering's conversation was lively and many viewpoints were voiced without personal attacks. Motorcycle style and performance were not brought up. I thought that was great!*

*Howard Cobb*

*As impossible as it would be to describe each rider's experience during this event, we offer this glimpse of the good times along the way.*

*Craig Webb*



*In the morning, coffee was available thanks to Tim McCormack. The three women, Donna, Penny and myself had agreed to ride together. We were not in a hurry, neither was Tim. After some discussion about the women riding alone, Tim wanted to ride with us. Assigning him as point, we all left for Portsmouth. Not only was group riding a first for Tim, but a first for riding with all women.*

*It was a pleasant experience for all of us. We saw a hawk dive for a rode kill about 10 feet from the side of the road. Its wing span was huge and it did not seem to be distracted form its mission by our passing motorcycles. Quiet engines support nature.*

*Barbara Cowan*

*Eight A.M. Saturday morning: I was in bad need of breakfast and that first cup of joe. I rode into a town which consisted entirely of a railroad track, two houses, an abandoned gas station and a shabby diner surrounded by rusty pickup trucks.*

*The inside of the diner was a time capsule of the 1930's. The encrusted grease on the windows bathed the interior in sepia tones. The local clientele regarded me with agrarian indifference.*

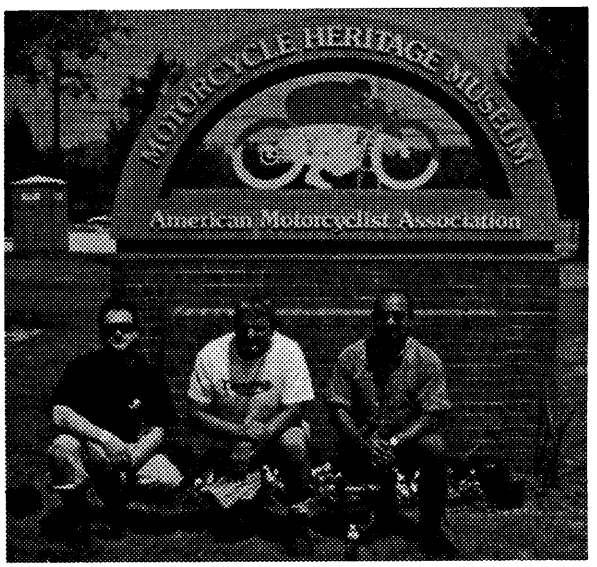
*Behind the counter was the most beautiful girl in town. The only beautiful girl in town. Marilyn Monroe at seventeen. She leaned provocatively over the counter chewing and popping her bubble gum while filling out a true love quiz in some fan magazine.*

*The coffee was good.*

*Craig Webb*

*I do believe that a good time was had by all, even Gabe, who arrived Saturday night at 12:00am. The roads were good, the Portsmouth river flood wall mural was worth the ride to see on any day. The group was small but united in a common purpose sharing a sport we all enjoy for the good of someone else.*

*Barbara Cowan*




*At Alexandra's Restaurant in Carrollton I was offered homemade crumb crust elderberry pie that was at least two inches thick. I haven't tasted elderberrys since I was eleven years old. Mom used to pick them from wild bushes that grew at the edge of the woods behind our old house.*

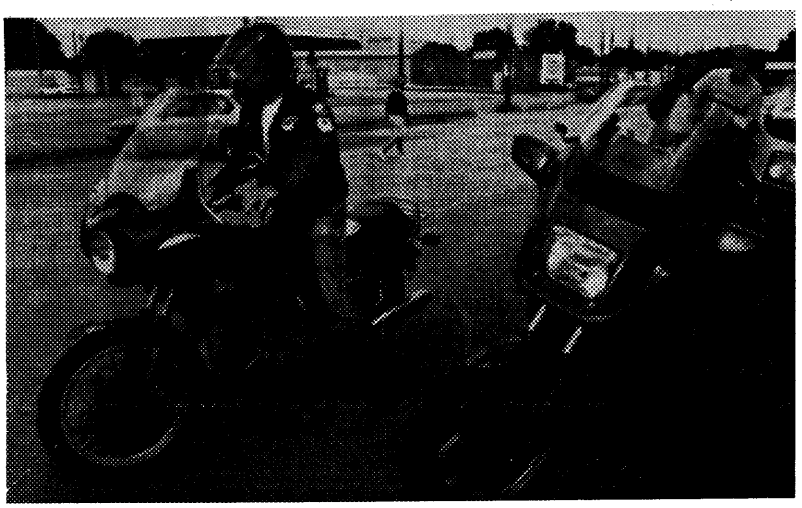
*Just then my centerstand, which had been silently sinking into the hot asphalt outside, lost its futile struggle with gravity.*

*Craig Webb*

*East of Marietta I planned to fill up at one of the half dozen small towns along serpentine route 26. But it was Sunday in the middle of Wayne National Forest and the minuscule towns rolled by one after the other without a gas pump to be found. I had no idea how far I had traveled since my last fill up or what kind of mileage I was getting on those gloriously insane rollercoaster roads. I wondered if a local farmer would share his precious petrol stash or turn me away with a shotgun.*

*Reaching route 800 I worried about the relative prosperity of the next dozen little hamlets that lay between me and Cadiz. Would another direction yield larger towns and a better chance at refueling? I left it up to fate and pushed north. A few miles later a lone pump appeared in downtown Woodsfield and it was open. I never enjoyed buying gas so much.*

*Craig Webb*



## Legal News

The AMA government affairs office is warning motorcyclists about a proposed study initiated by the National Highway Traffic Safety Administration, (NHTSA). The study will examine the cost and payment sources associated with motorcycle accidents. Much of this information will be summarized from past studies funded by the health-care and insurance industries. Both of these industries have pursued anti-motorcycling agendas in the past and are largely responsible for the recently discredited notion that injured motorcyclists pose a social / financial burden on the public at large.

Should the information gathered by this project be used to propagate a financial burden image for motorcyclists in general, we may all face catastrophic health insurance policy requirements similar to those recently accepted by anti-helmet motorcycle groups in Texas and Kentucky.

The California Air Resources Board (CARB) is at it again. California already has the strictest state emissions standards in the nation and their newest proposal seeks to curb emissions another 90% by the year 2003. This leaves California motorcyclists wondering if they will have anything left to ride in 2004.

Earlier 1996 standards reduced the number of previously available off-road motorcycles from 100 different models to 7 available models today. The proposed new standards may do the same thing for street bikes.

AMA officials are alarmed stating,"There is no indication that the manufacturers could even meet the proposed standards or that the reductions could be achieved without driving the price of a new motorcycle out of reach of the average buyer." CARB has indicated it may consider a compromise on the new standards, which it expects to pass by this October.

Off roaders - the check is in the mail! Recent passage of the Transportation Equity Act has provided $792,529 to Ohio in fiscal 1999 for the preservation and development of off-road riding trails. Enthusiasts will have to move quickly to grab some of that for their favorite routes as 50% may be siphoned off by state officials for other transportation projects. Contact AMA's Eric Lundquist at (614) 891-2425 to get involved.

## Club Elections

As stipulated in the club bylaws a three-member election committee was appointed and the window for nominations was opened during the September membership meeting. Vice President Craig Webb presided over the nomination process in the absence of the President. Secretary Penny Hissom recorded the nominations in the official minutes of the meeting.

Fifteen people were nominated for the eleven available positions. Eight subsequently declined their nominations and two deferred their decisions during private consultation with the election committee chairman Craig A. Webb. The following members have accepted nomination to run in this year's election for the following offices.

Secretary - Penny Hissom Treasurer - Roger Warren Road Captain - Greg Antolik Director - Jeff Shepard, Julie Fouse, Marcy Lopez

Congratulations are in order for these candidates along with the best wishes and gratitude of the club for volunteering to be of service to the club next year. At this time there are no accepted nominees for the offices of President or Vice President and insufficient nominees to fill the six available directorships.

The nomination window will remain open during the October membership meeting held during the club's Fall Gathering Rally in Shreve. Nominations will also be accepted by mail c/o Craig A. Webb 687 Dunny Ave. Sheffield Lake, Oh. 44054. Self-nominations are being accepted this year but a seconding by another club member is still required. Signatures will be considered proper evidence of nomination and seconding for posted nominations. All other eligibility requirements listed in section 5, (elections), of the bylaws remain in force.

At the end of the October meeting the nomination window will be closed, (unless there are no nominees for some office), and position statements will be called for from all candidates. These statements are to be delivered to the election committee within seven days. Two weeks prior to the November election meeting ballots will be mailed to all members. Elections will be held during the November meeting from both in-person and mail-in ballots. Winners will be declared during the November meeting, be formally introduced to the membership during the Christmas Party and assume their offices at the January Membership meeting. They are also requested to attend the December Board meeting to facilitate the transfer of responsibilities.

While contested elections are not necessary; it would be nice to have at least one club member willing to fill every office. In a time when some members are expressing concern over the nature of the club and its events, it would seem logical for them to run for office and lead the club in a direction more to their liking. I have always viewed holding elected office as an honor and a privilege hopefully bestowed upon a respected individual who is willing to serve. Let us hope that such individuals will come forward at this time for our club.

## Fluid Mechanics By Bob McIntyre

Now that I have taken a stand on "oil", (See Bob's article in Summer's CCN), it seems that the government has again fried the collective brains of the cycle world with the most recent standards on "fuel efficient" oils that are in the API SI/SJ classifications. Generally these are in the lower weight multi-grades such as 5w-30, 10w-30 and 0w-30 that are sold in most discount outlets. The outcry is based on the findings by the Big Four that the friction reducing additives in those grades are not friendly to 10,000-rpm engines and integral transmissions/wet clutches. In our supposedly primitive conveyances, the trolls in Berlin figured out in about 1925 that it's a good thing to keep the engine and the gearbox separate, and use an appropriate fluid in each to match its unique lubrication needs. This means that we still have to be careful with the new "blends", but since Mobil is now selling a cycle specific synthetic in our grades, and the heavier weights from 15w-50 are not in the SI/SJ class anyway, we are still safe up to about 300 degrees of oil temperature. Stay tuned for more news about the triumph over friction in our time.

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When some of us were kids, there was an army of fuel soldiers with, if not snappy uniforms, at least caps, that ran out of gas stations chanting strange mantras like, "fill it up", "check the oil", "how's your spare" and "get that windshield". Today we all fill ourselves up so to speak and with completely unmanned stations not far away, what can we expect from that long black hose?

The first thing that we assume, incorrectly, is relative uniformity. It is far better than before, but BP can easily be Marathon if BP is short that week at the terminal and Marathon is available to the tanker. Gasoline in a nutshell is a commodity and changes more from time of year than company to company. There are some exceptions. BP uses quite a bit of alcohol in its mix, which will eat your paint like Strippit. Some other brands get to the federal oxygen levels with some rather strange compounds that are not always good for our carbs, paint and motors.

The second thing to appreciate is that octane is not power. Premium is not more energy rich. All pump gasoline has about the same heat content in Btu/gallon regardless of octane rating. It is turning that heat into piston pressure that brings "octane" into the mix. If you have a bike with 8.5 to 9.0:1 compression ratios, then you can get by with 87 octane in the cool months and 89 the rest of the year. R90S and others with 9.5:1 compressions, bricks and oilheads need 92-93 to be on the safe side. The higher octane does nothing more than resist detonation better. Rule two is that when touring with loads and passengers, regardless of weather or bike, play it safe with premium.

Back when guys and gals in uniforms pumped your gas, the average bike compression was about 7.5:1. Anything higher and you would have needed Aviation gas or some methanol to keep it together. Now that we have higher compression, we need to have the fire started when and where we need it without the interference of self-ignition. This all goes back to WWII aircraft practice where two plugs and very high octane were necessary to get very high power from air cooled engines with very high constant loads and boost pressures. If we compare the best air cooled aircraft engines (BMW 501/12, Wright 4360, Pratt & Whitney) we would find 7:1 dry compression and up to 30 psi boost as common factors. This would equate to a built up boxer or oilhead with 11.5 compression and hot cams in terms of hp/kg- but we are way ahead in hp/cc.

Aircraft engines are big, light, and powerful. After all, big cylinders are just empty tubes anyway, so if 45 liters are good, 60 liters are better. It's hp/kg that's the key in getting up to fight at 25,000 feet and bigger is better if it's light enough. BMW bike engines are big, light and powerful. The new R1100S makes the same power at the same weight as the far denser Kawasaki water-cooled 600, but it's the size of the package that's radically different. The bigger engine makes more torque, which is more usable in real riding.

This (hopefully) leads us back to the gas pumps and what we should know about what we burn. If we have only two valves and one plug, be safe and spend the 50 cents extra at the pump to buy the highest octane available to prevent any threat of detonation. If we have two plugs or four valves we can cheat with 89 octane, but for a buck every two tanks why try to save on this when detonation can be very expensive. There is absolutely no reason except excess money inventory to buy any additives, octane boosters, lead substitutes or wolf milk to put in your tank. If you are so inclined, send the money instead c/o my R1100S fund and help us both.

These kind of compounds do nothing but foul plugs, wash the oil off your cylinder walls and crust up your exhaust ports. Any octane "enhancement" is not used by your engine and the lead substitutes stick to your plugs far better than to your exhaust seats. There is one exception. If you have a fuel injected bike, you may use Chevron Oil's "Techron" in the recommended amounts to prevent injector clogging and intake valve deposits. This compound has been extensively tested by BMW and it is the only thing that they have found that actually cleans off and dissolves the coke deposits that form in the injector heads and on the backs of the intake valves from the injector process. Do not use it in carbureted bikes. It will do nothing but waste seven dollars, (see R1100S fund above).

Finally, the higher the mileage between top-end jobs, the higher the compression will creep due to carbon on the inside of the head and the piston tops. So if you are touring loads and are on the fat side of 50K on the meter, stick to high octane and don't be afraid to retard the timing a tick or two if you hear some faint detonation.

Next issue, the mystery of the tiny mountain that's hidden inside your fuel injection system and why shocks are really not what they seem.

## Spline Lube Seminar

## Tech Info by Zircon

It's been a great summer for me to ride as I was laid off for most of it. I was able to take two trips out West, refine my magic tricks which earned me free coffee and donuts several times and helped get Larry Camody and myself out of an Apache Tribal Police speeding ticket. I'm working now but miss the time to ride and the freedom I enjoyed.

The fresh Dunlop tire I got last Spring is about shot, thanks to the high-speed miles and a tired rear shock. I guess it was time for a new one, only 53k since I put it on in April "95. At the time I bought the Koni, the lifetime warranty was a big factor in my decision. There are a lot of shocks out there.

I called Koni expecting to get the old run-a-round. No problem they said! Fax us your bike registration and your sales receipt. I faxed on Tuesday and the new shock arrived Friday. No downtime!!

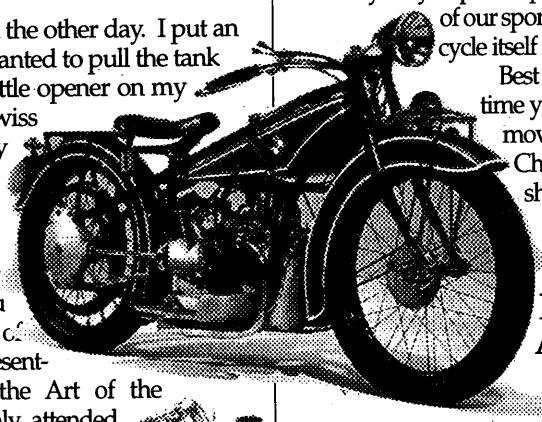
I sent the old shock back as required for inspection. Should they find nothing is wrong with it, the new shock is 1/2 price. What a deal! If they find anything wrong but the spring, the new shock is free. You cannot get a free shock if the spring is the only problem. But still, it is a good, long lasting shock.

Needless to say, the new shock works well. My bike handles like a new bike again.

Shocks wear out slowly. You can ride a long time and not notice the gradual loss of dampening until the rear end starts bouncing all over the place and you wear out a tire too soon.

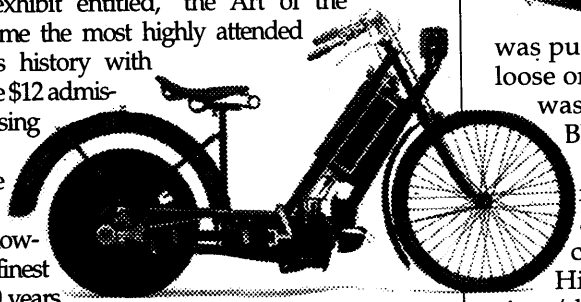
I have been more than pleased with my Koni and would recommend them to any rider who puts on lots of miles. Buy it ounce and ride it forever.

Oh yeah, I discovered a neat little trick the other day. I put an alcohol proof fuel line on my RT. Later, I wanted to pull the tank off, but that line sticks tight. I used the bottle opener on my Swiss Army Knife, which I got in the Swiss Army. It pushes the line off really slick. Try it



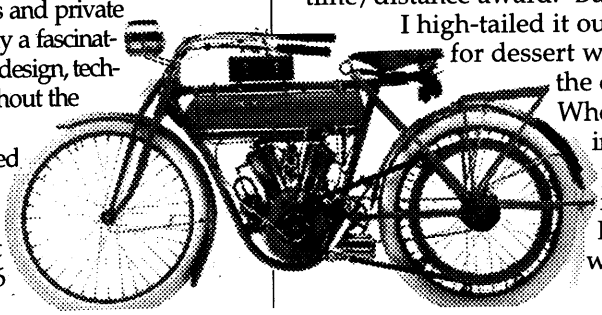
# Art On A Roll?

To anyone who has ever stated that some beloved motorcycle was a "work of art" - you were so right! The Guggenheim Museum of Modern Art in New York City is currently presenting a record-breaking exhibit entitled, "the Art of the Motorcycle". It has become the most highly attended exhibit in the museum's history with 500,000 expected to pay the $12 admission price by the shows closing on September 20th.



By all accounts the exhibit deserves all the attention it's getting. It showcases 114 examples of the finest motorcycles of the last 100 years, gathered together from 54 different museums and private collections worldwide. The selections embody a fascinating retrospective of the advance of motorcycle design, technical innovation and styling evolution throughout the twentieth century.

Running from a 1868 steam powered Micheaux-Perreaux to a 1998 MV Agusta F4 on personal loan from the king of Spain, the selection includes multiple examples of most major manufacturers, (10 Harleys, 9 Hondas, 6 BMWs). Significant one of a kind bikes like the 8 cylinder Curtiss which set a land speed record of 136.63mph in 1907 and the famous chromed-out "Captain America" chopper from the movie "Easy Rider" are also included.



Gracefully displayed upright by the use of thin cables and small clear plastic wedges, each bike can be viewed up close from any angle to better appreciate intricate mechanical detail as well as overall styling design. The bikes are displayed chronologically with all pertinent information printed on the floor and run the gamut of styles and sizes from an exquisitely delicate Imme R100 to the mammoth 1925 Boehmerland sidecar rig that could carry six passengers and had an extra transmission for mountainous terrain. This exhibit obviously does not contain an example of every bike ever made or even every manufacturer but it certainly contains the best of the best and a far greater variety and quality than you are likely to see at any other single location.

While the Wall Street Journal is calling the exhibit, "The best thing in New York right now", some art affectionados have complained that it would have been more appropriate in an industrial or automobile museum. Museum Director Thomas Krans admits that he may be pushing the envelope with this exhibit but contends that motorcycles can be viewed as kinetic sculptures that are rich in cultural narrative and embody ideals such as Freedom, Fantasy and Danger in our collective minds.

Carefully timed at the 50th anniversary of Honda Motorcycles, the 75th anniversary of BMW motorcycles and the 95th anniversary of Harley-Davidson motorcycles this landmark exhibit could represent an important crossover event for the image of motorcycling to the general public. The rebirth and continuation of motorcycling into the twentieth century may depend upon a positive change in the public's perception of our sport. Establishing the art and beauty of the motorcycle itself is a good place to start.

Best of all, since the NYC show will be over by the time you get this newsletter, the entire exhibit will be moved to the Field Museum of Natural History in Chicago this November. Information about that showing can be obtained at (312) 922-9410.

Anyone up for a club outing to the windy city?

## PROGRESSIVE COOKOUT A GREAT SUCCESS (I think)

I hate to admit this, but on Sunday afternoon August 23rd I was puttering around my garage listening to the Indians loose on the radio. Feeling a little hungry I guessed it was time to clean up, hop on my bike and ride to the BMW MOC's Progressive Cookout.

Low and behold, when I checked my newsletter for times and locations I realized that I had already missed appetizers at Thompson's and couldn't make it to Jerry Bruce's house in Moreland Hills for the main course without risking a major time/distance award. Bummer!

I high-tailed it out to Garry & Penny Hissom's for dessert wondering if I would be called on the carpet for not showing earlier. When I arrived the joint was jumping with 25 or more members present along with a contingent from George & Marcy Lopez's Rolling Thunder group. All were happily chowing down on a

sweet selection of desserts provided by Penny and the rest of the ladies.

The food was great, the conversation lively and the weather perfect. I heard reports that the Thompson's appetizer stop had been somewhat sparsely attended, (they would be eating left-overs for awhile), but that Jerry Bruce's main course had seen a respectable showing which had grown even larger for dessert in Grafton.

All in all a succulent success - at least that was the general opinion at September's membership meeting. You can look for its return to the club calendar next year.

Many thanks and congratulations to Karin and Don Thompson, the Lopezs, the Hissoms and the Bruce clan for a tasty well run event.

Craig A. Webb

## Progressive dinner letter

I would like to thank the hosts and hostesses for a job well done on the Progressive Dinner ride on August twenty-third. My wife and I enjoyed the ride that we had to make to get to each location. It was a total of 138 miles for the day.

I hope when we do this again next year that more club members will participate.

Dan Frederick

## MOTOSAPIEN MOMENTS Fall 1998

### Politics As Usual By Craig Webb

"I'm just sick of all the politics in this club", came the anguished cry from the outskirts of the tent. I'd heard that voice before. It represented a growing undercurrent of discontent that I wanted to acknowledge and possibly satisfy - or at least understand.

"Just what do you mean by politics?"

"Oh, I don't know. I mean why do we need meetings, or bylaws, or officers? Why can't we just be a motorcycle club like we used to be?"

Humm - good question. Of course, as far as I can remember, when I joined the club - say five years ago - it already had monthly meetings, a set of bylaws, and officers. Back then the club only had a couple of dozen members and things were decidedly more casual. I think we spent the first meeting I attended in the basement of a bar watching Star Trek Next Generation.

Lots of faces from that group have moved on - or only appear at big club events like the Micro Rally or the Christmas party. Still, if memory serves it was those very people who came up with the idea of zipcode mailings to increase membership and more and better events for the members to enjoy.

"This isn't billed primarily as a social event", spoke the voice of immaculate reason from another table. "It's billed as a monthly meeting. If you don't like meetings, don't come. Just attend the events and let somebody else do the work."

Now there's a popular philosophy! The only real politics I'm aware of in this club is the begging and pleading required to get somebody to hold office. Of course things have changed. There are more events and more services like the voice mail, the country store and the website. The newsletter keeps expanding and looks to become more photogenic in the future.

Certainly all this is more work - takes more organization - costs more money. What I don't understand is why that would preclude having more fun or doing other things in smaller groups. Like off the cuff things that would indulge special interests without involving the machinery of the larger club. It's a pluralistic society after all - why can't we be a pluralistic motorcycle club?

But all that does not negate the feelings of that lone member howling in the wilderness. Longing for the small tribal camaraderie of yore. The thrust of his argument as far as I could follow it was that organization was bad, growth was bad, and responsibility was the devil incarnate.

Well, maybe so. Certainly I have spent far too much time in board meetings, writing articles for the newsletter, putting up tents in case of rain, scouting rally sites etc. Maybe we - maybe I have created a monster.

Maybe I could just get a dozen or so friends together and ride around. You know, just kind of hang out. Of course we'd have to call each other up and decide where to go and when. Once we got there we'd want to eat - so somebody would have to remember to bring the dogs and buns and stuff. We need beer - so we'd probably take up a collection. Send somebody we could trust out to get it.

Then somebody's wife would want to tag along. We'd have to talk about that. Make up some rules and stuff. Then we would need a name for the club. Probably have to vote on that.

Oh hell! Forget it. Too much politics!

## Meditations

It is good to have an end to journey toward; but it is the journey that matters in the end.

Ursula K. Le Guin

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# Classified
## ADVERTISIMENTS

Heine Gericke 2-piece leather riding suit, GC. Red and black, mens size 40. $250. Call Rose 216-252-7933.

Where are all the rest of the classifieds? We don't know.
YOU forgot to call or mail them in to the editor by this newsletter's deadline of Sept. 15th. If you have items to sell we hope you don't miss the Winter edition's deadline of December 15th! Remember, Classified advertisements are fee to club members.

## CROSSWORD ANSWERS & APOLOGIES

To all those frustrated by last issue's crossword puzzle. It's our fault. In the translation from manuscript to newsletter numerous errors were made. Here are the answers as they should have been.

ACROSS
1. Bayerische - Motoren - Werke
2. Ariel (wrong placement in grid)
3. Excelsior (I misspelled this)
4. Aermacchi
5. Matchless
6. Norton
7. Munch
8. Harley - Davidson
9. Ducati (misspelled clue)
10. Yamaha
11. Vincent (I switched this with #11 in the Down column)
12. Bultaco
13. Ural
14. Zundapp

DOWN
1. Benelli (added extra square)
2. Jawa ( replaced of with at in clue)
3. Greeves
4. Puch
5. Barnett
6. Royal Enfield (misplaced hyphen & added space)
7. Scott
8. Honda (misspelled name!)
9. Moto - Guzzi (misplaced hyphen)
10. Triumph
11. Allstate (I switched this with #11 in the Across column)
12. Sunbeam
13. Husquvarna
14. Velocette
15. James
16. Indian

Obviously with 10 mistakes in 30 questions we deserve a failing grade on this puzzle.
We promise to do better on this issue's- Motorcycle sewarch Puzzle.

### Motorcycle Search
By: Susan Schoenberger

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| I | M | O | T | O | R | W | E | R | K | S | N | I | R |
| K | L | X | T | F | A | H | S | W | Q | U | A | T | E |
| E | J | M | M | O | T | O | G | U | Z | Z | I | O | H |
| W | H | T | U | P | R | C | L | K | J | H | D | R | T |
| E | E | N | I | A | H | C | Y | B | V | A | N | S | A |
| E | L | B | V | E | T | I | Y | H | O | R | I | D | E |
| K | M | A | Z | E | W | R | A | C | O | L | G | M | L |
| H | E | D | I | K | G | A | S | S | L | E | B | X | T |
| A | T | U | O | C | S | I | K | H | G | Y | T | U | O |
| J | C | S | O | D | U | N | L | H | O | D | A | K | A |
| S | H | A | G | M | Z | S | W | E | T | A | K | S | T |
| M | I | H | M | T | U | U | C | X | V | V | B | O | R |
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| L | F | E | R | T | I | T | A | C | U | D | O | I | L |
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| U | K | D | T | E | J | T | G | H | L | O | O | T | S |
| B | S | J | C | E | N | T | X | J | O | N | N | S | J |
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| V | D | H | S | J | I | N | A | M | H | S | U | C | I |

**Airhead**
**Bavarian Motor Werks**
**Bike Week**
**B S A**
**Buell**
**Camping**
**Chain**
**Chief**
**Cushman**
**Ducati**
**Harley Davidson**
**Helmet**
**Hodaka**
**Honda**
**Indian**
**Leathers**
**Moto Guzzi**
**Oil**
**Rain Suit**
**Ride**
**Scout**
**Shaft**
**Suziki**
**Vincent**

## BMW MOC Club Officers and Officials

| | | |
|---|---|---|
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| Craig Webb, Vice-President | (216) | 949-5071 |
| Penny Hissom, Secretary | (330) | 483-3010 |
| Roger Warren, Treasurer | (440) | 238-9397 |
| Greg Antolik, Road Captain | (440) | 235-1272 |
| Jerry Bruce, Director | (440) | 247-5656 |
| Russ Davis, Director | (440) | 543-1457 |
| Dan Frederick, Director | (216) | 731-7047 |
| Marcy Lopez, Director | (440) | 884-4832 |
| Bob Zronek, Director | (330) | 656-2440 |
| Barb Cowan, Membership | (330) | 656-2440 |
| Dan Frederick, CCN Ad. Mgr. | (216) | 731-7047 |
| Karl Hoffman, Mister Sunshine | (216) | 651-9099 |
| Bob Shelton, Quartermaster | (440) | 937-6329 |
| Terry Taggart, CCN Publisher | (440) | 247-6990 |
| Craig Webb, CCN Editor | (440) | 949-5071 |
| Bob Wood, Membership | (216) | 252-7933 |

**Welcome New Members -** We gained a clean dozen new faces over the summer months. Among them were Bart Mather from the Toledo area, John Kean, of Pam and Dave Kean fame, Dale Wright and Howard Cobb friends of Ken Claus, Larry Stanich a friend of Tim Corrigan on a K1100LT, and Tim Bard (who we see everywhere) from Tallmadge, OH. Also, welcome to Filberto Trocchio who owns the coveted '89 K100RSA Special Edition (the bike I should own) and Curtis and Helen Longsdorf our newest couple riders, along with Robert Speed, appropriately on a K-bike, and Roger Pivonka who I had the pleasure of meeting at the BS Rally recently. Need I welcome back Buzz Colburn who thought we would throw him out since he doesn't have a BMW? It just ain't true Buzz. The party must go on and we need all of you. Welcome one and all! I hope you enjoy your membership this, and for many years to come.

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# 1999 Membership Application / Renewal

Name _____ ✓one - ☐ I own a BMW motorcycle ☐ I am being sponsored by - 1)_____

Address _____ ☐ I am a BMW MOA or RA member 2)_____

City _____ State____ Zip _____ MOA# _____ RA# _____

Phone (Hm.) _____ Phone (Wk.) _____ Phone (extra) _____

Year, make and model of your motorcycle(s) _____

My special interests are - _____

I would like to help with - _____ The things I like most about our club are - _____

_____

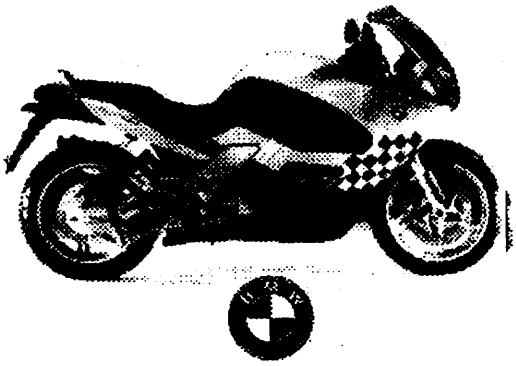
☐ Annual membership dues - $10.00 (add $5.00 for a household Associate and include another form) ☐ Newsletter Only - $6.00 (4-issues)

Make checks payable to; ***BMW Motorcycle Owners of Cleveland***, and mail to:

**Bob Wood**
**BMW MOC Membership**
**4257 West 130th Street**
**Cleveland, OH 44135-4869**

Membership includes quarterly newsletter, handbook, membership card, voice mail access, and all member rights and privileges.

**BMW Motorcycle Owners of Cleveland, Inc. * MOA & RA Charter Club #196 * 4096 Linnel Road * South Euclid, Ohio 44121**

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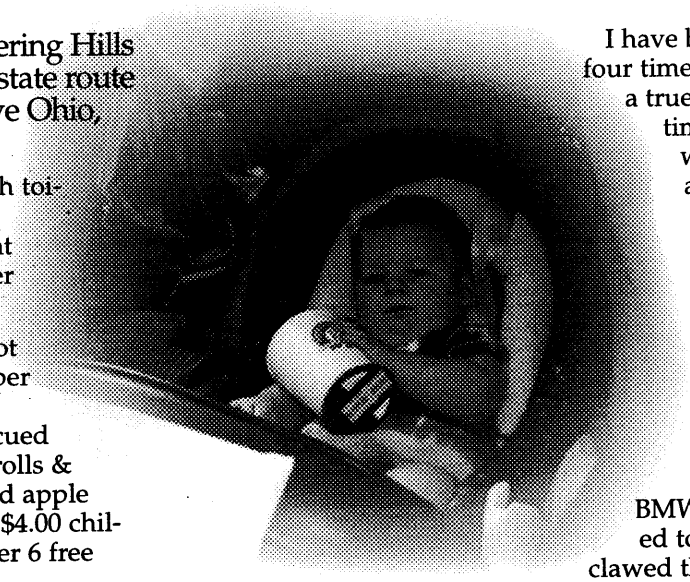
# Return To Shreve for the
# FALL GATHERING OF THE BMW CLUBS
## hosted by the BMW Motorcycle Owners of Cleveland



October 9th - 11th, Whispering Hills Campground, located on state route 514 3 miles South of Shreve Ohio, 1-800-992-2435

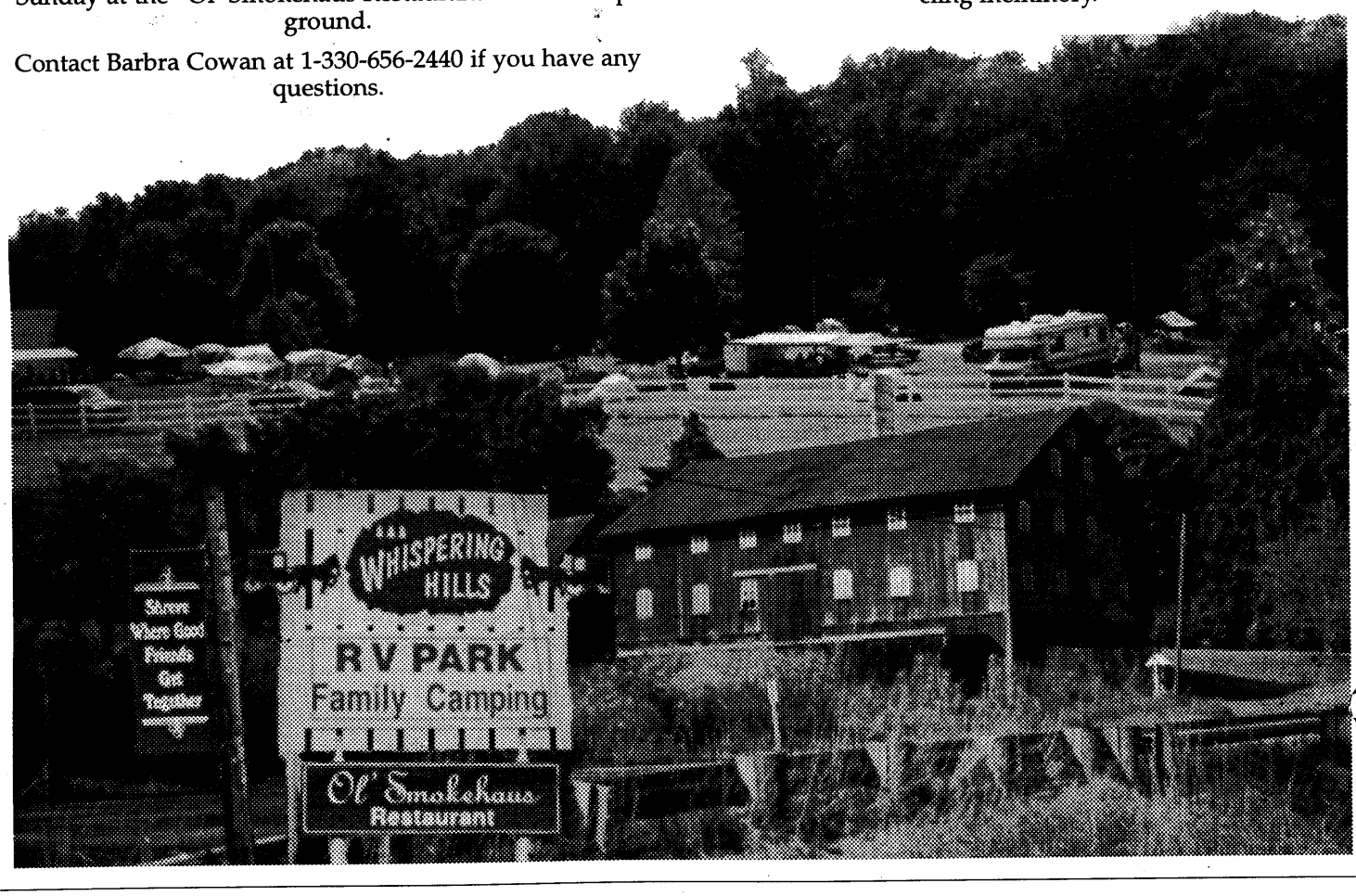
Camping: hot showers, flush toilets, free fire wood
$5.00 per person per night
$2.00 per child under 6 per night

Food: Friday night chili pot with bread & butter $3.00 per person
Saturday night barbecued chicken dinner with salad, rolls & butter, potato, vegtable, and apple dumpling $7.00 per person, $4.00 children 6-12 children under 6 free

BMW MOC will provide coffee all day saturday and Sunday and donuts on Sunday morning. Breakfast and lunch will be available Saturday and Sunday at the "Ol' Smokehaus Restaurant" at the campground.

Contact Barbra Cowan at 1-330-656-2440 if you have any questions.

I have been to Whispering Hills rallies four times in as many years and I've had a truely memerable experience every time. The beauty of the area, the winding senic roads, the Amish ambiance amid tourist kitch, the Fall colors, the friendly people and the many fine comforts of the campground itself never fail to make the experience enjoyable.

My first experience was the last Buckeye State Rally held there where I started my BMW rally going,and my last was our first Gathering of the BMW Clubs. where we all were rivited to TVs watching as the Indians clawed their way into the World Series. What a weekend that was.

I hope you all can join me at Whispering Hills this year so we can make another truely enjoyable motorcycling memmory.