Cleveland Club News

The Official Publication of the BMW Motorcycle Owners of Cleveland Fall 2003

MOC Road Captain Completes Bicentennial Quest

Few MOC members doubt that Darwin McClellan is a "rider's rider". Who shows up at winter meetings on a bike besides him? Well, with the start of the MOCal program in 2003, there were points to be had for visiting and photographing your presence at the Bicentennial Barns situated in every county of Ohio. Darwin wasn't bashful about his intent to visit every barn before the end of the state's 200th birthday. With this issue of CCN he can proudly proclaim that he has met his goal.

Getting himself and his bike into a 'photo-op' position wasn't always easy, nor was finding the barns, and all this without the benefit of a GPS. "I had to ask directions a few times only to find out I had passed it and the painting was noticeable in only one direction", McClellan said. "I tried not to trespass to get the shot, but some of the owners said to pull right up next to them."

Riding with Darwin this year meant at least a couple of stops for either a barn or a capital. That's world capital for those members still amassing points toward the prizes available. Most points will receive a $200 check at the Holiday Party and those with at least ten points will be entered in the Doer Prize drawing for a $100 gift certificate. ■

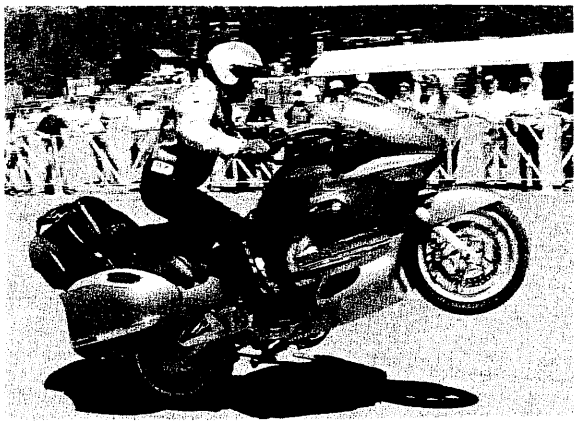
Darwin and granddaughter Chloe at a Bicentennial barn

BMW Celebrates 80th Anniversary of Production

It didn't have the 'base ten' symmetry of the Harley-Davidson 100th Anniversary in Milwaukee, but an American version of the celebrations held in Europe was sponsored by BMW of North America and held in Squaw Valley in late June, 2003. You might remember this resort as the site of the 1960 Winter Olympics and if the effort was to duplicate Bavaria, this was a good choice. That's a considerable distance for MOC members to ride, but what a great Beemer party it was.

There were demo rides, vendor area, pre-planned trips of the mountain roads, GS rides, free gondola rides to the Top of the World, seminars and stunt riding. Saturday featured a barbecue dinner, bands and door prizes which included Garmin GPS Navigator systems.

Now, if this sounds tempting enough for you to have made the trip and are wondering why there was no notice of it in the Summer CCN, there are plenty of others who never got the notice or did so just weeks before the event. That was the only criticism of the event from the cycle press and common riders. Hardly anyone knew about it taking place, thus the light attendance estimated to be between 1200 and 1500.



Jean-Pierre wheelies the K1200LT just like we do!

Jean-Pierre Goy was the absolute hit of the gathering with examples of the stunt riding that he performed in the James Bond movie "Tomorrow Never Dies". Helge Pedersen also gave off-road training sessions. Gee, maybe it wouldn't have been too far to go. ■

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The Ralph Report

By President Ralph Crider

Hello once again and welcome to the Fall issue of the Cleveland Club News. As I write this, (late of course causing much gnashing of teeth by our editor, Don) our club has started its election process. There are a couple of things I'd like to cover regarding our elected positions.

Every one of the positions, from my job, president, to director, are VOLUNTEERS. Of course, some of us were volunteered more persuasively than others. The point is that everything our club does, from the Micro Rally to the Holiday Party, is put together and coordinated by a committee of club members who have taken the time to contribute, in some way, to all of our fun. Sometimes it's just one club member who has decided to 'run with the ball' and put together something special for our enjoyment. While the impromptu ride or day trip to an interesting place doesn't usually need or get board approval, all the events you see advertised in the newsletter have been presented to the board and we listen and see how the club can help out, from committees to ease the load, or perhaps just donuts and coffee.

If you are one of the lucky members to receive a nomination for office, remember that your fellow club members think highly enough of you to consider you for a position. While sometimes we have fun with the nomination process, with the inevitable ducking and faux nasty glares, whenever someone mentions your name for an office, it is a sign of respect from your fellow members. That and of course, you should have been at the nominating meetings.

When you're having fun at our events please remember that YOU, too, could be a part of running the show. If YOU are on the board, YOU can change an event for the better. YOUR ideas could put a smile on a fellow club members face. While the board sets the course and tone, whether it's a no frills affair (Micro-Rally) or a full catered evening (Holiday Party) the heart and soul of those happenings are club members. Members like:

Bob Wood, who has been behind the web page and other electronic communications by himself when it was supposed to be a collaborative effort. Bob also runs the Fall Clam Bake.

Dan Frederick, who has been our membership chair and advertising manager for the newsletter. Dan was supposed to have given up the advertising half of his voluntarism, but the replacement took ill and Dan stepped up once more and did an excellent job.

Howard "Turp" Cobb, who opens the doors of his business for his annual tune up clinic and has helped members sell extra parts at Vintage Days. He has also won just about every prize available or event in which he has participated this year...or that Dale didn't win.

The Ralph Report (continued from P. 2)

Rose Wood, our Country Store manager who brings the T-shirts, club stickers and does the leg work and price research on items we hope to have available for you.

Roger and Susan Schoenberger, who have hosted us at The Pit for our last two Micro-Rallies and made arrangements for food in 2003.

Bob Shelton, club quartermaster stores all the club property and does the 50/50 raffle at club gatherings.

Stan Kain, member and MOA ambassador liked the Pow Wow at Mohican so much he chairs our gathering there the last couple of years.

Karl Hoffman, our Mister Sunshine mails out get well or congratulatory cards to the membership.

Darwin McClellan, our 2003 Road Captain and truly enthusiastic rider and planner.

Don Poremski, who filled in when a newsletter editor was needed and tracks the MOCal points.

While some of these people are on the board, some who make valued contributions are not. The current board has been a true pleasure to work with and I would venture to say, with all the positive feedback and comments, it's one of the most productive in the club's history. If you receive a nomination and win, you'll be working with some great people, but some of us are term limited and we would like to see some new faces on the board next year.

All the people I mentioned and others who help out that I may have forgotten (Sorry!) are the ones who make a difference. Think about it. Wouldn't YOU like to see you name in this newsletter next year? ■

Capt. Darwin's REV-olutions

By Darwin McClellan

Hello everybody! Can you believe this is the fall edition of the CCN already? Even with all the wet weather we've had this summer, the season has progressed quite nicely. In June the Micro-Rally was a huge success with 50 members attending. The food was great: bean soup Friday, breakfast burritos Saturday morning and the delicious steak roast Saturday evening. Saturday also included a group Barn Ride, collecting three counties and covering about one hundred miles. By the time we returned to the rally, Don Poremski had the field events set up and then the fun really began. I started the festivities with a demonstration tip over in the Barrel Wrap (this was done to show other members what NOT to do). We had a total of four events and all of them were won by the dynamic duo of "Turp" Cobb and Dale Wright, clearly the class of the field. So, next year how about some of you members who didn't show or participate in the field events get involved and let's try to de-throne these guys. The icing on the cake was when Turp won the 50/50 raffle also. Special thanks to Roger and Susan Schoenberger and Mike and Joyce McGahhey (from the HRA) for their dedication to this event. They did everything from cutting the grass to cooking and clean up. And to Don Poremski, great job with the field events. They were a hoot. I only wish we had more of them.

The MOA National Rally at Charleston, WV in July was wet, wide spread and a bit of a disappointment. There was a good showing by the Cleveland club. There were about fifty members in attendance that I know of. Many volunteered for various duties, including hazardous duty at the beer tent when it was blown down in a storm on Friday night. There was an abundance of vendors, a great vintage bike display, and a couple of club group rides on good roads. The venue, however,, was spread all over the city. This was not very conducive to fraternization, but like anything else, you made the best of the situation and we all still had a great time. Next year in Spokane, WA things look promising with a return to the fairground venue.

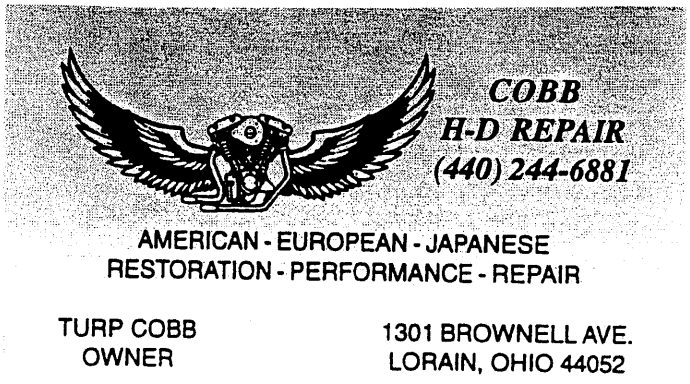
A special thanks to the management and staff of Sill's Motor Sales, All Seasons, Roman Cycle Shop and Mathias BMW Cycle Cales for helping make the Dealer Ride & Poker Run on July 26th a success. Very special thanks to Margi McClellan for 'manning' our first card stop at Bob Evans on Rt. 91 & 422 even though she couldn't make the run. It was a good day for a ride and I, for one, really enjoyed myself. Fourteen members took part with mild temperatures, overcast skies and no rain. When the final hands were shown at All Seasons in Wooster, guess who won. Howard "Turp" Cobb! Rick Matisak finished second.

At the August membership meeting at Huntington Park we got quite a pleasant surprise when six new riders attended and joined the club. We welcome Peter Vigh, Paul Eschenauer, Mike Kiesel and three members of the Waters family, William, Cheryl and Michael.

The MOCal race is on! There are over one hundred members with at least one MOCal point to their credit and a few who are closing in on having visited ALL the Ohio Bicentennial Barns. Who will be the first? Turp? Who will have the most world capitals? Turp? Only time will tell.

Remember. There are a lot of club events remaining. Check the Calendar of Events and COME ON DOWN! There are a lot of you who have been members for years and many of us have not had the pleasure of making your acquaintance. So, take a chance, come to an event. The worst that could happen is that you come home wet and disappointed. I find it hard to believe it would be the latter.

Ride on! ■



Ramblin' with Rose

by Rosemary Wood

The struggle between Mars and Venus crosses over in every aspect of our lives, including motorcycling. Regardless of your seat position, traveling with the 'other side' poses both challenging and humorous moments. BMWMOC has a large Venus contingent with many lady members riding their own machines. It is my hope to create a forum where the questions and queries of traveling couples can be addressed for both men and women. Questions or comments can be sent to ramblinrose@adelphia.net or mail to the CCN editor.

Dear Ramblin' Rose,

My boyfriend and I have the best times when we are adventuring on our beemers. However, we have one major disagreement in our travels. GAS! What is so difficult about stopping 20 or 40 miles BEFORE you run out? Criminy, you would think I was asking for a pint of blood or something. Ebaneezer just has to squeak it out 'til I'm half crazy. He points out that we have never run out on the road, so "What's the problem?" Not yet anyway. How do we resolve this one?

I Ain' Pushin'

Dear I Ain't Pushin',

Darned if I know. This problem goes back all the way to ancient Eqypt when Jacob wouldn't stop at the oasis because he claimed his camel wouldn't need water until they reached the approaching city! Right then and there, the challenge was initiated and women worldwide haven't rested since. I find the whole practice quite mystifying. Listen closely at the next male gathering (this is not MC exclusive). You will hear the gauntlet drop with cavalier mentions of daring escapes. "I probably should have stopped about 50 miles back. But when the bike started to sputter, there just happened to be this tractor parked by the road with a full can of gas on the back. I left $10 and it got me through another 200 miles." Or, "I knew I was low, but as we turned the corner in the middle of the Mojave Desert, I realized I was running on fumes. Lucky for us we were going downhill, so I coasted for 3 miles right into this little station that was just getting ready to close." Dr. John Gray explains the "one-up" syndrome in his books. I do believe the lines are clearly drawn between the sexes on this one. But let's try our own little experiment.

Here's the situation. You're heading west on US 54 on a black K1200RS or a silver R1150RT with 5-10 m.p.h. crosswinds hitting you since your last gas stop. It is 8:30 p.m. and, under normal conditions, you would have about 30 miles left in your tank. As you cross the Kansas border you look for lodging in Fort Scott. Unfortunately, there are no motels to be found, but there are two brightly lit, newly built, state-of-the-art truck stops at the intersection of US69 and US54. The next day's travels will be taking you south. There are tiny towns dotted along the way and one decent sized one about 26 miles south where there is a campground marked on the map. What do you do?

A. I am a woman, I will get gas and continue south on US69.

B. I am a woman, I will continue south on US69, worry about gas later.

C. I am a man, I will get gas and continue south on US69.

D. I am a man, I will continue sout on US69, worry about gas later.

Just for fun, let's add this bonus question: Did you look at a map before you picked your answer? Yes/No.

There are ONLY four choices here. You may respond on the E-groups poll or e-mail me at Ramblinrose@adelphia.net. Just put your choice in the subject line. I'll share the results next CCN.

Almost Heaven, Not Quite

By L. Cardo, D. Frederick, J. Gau, R. Matisak, Roger Pivonka, D. Poremski & Jerry Riha

Was it as far back as April that we heard the first rumors that the MOA International would be a bust? Well, the naysayers were right, but what were the specifics of the shortfall? By letting the attendees voice their opinion, there are sure to be identifiable areas for improvement.

Strangely enough, it wasn't necessarily the proximity to an urban center that was the root cause. Wasn't Trenton cheek by jowl with a city? Maybe not as big, but a city nonetheless. No, it's not being in an urban area that doomed the rally. Surely, some of us like the comfort and don't mind the expense of hotel/motel rooms, but the core rally goers are primarily campers. They prefer not being far from their machinery. They also like to run across persons that they know or are passing acquaintances with from previous rallies. Many times you know the person by the bike. Split them and, uh, where are you from again? It's just not in the nature of many riders to get on a bus to see their biker friends.

Larry Cardo evaluated the rally by saying, "It really sucked. Separate facilities were not workable. I saw only about half the club members and none of my friends from other parts of the country." Jerry Riha agreed. "The multiple venues SUCKED. We only ventured over to the campus from Magic Island twice, and the shuttle service was ok at times and a mess at others." Judy Gau was "in awe with how many were in attendance" and "had a wonderful time." Even those member who were familiar with multiple venue rallies, like Rick Matisak, did "like the setup at Trenton last year and think it works better that way. Even if you hotel it, you can go to the rally location and wander around and see everything and everyone in one place." Roger Pivonka chimes in with similar sentiments. "I've been rallying for about five years and camping most of that. I enjoy the traditional, all-in-one-place style of rally. Once you're there you can park the bike, meet new people, see the vendors and displays (maybe have a brew or two) and not get on the bike until you are ready to leave." So much for split venues.

Many looked forward to Charleston because it was surrounded by great riding roads. Yes, there was the inconvenience of interstates that separated a person from those roads, but once away from 119, there was the 135 mile Bolt Mountain Loop. Route 99 was so nice it was worth a U-turn and a repeat with friend and fellow corner carver Rick Gzesh from the Four Winds. Dan Frederick found the riding to be the saving element of the experience. "The best parts of going to Charleston were: the ride to the rally, the ride to New River Gorge, the 82 Loop and the ride home."

As negative as those comments are, the most scathing remarks concerned the closing ceremonies. No sound check? Rick Matisak was amazed they didn't do one or show the participants how to hold the microphone. "Even if they had an equipment failure (so they say) they could have made an announcement to that effect instead of that idiot emcee yelling at the crowd." Jerry says, "The communication was non-existent" but Dan Frederick let 'em have it. "The awards ceremony (and here's that word again ed.) SUCKED because you couldn't hear the speakers." Judy more forgivingly states that she "was disappointed with the acoustics of the closing ceremonies".

Larry feels that the emcee only added to a bad situation. "I couldn't hear s---! However, I just moved to the other side of the area. Nye, the arrogant MC, made the situation worse. They should have used a hook for this jerk!" But he adds a positive critique. "I think it's time the MOA began using the help of a few professionals, as the number of attendees is outgrowing their best efforts."

The weather played a big part in dampening the spirits of the rally-goers, and scattering the beer drinkers. What else is new? This is 2003. It's just too darned bad that a lot of good work will be lumped in with missed opportunities. Notice how the MOC and 4W members were involved at many levels? OK, the weather was uncontrollable, but the climate of the rally could have been a lot warmer. ■

Rolling Broccoli 2003

By Donna Schettine

In the past, this has been one fun rally. It's held on a rolling, rocky farm in Big Bay, Ontario, just outside Owen Sound by the Georgian Bay. The farm is owned by Helmut and Bruno (Brunhilda) Haus. It is held on the first weekend in August due to the civil holiday which creates a long weekend for the "Canucks".

The rally usually has a theme. In '94 it was the Necktie Party. Everyone wore a necktie somewhere on their person and afterwards Bruno fashioned them into a coat by sewing them side by side. Result a coat of many colors. People took turns wearing it around the campfire.

'95 was Nude Line Dancing. I saw evidence of this in the barn where a clothesline was strung with pictures of nude people pinned to the line. Wiggle the clothesline and...they danced. One never knew what to expect from the invitation.

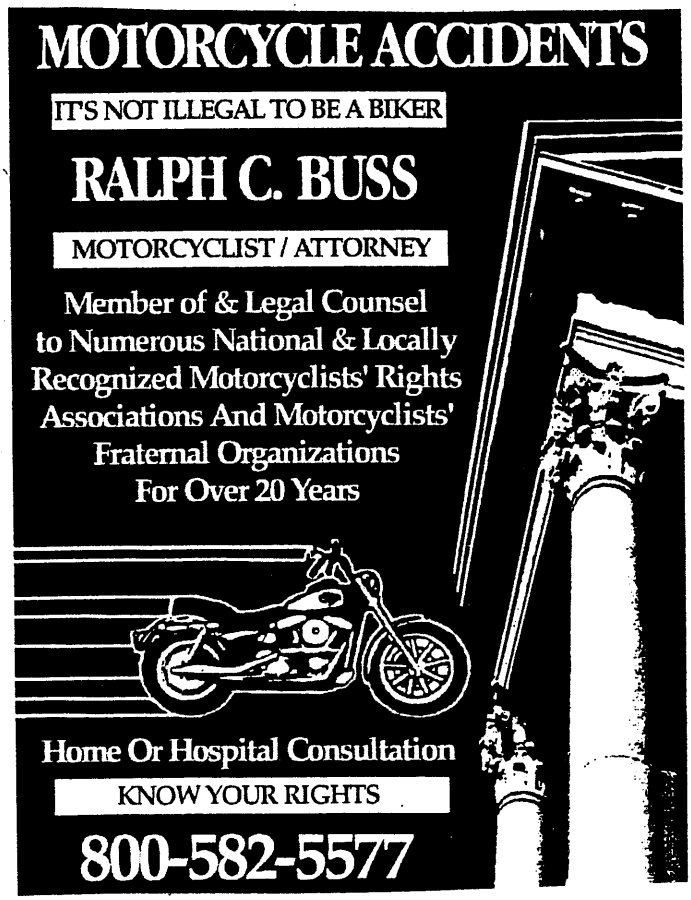
I attended the Thrift Shop Hunt of '96 (cross dressers welcome). Around 2:00 Saturday afternoon, the men began to sashay out of their tents in drag. With the mention of awards it got crazy. I remember the guys trying to influence the women judges (Vonni Glaves was one) by dropping their "panties". I was dressed as a dirty old man in checkered sport coat, tie, hat and an accessory mirror on my shoe to "take advantage" of them.

In '97 it was the Methane Blowout. Helmut had a meter that measured gas leaks from work. I wasn't there but can only imagine where measurements were taken.

This year was no theme. There wasn't even supposed to be a party. Helmut had had enough; a bad case of burn out. There would be no IRBR rally. As I hear it, the porta-potties just showed up. There were the beans, meat, tomato past and "stuff" for the road kill stew. Someone suggested a pork dinner and it happened. When Sue "The Tart" stood on the table asking for volunteers, she got five, but soon everyone was helping. It all got done and Helmut stood on the table smiling and said, "I knew they could do it."

It was a small and comfortable get-together. No awards, no contests, but worth the ride. The rally may or may not be held next year but I think it will. History and info at www.geocities.com/motorcity/downs/15691. I got 'brokked' and it didn't even hurt. D.I.L.L.I.G.A.F. (Believe I heard this expression from J.J. at the Four Winds Rally. ed) ■

Bob and Donna in 1996, or is it Donna and Bob?



Boone Rally 2003

By Tim Bard

The Boone, NC BMW Rally on Aug. 8,9, 10, 2003 was well attended in spite of inclement weather the entire weekend. I did not hear an official count but would estimate 200 attendees. There were many door prizes available and you had your choice of for which you used your tickets. I won a Harley-Davidson of Kuwait T-shirt which was brought back by one of the local club members who had just returned from military service.

There was no BMWMOC ride because we scattered our own ways to sample the fantastic mountain roads. I am familiar with the area because of frequent trips there. On Saturday morning I took an early ride on a favorite. Proceeded south on NC194 through Boone. Approximately 10 miles from the campground NC194 separates from the main route. After making the left turn, the first turn is marked 15 m.p.h. and it's a curve-carving nirvana from there until reaching the town of Banner Elk.

Along the way you pass through Valle Crucis where the original Mast General Store is located. The store dates from the late 1800's and you can enjoy a five cent cup of coffee sitting in a rocker on the back porch. As I drink my coffee and survey the mountains capped by the fog that I've ridden in and through, I realize that I'm in paradise. After half dozen cups of coffee I hop on my naked R100 and continue south on NC194 to Banner Elk, but reaching it I scrap the original plans and decide that the road is too much fun to do only once and do it again in the northerly direction. Among the locals this stretch of road is known as the "Dugger S" for a man who originally surveyed the route. That was back in horse and buggy days and he simply followed the contour of the land along a stream bed.

Pam and I spent Saturday afternoon shopping in the many local stores. That night we were treated to a barbecue pork and chicken dinner catered by Bandana's Barbecue of Boone. Afterward we were entertained by a trio on guitar, ukulele and cello. They played a variety of music be each tune had a laid-back mountain treatment. Their style is hard to describe; sort of a combination of folk with a bluegrass flavoring. They also interjected humor between songs for a very enjoyable evening as the rain was held at bay.

On Sunday we all packed up only a little wet from dew, but no rain. The trip home was uneventful with only light showers between North Carolina and Ohio. I highly recommend this rally because it is well organized and in one of the best motorcycling areas of the country. ■

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Pigs may fly

Harley-Davidson has chosen 2004 as the year for a comprehensive update of the Sportster. News items claim that the characteristic vibration may be a thing of the past.

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R90S As Good As New

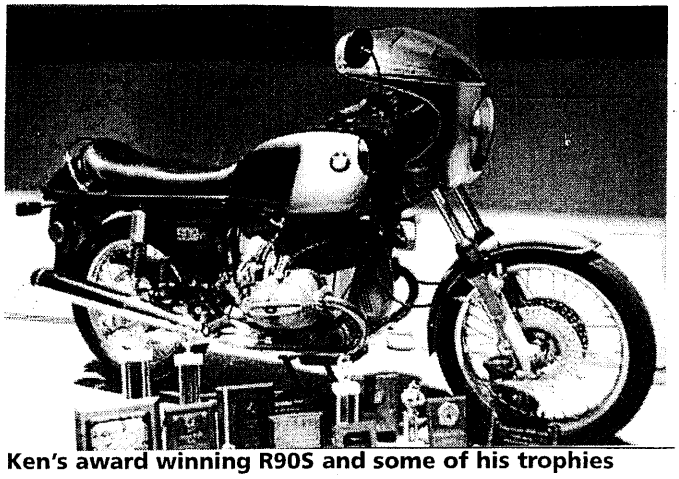
By Ken Claus

The R90S I bought back in 1974 has been a terrific motorcycle with little or no problems. I almost sold it twice, but backed out of the offers at the last moment. Over the years I have tried to keep it in mint condition and have accumulated 92,000 miles going from east coast to west coast. I have entered the R90S in different concourses over the years including 2003 and I'm happy to say that it has won a few trophies and plaques for me.

At the RA National Rally in Ohio in 2000 it won Best Over All, but then I experienced a dry spell. I wanted to enter it at the MOA National in Canada last year, but, unfortunately, it rained on the way there and I opted out. Then there was a mishap. Someone played dominoes with five BMW's and my bike was one of them. I was heartbroken, even more so when I discovered that the damage amounted to about $1,200.

But, a year later i put it back to like-new and took it to the BMW MOA in West Virginia. I entered it in the concourse under the vintage class and won first place with 97 points. Then the following week I attended the Vintage Races at Mid-Ohio and entered the bike in the "Don't Hide, Ride Them" bike show and won second place in the European class. I was quite happy considering the large competition.

All I can say is that I am so glad I kept my R90S and hope to have it for a long time. ■



Ken's award winning R90S and some of his trophies

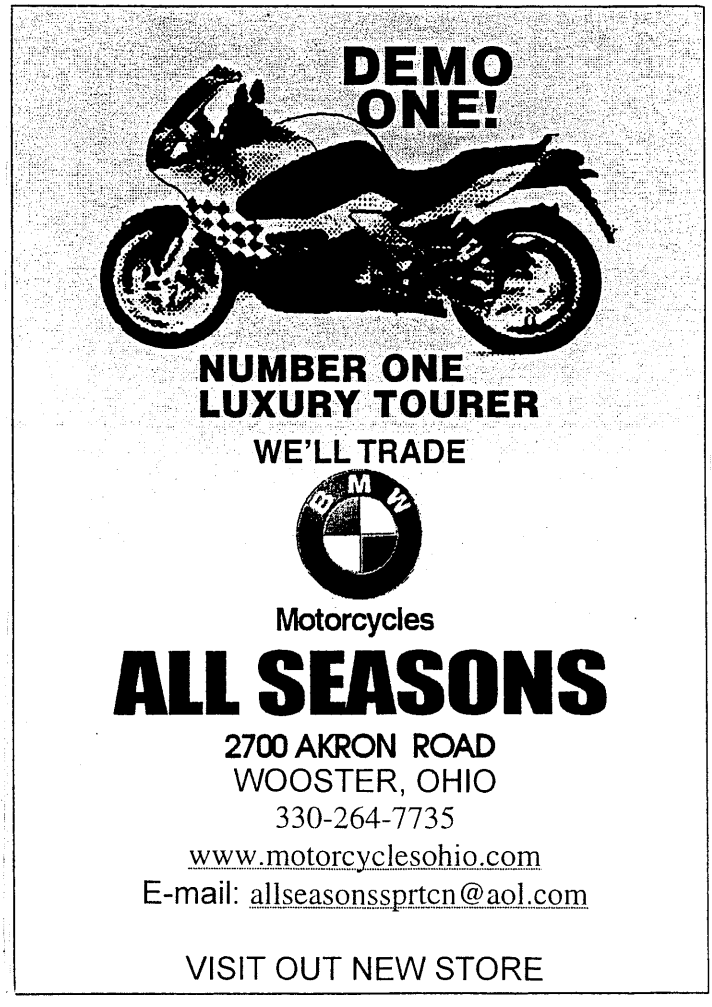
Spring Tune-UP

By Neil Fox

Fellow members: I am a newcomer to the organization and have only attended one meeting since joining the club back in 2002. I attended the March meeting at Jimmy J's Bar in Parma and met a lot of nice people and they encouraged me to attend the Spring Tune-Up at Cobb's unauthorized shop. I am certainly glad I took the day and spent it with the members of the club. I am not exactly a "Mr. Goodwrench" when it comes to things mechanical. I always have parts left over, so, consequently, I don't try to work on my own equipment. My father used to tell me I could screw up a steel ball with a rubber hammer.

I was the first one to arrive at Turp's and was put in charge of making the coffee. I messed it up and Dale had to make it fit for human consumption. He also had to show me how to remove the bags from my K-100LT. Before I knew what was happening, Turp had me changing the engine oil and filter and the transmission and final drive oil; something I never would have tackled on my own. Next Darwin and Marty had me working on the rear brakes. I was able to get the pads out, but only because gravity helped and the spring hit me in the face when it flew off. Brakes inspected and reinstalled and I was done. Well, not so fast, greenhorn. Now Ralph Crider was teaching me spark plug replacement.

What a day! Everyone was so helpful, No attitudes. Just info, work and a warm welcome to the club. ■



Neverending Swap Meet Hits Wall of Death

By Craig A. Webb

Against all odds, the 2003 AMA Vintage Days at Mid-Ohio Sports Complex in Lexington, OH occurred during THREE CONSECUTIVE DAYS of actual summer-like weather! In a year to be forever after remembered as "cool and soggy", this was no small feat.

In celebration, the already humongous swap meet committed spontaneous asexual mitosis and doubled in size. It was now officially impossible to walk it all during the limited seventy two hours available. This produced two immediate cascade effects.

1) The volume of pit bike traffic increased geometrically. The grassy aisles now resembled six lane freeways in continuous rush hour mode. Statistically, there was a greater chance of becoming a motorcycle fatality while browsing than while actually racing.

2) Secondary service industries developed providing motorized transportation of shoppers and their merchandise between the swap meet and the parking lots. Presumably, this developed in response to the alarming spike in heart attacks and hernias being treated at local infirmaries. This is a doomed venture as further swap meet expansion will surely envelop the parking lots entirely.

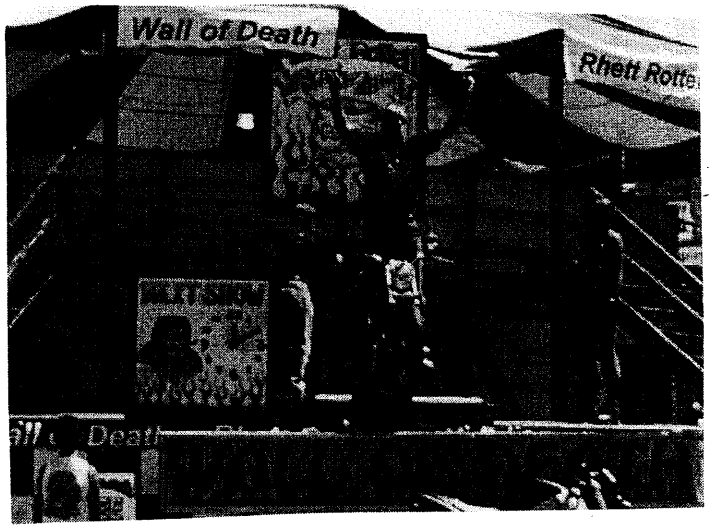
While such enormous selection promises world-class bargaining opportunities, in reality, comparison shopping becomes absolutely impossible. If you find something that remotely resembles what you want, at a price you might conceivably be able to pay, BUY IT IMMEDIATELY. If you walk on, you will never be able to find that booth again. Luckless, slack-jawed, glassy-eyed, zombie bargain hunters became the walking dead; haunting the eternal lanes in futile pursuit of lost opportunities.

Having only one day available to torture myself in this manner, I wisely avoided the swamp meet and spent most of my time waiting in lines. There was the "Sorry old chap, we did not bring enough Triumph motorcycles to demo ride" line. Then I got ample opportunity to contract West Nile virus in the "When is this damned observed trials event going to start" line. Then I consumed a pricey dog-n-suds luncheon while shuffling ahead in the "Massively overbooked old bike buyers seminar" line. But my favorite was being scorched by the noonday sun in the "We never start on time, but we have a big clock out front anyway Wall of Death Exhibit" line.

This 1940's era carnival attraction was really the highlight of the weekend for me because it concentrated all the essential motorcycle rally elements under one scrap of circular canvas. A trusty 1927 Indian Scout in fine running condition, a verbal mountain of hype and self promotion, a crazed, tattooed daredevil rider without protective gear, but with born again devotion and blown out knees, excessive speed, ear-splitting noise, toxic exhaust, imminent death and a Bambi-eyed bikette in a two-piece. What more could I want?

All this crammed into a rickety wooden barrel fifty feet high and twenty five feet in diameter. In a nutshell, the daredevil raced the Indian at an excessive speed around the vertical barrel walls risking imminent death while the bikette hung on one hip in the center alternating promotion and prayer in equal parts. It was quite a show.

Of course, racing around in circles gets a bit boring, even if it is on vertical walls, so the daredevil spiced things up by riding: no hands, backwards, sideways, kneeling, standing—all to the thunderous applause of the eager masses peering down from the upper rim. Now, gravitationally speaking, this all may be easier than it appears. However, should the bike or barrel fail in any manner, one could easily imagine dire consequences for the daredevil and/or his bikette.



In fact, considering the rickety nature of the 1940's barrel and the extreme lateral movement that occurred every time the bike roared by, plus the large, weighty audience situated outside the elevated upper rim, we might have been every bit as much in danger as the performers. But there is more.

To complete this spectacle (and increase his compensation), the daredevil rode close enough to the upper rim to pluck dollar bills from the teeth of nubile female audience members and the outstretched hands of bug-eyed kids. This went on for as long as a bill was offered and extended the show (and the profits) considerably. Perhaps this cheapened the overall appeal of this daring show for some, but, really! Would you ride a 76-year old bike at 50 plus m.p.h. around a vertical barrel three or four stories high for a lousy extra $35?

Mohican Powwow II

By Stan Kain

The Second Annual BMW MOC "Mohican Reservation Powwow Rally" will be held the weekend of September 19-21, 2003 at the Mohican Reservation Campground about an hour and a half from Cleveland (about seven miles down Wally Road off of Route 3, just south of Loundonville, Ohio).

A spot has been secured by the riverbank for campers. The area is shady, has water and electricity hook-ups, is in close proximity to the bathrooms, shower, laundry facilities and is also near the Annual Mohican Reservation Powwow festivities held on that weekend.

The Powwow features Native American story telling, dancing, music, traditional food, craftsmanship, trading, and artistry. The price of admission is separate from the charge for camping. Adult tickets are $8/day at the gate, kids ages 6-12 are $4, preschool children get in free. Two or three day passes are available at discounted rates.

Camping has its own benefits at Mohican Reservation. Canoeing on the Mohican River is offered, bus also kayaking, rafting, and inner tubes. Camping costs only $10 per person per night, children under age 12 are free, but those between 13 and 17 are charged $3 per person per night. Kids will have a great time enjoying the outdoors and learning about Native American history and culture.

You can get tickets for the Powwow at Mohican Reservation. Web site is www.mohicanpowwow.com.

It would help if you let Karen or me know if you're coming so we can make sure we reserve enough space to accommodate you. Reserve by calling Stan Kain at 216-410-1185, or send an e-mail to BMWStan1@aol.com. ■

Bike Fatalities Rise

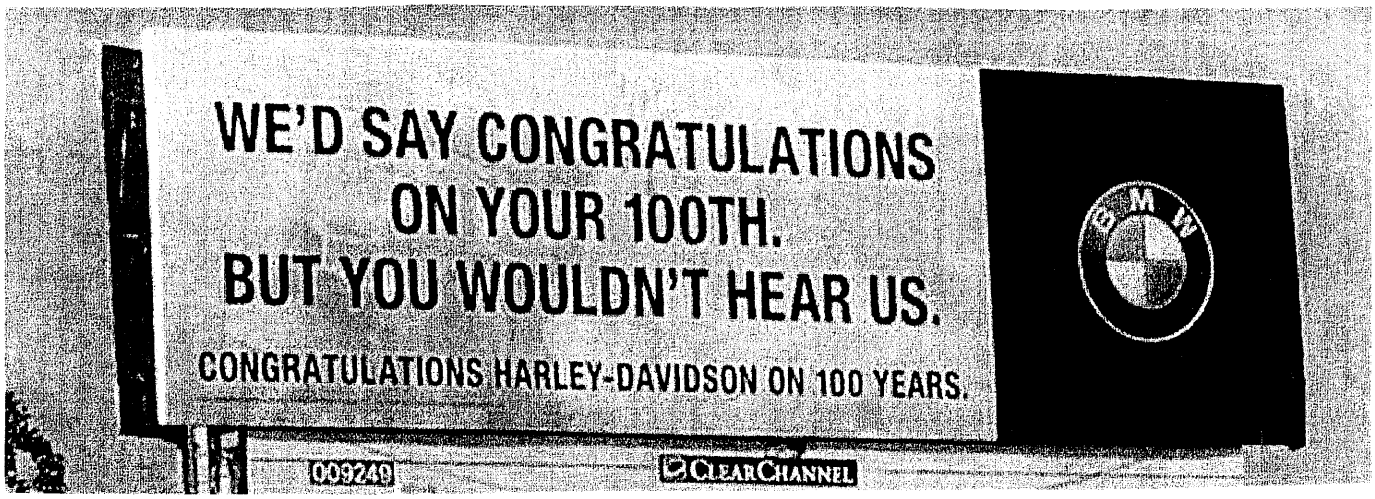
By Don Poremski

When the non-riding public hears of or reads that motorcycle fatalities are rising, it increases the number of times you'll hear the question, "If riding a motorcycle is so dangerous, why do you do it?" Well, the rider's response will usually be some sort of rationalization, but the truth is we are addicted to the sensation of movement and agility that you just can't get in a "cage" and that's that. It's the old adage about if you have to ask, you wouldn't understand.

But, even the motorcycle-friendly press has been bewildered by what is undeniably a statistical increase in motorcycle-related deaths. Since 1997 they have increased by more than fifty per cent with no valid explanation. There is the litany of possibilities that goes something like: graying riders, weakened helmet laws, alcohol induced single vehicle accidents, greater power available to inexperienced riders and the hated oblivious car drivers.

Motorcycle deaths had been consistently dropping between 1980 and 1997, but now are jumping each year: 1997's count was 2,116 but became 3,181 by the year 2,001. In 1997, one in twenty US road fatalities was a rider, but in 2001, it was one in thirteen. Motorcyclists are twenty six times more likely to die in a crash compared to a passenger in a car. Bigger bikes may also be a factor. Average engine size increased from 769 cc in 1990 to 959 cc in 2001.

What is needed is a new, comprehensive study according to Rae Tyson of the National Highway Traffic Safety Administration, but he also doubts one will be made due to the costs estimated at two and three million dollars. In the meantime, **let's be careful out there.** ■



New Dealer Update

By Don Poremski

Recent communications with Dale Kramer indicate that the plans to establish a new dealership in Northeast Ohio continue to unfold. Closing on a new site should be accomplished at just about the time the CCN Fall edition goes to press.

The new location is in Bainbridge Township on Aurora Road, directly across from Six Flags Amusement Park. The property is 1.7 acres large with a house and outbuilding amounting to 7,800 square feet. Dale's plan is to raze the existing house, remove the front of the existing building and put on a new addition. That should bring the square footage available in the new building to approximately 10,000 square feet. The older section will be redone to match the newer portion.

The site will be reworked to allow better access, parking and an extensive "green" space with landscaping. The resulting building will be the largest BMW Motorcycle facility in Ohio" Kramer said. He goes on to mention that he feels this building is far superior to the one that ran into trouble. "The actual site allows us to create a building with much greater appeal and layout for our customers" he added.

The new showroom should be approximately 4,000 square feet. "The location gives us much greater exposure and is more accessible to a wider segment of the population. Who in Northeast Ohio doesn't know where Six Flags is?", Dale grins.

The intent is to take possession of the property by mid-September, start construction with a completion date at the end of the calendar year and be open by mid-January. "It is an ambitious undertaking, but we want to bring a new level of service, enjoyment and dedication to the BMW riding community."

CCN readers are reminded that Dale has requested that those interested in employment at BMW Motorcycles of Cleveland should contact him for discussion of positions needed in sales and service. You can reach Dale Kramer at 440-893-0900, His e-mail address is: Dale@BMWMOC.com. ■

The BEST Ride at Six Flags Is Across The Street

2003 R1150 GS

Opening Winter 2004

BMW Motorcycles of Cleveland
For Information Contact
Dale @ BMWMOC.com
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Intended Opening mid-January 2004. Sorry for the delay, but we are putting together THE PREMIER BMW Motorcycle Dealership in Northeast Ohio. Any suggestions? Please contact us at the above e-mail address.

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When visiting our advertising vendors, mention that you saw their ad in the CCN!

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MOTORCYCLES

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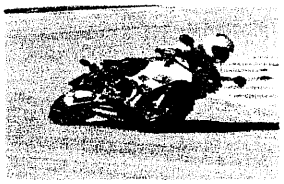


Calendar of Events

September 19-21

Powwow Rally

Held at Mohecan Reservation Campground on Wally Road in Loudonville, Ohio. The Powwow features Native American story telling, dancing, music, traditional food, craftsmanship, trading and artistry. For further information and pictures of the festivities, go to their web site at **www.mohicanpowwow.com**. Contact co-chairs Stan Kain or Karen Majoros at 440-842-2960 for campsite reservations.

September 25

BMW MOC Board Meeting

7:00 p.m. at Stan Kain's house, 11743 West Sprague Road, North Royalton, OH. Contact Stan at 440-842-2960

September 26-28

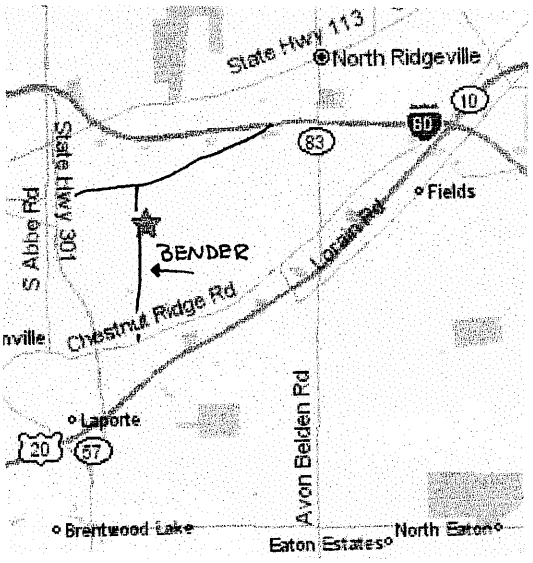
4th and Last R90S Rally

ThHeld at Whispering Hills Campgrounds near Shreve, OH. Doorprizes, R90S bike contest, Saturday Ride through Ohio Amish country. Restaurant on grounds. 50/50 raffle. $25 pre-reg prior to September 20th, $30 at gate. Pre-register to John Lee, 717 Amberwood Ct., Troy, MI 48085. Hotel and cabin info- e-mail to Alex Borbely at **aborbely@johnsonrubber.com** and Ken Claus at **fastR90S@aol.com** for general information.

October 2

BMWMOC Membership Meeting

Go to Melody Lane Party Center, 8820 Bender Road, North Ridgeville, OH (West of SR83 and North of SR10). Meeting starts at 7:00 p.m. For information call Greg Antolik at 440-235-1272



October 2-5

BMW RA Triple B's in 2003

BMW (1) rally at Barber(2) Motorsports Park in Birmingham(3), AL. Take exit 140 off Interstate 20, Leeds Exit. See RA web site for details at http://www.bmwra:org/rally_2003.htm

October 17-19

BMWMOC Fall Foliage Folly and "Gathering of the Clubs"

Once again held at **Whispering Hills Campgrounds** near Shreve, OH during peak autumn color in one of the best riding areas of Ohio. All Ohio BMW Clubs are invited to join us for a goodbye to the 2003 riding season celebration. Camping fee is $8.00 per person per night. Cabins are available for $50.00 and up per night. For Cabin and RV reservations call the campground at 800-992-2435. The Fifth Annual Gathering of the Clams is held on Saturday in the early evening. Clambake bouillon sampling begins around 5:00 p.m. ***Clambake dinners will be available with a prepaid ticket only***. Clam bake dinner includes: one dozen Cold Water Rhode Island Top Neck clams, 1 1/4 pound seasoned BBQ half chicken, sweet potato, ear of sweet corn, roll, butter and cole slaw. Price for dinner remains $15.00. An extra dozen clams would cost $6.50. Woody's Wicked Chowdah is still a buck-a-bowl ($1.00). To purchase tickets, e-mail to Bob Wood, or call **216-252-7933**. Other food, breakfast, lunch and dinners will be available on site at the Ol' Smokehouse Restaurant. Continuous coffee, and, of course, nightly bonfire and bull throwing.

October 24-26

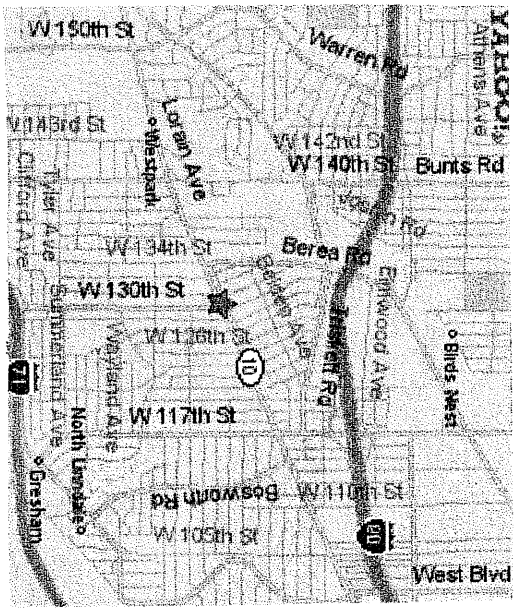
Ohio RA Halloween Campout

Trail Riders Campground, four miles north of Cadiz on SR9. Primitive camping, pit toilets and a paved road into the campsite. Look for a Harrison State Forest sign marked **Trail Riders Campground.** All interested BMW riders are invited to this end-of-the-season campout. Friday night chili pot. For more information, call Bob Wood at 216-252-7933.

November 6

BMWMOC Membership Meeting and Annual Election

7:00 p. m. at Der Braumeister,13046 Lorain Avenue, Cleveland. Phone 216-671-6220. First indoor meeting of Fall season. Election of 2004 Board.



Calendar of Events

November 9

Ohio RA Reg'l. Mtg. and Brunch

9:00 to 11:00 a. m. in the restaurant at the Atwood Lake Resort. Come early and enjoy their fabulous Sunday brunch for only $7.95 and stay for the meeting at 10:00 a. m. Saturday night campout or stay in the lodge. See Atwood Lake Resort website at www.atwoodlakeresort.com.

November 15

Winter CCN Deadline

Send submissions to Don Poremski, 1290 Desert St. NE, Uniontown, OH 44685. Call at 330-877-0582 or send e-mail to strutguy@yahoo.com.

November 25

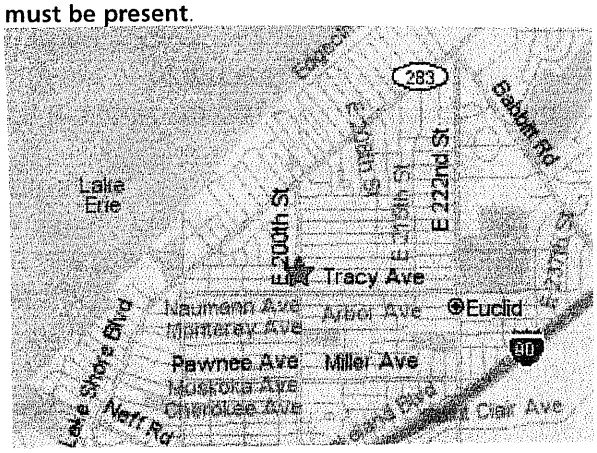
BMWMOC Board Meeting

7:00 p. m. at Darwin McClellan's house, 5604 Franklin Avenue, Cleveland, OH. Contact Darwin at 216-631-0851.

December 6

BMWMOC Holiday Party

6:00 p. m. until 11:00 at the Victorian Party Center, 373 E. 200th Street, Cleveland, OH. Phone 216-738-1108. Dinner and revelry. MOCal awards and **Doer** prize drawing. **Winner must be present**.



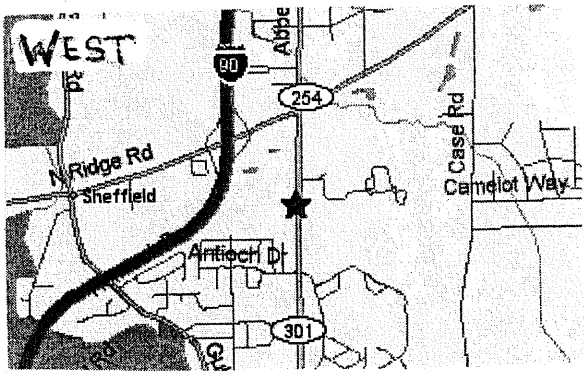
Continuous Through November

Breakfast Rides

Saturdays and Sundays beginning at 3 different locations, West, South and East. All meeting places are restaurants. Get your breakfast order in by 9:00 so you'll be ready to ride by 10:00. Rides are freestyle after breakfast. Rider who leads gets three MOCal points. Attendees, either for the meal or a ride, get one MOCal. Turn in attendance to Don Poremski to record. Use the gathering to hunt down barns and capitals for more points.

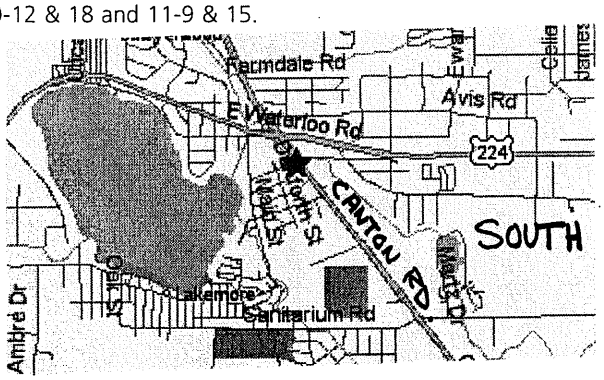
West43= Steak-N-Shake on 4th Saturday, 3rd Sunday, 5300 Abbe Road, Sheffield Village. 440-934-6680

Dates: 5-18 & 24, 6-15 & 28, 7-20 & 26, 8-17 & 23, 9-21 & 27, 10-19 & 25 and 11-16 & 22.



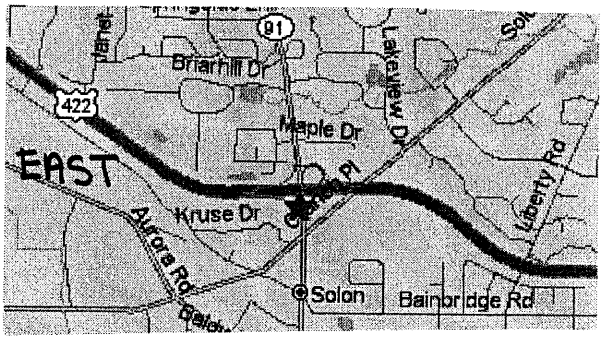
South32=Farmer Boy Restaurant on 3rd Saturday and 2nd Sunday,1324 Canton Rd. Akron. 330-784-4052

Dates: 5-11 & 17, 6-8 & 21, 7-13 & 19, 8-10 & 16, 9-14 & 20, 10-12 & 18 and 11-9 & 15.



East24=Bob Evans Farm Restaurant, 2nd Saturday, 4th Sunday, 6100 Som Center Road, Cleveland. 440-248-4045.

Dates: 5-10 & 25, 6-14 & 22, 7-12 & 27, 8-9 & 24, 9-13 & 28, 10-11 & 26 and 11-8 & 23.



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Member Snapshot

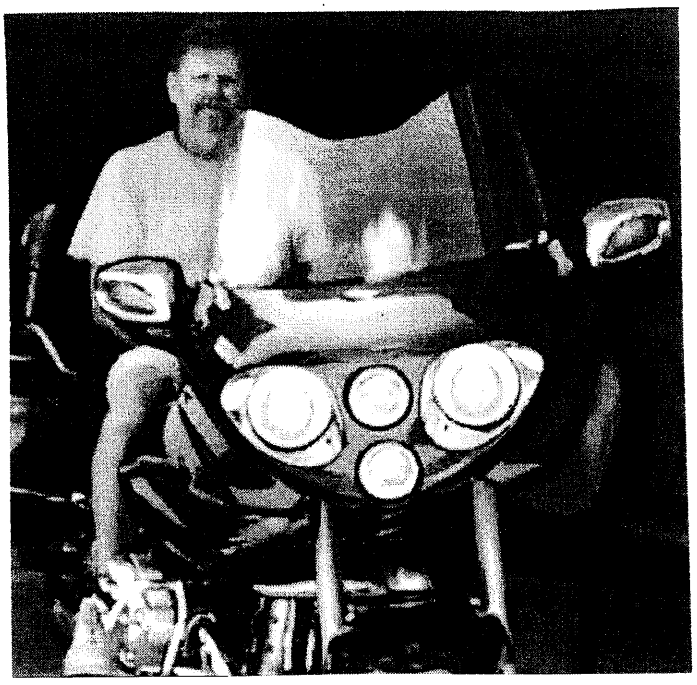
By Bob Shelton

Quartermaster Bob Shelton writing to let the club know I have updated my ride. I went to Sill's Motor Sales, I identified myself to Pam Humphrey, who was a speaker at one of our indoor meetings. I told her I was a BMW MOC member and wanted to buy a new bike.

I had a demo ride in Charleston on an R1200CL and enjoyed it very much. My twenty three year old R100T was serving me well, but my wife encouraged me saying that, financially, this was the time to buy new, and that every bike I had ever owned had been used.

Pam introduced me to Jim Hodges, one of the salesmen. We discussed the model and price with the accessories I wanted, and they promptly discounted $500. We then talked trade value on my old bike. With this completed, all they had to do was get one in the color I wanted as my credit checked okay. My proof of insurance was faxed to them by my agent.

So, now, as BMW makes my first five monthly payments, I am enjoying my R1200CLC, but my old 1969 Kawasaki W2, the '59 Cushman Eagle and the Honda 160 Dream wait quiety. ■



Quartermaster Bob Shelton and his new acquisition.

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Winter hours: Wed –Fri 10:00 to 6:00 pm
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Your '03 BMW MOC Club Membership Card will entitle
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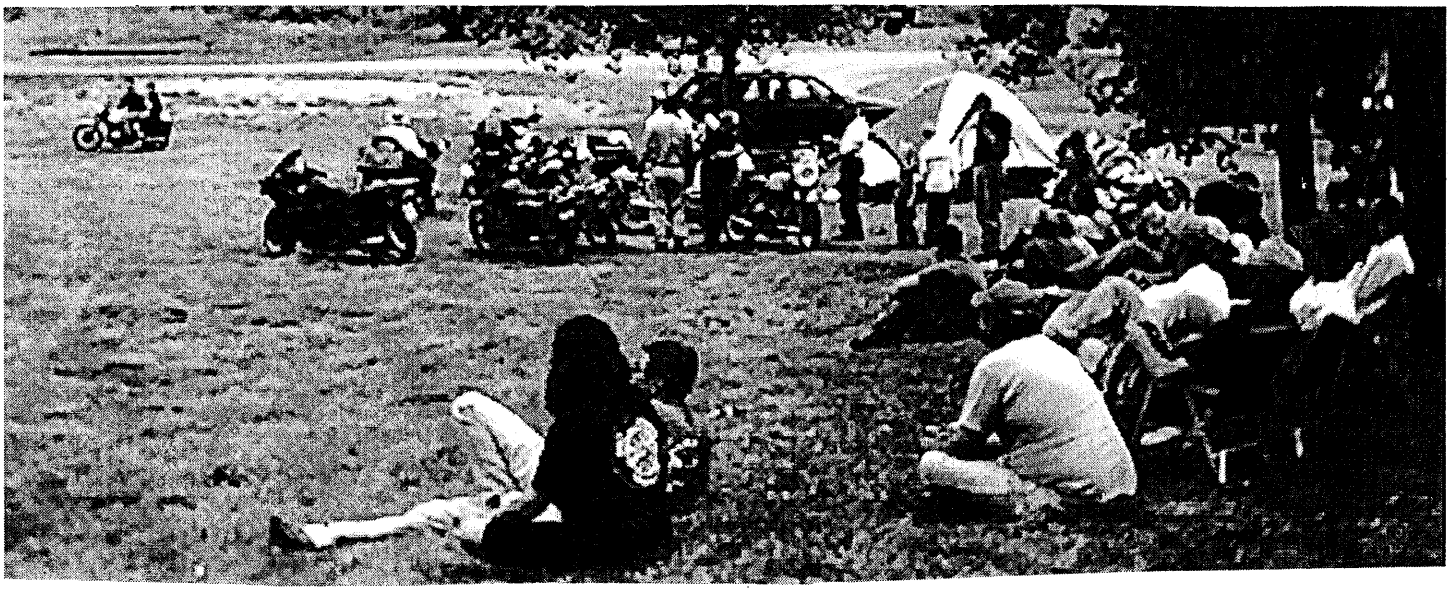
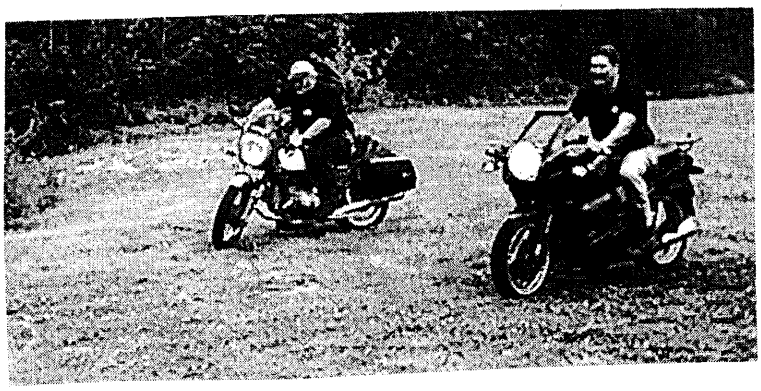
Please Call Kathy for an Appointment at
419-332-9902

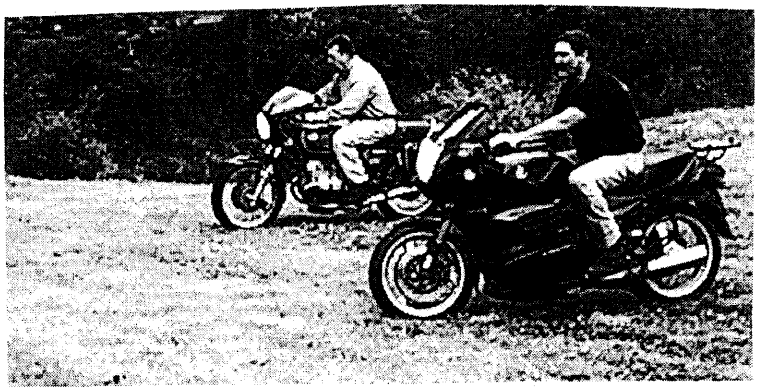
Directions: Take the Ohio Turnpike to Exit 6 (Fremont.) Take SR53 south, just past the traffic light at Wal-Mart and Loew's (on your right) take US20 west and get off at the very next exit (Stone Street/Oak Harbor Road), at the K-Mart sign. Go left (so.) at the traffic light off ramp. Take a

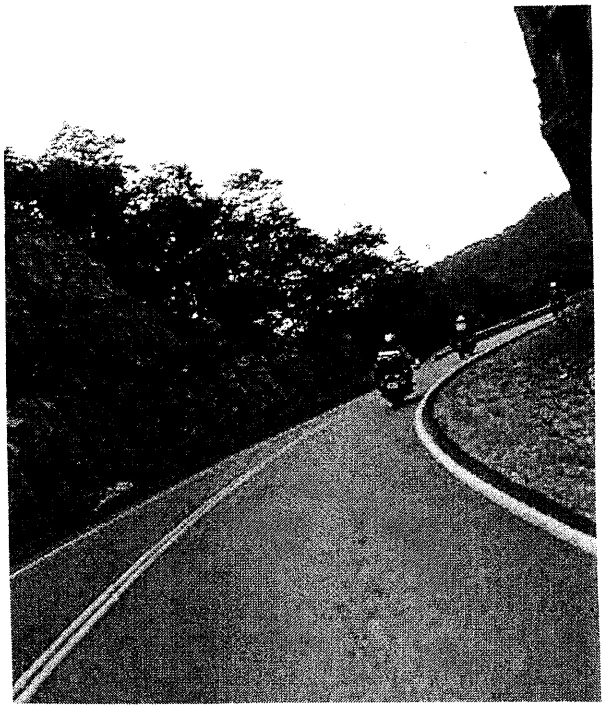


Summer Fun

Clockwise from the top, Micro-Rally attendees watch the field events from the comfort of the shade / Darwin successfully outlasts Turp / Dale shows his mettle and takes 1st in the slow race with Darwin as runner-up / the happy group squeezes in for their three MOCal points in front of the club banner/ Route 99W in West Virginia proves to be a non-critizable element of the MOA rally.







Pennsylvania now helmet optional*

By Don Poremski

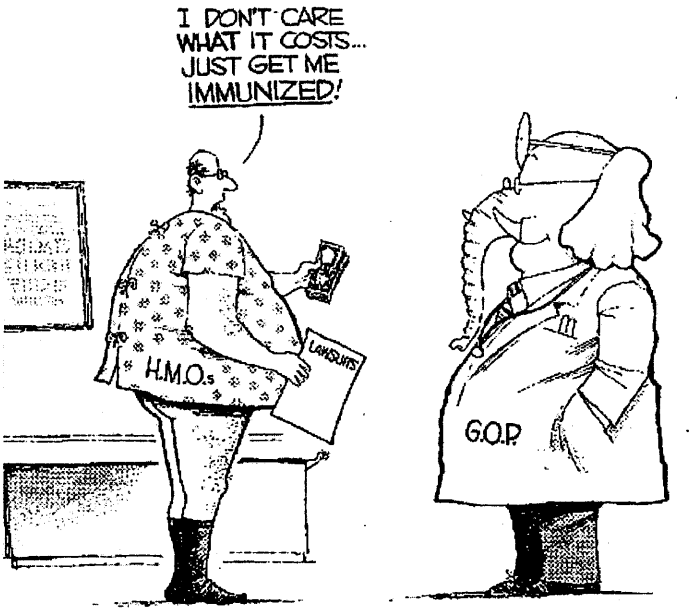
The option to ride without a helmet will soon be available to Pennsylvanians. Governor Edward Rendell recently signed into law Senate Bill 259 which allows helmetless operation of a motorcycle, but with some conditions.

* Helmets would not be required for persons over the age of 21 who have had a motorcycle endorsement on their license for at least two calendar years. Also, a person over 21 who has successfully completed a motorcycle rider safety course approved by PennDOT or the Motorcycle Safety Foundation.

If the passenger is over 21 and riding with a person who meets the exception rules, that person is also exempted. The law is scheduled to go into effect in September, 2003. ■

Brit Tidbit

Triumph has announced a new machine for 2004. Their 2300 cc triple will be the largest motorcycle engine in production. Cost $20K. Performance: O to 100 in seven seconds.



The Corner Market

FOR SALE:

1989 K100RS, 29,500 miles, $4,500.
Call Steve Frederick at 440-942-0565

ACCESSORIES FOR SALE:

Joe Rocket summer mesh jacket, used 3 times - $100

Nady driver/passenger communicator, 1 season of use - $50

BMW battery charger, 9 yrs. old - $40

Heated Vest, 9 yrs. old - $40
Winter gloves, size M - $10
Winter gloves, size S - $10
Chaps, size L - $10
Chaps, size M - $10
Tie down fixtures for K100 - $20
Tie down straps, new - $15
Tie down net - $5

Call Roger Warren, 440-238-9397

Webb Cleans House

Big Blue has been replaced
1974 BMW R90/6 with fairing, windshield, bars, bags, top case and extras. $2,000 or best offer.

Ria Retires from riding
1985 Honda Rebel 250 with custom bars, windshield and adorable vintage bags. $1,000 firm.

Replaced by boat and trailer
Heavy Duty 3-rail bike trailer with built-in storage and drop axle for easy loading of big or small bikes. $500

All three available from Craig A. Webb, 216-398-8431