Cleveland Club News

BMW MOTORCYCLE OWNERS OF CLEVELAND

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

Spring, 1996

...BABBLING FROM BARZELLA...

As you all know, we lost a valued member of our motorcycle community on January 17, 1996. ***Kirtland Hein Zautner*** died suddenly at the age of 48 from a medical complication while recovering from an illness.

Many of our club members attended the memorial service held at his farm in Madison on January 27th. The weather was cold, snow and ice covered the earth and the roads. There was no chill felt inside the house where Kirt's ashes rested on the memorial table in a beautiful wooden box. His spirit warmed the air as family and friends spoke about how he had touched their lives and they had become better people because they had known him. His partner of 14 years, Gerry, had filled balloons with helium, blue balloons, to match his sparkling eyes. As the Scottish piper played Amazing Grace and lead the procession outside, each was given a balloon. While the piper played on and thoughts of Kirt filled everyone's mind, the balloons were released. As they rose up into the sun filled, bitter cold, blue sky filled with billowing white clouds, clapping, whooping and hollering rang from the assembly as we celebrated Kirt's life and mourned his passing. We wished him well on this, his final journey.

Few people knew that Kirt was a hot air balloon pilot and that he and Gerry shared many hours up in that same sky soaring among the clouds in the balloon they designed together. When the balloon was sold, they would have a helium balloon send off every year to recapture the memories of the fun they had together sharing those experiences. As Gerry said, Kirt taught her how to have fun, and fun was to be had when Kirt was with you. He could kick tires and tell lies with the best of them. We all know that Kirt was a major supporter of our club by donating goods to be raffled at the meetings. His donations created revenue that assisted us in having a positive bank balance and the ability to provide some extra things this year that benefited everyone. He also donated his time and garage for the tune-up clinic as well as providing members with parts through **Biker Buddy** at a reasonable price. He was elected as a Director for this year and regularly attended meetings. A Memorial Fund has been established with the purpose of purchasing a block in the wall at the AMA Museum in Westerville to keep Kirt Zautner's name alive and to support an organization that helps all motorcycle enthusiasts. Kirt didn't care what kind of bike you rode, as long as you rode it. Any remaining funds will go to Gerry Zautner, his partner in life.

Kirt and Nikki, his trusty companion, having fun with the sidecar.

Donations can be sent to: **Society National Bank, 120 W. Streetsboro St., Hudson, Ohio 44236, MEMO: Kirt Zautner Memorial Fund**. All donations will be appreciated and a statement will be issued when the funds are disbursed. Thank you.

The Barzella face?

The weather is changing and the days are getting longer. YEAH!! Before we know it, it will be time to tune-up those bikes, spit and polish them, and move on down the road, (Except for Karl, Zircon, and probably a few others who never put their bikes up for winter). The Board has been very busy getting plans together for this years events calendar. Those plans will be found in this issue for events finalized for March through June at least.

There appears to be a great deal of enthusiasm going around among the ranks and many are excited about what is in store for our club this year. I hope that everyone will be involved and that we will be able to meet the needs of the club. Simplicity may be the answer. My goal is to be able to plan events that EVERYONE can ride to and not have to go

(-continued next page)

...BABBLING (continued)

in a cage as a pack mule. After all, we are The BMW Motorcycle Owner's (and Riders) of Cleveland.

For those of you who do not belong to the BMWRA, our newsletter was mentioned in the January issue of On The Level. "The BMW Club of Cleveland has one of RA's best and ever-improving newsletters. In a recent issue they reminded airhead Boxer owners of the need to grease their R bikes' exhaust nuts. This is very good advice". Congratulations to Bob Wood for being recognized as he is the EDITOR of our newsletter. We have said all along that he has been doing an excellent, superior, outstanding job, well worth listening to his moaning, groaning, and complaining about the time schedules, work load, creative editing, etc., etc. All kidding aside, Job Well Done Bob. We all appreciate your efforts, and this year we will try to get you the help you need to be able to carry on in this established tradition. Kudos to Zircon also. His "Grease your Nuts" article was reproduced in the same article. Bob Zronek was referred to as "Tech Guru "Zircon"' and we all know he is! I know it was exciting to both of them and it is a recognition of the quality people that belong to our club.

I know there are many more of you out there who have stories to tell, news to be made known, jokes, pictures, etc.. Get involved, send them in to the newsletter. Get Published, Share your Knowledge , Have FUN!!!

Barzella give it a rest! O.K. Signing Off. See you out on the road or at the next meeting.

-Barb Cowan, President

Club CPR Class

As Road Captain (and a Firefighter/EMT) my emphasis will be on safety on the road and at home. Each newsletter will have information concerning safe riding and safe living.

This issue is concerning cardiopulmonary resuscitation or CPR. I feel that it is important that all people learn CPR. In simple terms, CPR is an artificial support of breathing and circulation. If CPR is started quickly after the event of a heart attack, chances are, that person has a good chance of survival. Brain death occurs within 10 minutes when breathing and heartbeat cease. CPR will continue these functions.

Look for a *BMW MOC* CPR class toward the end of this April. It will be held at either the Chatham Fire Station or Phil Danzey's house. Cost is $5.00 and will be an all day class with a break for lunch. I will have the date and place confirmed by the April meeting. Details will be available on the club phone message system. - Pam Yek-Kean, Road Captain

Bits & Pieces

The Spring Tune-Up Clinic will be held at a new location this year due to the unfortunate passing of our beloved Biker Buddy, Kirt Zautner. See the Tune-Up Clinic article or Ohio Calendar of Events for details and directions.

The survey is complete and the numbers have been crunched by our "Tech Guru Zircon". Now what do you think the dealers have to say? Find out what they have to consider in this issue of the Cleveland Club News.

New to the CCN starting with this issue you will find commercial display advertising. The club said OK to our newly developed policies for the newsletter and we hit the road for ads. Our new advertising manager and board member, Don Walker has done an outstanding job of soliciting our local dealers for their support. All dealers in the northern half of the state were contacted and offered ad space. Don brought back some exciting deals for our members which makes your membership in the Cleveland Club quite an asset. Want $5 off on your next oil service? How about a guaranteed 10% off on any BMW part in stock or ordered just by flashing your BMW MOC membership card? Or, a $50 or $25 donation to the club for the purchase of a new or used BMW motorcycle from Scheit's in Fremont, OH. Did I get your attention yet? See the ads in this issue for details and ...PLEASE... patronize the merchants who are willing to work with their local club.

Micro Rally plans are set and it's going to be the best ever. Everyone will be able to ride (no need for a cage) because of the excellent facility the site committee has found. The campgrounds will supply everything from our choice of meals to the firewood. See *calendar* for more details.

Moodus, CT, is being revisited by the 1996 BMW Demo Fleet during SuperRide '96 in what is being billed as New England's #1 All-Brands Rally. The SuperRide will be held at the Sunrise Resort, May 3rd thru 5th and feature demo rides from all the major bike manufacturers, a championship bike show, field events, a vendor mall, and the AMA Regional Road Riding Convention. For details on exhibiting or attending contact Paul Essenfeld at 860-285-8948.

March is Membership Month

Please send in your DUES so you won't miss out on any upcoming Club Events. Your annual $10.00 brings your copy of the Cleveland Club News for another year, membership card and handbook, access to the level two voice mail messages, a discount on BMW goodies at the local dealers, and all other membership rights and privileges. Use the Membership and Renewal form in this issue. and renew or join today, for better riding, tomorrow.

Golden Schwing!

Schwing! I had two contestants participate this year for our Points Contest. It was close, but congratulations go to our newest Golden Schwing Award recipient - Barb Cowan. Barb was awarded the MOA medallion mounted on an engraved plaque at the March meeting.

For anyone interested in participating this year, mark down your mileage and start keeping track of the meetings you attend and the committees you join. Other qualifying tips are in the back of your handbook. The Points Contest runs from March to March. Good Luck!

Thanks to Setta Trophy for the inexpensive and quick job on the plaque.

-Donna Schettine, Director and Points Committee Chair

...Bits & Pieces (continued)

Lady's Day on the track? W.O.W. (Women On Wheels) and Reg Pridmore's C.L.A.S.S. Motorcycle Schools are teaming up this year at Gratten, Michigan, on July 30, 1996 with camping, swimming, and fun for all with this dynamite weekend. Sorry guys, no men will be allowed on the track that day. For more information on this event contact: Women's Motorcycle Foundation, 7 Lent Avenue, Dept. MT&T, LeRoy, NY 14482, or call 716-768-6054.

Reg will also run C.L.A.S.S. at Mid-Ohio this summer on Friday morning, June 28. Tuition is $275. If our club can schedule six (6) participants we will receive a 20% discount, if thirteen (13) members are interested 30%, and so on.

3-3-0 begins this month. Ohio's first new area code since 1947 begins serving the southern portion of the current "216" area. If this change affects you, please contact our secretary, Michelle Stone, or leave a voice mail message.

Timing is everything, not only applies to your bike's engine but also to the events you are able to attend. This year the Ohio BMW clubs have made it easy to attend *all* the early season rallies and Superbike Weekend as well. No duplicated weekends? See details in the Ohio Calendar of Events and mark your personal calendar ahead of the season.

New member and *new* owner of her *first* Beemer (a K-bike no less), Kelly Mikolajczyk shares her account of her first ride...er, s-l-i-d-e on her new steed, "Rozie". Kelly shares many other interesting aspects of getting her K75S to fit a petite framed lady.

Also this issue is the conclusion of Steve Dumek's two part Alaskan Adventure, an outstanding Motosiapen Moments, and a reply to Jerry's "Oh Deer" offering in the last issue from *my* personal K-bike guru, mentor, X-owner of Daytona BMW, and all around great guy Joe Katz. Hope you all enjoy this issue. It was fun to assemble and edit. -*Ed.*

In Memory of Kirt

A scrapbook of memories, fun stories, serious discussions, or acts of kindness involving Kirt is being collected for Kirt's family. Please search your photo albums and memories for stories about how he enriched your life and send them to: Sandra Warren
17035 Raccoon Trail
Strongsville, OH. 44136.

Kirt Zautner Tune-Up Clinic

Due to the fact that the club's Spring Tune-Up Clinic has been held at Kirt Zautner's house since its beginning, and that he was instrumental in getting it started, it has been voted upon that we should honor Kirt by bestowing this Spring event his name. I must report that the clinic will not be held at Kirt's farm as we were hoping because all of the inventory and equipment has been sold.

Phil Danzey has offered his garage for the annual event on Saturday, April 20. We also will have fellow member, Johnny Roman from Roman's BMW in Youngstown there with oil, filters, and tune-up supplies. You can contact Roman's if you need other parts and they will bring them in their truck that day. They are also having a spring tire sale with free mounting and balancing at their shop. Be sure you mention the Cleveland Club when ordering your parts. Roman's BMW is at 1723 Market St., Youngstown, and can be reached at 216-743-4852.

Food will be on your own at the clinic and a grill will be available at lunch time. We will supply a cooler for beverages and coffee all day long. We might have breakfast. Phil Danzey's garage is at: 625 N. Rocky River Road, Berea, Ohio. (located behind the Corner Cupboard Cabinet Shop between the Eagles and VFW Halls) You can call Phil at 216-234-8008 if you get lost. Look for the BMW roundel at the driveway.

The Kirt Zautner Spring Tune-Up Clinic is on Saturday, April 20, 1996, from 9 AM till the last bike leaves?

Please call Bob Zronek at 656-2440 as soon as you read this and let him know if you're coming and what bike or bikes you are going to be tuning. He will let Roman's know how many K's, R's, and other brand bikes to expect to help them determine what supplies to bring. You can also leave a message on the club's voice mail at 566-0196. Thanks. See you at the Kirt Zautner's Tune-Up Clinic!! - Zircon PS BRING TOOLS!

Cleveland Club News is published solely for the entertainment and education of it's readers. The BMW Motorcycle Owners' of Cleveland, Inc., and the publisher assume no liability for the content or accuracy of the information contained in this newsletter, nor do we necessarily endorse or agree with the statements or opinions presented herein. Cleveland Club News is published quarterly by the BMW Motorcycle Owners of Cleveland, Inc. and is included with the annual membership dues. Non-member subscriptions are available for $5.00 per year. Complimentary issues may be requested on a one time basis. For details on how to receive a newsletter contact: Bob Wood, publisher/editor at 216-252-7933 or write to: Cleveland Club News, 4257 West 130th Street, Cleveland, Ohio, 44135-4869. © CCN 1996

BMW MOC ELECTION RESULTS

For the benefit of those of you who could not attend the January Election Meeting here are the results of the voting. About 40% of the club showed up to cast their ballots and participate in this annual event. Ed.

Listed on page 12 you will find the names and telephone numbers of your newly elected officers and directors. Feel free to call them if you need information or have a question for your *new* Executive Board. They have been busy formulating an agenda, splitting the secretary and treasurer duties, completing the new 1996 Member Handbook, scheduling rallies and events, and the like, since the election. A tally of the election is below.

The proposed By-law change, Issue I, which separates the secretary from the treasurer duties and redefines the newsletter editor responsibilities passed overwhelmingly with 45 yea's to only 3 nay's.

Also on the ballot, Issue II to redefine the club's monetary funds appropriation, membership requirements and to clarify some miscellaneous definitions also gained almost unanimous approval with 47 accepting the changes and only one vote cast against the issue. One member did not vote for either issue.

The following votes were cast in the 1996 BMW MOC Annual Elections for the nominated candidates.

and THE WINNER IS...

PRESIDENT-	*	Barb Cowan	46
		Write-ins	3
VICE-PRESIDENT-	*	John Gerow	44
		Write-ins	5
SECRETARY/ TREASURER-	*	Michele Stone	23
	*	Bob Wood	25
ROAD CAPTAIN-	*	Pam Yek-Kean	47
		Write-ins	2
DIRECTOR-		Phil Danzey	26
(4 positions open)	*	Russ Davis	29
	*	Donna Schettine	31
		Don Walker	15
	*	Kirt Zautner	39
	*	Bob Zronek	42
		Write-in	0

* denoted elected nominee

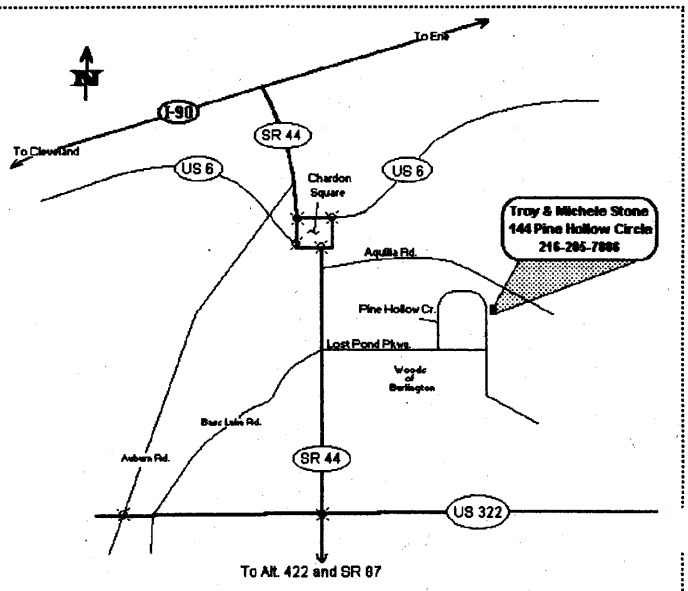
Call your BMW HOT LINE!
(216) 556-0196

Ohio Calendar of Events

The events listed below are a comfortable days ride or less on a BMW motorcycle, and generally are no more than 300 miles from Cleveland. -Ed.

March 28 **BMW MOC** BOARD MEETING - 7 PM, at John Gerow's, 8181 Munson Rd., Mentor, 216-255-7016.

April 4 **BMW MOC** MEETING - 7:30 PM Michelle & Troy Stone's, 144 Pine Hollow Circle, Chardon, (see map) 216-285-7806.



Map to April 4 meeting at Troy & Michele Stone's house.

April 15 BMW MOA Mileage contest begins. Fill out your entry form and mail by May 15.

April 13 Experienced Rider Course - Polaris Vocation School, Berea. 8 AM-6 PM. $25 preregistered. 891-7750.

April 19-21 Shade Tree Open-House, High St. (Rt. 87), Middlefield, OH. 216-632-1108.

April 20 Experienced Rider Course- call Polaris for reservations.

April 20 Kirt Zautner Spring Tune-Up Clinic - Phil Danzey's Garage, 625 N. Rocky River Rd., Berea., 234-8008. See the article on page 3 for details.

April 22 All Season's BMW Open-House - 2694 Akron Rd., Wooster. 216-264-7735, Joe.

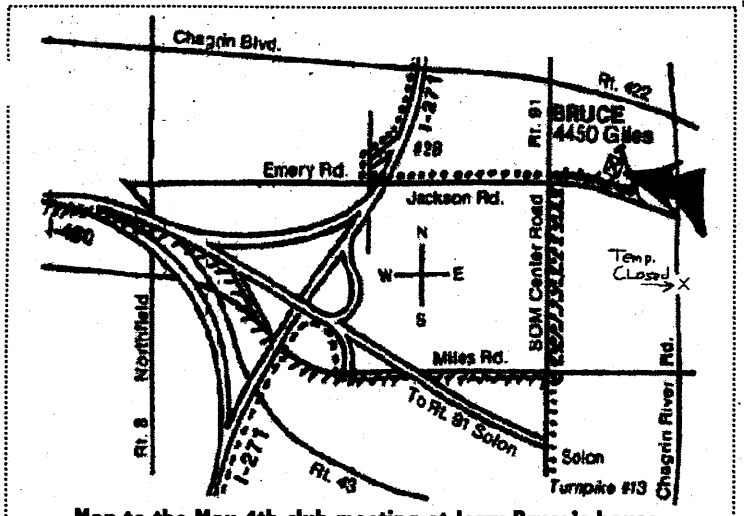
April 25 **BMW MOC** BOARD MEETING - 7 PM, at Don & Patty Walker's house, 1500 Stanford Dr., Brunswick, 330-273-5006.

April 28 11th BMW Flea Market - Police Pistol Range, Blackhawk Rd., west on Illinois SR 251, 1.5 mi. south of US 20 in Rockford, IL. $2.

April 28 Enduro - Wellston, OH. Call 216-384-2286 for info.

May 2 **BMW MOC** MEETING - 7:30 PM at Jerry Bruce's house, 4450 Giles Rd., Moreland Hills, 247-5656.

May 3-5 23rd Original Mini Rally - Green Valley Campground, Sturgis, MI. $10/person.



Map to the May 4th club meeting at Jerry Bruce's house.

May 4-5 Can-Am Vintage Challenge (trials & swap meet) Cable's Campground, Toronto, OH. $5/day includes camping.

May 4-5 Renfro Valley Dual Sport Trail - Renfro Valley, KY. (off I-71). Call 304-284-0084.

May 10-12 BMW Dutch Country Rally - Lewisberry, PA. Call for info 717-292-5407.

May 11-12 Hill Climb - Pioneer Motorcycle Club, Inc., Waterford, OH. (SR 60 & SR 339). Follow signs from SR 339 in Waterford. 10 AM.

May 17-19 Spring Thaw Rendezvous Airheads Rally - Cable's Campground, Toronto, OH. Call Dave at 513-661-1073.

May 17-19 Southwestern Indiana Rally (formerly the Shakamak rain rally) Davies County Fairgrounds, Elnora, IN. $17 pre-reg./ $19 at gate. Call Fud Farquer at 812-692-5873.

May 17-19 4th Annual Western Reserve BMW Sidecar & Motorcycle Campout - Buccaneer Campgrounds, 4 miles SE of I-90 & SR 45 on SR 307, near Jefferson, OH. Call John Gerow at 216-255-7016.

May 25-26 National Reliability Enduro Series - McArthur, OH., (US 50 & SR 93). Call 614-766-8359. (This is the qualifying series for the US teams to the International Six Days Enduro).

May 28 Springfield Mile at the Illinois State Fairgrounds, Springfield, IL. Call 217-753-8866 for detailed information.

May 30 BMW MOC BOARD MEETING - 7 PM, at Bob Zronek's house, 663 David Drive, Streetsboro. Call for directions at 656-2440.

May 31 June 2 Honda Super Cycle Weekend presented by Dunlop Tire at Mid-Ohio Race Course, Lexington, OH. 1-800-MID-OHIO.

June 3-8 Americade '96 Lake George, NY. Major manufacturer demo rides, mini-tours, over 200 exhibitors, music and laser show, light parade, 100+ trophies for riders, bikes, and clubs. Over $200,000 in prizes. Info call 518-656-3696.

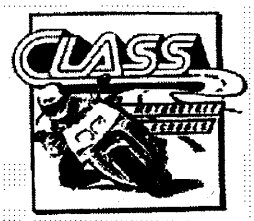
June 7-9 BMW MOC Micro-Rally at Li'L Beaver Park, 5 miles west of Lisbon, OH. This is a *new location* this year. Fri. bonfire, Sat. club business meeting, catered dinner, beverages, bonfire, and more for $20. All Cleveland club members will get a flyer with details in May. Call Pam at 330-667-2496 or the voice-mail.

June 14-16 Ohio RA Mohican Camp Out at the Mohican Reservation, 23270 Wally Road, So., Loudonville, OH. Camping, swimming, canoeing demolition derby, fishing, mini-golf, horseback riding, live entertainment Saturday night with door prizes and free pizza, Pete's wicked coffee and more. Campground phone 614-599-6631.

June 21-23 Rubber City BMW Rally, held at the Chippawa Valley Campgrounds at I-71 and I-76. $25 Call Carl Thompson at 330-665-4214 for more info.

June 27 BMW MOC Board Meeting - call the club voice mail for location and time.

June 28 Reg Pridmore's C.L.A.S.S. Motorcycle School held at Mid-Ohio, in Lexington. See Bits & Pieces earlier.



June 29 AMA Grand National Pro Half-Mile Dirt Track Racing at the Allen County Fairgrounds, in Lima, OH. Info - 419-478-1836. 8:00 P.M. Sat. Camping at nearby Bike Haven in Wapakoneta, OH.

July 11-14 BMW MOA 24th Natl. Rally, Morgantown, NC.

July 18-21 RA in Bonjour Intl. Rally, St. Agapit, Quebec.

Every Sunday Buckeye Biker Breakfast 9:00 A.M. at the Halfway House between Columbus and Delaware on SR 23.

CALL the Cleveland BMW HOT LINE at 216-556-0196 24-hours a day for the latest in local activities or leave a message. Members are urged to access the Level II messages for detailed information regarding our club events. Directions are on the back of your membership card and in your handbook.

Note: BMW RA International rally listings can be downloaded from CompuServe's **Motorcycle Forum**, under the "**Clubs and Organizations**" Library as file name: **BMWRLY.TXT** or found on their new Web page at **http://ourworld.compuserve.com/homepages/bmwra/** This new BMW RA Home Page on the World Wide Web looks great! If you're cruising the Web stop in and see.

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First Beemer Ride...er, Slide!

by Kelly Mikolajczyk

Dave and Kelly sent this E-mail via aol's Web server and my personal mailbox just before the March meeting. Their enthusiasm is unmatched by any other couple in the club. They are an exceptional duo and a breath of fresh air.-Ed.

Howdy folks, men and women all! We've done it! The K75S is ready for the lady to ride!!

We've been putting long hours in at the shop this week to get my first Beemer on the road. We had it back together last night with a shorter Progressive shock, lowered fork tubes, and a successfully rebuilt cooling fan motor. So we threw on the Corbin and David took her out for a test spin.

"The steering is a little rough, but you can handle it", he says. So I hopped on and crept out of the parking lot. The steering was stiff, like the wheel wanted to go elsewhere from the bike. But I putted on down the road and soon realized that I had to turn around before the railroad tracks. I didn't want to go into downtown Willoughby, Ohio without plates or insurance. So I pee-pee stepped it around and putted back to the shop.

"We'll try lowering the fork tubes again tomorrow," Dave and Terry said as we closed up shop for the night.

Terry called us this morning and said the steering should be fine now, "There were only 10 lbs. of pressure in the front tire."

All right! Let's go ride her! It was almost 35 degrees and clear skies, so we donned our winter riding gear, hopped on Rozie, and headed down to the license bureau for some temporary tags. We walked into a swarm of people and buzzed about the bike till the tags were ready (computer went down...)

While David and Terry were putting new brushes on Rozie, I took off the Corbin and prepped it for surgery. I took a drill to the rivets and peeled back the front half of the cover. Then we put the seat back on the bike and with a scribe, outlined the frame on the seat's fiberglass bottom. Then Terry and I took the saber saw and began the operation of thinning this seat for my two-bit legs. After I dusted off the fiberglass, I took Dave's Super Leatherman and beveled the foam. We polished it off with a handmade belt sander and proceeded to re-rivet the cover. Wa-La! A custom low seat Corbin. So Dunkle, I guess we'll all just have to find you another Corbin.

So now it's after 6 PM and it's snowing big fluffy flakes. We make it over to the Shell station for some gas. But first, I hit the horn instead of the turn signal and scared my own wits. Then I hit the throttle too hard and lurched forward. We finally jerked to a stop at pump #4. Whew!

"Kinda cold to be ridin' bikes, ain't it?" said the kid behind the counter. He just doesn't understand...the FIRST RIDE!

I crawl out onto Vine Street. I'm just not used to a fairing. It doesn't move so I'm afraid that I'm not turning. Guess I oughta stop looking at the faring...If you haven't noticed, I have a very touchy throttle and I'm a very inexperienced rider. Speed up, slow down, speed up, slow down. Even forgetting which way to turn the throttle. David is my guardian angel keeping all the cages away.

As I turn onto Kirtland-Chardon Road, a cop has his lights on. I pull into a driveway and David pulls up next to me.

"What did I do?" I ask David as I find neutral and wipe the snow and fog off my face shield.

Cop shines a light on us and says: "Just making sure you are both legal riders. You were kind of shaking and swerving on the road...you had your left turn signal on when changing into the right hand lane. It's a bad night to be on the road. Where are you headed?" he asked while checking our licenses.

"Just up to Eagle Road." said David explained to him that we were over at Suburban working on it and we were just trying to make it home. That was enough to satisfy the cop as he let us off with a "ride safe".

So I take off with my helmet cracked and my fingers slowly freezing. Roads are OK, just wet and snowy. Until we get to the driveway...er, toboggan run.

Ohho...ohho...ohho...oh, the driveway. I stop just after I turn in.

"How are you?" David asks.

"Scared" I say looking at the virgin snow ahead.

You'll do fine. He rides ahead and I follow. He stops at the bend and I ride by thinking he wants me to pass. It wasn't bad. Just putted along in first gear. I was almost to the garage and decelerated. The bike swooshed and swerved and I kept it up. Then the bike went perpendicular and I put the bike on its side. Just jumped right off. Shut the engine off.

David picked up the bike..."You broke the shifter lever" he said. David put our bikes in the garage as I gave my wobbly legs a seat.

"Kel, remember what I told you when you first started to ride? Whenever you get into trouble, pull in the clutch. You decelerated and your rear wheel started to lock up. You would have been fine if you just pulled it in."

Whoops! Live and learn. At least it was a kind fall and I'm not petrified of the bike. I've got a lot to learn, that's for sure. But the bike's fine and I'm happy as a pea. What a bike! (even if I couldn't really see where I was going)

So a big thanks to y'all for helping me get on the road. It's been well worth the wait.

I hear the snow is going to clear tonight....

G'Knight with big Beemer eyes, ...Kelly.

BMW Motorcycle Owners' Survey Results

by Bob Zronek

Well, the facts are in from the survey. I don't think many of our brothers and sisters spent much time on the forms, as it took me two days to do it myself, but the data is interesting. Thirty five forms were returned and from the results I can project an average for our 130 member (180 bike) club.

It seems most households are multi-biked. The survey indicated an average 2 (1.97) bikes owned per form, each ridden about 5,623 miles per season. Based on the 180 motorcycles listed in our club database, the seasonal mileage ridden for the club is around one million miles. I figure we must buy around 250 tires (based on one set per 8,000 miles) and about 80 batteries (based on a three year life) per year. We use at least 1500 quarts of oil plus filters and plugs.

I'm sure the dollar figures were inaccurate on most of the surveys, but we spend a lot of money (well spent I must say) on our great toys. I plan to try this type of survey again in the future. I am also planning to visit our local dealers to see if we can improve our relationship with them and maybe wrangle up a deal or club discount.

I forgot to ask you to rate our dealers. Some of you did anyway by naming the ones you patronize. I will share your comments with them, good and bad, when I speak to them one on one. We need parts, riding gear, oil, and tires. They want to sell parts, gear, oil and tires. Hopefully we can work things out to both of our advantages, as we really do need each other.

Here are the figures from the survey used to extrapolate the results:

I got 35 respondents representing 69 motorcycles total. 34-R's (air), 18-K's, 1-R (oil), and 16-other brand with 2,255,856 total miles on their speedos. That is an average odometer reading of 32,693 per bike. 408,700 total miles last season averages 5,623 miles ridden per bike. Total parts purchased of $20,250 averaged $578.57 per household polled. Total tools bought of $2,825 averages $81 per form. Total riding apparel last season of $8,655 averaged $247 per household. How people shop: BMW Dealer - 43%, Mail Order - 28%, and Other - 25%. Service: 25 do their own if they can, (some of these used a dealer occasionally) 19 use the dealers exclusively, 6 used non-BMW dealers. Are you happy with your Dealer? 15 - yes (43%), 19 - no (54%), and 1 - ? (3%). Favorite brands of oil: 542 quarts of oil used by respondents ranked Castrol #1 by a major margin, BMW Spectro #2, and Mobil 1 and Valvoline ranked #3 (with 2 people each). People willing to group purchase got 26 yes (74%) votes, 3 no (9%), 1 needed more information (3%), and 5 did not answer (14%).

Thank you for your help with this project.

ZIRCON

Motosapien Moments

by Craig A. Webb

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

Part I - FEBRUARY CRUISING

Somewhere in the motorcycle press I've been devouring this winter I discovered 1996 has been baptized "The Year of the Cruiser". We're not talking behemoth naval warships here, we're talking motorcycles that weight only slightly less.

Yes, retro V-twining has taken another giant leap backward attempting to absorb the Harley mystique and the dollars that worship it. Having morfed into full lines of H-D clones last year, Yamaha, Kawasaki and Honda have executed temporal leapfrog and now resemble reborn Indians! **Before** that cherished marquee even achieves rebirth. (If it ever does.)

Only Nixon could pull off a more sneaky Preemptive Retaliatory Strike. Can pseudo Hendersons and Excelsiors be far behind? Is this stylistic time machine stuck in reverse?

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I imagine that all the various engines used, V twins, V fours and even flat sixes are superior in performance, reliability, and maintenance to the Evo twin. Of course that's the opinion of a virtual non mechanic and subject to factual disembowelment by any real gearhead. Still I'd try riding any of them to California without the chase pickup, mechanic and spare parts that I'd deem prudent were I riding a Hog.

Inevitably certain aspects of this styling tend toward the opposite edges of the brilliant - moronic continuum. On the high side, Yamaha's 5 year unlimited warranty and 24 hour road assistance plan free with every Royal Star sold is a powerful incentive. Likewise, Honda's bullet proof Goldwing engine deserved to be souped up and liberated from all that fiberglass.

Conversely, Suzuki's focus on "60's chopper" styling idolizes an era of mutant motorcycling that most would like to forget and Honda's totally dysfunctional faux air cleaner on its detuned A.C.E. is naked pandering at its lowest level.

WARNING TO THE NIPPON MOTOSHOGUNS; Every part of a motorcycle must be functional! Engineer it, Chrome it, Paint it, Style it any way you want but **PLEASE** do not give us fake mufflers, portholes or tail fins for Christ's Sake! Thank You Mr. Moto.

(Part II - continued on page 13)

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FOR THE WORLD AHEAD

SUNGLASSES

by Ben L. Susman MOA#1293, Optometrist
(POB 648, Tazewell, VA 24615)

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We may not realize it, but the sun is one of the greatest enemies to our vision. Sunlight contains invisible rays, infrared and ultraviolet, both dangerous to the eyes. Too much exposure causes burning stinging eyes, intense pain, and partial or total blindness, both temporary and permanent.

The eyes can take an amazing amount of glare, but you pay for abuse. The eyes use about 25% of your energy; subject them to glare and that percentage will increase sharply. That results in accelerated fatigue. Glare prevents clear vision, and there is no need to endure it.

The solution is in the sunglasses you choose. Most sunglasses on the market have plastic lenses. Plastic can be made to filter ultraviolet as well as glass, but it cannot be made to effectively filter infrared. The best sun glasses are made with impact-resistant optical glass and they become prized possessions once the difference is experienced.

Night Driving: Three or four hours without proper sunglasses on a bright day will seriously impair the ability to see after dark. The lease effect is a 50% loss and for some, as high as 90%. The individual is not aware of this loss since he has no comparison - he doesn't know what he can't see. It requires one week without further exposure to fully recover normal night vision after a day in the sun - a month after a week's exposure. Never wear sunglasses at night while driving.

Sunglass Color: Today neutral gray is the most popular because it presents no color distortion. The space program folks use gray as well as the Strategic Air Command pilots. True neutral gray is found only in the best glasses.

TECH TIPS BY ZIRCON

Tech guru "Zircon".

Hey, only a week until Spring as of this writing. It's time to get serious. Look over your old friend (boxer). Got any leaks? They don't heal up with bed rest, but get worse. As you know, the design that makes them so smooth also builds up crankcase pressure as the piston moves in and out at the same time. Each time the piston moves down the cylinder the pressure increases and if you have a leak, the fluid will come out. As the piston moves back, the leak will suck in air to make things worse. There is a pressure relief valve that is suppose to help get rid of the air and oil vapor. If you have a leak, more vapor will escape through the valve and be discharged through a tube to your carburetor intake. Oil puking is the result. Sometimes bad valve guides and/or rings are also the cause of high crankcase pressure. I have found that if I fill the crankcase full at oil change time, I'll loose a little quickly then the level will remain the same. What is lost at the start is puked out through the pressure relief valve. If I fill it to the lower level to begin with, the puking doesn't occur. The puked oil is burned in the chambers and builds up carbon which leads to other problems.

Getting back to leaks, cam seals are a common source of a leak on the old boys before they put the points in the canister. It seems that often the spark advance spins out of balance and as it whips around out of balance, the seal leaks. I had this problem with two /6's and the Boyer ignition cured it as the advance is electronic. Push rod seals are easy to fix most of the time with a seal driver. Main seal leaks are a lot more work as the transmission has to come off as well as the fly wheel and the clutch plate. A special driver is required to do this. While you have the fly wheel off, change the oil pump seal too.

So, you scum sucking yuppie pig dogs, GET TO WORK!!!!! Let's not take a leak all over the country this summer!!!!! I also have access to a Boyer ignition and the cost is $110.00, a savings of $50 - $60.00. Please feel free to call me with questions about your leaks or about the Boyer. ZIRCON 216-656-2440

Letters...

"Oh DEER" Response

by Joe Katz

Greetings to all in the Cleveland Club. Reading Jerry Bruce's article "Oh DEER" reminded me that deer are a significant problem...Helmut Haus, from Wierton, ONT., trashed his bike and was hospitalized after leaving the RA Rally in Angels Camp this past summer and, as we might remember, the late Walter (Deerslayer) Kuehn killed two and damaged four more in his encounter several years ago.

My own "deer-encounter' had a less drastic ending. Back in '62 I lived in Berkshire, NY and commuted daily to the GE plant in Binghamton, NY. On Monday December 10th, (I remember the date well) I started for Binghamton on my '60 R60 at 0700. Just past Neward Valley, rounding a curve, I hit a patch of ice and wiped out the bike. Now, on the previous Friday, I had been 'released' by Binghamton and had been offered positions in Oklahoma City or Daytona Beach. I knew what the climate was like in both locations, but wanted a few days to think over the competing offers. I made up my mind as I flew through the air...if I didn't get hurt when I hit the ground it was Daytona without a doubt. I was well wrapped in winter gear and suffered no injuries though the left cylinder was torn from the engine. I made two calls from a farm house near the accident. One was to my wife - borrow a neighbor's pick-up and come get me and the bike and the second to Binghamton plant to formally accept the Daytona offer. Several hours after getting back home with the trashed bike it occurred to me that, since I would soon be leaving Binghamton, I might as well go on down to the plant and clean out my desk. I wheeled out my other bike, a 1950 R51/2 with Steib sidecar, and once again took off for Binghamton. Got to the plant OK, spent the rest of the day packing my desk and turning in plant-specified gear. Left the plant about 6 p.m. - well after dark - and started for home. All went well until just south of Berkshire - topping a short rise - I spotted a large deer on my bank to my left well above the road. "No problem", says to myself, as I shifted into fourth, "this bike is making far too much noise to attract a deer". Bad judgment - as the next thing I knew - the deer came through the windshield and was draped over the tank. The headlight was smashed so the world turned real dark real suddenly. I did see a large brown eye looking at me; then I concentrated on stopping the outfit. I knew that there was a guard rail on my right and a substantial drop - which I did not want to explore. The deer fell off on my left bumping my leg and bending the license plate outboard of the bolt. I slued about then stopped. I leaped off the outfit drawing my pocket knife; in New York State at that time if a deer hit caused damage it became your deer as compensation. That was my deer and I wanted it. In the dark I couldn't see a thing so I never did find the deer. (Next day I returned to the scene with a neighbor, shotgun, and deer license. Tracks indicated that the deer got up, jumped the guard rail, went down the bank, and entered posted land. So, no trophy head.) I returned to the outfit - in the dark this wasn't easy. I had to smell it and shuffle along the road until I bumped into it. Turned out that the 'parking' light bulb was still functioning so I started the bike up and proceeded home with the feeble blow of a four watt bulb lighting the way. Took the next day off to bash the headlight shell round again, install the spare bulb and glass, and patch the windshield. I checked out of the Binghamton plant Friday, flew to Daytona Sunday (with my wife), checked into the Daytona operation Monday, and started house-hunting. We found a house Tuesday, our farm sold Wednesday, we returned north Friday, started packing Saturday, loaded the moving van the day after Christmas, and became Florida residents on December 31 - just in time to 'homestead' for 1963.

That's my deer story and the story of how I got to Florida where I've stayed ever since. Today, however, BMW of Daytona is closed for good. I hated to do it but I'm past retirement age and I could not find either a competent manager or a buyer. Trying to run the shop is not my idea of fun; I'm a wrench and rider. Last summer and fall I missed all the rallies; the only riding I did was back and forth to the shop. This summer I'm looking forward to getting on the road again.

Peace, stay right side up, see you down the road.
-Joe Katz

Info Block

The greatest cause of battery failure is insufficient battery care during storage periods, often recognized by cell sulfation.

Except for areas with extremely low ambient temperatures, it is acceptable to leave the battery installed in your motorcycle, assuming you provide proper care as follows;

-Maintain proper electrolyte level, adding distilled water as necessary.

-Ensure that the battery case and terminal connections are clean.

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-Use a charger capable of trickle charging at 0.3 amps, with a maximum output of 3 amps (for BMW's with 12 volt systems).

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WARNING: Remove any motorcycle cover prior to charging battery? Batteries generate corrosive and explosive gases. Read battery charger instructions before charging battery.

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Steve & Betty's 1995 Alaska Tour - Part Two-

Before I continue, do you know why we took a train out of Whittier? Well, there are only two ways to get in and out of Whittier, by ferry or train - at one time the town was a remote WWII base. It actually has about six miles of roads in this small town.

To continue, we are now in Wasilla, just south of Houston - the location of the Last Frontier Rally. The next two days Betty stayed around the B&B because she wasn't feeling too well. I went to the Last Frontier Rally to register on Friday, it started to rain a little that day. Betty came with me later in the day for a short visit to the campground, it started to rain a little heavier, so we took off for dinner. We stopped at a greasy spoon-bar in Houston - I love my food covered in butter, which was this cooks fair, excellent.

As we finished dinner, we met four fellows who had ridden all the way from Texas, by the way, Alaska is four times the size of Texas. These fellows were "old", the oldest winning the trophy at the Rally at 73. The rest looked in their 60's. They had found dry accommodations in a cabin next to the gift shop which was next to the greasy spoon/bar in Houston.

At the Rally site I saw three Ohio license plates on GS's. There were a total of six bikes from the YBMW Club. They traveled in pairs from Youngstown, a good idea. These brave souls had just returned from a trip to Barrow, their bikes looked it.

That day I met a couple that traveled up the AlCan and encountered several hundred miles of gravel. They were from Arkansas on a R100R with Pichler, bags and camping trailer. His wife very solemnly told him that she would be unable to continue back on the terrible ordeal of the AlCan. Having surrendered to his wife's story of traveling tragedy and probably his better judgment, they bought a pickup truck in Anchorage. The R100R was now in the bed of the pickup and the camping trailer towed behind. We would wave at them later in the next week on the Richardson Highway.

On Saturday I took a 100 mile rally ride to the Iditarod Headquarters. I returned to the B&B to see how Betty was feeling, much better and she did the laundry. We went to the rally for dinner, just as field events were ended. I had enough of the field events that were offered on the ferry and train. Rally diner and awards finished up around 9 p.m. after "kicking tires and telling lies". Of course it was still as bright as the midday, so my body time clock was still mixed up. That night I bought a pint of Southern Comfort at a liquor store to help Betty feel better, it also helped me sleep a little better at night. A shot of Southern Comfort in the evening tea was very soothing.

The next morning we were up very early for the trip to Denali. We were going past the park and up to Healy, were we would stay at the Grandview B&B. On the way to Healy we stopped in Talkeetna, the home of the Moose Dropping Festival, which was going on that weekend. A few vendors were selling sweaters from Pakistan and Japanese looking trinkets. We passed on the souvenirs and had an espresso. Espresso stands and shops are everywhere in Alaska, to serve the Europeans and Yuppies.

The B&B at Healy was brand new, we shared a bathroom and had a self serve kitchen for breakfast. Each morning a plate of fruit and muffins was prepared for each room and ready in the refrigerator. I usually made hot tea for Betty and I.

On Monday morning we started our tour of Denali National Park. This was a 200 mile trek on gravel roads into the park by tour bus. It was a clear day, so we would have the rare opportunity to see Mt. McKinley. The views were spectacular plus we would see many animals in the park. We saw a bear and two cubs, doll sheep, caribou, eagles, moose, beaver, squirrels, and badgers. Alaska is full of beautiful flowers, they just paint the hillsides and plains with color. Our tour took us all the way into Kantishna, which is the end of the road and a buffet lunch. This is a private tour company and is the only one that goes that far into the park. The park service has tours, but they stop long before this tour. We were within twenty miles of Mt. McKinley, the tallest mountain in North America, an awesome sight. We had a wonderful dinner at the lodge outside the park that evening. Betty and I were quite a sight with cameras, helmets and rain

suits as we sat down to a dinner of halibut and salmon, once again.

The next morning we departed Healy in the rain. As we headed North to Fairbanks, the skies were clearing. We stopped in Nenanah to be tourists. Our first stop was for coffee in a very greasy spoon. We were the only customers, so the owner-cook-chief bottle washer, sat down to tell us his life's story and all the dirt about the little town. His home was attached to the restaurant or visa versa, and over the years you could see how his belongings had spilled over into the restaurant. I wish I taped his conversation, because it became rather entertaining after the first 15 minutes. Thirty minutes later, we walked around town, Betty bought some flower seeds, and I tried to strike up a conversation with some snobby Michigan Gold Wing riders (nothing like our new found ferry and train companions from Chicago).

After leaving Nenanah, we headed further North and stopped at a remote location to gas up. I could hear a generator in the background and spotted a line up of porta-johns along side the office/gift shop. A Harley and a BMW RT pulled in with Alaska plates, these guys worked on the pipeline and were headed back to Fairbanks, they wished us a good trip. Back in the gift shop, the owner was telling me about how the gas company doesn't give him any breaks anymore and its real difficult to remain entirely self sufficient as he is. Alaska is full of loners, and I really think he enjoys this total self-dependence.

End of the trail?

A short while later, we stopped to admire the country side at a turnoff. I set up the camera to take another self portrait of ourselves on the road, while Betty jokingly asked two couples, traveling in separate campers "what's for lunch?" After taking the picture, one of the obliging travelers brought us sandwiches. This is a prime example of what this great wilderness does to people.

Next stop, Fairbanks, we pulled into Birchaven B&B early as usual, so once again we dropped off our bags and headed for Alaskaland. Alaskaland is an entertainment park dedicated to the people of Alaska, both native and explorer. We bought some salmon to be mailed home and a few souvenirs at the many shops in the park. After settling in at the B&B, we returned to Alaskaland for a salmon bake. It was wonderful, more that I could eat.

The Birchaven B&B was a beautiful cedar A-frame style home. The owners were boyfriend and girlfriend, both fliers. Our accommodations were five star, king size bed, two lounging couches, desk, TV with VCR, his and her sinks, and enough closet space that I could have parked the GS in. Breakfast was anything we asked for.

On Wednesday of our second week, we took a tour to the Arctic Circle. Betty and I pulled out of the B&B at 6 AM looking down on a fog covered Fairbanks. We started from Alaskaland and had a total round trip of 400 miles in a very comfortable tour van (about 16 passengers). Our first stop was at the homestead of Joy, a small gift shop stop. We received a tour of the homestead, very spartan accommodations. I learned that homestead is 160 acres. To be a homesteader you must have part of your home perpetually unfinished, 2 vehicles parked outside that don't work, and you must keep everything, even your old kitchen sink. Heading up the highway toward the circle, we were constantly seeing the pipeline as it meanders its way to Prudue Bay. The highway going to the Arctic Circle is all gravel and dirt, and it's under constant repair.

I told Betty that we could have done this on the GS, but quickly changed my mind as I looked out the window of the van to see it raining. As it rained more and we started to pass large trucks going the other way, the road became less than desirable and the mud spray would have covered every inch of our bodies, helmets and bike.

We passed over the Yukon River at lunch time. We had a picnic under very overcast skies and a little drizzle by the side of the river. Our bus driver was very knowledgeable, or had a very good imagination, as he told us of the terrain and nearby cities as we proceeded up to the Arctic Circle. We had a little crossing ceremony and a piece of cake at the circle. It was 70 degrees and drizzling, something you wouldn't expect that far north.

We started back in late afternoon, having dinner at the only diner for miles, at the Yukon River. Tour buses and pipeline workers frequent this diner, with an occasional local traveler headed back to the very few remote towns that are around. There were two motorcycles (Alaska plates) parked in the gravel lot as we pulled in. One was an 883 Sportster and the other to my amazement, a '46 Indian tankshift. I talked to the riders in the restaurant, they were traveling to the circle. The Indian rider was sorry he left his BMW at home and took the Indian.

Our bus driver showed us gold mining camps and homesteads along the way. We stopped to feel the permafrost through a hole the driver had bored in the tundra. The ground is solid ice about eight to twelve inches down. Dig a hole and you have a permanent free freezer. We stopped to look at the pipeline up close, a real engineering wonder the way it is built atop the permafrost. The foundations utilize alcohol coolers (radiators) to keep the permafrost frozen so it doesn't thaw and sink the foundations.

We returned to Alaskaland at 11:30 p.m.. Once again, the sun is shining and my body clock is confused. We topped off the gas tank before returning to the Birchaven for our last night in Fairbanks. I stayed up late to watch a PBS special on Women in Motorcycling, so we slept in a little the next morning.

After a hearty breakfast, we packed up and started south for the end of the AlCan Highway. Yes, I said south, most people head north for the end of the AlCan, but we had gone so far north by a different route that we now headed south to say we reached the end of the AlCan. We actually only traveled about 100 yards on the AlCan, but this qualified us for a certificate, "We Reached the End of the AlCan Highway". Here we met some Germans traveling in Alaska, a couple on an R100R and a single fellow on a new F650 single. Unfortunately they spoke no English. The weather was so nice, we removed our jacket linings for the first time in almost two weeks.

From the end of the AlCan, Betty and I traveled to North Pole, Alaska. This really isn't' the real North Pole, just a town with the same name. We pulled the GS into the lot of a huge gift shop that only dealt in Christmas items, a big tourist stop. I took our picture next to a giant Santa.

Continuing south the road was excellent and almost untraveled. For the next 75 miles we would only see five vehicles, no towns, no gas stations, nothing but beautiful countryside. We were buzzing along at 80-90 miles an hour through long sweeping turns and gentle hilly straight-aways, it felt like we were floating on air, it was almost euphoric. This was when my focus shifted to our gas situation. The tank has a range of 170 miles to reserve. I figured that Paxson would be about 180 miles from our last fill-up the night before. Road signs were not plentiful, so I was traveling on judgment to how far Paxson was and would there be gasoline? We started to sputter right at 170 miles, so I turned on the right side reserve. Another ten miles and we pulled into the Paxson Lodge, I was relieved to see that there was a gas station.

Paxson has a population of 30, it would appear that most of the population works at the lodge and gas station. Betty struck up a conversation with a young girl at dinner, she shared her hot pickled pepper and told us that she and her mom were from Michigan and only came up to work the summer. Betty jokingly asked if they need help in the kitchen and one of the cooks came out and said "it pays good, includes room and meals, and could she start tonight?" I was glad Betty turned it down, because I don't like riding alone.

The Paxson Lodge appears to be left over from when the pipeline was under construction, very utilitarian-military looking structure. It started to rain pretty heavy outside that night, we had no TV, no radio, so we played cards. The next morning was very wet and cold, a real change from the day before. We slept in hoping that the weather would clear, but it only got worse. So, we packed up and bundled up and drove off into the rain and fog. Paxson is at a fairly high elevation, so we could expect the weather to improve as we descended, and it did.

We stopped at the junction of the Glenn and Richardson Highway for something warm to drink. This would be the first time we retraced our tracks, but it was nearing the end of our trip and familiar surroundings were welcome. At this stop I noted a young girl with a sweatshirt that said Metlakatla on the front. Leslie Warren, the daughter of Roger and Sandy Warren (I work with Roger), and who we met in Seward (Part 1), had been a teacher on Metlakatla. I approached this young lady and asked her if she knew Leslie - it turned out that she was her first room mate.

The familiar road ahead on the Glenn Highway was also the 20 miles of dirt road we traveled our first day out, but now it was 20 miles of mud. We stopped again at the Eureka Lodge to take a picture of mud encrusted me, I had taken a few direct hits from passing trucks. The Sheep Mountain Lodge was a welcome sight further down the Glenn Highway. This would be our last night in Alaska and we couldn't have picked a more cozy place. This lodge has individual log cabins and a chef in the kitchen. We hung our muddy items in the shower to wash off, hung our wet things out to dry and went to dinner. My wife prepares excellent meals at home, so I really can't say I'll miss the excellent food we had on this trip. No TV, no radio just the hum of the heater as we rested peacefully the last night in Alaska.

Saturday, July 15, 1995, we slept in again. It was a little cloudy, but no rain and we were headed for Wasilla to return the bike. We made a few stops along the way, buying earrings for Betty and a newspaper for my mom. The mountains were not covered with as much snow as when we started. We soaked up as much of Alaska as we could in these last few hours.

We dropped off the bike at the Hull's home and Nancy drove us to meet Keith in Anchorage. From there they took us to the airport for our flight home. Anyone wishing to get further details of our trip, feel free to call me, I'd be glad to answer any questions you might have. Alaska is truly the last wilderness that Betty and I hope it will always be.

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Motosapien Moments- (continued)

Part II - BELLY OF THE BEAST

Previously I prattled on about Jap "alien pod" duplication of American V twins. Sidestepping the issues of performance, the mystic powers of brand loyalty, and moto patriotism let's focus on the holy bottom line. Who will actually buy these "Rice Hogs".*

(* Copyright Feb. 1996 Craig A. Webb-just in case this catches on.)

Compare the damage. A Sportster will run 6-9 Gs but everyone knows that's not a real Harley. A Fat, Bad, Flathead, Softail, Lowrider Boy bleeds you 12-16 G's before the aftermarket smorgasbord which tends to be the point of Hog ownership. Some call it a necessity to achieve a ridable bike. Tack on the official clothes, jewelry, artwork and knickknacks and you'll understand why the Hell's Angels had to indulge in drug dealing and white slavery.

From the land of the rising yen, you get a ViragoVulcanShadow Intruder for 7-9 Gs depending on cc. dosage. But, if you want a real clone it's 10 G's for a Vulcan Classic on up to a whopping 15 Gs for the Valkyrie "Twilight of the Gods" flat six mega mount! This coincidentally is the exact cost of a loaded Buick Skylark offering 2 more wheels, more seating, windshield wipers and a couple extra tons of sheet metal - but I digress.

The Rice Hogs have jumped on the aftermarket bandwagon, but the official fashion biz lags behind. I have yet to see black leather and stud "teddies" with Yamaha's crossed tuning forks emblazoned on the D cups.

Since big money changes hands anyway you go, serious price cutting can't be the game. So what is? Some claim H-D's 18 month supply/demand cock tease violates the "Rubbie" (Rich Urban Biker) attention span. The Yellow Peril is merely filling the void. Others counter that Harley is opening a new factory to double production. (Plugging the gap but cutting the bottom out of the Hog resale scam.)

Meanwhile, my buddy can't get the bank to loan him 8.5 Gs to buy a 95 A.C.E. with 500 miles originally worth over 10 k because they, "cannot establish an accurate value for a used Honda". "But, if he would like to purchase a new Harley . . bla bla bla!"

So, if it's not style, not performance, not price, not supply and not value what will separate the yen from the bad boys? Yours truly stumbled across the answer at a Warren Oh. swap meet.

WARNING; If you see a *motorcycle* swap meet advertised that doesn't say *Japanese* or *European* it's a Hog Fest! Trust me.

Entering that aromatic haze of smoke, beer, cheap perfume and leather, I felt like Luke Skywalker in the bar scene from "Star Wars" minus my light saber. This is the black heart of the Harley mystique and it isn't pretty. Hell, it isn't even sanitary!

To the insect buzz of tattoo needles a thousand rebels in uniform wandered bleary eyed among endless tables of skull t-shirts, hash pipes and black leather everything. The long greasy hair, slack jawed conversation, bad attitudes and obviously battered women did not look like fun to me.

In fact the "look" was so relentlessly low class and impoverished that I wondered how many of these people actually owned a bike. I know you can't tell a book by its cover but I don't even like the dust jacket on this one.

Then it hit me. These rebels wouldn't be caught dead on a rice hog. Their whole life philosophy is nailed to a haircut, a basic black color scheme and a logo. Still they are the model for the romanticized fantasy of freedom and sex appeal that sells those shiny new hogs in suburbia.

Will leather clad lawyers and CPAs feel at home with this group? Will their educated and somewhat liberated ladies affect cosmetic bruises to fit in? I don't think so.

It is so clear. The true Hog heads will never accept substitutes. The Rubbie wannabees will not be able to stomach the proximity of the real McCoys and both will retreat to their opposite corners. The True outlaws to their dark subculture and the Rubbies to a romanticized, sanitized, safer version of post adolescent rebellion. In fashions that **appear** low class, to groups that **act** like bad boys, with ladies who **pretend** to be loose, on motorcycles that **look** like Harleys.

What Other Dealers Do...

by Bob Wood

What other dealers do may be of no concern to your dealer, but let me tell you, it should be first and foremost in your mind. I didn't say, what other dealers do for you. I said, what other dealers do.

It is common for most local dealers to maintain a mailing list and publish a newsletter or bulletin (usually brand specific) a few times a year. This keeps their name, policies, parts pricing, and specials in your mind, plus, it is a good will builder.

Many dealerships have special sales days (some with a German theme) such as Octoberfests, BBQ parties, poker runs, live bands, tech seminars, or may even co-sponsor a rally with their local club. Many start or finish rides or runs at their stores. This is above and beyond what BMW NA specifies as yearly sales incentives, such as their introduction celebration/party of the new R-RT. NA expects some form of participation if you want to keep your franchise, but the level of involvement is left up to the individual shop.

A prime example of a well run BMW dealership is Brown Motor Works in Pomona, CA. They have a great looking newsletter filled with tech tips, BMW product ads, a schedule of dealer related events, and written dealership policy. They are owner operated, have all the latest test equipment, and have been around long enough to know this business works. They even offer you a loaner bike if your service is expected to take longer than four hours. (I'll bet they sell some of these loaners after the customer rides them for a day.) When was the last time your local dealer did that?

We can not relocate these dealers to our area but we can let our dealers know what will pull our throttles when it

(-continued next page)

What Other Dealers Do... (continued)

comes to sales and service. Hopefully your comments and suggestions will not fall on deaf ears. Our dealers must realize we do have a choice where our hard earned money is spent. From the looks of the survey results in this issue, many BMW motorcycle owners purchase outside of their locality just to get the attention they desire.

How can a motorcycle dealer afford to spend lavishly without a promise of a return? Simple. These practices build the loyalty and respect of their patrons, which is directly proportional to which number you dial when looking for that part, or where you go to test drive that new R-bike you're contemplating buying. In today's highly mobile society it makes little difference where your favorite dealer is located. Who do you call?

SCHIETS MOTORS

Schiets Motors - Honda -Yamaha - BMW
1557 Oak Harbor Road, Fremont, Ohio 43420-1026
Phone: (419) 332-9900 HOURS: M-W-F: 10-6, T-Th: 10-8, Sat: 9-3

BMW Clearance SALE - ONLY 2 UNITS LEFT!

	WAS	SALE
'94 R11RSA Demo (NO MILES) Red	$13,990	$10,990*
'95 K75RTA Demo Mystic Red	12,990	11,090*

* plus freight, handling and sales tax

*This year, **Schiets Motors** is serious about wanting your business and we have a new program designed to prove it. Whenever a **Cleveland BMW Club Member** buys a new BMW from **Schiets Motors**, we will donate $50 to your club treasury. If a used BMW is purchased we will donate $25. This program is good through December 31, 1996. Call Tony for details.*

Looking for a good BMW technician? We have three, count 'em, 3, on staff in our service department. Call Bob Jahna, our service manager, for an appointment.

Your BMW M/C Owners` of Cleveland Membership Card will entitle you to 10% off any parts and/or accessories purchased at our dealership. We will gladly ship UPS!

FOR THE WORLD AHEAD

Directions: Take the Ohio Turnpike to Exit 6 (Fremont). Take SR 53 south. Take route 20 west. Just past the traffic light at Wal-Mart and Loew's on your right. Get off the very next exit (Stone St./Oak Harbor Rd.), at the K-Mart sign. Go left at the traffic light, take a right at the next light and another quick right past the car wash. We are on your right, just past the car wash.

classified section

'92 K75 Hard bags, shield, tank cover, tank bag, 18,000 miles, nice. $5,800 firm - Call Glen King at 235-1264.

'83 Honda Nite Hawk, 450 cc., 6,000 miles. $800 Call Roger Warren at 238-9397 for details.

'79 R65 29k mi., new tires, master cyl., wheel brgs., battery, plus bags, fairing, and case guards, $2,000.
'64 R60/2 50k mi., new tires, battery,stainless hdw., case guards, boos and rebuild videos $2,500 or trade for late mdl. red K75S w/bags. Also, small sidecar $350 and lots of /5 parts cheap. Help Craig buy a new bike. Call 216-949-5071.

'78 Harley XLCR Cafe' Racer, disassembled, but 90% there. $4,700 or trade for an 883. Call George Paine at 941-6565 days or 888-1627 evenings.

Corbin Canyon Dual Sport seat, black, lowered 1/2", EC, fits '86-'91 K-bike. Call Mike May at 251-7623 days or 475-0400 after 4 PM.

\6 carbs for a 600 cc Boxer, Bing plunger type, in good condition. Call "Fast" Eddy and leave a message 671-4825.

Reynolds passenger rest for a /6, chrome VGC. NOJ 3-season hood, protects face and neck from rain and cold, Gore-Tex like breathable material, red, mint condition, $15. Call Ralph Maarsen at 716-372-8350.

Camel "Genesis" 60-Second Tent. 7' x 8', packs to 6" x 29", 7.5 lb. Sleeps two, better for one. $110. Also, Diamond dome tent 7'x 8', two doors. Packs 7x22 in., 8.5#. $50. Call Mike May at 251-7623 days or 475-0400 after 4 PM.

Wixom fairing, white with windshield and brackets, $75. Natural gas space heater, new, 9,000-18,000 BTU $250. Cutting torch, gas gauge, and hoses, $65. Call Amy Nichols at 330-665-5818.

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

TELEPHONE NUMBERS LISTED ABOVE ARE LOCAL CLEVELAND CALLS UNLESS AN AREA CODE IS INCLUDED. CLASSIFIED ADVERTISING IS FREE TO CLEVELAND CLUB MEMBERS. IF YOU WOULD LIKE TO PLACE AN AD CALL 216-556-0196 AND LEAVE YOUR INFORMATION IN THE "BULLETIN BOARD" SECTION OF THE CLUB VOICE MAIL SYSTEM, OR MAIL YOUR AD TO: CCN CLASSIFIEDS, 4257 WEST 130th STREET, CLEVELAND, OHIO, 44135-4869.

Kirt Zautner
In Our Memories -

GS'in the Rockys, in the Summer of '95 - Kirt Zautner

May the road rise to meet you:
May the wind be always at your back:
May the sun shine warm upon your face:
May the rain fall soft upon your fields:
And until we meet again, may God hold you in the hollow of His hand.
-Irish Blessing

Membership & Renewal Application

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 - $5.00

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

Bob Wood, Treasurer
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 M/C Owners of Cleveland * MOA & RA Charter Club #196 * 13906 West Avenue * Cleveland, Ohio 44111-4458

March is membership month. Please fill out and return promptly.

...Spring Meetings' Schedule...

Please mark your calendar for 1996!!!

April 4 * May 2 * June 8

April Cookout Meeting, Thursday evening, **April 4th, 7:30 PM** at the home of **Troy and Michele Stone**, 144 Pine Hollow Circle, Chardon. *(see map page 4)* Bring your favorite beverage and burger or beast to throw on the grill. Share a side dish if you like. Business meeting and 50/50 raffle. Guests and interested parties are always welcome. Please, just show up. Phone (216) 285-7806 if lost. *This would be a great time to join or renew your membership for 1996 if you haven't already done so.*

May Ride-In-Cookout Meeting, Thursday evening, **May 2nd, 7:30 PM** at member, Jerry Bruce's house. ***(see map page 5)*** This is the first of the season ***Ride-in-Cookout***. Pack your saddle bags with your picnic goodies to throw on the grill and ride on over to Jerry's. Business meeting and 50/50 raffle. Adult beverages are O.K. As always, an open invitation stands for all riders.

June Micro-Rally Meeting, Saturday afternoon, **June 8th, 4:00 PM** at our **Fifth Annual Micro-Rally**, at Li'L Beaver Park, 9557 Trinity Church Road, five miles west of Lisbon, Ohio. (Our own Spring Opener) This is a new location this year. Rally starts noon Friday for camping, GS trails, hiking, swimming pool, fishing and more. Hot dogs and a bonfire Friday evening. Saturday, short business meeting at 4:00 PM followed by a homestyle catered dinner. Continuous coffee, morning donuts, hot showers, camp store and the usual fun, games and non-sense. Evening bonfire and BS. Bring your own beverage. *Details and a pre-registration form will be sent to all club members in May.*