Cleveland Club News

BMW MOTORCYCLE OWNERS OF CLEVELAND

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

...BABBLING FROM BARZELLA...

SPRING IS HERE!! YIPPEE!!! Another wonderful riding season is beginning. We now have 142 members at the last count at the February meeting. We have approximately 50 members at a meeting now. I can remember a few years ago when we had only 48 members in the club. At the February meeting, I passed out a survey to determine what is of interest to our members. Forty (40) members filled out the survey. The questions and answers are as follows:

Our smiley Queen: Barzella.

Q. Are you interested in having an Ohio BMW Club dinner with camping in the Fall instead of the Fall Foliage Camp out?

A. 25-Yes, 11-No, 1-Maybe, with 23 people saying they would help.

Q. Would you like to participate in a State Rally advertised in the BMWON, RA Newsletter?

A. 18-Yes, 14-No, and 1 Maybe- 9 of the yes votes offered to help.

Q. Would you like to help another club with the Buckeye State Rally if it becomes a reality this year?

A. 11-Yes, 21-No, and 2 responses to helping out.

Q. Would you be interested in a poker run?

A. 27-Yes, 13-No, and 9 people offered to help.

Q. Would you like to see the return of the Sunday morning breakfast rides?

A. 33-Yes, 4-No

Q. Would you be willing to be a host?

A. 13-Yes, 19-No and 1-Maybe.

...Spring '97 Activities...

Please mark your calendar for:

April 3 - Club Eating-Meeting - *new location*
April 19 - Kirt Zautner Tune-Up Clinic
May 1 - Ride-In-Cookout Meeting
June 6- 8 - Micro-Rally with Meeting the 7th

(see Ohio Calendar *page 3* for details)

Not all answers totaled 40 because some people did not answer all of the questions or are too new to know what they want to do. There was a request to sign your name if you are willing to help with a function. 31 people signed with some encouragement from me and this explanation, "How will we know who to ask if we don't have your name? At least we will have a list and you can help if you want or say *no*." At least we have an idea where the club wants to go.

The last question was, "Where would you like to see the Club in a year? Do you want to see the membership grow? Would you like to have a Safety Person write an article and/or speak at a meeting?"

Most people who responded, (18 total) felt the membership was fine or would like to see it grow. Comments were made about keeping the voice mail up-to-date. Three (3) people liked a monthly speaker idea. One person felt all political and safety info should be in the newsletter, not at a meeting. A suggestion was made to have the Christmas Party on Saturday night. A "technical topic at the meeting" was mentioned as well as a monthly tech clinic, a semi-organized ride to the AMA Museum, a booth at a swap meet yearly, and other things.

We can do some, all, or none of these things depending on the number of people who want to take responsibility for making it happen. The 10 people on the Board cannot do it all. After all, we also like to ride. The "keeping it simple" premise that we have been trying to maintain, can apply to many of these functions also. I think it is time to really start using the VOICE MAIL. Rides, breakfasts, meeting points

for trips, road information, can all be put on the VOICE MAIL. Directions are on the last page of your handbook, and on the membership card. We will be getting new handbooks and membership cards in April plus a membership phone list. MARCH IS MEMBERSHIP RENEWAL. We will have some great events this year and some new adventures. There is also an important by-law vote enclosed in this issue. Please vote and send it in with your membership dues. You don't want to miss even one issue of this GREAT newsletter. See you at the April meeting at the Pheasant Inn, in LaGrange. I Love This Club!!! Barzella

Notice to the Women Riders

Fifty-five (55) years ago the first women's national club for motorcycle owner/riders was started, Motor Maids. In recent years, two more national organizations have been formed, Women on Wheels and the Women's Motorcycle Foundation which raised more than $300,000 for breast cancer research last year. Our club contributed and Amy Nichols was a participant in the ride aboard her trusty hack, Rigadoon. All of these groups operated independently until 1995. In 1995 a newer group, the Women's Motocross League made a presentation to the AMA Board of Trustees. They requested that the AMA do more to facilitate opportunities for women Motocross racers. This generated thought among the Board members and they asked themselves, "should the AMA be doing more to encourage women to get involved in all aspects of motorcycling?" In 1996 the AMA organized a meeting with the above mentioned groups and Women in the Wind and Leather and Lace. From that meeting came a proposal for a national conference to celebrate and explore the role of women in American motorcycling. That conference, entitled Women and Motorcycling will take place July 13 through 15 on the campus of Otterbein College within walking distance to the AMA Heritage Museum, Westerville, OH. There will be individual speakers, panel discussions, and riding demonstrations. Women will share their knowledge, skills and motorcycling experiences in a casual, quiet learning environment. Meals will be provided at the campus student center. Dormitory rooms will be available at low cost. Men and couples are welcome to attend. The cost is $95 to attend any part of the conference. This includes admission to 9 learning sessions, a reception at the AMA Museum, 5 meals, including a banquet, and all necessary conference materials. The fees will not cover the conference expenses, so additional support is being sought from grants and sponsorships. Any surplus funds will be donated to the Susan G. Komen Foundation for breast cancer research. Nothing like this has ever taken place in the history of American motorcycling. Do you want to get a group together and go? The dorms will hold up to 500 people. To get a registration form, write to: Women and Motorcycling, c/o AMA, 33 Collegeview Road, Westerville, OH 43081-1484. (Excerpt from American Motorcyclist, March '97, pg. 16, Author, Ed Youngblood.)

Golden Schwing Award

by Donna Schettine, GSA Chair

The winner of the GSA this year is Don Walker, with 91 total points. Congratulations Don. Nice Work.

The award was created in 1992 to honor mileage and hard work within the Club, and to do something with the free medallion we received from the MOA every year.

After awarding Don with this great honor and lovely plaque, the members decided, due to lack of interest and involvement we should do something else with the medallion. But what? Ideas? Tell the Board. -Donna

Bits & Pieces

Hot off the press! We just received a letter from the BMWMOA Association Manager, Barb Zingre, which states due to circumstances - the national rally preregistration form, which usually appears in the April issue of the ON, will not appear. Seems there wasn't enough room. Members are instructed to call the St.Louis office at (314) 537-5511. (Please, do not all call at once.) *Ed.- Rumor is - there is so much discord from within that considerable extra expense was incurred just to get this issue out. One source said even a different publisher was involved. We may never really know what actually happened.*

Where is the club WEB page? I've been asked this question numerous times over the past few months. Well, it is alive and well at a new address. See **On the Off Ramp**, by our own WEBmeister, King Ralph, in this issue for the latest developments on the Internet. We have many members who surf the net to pass time on the off season.

MOA Vice-President hopeful, club member, and all around nice guy, Jim Shaw tells it like it is in his position statement for the national club VP slot. Jim and his running mates will gladly give you copies or you can find it on their WEB pages *(see **On the Off Ramp** page 10)*. Reprinted in this issue is a document authored by Ted Verril, entitled, **"The Path and the Candidates To Once Again Make BMWMOA a Growing, Healthy Club"** from their niche on the net. This strong and confidently written statement captured me. I have downloaded this and Jim's' position statement for your enlightenment. After you read the unified slate of these candidates you should take the time to read some of the fresh and workable solutions the individual candidates are proposing in their statements. A positive change in the MOA could also influence our club in a positive manner. If you are an MOA member, consider voting for our hometown boy and his compatriots. This spirited movement almost makes me feel like rejoining the MOA just to vote.

continued page 3-

Long distance riders, read this. You will find the first installment in a two-part series, 1995 Iron Butt Experience, by club member Charles Elberfeld in this issue. Charles is an experienced long distance rider who has been a member for the past few years and has many tales to share. Part two next issue will conclude his Iron Butt saga and in the Fall issue look for a reprint of Jim Shaw's 50 hours coast to coast (50 CC) Iron Butt Ride. Jim had the pleasure of clocking some 49,000 miles this past year alone.

Kudos to Dave Elmers and Kelly Mikolajczyk for their stylie new look to the Western Reserve BMW Club Newsletter. Easy to read, attractive and efficient layout, and no staple to jam the USPS sorting machines. Well done! Don't forget to send a copy to Irv.

Sunday morning rides are back. Call our club voicemail beginning mid-April and find out where and when the **Sunday Morning Breakfast Rides** will be. Volunteers will host, on a rotating basis, locations and their favorite routes and breakfast nooks (weather permitting-no snow/ice) for a, usually short (10-99 miles), ride after a club breakfast at a local restaurant. If you have a favorite route around town you think would make an interesting ride, or would like to be a host some Sunday, leave your information after the events on the club voicemail.

New in this issue we present, **Ride Smart - Ride Safe** which is the pen of Craig Webb (director) who was coaxed on by Jerry Bruce (director). We hope to continue this theme, maybe even regularly, in a series blended of common sense, safety tips, and observations for motorcycling. Reading and applying this series would be a much better than reading about how our members didn't. Right Karl! Whether you have a safety statement, touring tip, or any other kernel knowledge you feel should be bestowed upon the collective, please send it to the editor.

Annual Membership Renewal

Spring is fast approaching and with it comes the renewed excitement for dusting off the cob web's tuning up our scooters and renewal of your annual membership dues.
Please find the renewal form in this quarter's newsletter. Do not delay, renew today!!! **Note:** Membership packages should be mailed sometime in May.
Welcome new members:

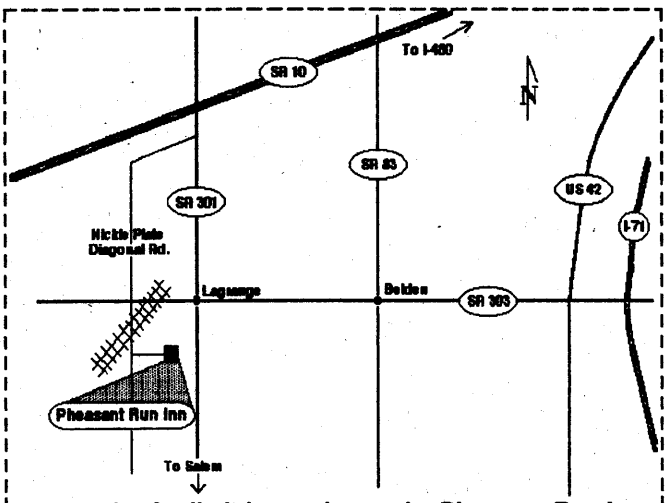
Jeffrey Shepard	Juliane Fouse
Benny Meadows	John McGowan
Joe Katz	Rich Humphrey
Thomas Discipio	Jerry Payto
Frances Adams	Scott Adams
Gary Pope	Penny Hissom
Marcy Lopez	Nancy Frederick
Wm. Murar	Doug Chatfield

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. If you know of an event which you think should be listed here please contact the editor.

March 25 BMW MOC Board Meeting - 7:00 PM, at Bob Zronek's, 663 David Dr., Streetsboro, (216) 656-2440.

April 3 BMW MOC Eating-Meeting - 7:30 PM Pheasant Run Inn, near LaGrange, (see map this page and check voicemail). Club member, Jim Shaw, who is running for V-Pres. of the BMW MOA will speak.



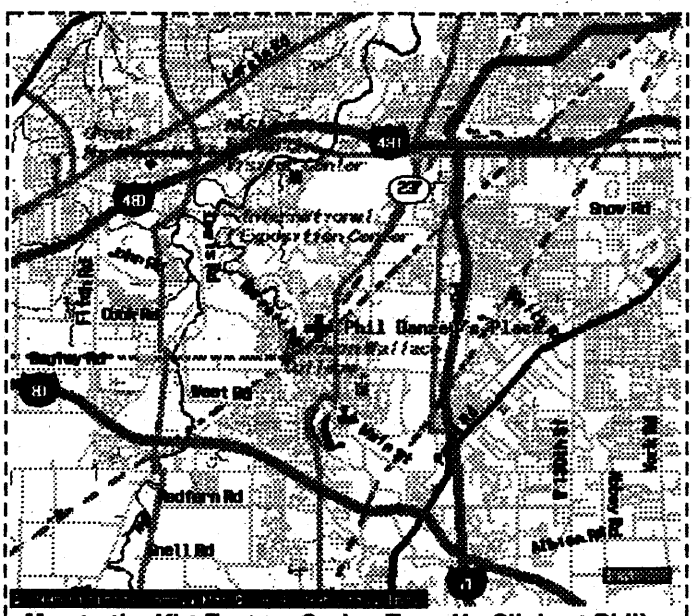
Map to the April club meeting at the Pheasant Run Inn.
(Approximately 20 minutes from Stearns & I-480)
DIRECTIONS: Take I-480 west, which turns into SR 10, head toward Norwalk. Get off at SR 301 S., LaGrange Exit, turn left. 1/4-mile down turn right on Nickel Plate Diagonal Road, take about 7 miles down, cross tracks, driveway is directly on left. Follow all the way back to parking lot. You're there!

April 19 Kirt Zautner Spring Tune-Up Clinic - Phil Danzey's Garage, 625 N. Rocky River Dr., Berea, (216) 234-8008. 8:00 AM to 4:00 PM. Bring your oil, filters, parts, other lubricants, etc. There will be people available to help and teach. Don't be afraid to get your hands dirty. Food will be available with proceeds going to the club. It's a GOOD TIME even if you just kick tires, tell lies, and watch. See you there. Some tools will be available, but if in doubt, bring your own specialty tools.

April 27 12th BMW Flea Market - Police Pistol Range, Blackhawk Rd., West on Illinois SR 251, 1.5 mi. South of US 20 in Rockford, Illinois. Admis.- $2.00.

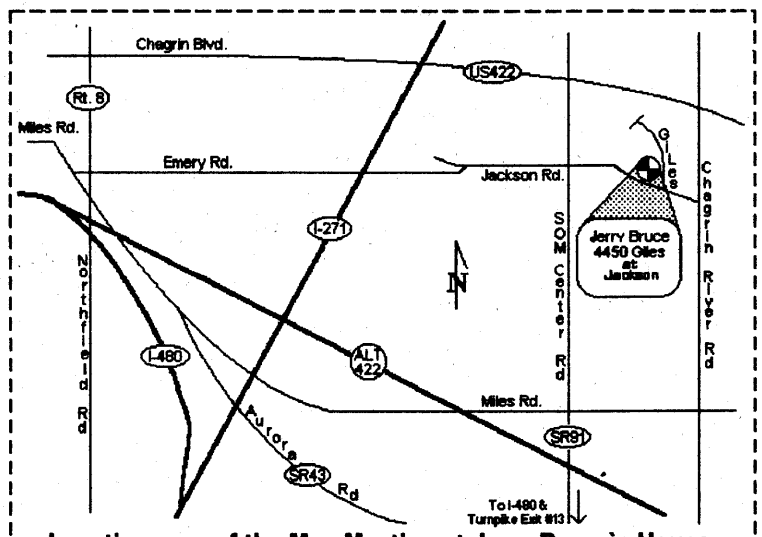
April 29 BMW MOC Board Meeting, Russ Davis's, 7:00 PM, 7177 Bainbridge Rd., Chagrin Falls, (216) 543-1457.

Call the Cleveland BMW Hot Line...(216) 556-0196...for up to date club information.



Map to the Kirt Zautner Spring Tune-Up Clinic at Phil`s.

May 1 **BMW MOC Ride-In Cook-Out Meeting**, at Jerry Bruce's, 7:30 PM, 4450 Giles Rd., Moreland Hills, (216) 247-5656. ***(see map this page)*** - Due to a possible trip to Germany, Jerry cannot confirm this meeting date at this time. The alternate site will be Craig Webb's, 687 Dunny Ave., Sheffield Lake, (216) 949-5071. An announcement will be made at the April meeting and posted on the Voice Mail.



Location map of the May Meeting at Jerry Bruce`s House.

May 2-5 24th Original Mini Rally - Green Valley Campground, Sturgis, MI., $10.00/person. GREAT TIME! Many club members attend this one.

May 3 National Championship ½ mile dirt track races, Mineral Wells, West VA., just South of Parkersburg on I-77, (3 hr. drive), primitive camping, Russ Davis's, favorite m/c race. Good spectator track. Bring cooler/chair.

May 16-18 5th Annual Western Reserve BMW Sidecar Rally, Chapel Hill Recreation Area, left off of SR 528 North of 20., $22.00/person, Fri. soup pot, Sat. dinner. hot showers, enclosed pavilion with fireplace! John Gerow (216) 255-7016 can answer your questions.

May 27 **BMW MOC** Board Meeting - Amy Nichol's, 1588 N. Hametown Rd., Akron, (330) 665-5818, 7:00 PM.

June 2-7 Americade '97 Lake George NY. World's Largest Touring Rally, New this year, BMW poker run, parade. rodeo, 60+ seminars, lots of food, fireworks, music show, $25,000 in prizes, and a charity "hole-in-one" contest with up to 4 BMW's (1/day) being given away.

June 6-8 **BMW MOC MICRO-RALLY** - At Russ & Sue Davis's, details and a map will be in a separate flier sent to members mid-May.

June 7 **BMW MOC RALLY-MEETING** - 4:00 PM at the Micro-Rally, dinner following the business meeting.

June 13-15 Ohio RA Campout, Mohican Reservation, 23270 Wally Rd. So., Loudonville, OH., Excellent camp out with beautiful country, canoeing, mini-golf, horseback riding, AMA Museum near, and MORE! Camp phone (614) 599-6631.

June 24 **BMW MOC Board Meeting** - 7:00 PM, Craig Webb's, 687 Dunny Ave., Sheffield Lake, (216) 949-5071.

June 24-27 BMWMOA National Rally, Fredericksburg, Texas. Mid-week this year, Tues. thru Fri., 1500 mi. from Northern Ohio.

June 28 Lima Ohio ½ mile dirt track National Championship. Call Russ Davis (216) 543-4083, or 543-1457 if you would be interested in an organized ride to Orville, Oh., for a ½ mile dirt track regional race the night before Lima. This is Smucker City, USA. We can go to Lima the next day.

July 3 **BMW MOC MEETING AND POSSIBLE CAMPOUT** - Gary Hissom's, 7:30 PM. Details to be announced regarding the possibility of a surprise speaker, Ted Simon, Author of Jupiter's Travels, who may be able to attend. This is NOT for sure, yet, but we are checking into it. Details and a map will be in the CCN Summer issue.

July 11-13 Vintage Motorcycle Days at Mid Ohio Sports Car Course, Lexington, Oh., Russ' Favorite rally, swap meet, racing, bike auction, camping.

July 13-15 First Women's Motorcycling Conference, Otterbein College, Westerville, OH. (see article).

July 18-20 AMA Super Bike racing at Mid Ohio. Back-to-back weekends at the first class Lexington Facility. Call Greg Antolik (216) 235-1272 if you want to take a lap around the track.

Check the club voice mail for **Sunday Morning Breakfast Rides** to be starting mid-April.

Call the Cleveland BMW Hot Line...(216) 556-0196...for up to date club information.

CALL THE Cleveland BMW Hot Line AT (216) 556-0196

24 hours a day to get the latest update or leave a message. Members are urged to access Level II messages for detailed information regarding our club events. Directions are on the back of your membership card and on the last page of the Handbook. **Remember!!! When in doubt, hang up!! Always respond with #9 to SAVE so you don't erase the message for someone else!!! It really is easy, just follow the directions!!!**

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Some good news from my hometown...

by Eric Simon, VP

[excerpts from the Maryville (TN) Daily Times - 3/4/97]

A misdemeanor charge of leaving the scene of an accident was upped to a felony indictment against state Senator Carl Koella Monday by a Blount County grand jury. The grand jury's decision was good news to the widow of Terry Barnard, the Ohio man killed in the Oct. 22 traffic accident has Townsend involving the senator.

[snip]

The grand jury took several hours Monday to consider the case and returned an indictment against Koella for leaving the scene of an accident where "he knew or should reasonably have know that death resulted" -- a felony.

On the day of the accident witnesses said Koella got out and looked back toward the accident scene and then drove away.

According to Tennessee Highway Patrol reports, Koella's minivan turned in front of a motorcycle driven by Barnard. The motorcycle clipped the rear of the van and slid across the roadway into the path of another vehicle.

Koella later said in a statement he was unaware of his involvement and he was going to call for help. He was charged with misdemeanor leaving the scene of an accident.

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 elsewhere, 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, adjusting to their new duties, completing the new 1997 Member Handbook, scheduling rallies and events, and more, since the election. A tally of the election is below.

The following votes were cast in the 1997 BMW MOC Annual Elections for the nominated candidates.

and THE WINNER IS...

PRESIDENT-	*	Barb Cowan	56
		Write-ins	0
VICE-PRESIDENT-	*	Eric Simon	56
		Write-ins	0
SECRETARY-	*	Sue Davis	56
		Write-ins	0
TREASURER-	*	Bob Wood	56
		Write-ins	0
ROAD CAPTAIN-	*	Russ Davis	56
		Write-ins	0
DIRECTOR-	*	Greg Antolik	25
(4 positions open)	*	Jerry Bruce	44
		John Gerow	22
		Byron Luther	19
	*	Amy Jean Nichols	26
		Michael Rowell	15
		Bob Shelton	19
	*	Craig Webb	28
		Tom Wintering	16
	*	Bob Zronek	46
		Write-in	0

* elected nominee

Attention BMW MOC Members!

With this issue of the Cleveland Club News you will find a Special Issues Ballot as called for at the March Membership Meeting. Please complete the ballot and return it according to the instructions. Your vote (opinion) is what this club operates on and we are counting on your participation. Please take the time to VOTE!

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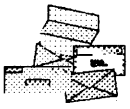
...letters...

Your Invited



All 196 Club (BMW MOC) members and their guests that are making the long journey to Fredricksburg, Texas, for the 25th Anniversary National Rally are invited to enjoy pre-rally Texas hospitality in Flowermound, Texas, (330 miles north of Fredricksburg, just outside of Dallas). Herb and Bev Stone (Troy's Folks) are looking forward to having you stop by and say "hi" spend a night or two before continuing to the rally on Tuesday June 24th. Troy and Michele Stone will be there sometime Sunday and will be there until Tuesday when the whole family will travel with us to the rally. Anyone interested please call us at (517) 754-1465 during the day or (810) 797-4400 in the evenings for more details and directions. -Michele Stone, Membership Chair-

HEY!! IRV WARDEN!! HOW THE HECK ARE YOU??

We appreciate greatly that you take your time to read our Great Newsletter, and it is fun to see our name in print in the OTL. Just to enlighten you, the "Buzzard Bash" is a bon fire/camp out for the hearty sponsored by a Cleveland Club member to celebrate the annual return of the buzzards (birds) to Hinckley, Ohio.

They arrive on the same day every year and the community sponsors a pancake breakfast, park animal display by the Rangers, and other hometown events. It's a lot of fun. Our "Chunks Award" is also a fun thing. The plaque is much less offensive than the Royal Order of the Broccoli Rider's, Ontario. They call theirs the "Crispy Award." It consists of a pizza box package with a T-shirt inside adorned with the actual proof of the act. At least we have some class. IRV, HAVE A GOOD DAY!! -Barzella, President-

Our friends at Western Reserve Club sent this flyer and an invitation to all riders to attend their rally. This is an all new site this year. John Gerow has personally guaranteed great weather, on the northcoast, but he didn't say which northcoast. As a courtesy to them here is their flyer information:

WESTERN RESERVE FIFTH ANNUAL SIDECAR & MOTORCYCLE CAMPOUT

Friday May 16, 1997
thru Sunday
May 18th

New Location for 1997

Location: Chapel Cove Recreation Area, 5685 Chapel Road, Madison, Ohio at 6.5 miles north of I-90, off SR 528 (Chapel Rd.) overlooks Lake Erie
Rally Fee: $22.00 / person, Children under 12 free
Pre-registration by May 1st: $20.00

Friday Nite Soup Pot, Saturday Nite Dinner, hot showers, enclosed pavilion w/fireplace

Covered bridge ride thru historic Ashtabula County Rock & Roll Hall of Fame (Cleveland) Ride (pre-registration required) fee at door & parking extra.
Open to all sidecars and motorcycles

For further information contact:
John: 216/255-7016
Chris: 216/261-4999
Ed: 216/248-9171

Sponsored by Western Reserve BMW MOA #28, AMA# 6178

Send pre-registrations to: Western Reserve BMW Club #28, 8181 Munson Road, Mentor, Ohio 44060

Call the Cleveland BMW Hot Line...(216) 556-0196...for up to date club information.

...letters...continued-

BMWMOA Election

As you know, I am now unopposed for MOA Vice President, but election of the other members of the "slate" is essential. We need a cooperative group of officers and directors if we are to accomplish substantial good in the next two years. I have known these folks well for some time now and they are successful, cooperative, bright, cheerful, right-thinking individuals whom I know MOA members can trust.

You will note that we are not a complete "slate." We left room for Mike White for President and Paul Glaves for Director, both of whom wish to run independently for political reasons. These men are my personal choice, also. I have spent considerable time with both of them, and they are a good fit for the rest of the "slate."

It is just as important whom you don't vote for. I hate to be negative, but we still have some of the same, tired old trouble makers who have dug MOA into a ditch instead of carrying MOA to new heights. I hate to name names, but if it ends with Beeman, Dow, Parkhouse, Dempster, Dean, Hofman, or Glascock, I'd as soon you voted for no one. Beeman wrecks plans of others, especially constructive plans. The rest are mostly old guard (and family members) who are running interference for the present paid staff of MOA. The Dows are running their kid, who is about 20, just to have votes on the Board! Dean is a perpetually confused nice guy. Hofman is a wildman.

I will gladly name Mike White, Elsie Smith, Jeff Duncle, Paul Glaves, Tom Keen, Bill Shaw, Ted Verrill, and Cy Young as excellent choices. Please encourage everyone to vote. Ballots will be in your April MOA Owners' News. Don't forget. MOA badly needs your help!
Jim Shaw

Insurance-Insurance-Insurance

by Barzella

Last April when I bought my R100M, I called to get insurance before I picked up my bike. I needed proof of insurance to get the bike and they faxed me the document I needed. I chose Progressive because we have other bikes insured with them. We qualified for the multi-bike discount even when I only had one bike. They recognized that the bikes were all under one roof even though Bob and I are not legally joined. Other companies require a marriage license to grant that benefit. We qualified for the safety course and AMA discounts. We received all the discounts available plus we have locked storage space. They offered the best prices for the coverage we needed after a price comparison with several other companies.

There is an idiosyncrasy with this company that you might want to know. Strangely enough, if you call on Monday and speak to Fred, he will give you a quote. If you call on Tuesday and talk to Helen, you may get a different quote. And on Wednesday you may talk to Sam and get still another quote. So, on Thursday you call back and ask for the person that gave you the lowest quote and you are insured.

This has happened to me personally and it happened again this past month. I talked to a female rider who just purchased a used , low mileage R100RT, loaded, and we discussed her rates compared to mine. With identical coverage for 1000cc bikes, she was insured for collision, liability, accessories, etc., for 12 months for less money than I was paying for 7 month coverage and no accessories. What is wrong with this picture?

I called Progressive and they explained the different rates for different areas, etc. She couldn't explain the different rate for the bikes based on total value, accessories, and time. She basically said that I was stuck with the rate I had or call the next day and ask her supervisor.

I discussed this with Bob and then noticed that in the top left corner of my bill, all of the bikes but the Mystic said AMA Surerider/INS CT. The Mystic said National Accounts.

I called the AMA Surerider number and talked to a very nice young lady and explained the situation as if I was just buying the bike. She gave me a price for the same coverage I had with the exception that it would be for 12 not 7 months. The price was $40.00 per year less.

I called the first girl back and explained that I had received a different quote from another agent and that the other agent felt that I had not received all of my discounts.

She asked me the number I called and I explained it was AMA Surerider. She said I should be careful that this was probably an agent that was representing another company and that she was probably offering a special rate to get my business and that rate may actually be higher when I got my bill. She was adamant that her quote was correct.

I called the AMA Surerider back and explained what girl #1 said. I told her that I was really price checking and that the bike was already insured with Progressive. She put me on hold and said she would pull up my account. After about 5 minutes, she came back and told me she wanted to check with her supervisor and indeed, she was correct. The discounts were not applied and I could upgrade my policy to 12 months for the lessor rate.

I paid with a credit card, canceled my first policy, got a $9.00 refund from the first policy, and received my new policy in about one week. I saved $40.00 and got better coverage. AND, IT WAS ALL WITH THE SAME COMPANY!! Go Figure!

Progressive is a good company and will even recognize a speeding ticket or 2 without penalizing you. They understand motorcyclists. But, shop within the company. Call AMA Surerider and then call the general Progressive number and see for yourself. People are foolish in this day and age to even attempt to ride without insurance. Maximum liability with multiple bikes and one or two discounts costs about $50.00 per bike for 12 month coverage. Call other companies and compare also. Even though they won't replace your bike, it can protect you from a law suit that could cost you your house, and God Forbid, your garage!!! You know when you've seen a bike on the back of the tow truck swinging in

the wind, and you laugh and say to yourself, what a jerk?! Well don't let the last laugh be on you!!! Have a great season folks!!!

The Path and the Candidates To Once Again Make BMWMOA a Growing, Healthy Club

by Ted Verrill

Strive for Excellence-

We're seven BMW enthusiasts and MOA members who want to improve the way the MOA operates without changing the soul of the MOA, enthusiasts helping enthusiasts. Here's a brief look at how we see the MOA now, and what we propose to do.

Brief History of the MOA-

Twenty five years ago the BMW Motorcycle Owners of America was founded as a national coalition of local BMW clubs. Without an organized dealer network, service and parts for these unique motorcycles were difficult to obtain so it was quite natural that owners came together to support each other. Besides these bikes then, as now, engendered a passion and devotion unlike any other brand and folks enjoyed sharing their enthusiasm for these German machines. The MOA quickly grew to have three central features; a newsletter with technical advice and rally schedules, the Anonymous Book of contacts for help while touring, and a national rally which soon became a major annual event.

From the very beginning, and for a number of years to follow, all of the work of running this national organization was done by volunteers; all of the writing for the newsletter, all of the effort to assemble the Anonymous Book, all of the budget management, all of the rally organizing, everything. Over time the newsletter evolved into a true magazine which finally became big enough to require financial support for its editing in addition to publication and distribution costs. Member services and other office duties soon required the help of a paid secretary. But there's always remained a core tradition of volunteer enthusiasts working to keep many of the MOA's operational efforts going, including management of the National Rally.

From the beginning the Board of Directors was, and remains, a group of those volunteers; BMW riders willing to donate their time to administer the Club and help it grow. There have often been differences of opinion among Board members and sometimes strong willed individuals have played out personal agendas. And sometimes, like now, the Board has been a virtual captive of its internal disputes.

The MOA Today-

In the intervening 25 years much has changed. BMW manufactures some of the most sophisticated motorcycles on the planet, has established a dealer and support system in North America, and even makes motorcycles in colors other than black! The MOA has changed too, growing to an association with over 27,000 members, an operating budget of more than $1.2 million dollars, an extensive publications program, and a full-time professional staff working in a national headquarters. Yet all of this is still managed by a nine person, volunteer Board whose only requirements for election are that they're members of the MOA and that they're willing to run. Board members need not have a management background, financial expertise, or prior experience serving on a board. This style of operating was acceptable in the days when the MOA was a national club of local clubs. But today our size, complexity, and financial management needs require more. The current board has not voted for necessary bylaws revisions, not developed a strategic plan, and not issued written performance objectives for the staff. Is it any wonder that publication costs are out of control, that the staff is not operating effectively, or that the largest local affiliated club in the US, the BMW Bikers of Metropolitan Washington (BMW-BMW) just withdrew from the MOA out of dissatisfaction with how the MOA is being run? It's time for a change.

A New MOA-

What can be done? Elect people with the skills to manage a million plus dollar association in a business-like manner without the need to play out personal, ego centered agendas. Elect people willing to be accountable to you, the members, for getting results. We are a group of MOA members who have come together to do just that. We have appropriate professional backgrounds, enthusiasm for BMW motorcycles, and a strong desire to do things right..

If elected we will:

Develop a vision for the future which emphasizes our best tradition, enthusiasts helping enthusiasts.

Manage the staff in a professional manner so that they can serve you in a professional manner.

Oversee the finances effectively with full accountability.

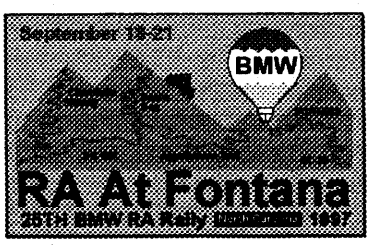
Develop meaningful interactions between, and services for, individual members and affiliated clubs.

Guide the magazine toward the goal of becoming the best publication of any motorcycle association.

Put the MOA on a path to become the premiere brand-specific motorcycle club in the world.

We have specific ideas for implementing these goals. Many are contained in our individual Biography and Position Statements included in this site. Please take the time to read them and then decide if we are the folks you want on your Board. If we are, we ask for your support and your vote.

Ride safe.



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"What is a Dual Sport Ride?" or "Fat Old-Timer Shows Youngsters He Can Still Cut It"

by Russ Davis, Roadcaptain

Last October on the weekend when many of the members of the Cleveland BMW Club were enjoying the Fall Foliage Rally, three of these members, Byron Luther, Reid Ingram and Russ Davis were in McArthur, Ohio for an AMA-sanctioned Dual Sport Ride.

The club that sponsored the event the Hocking Valley Dirt Riders, laid out a course of over 200 miles for the two-day event. The riding was divided between single track, woods, trails, 2-track logging roads, sand, paved, and dirt public roads. The skill levels of the over 200 participants differed greatly. Each morning a riders' meeting was held. Everyone received a route-sheet to tape on their gas tank or put in their route sheet roller. Riders were advised that certain parts of the route shall be attempted only by "more aggressive" riders with knobby tires. Us wussies could take an alternate route.

A street legal dirt bike is required, but because this is a fun "none-race", older dirt bikes were in abundance.

The trails are cleverly marked and a hot lunch was provided out on the trail each day.

Just about everyone who entered got a door prize from goggles and tires to T-shirts and hats.

Honda and Suzuki both ran support trucks and gladly helped riders of any brand bike if needed.

We stayed at Hotel McArthur (614/596-5896) in beautiful downtown McArthur, which is the county seat of Vinton County. The hotel has a bar and a semi-good restaurant and is owned and operated by Crazy Katie.

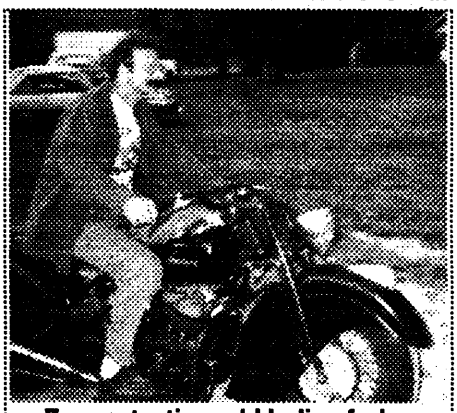
I am sure that all three of us will be back on October 11 and 12th, 1997. For info call 937/256-8365.

TECH TIPS

FORKS-

This winter a couple of our guys called about forks. So, here we go. A good place to start is to see how much your springs have sagged.

Put the bike on the center stand. Tie a cord to the fork at the triple clamp hanging down the tube. Mark the cord with a marker at a reference point on the tube. Next, load the bike with your normal gear. Take it off the center stand and get on with your passenger if you normally ride two up with gear.



Z-man testing old Indian forks.

Have someone else mark the cord at the same reference point.

On "R" bikes, '70-'84, the difference should be 2 inches. For '85 and up, monoshock, it should be 1 3/4 inches. If the distance is MORE, preload and/or change your springs. Change your oil while you are at it.

Now, let's talk about stiff forks. The alignment of forks is not that hard to do. It's called a "top down." This takes a little time and some tools. All the fasteners must be loosened including the top nuts to the axle. When I say "loosen," I don't mean finger loose, just break them loose. Put the front brakes on and bounce the hell out of it. Then torque your fasteners from the top down, right to left, working everything down. When you get to the axle, bounce it all again and tighten the axle nut. Bounce it again then torque the pinch bolts. When you are all finished, it should all be back in line sliding smoothly.

SEE YOU AT THE TUNE-UP CLINIC, *Zircon*

Call the Cleveland BMW Hot Line...(216) 556-0196...for up to date club information.

Jim Shaw, Candidate for Vice President, BMWMOA

(position statement)

by Jim Shaw, MOA #61722,
Candidate for Vice President, BMWMOA,
Hinkley, Ohio

Our hometown candidate.

For twenty years, MOA has been run by the "insiders" - well intentioned folks who have stopped the growth of our Club. For the last four years, there's been a battle royal between some reformers (who may want to throw the baby out with the bath water) and the obstructionists, who try to prevent any change, whether it's good or bad. The result has been a bunch of shouting and screaming, but almost no forward progress.

I am a business manager and an engineer, who has spent most of my adult life helping organizations become more productive, and making my company's products and services more valuable and useful to our customers. You joined BMWMOA for the services our Club offers. I believe MOA can offer you a lot more for your money, especially if we get successful folks into elected jobs where some real progress can be made.

When I see other, properly run clubs like sports car clubs and other motorcycle clubs, they provide an even better magazine than we have - at lower cost. These clubs provide member discount programs, (like insurance and camping), and better regional and national rallies.

Our local affiliated BMW clubs are becoming weary of MOA's free-for-all management. This year, the biggest local club in the USA refused to renew its membership in MOA, even after our MOA President personally met with them to promise better government. It was a protest against MOA's internal politics and waste, and they said they wouldn't be back until things got better. It's about time MOA got its act together, and started providing something useful to our local clubs. For example, MOA should provide educational material on local rally organization, maintenance clinics, fund raising events, and interesting additional newsletter text for local club editors. MOA officers, directors, and ambassadors should be made available for club meetings, to discuss national MOA programs.

Last year, I rode about 49,000 miles on my one-and-only BMW. I owe a lot to the MOA and my fellow club members for the success of my riding adventures. My entire background is in the use of cooperation and good, smart management to improve products and services. MOA may be just a club, but it can better serve its members - and that should be our destiny. It is my goal to work cooperatively and aggressively with MOA's officers, directors, staff, and volunteers to get MOA rolling toward success.

I most sincerely ask that you examine carefully the background of some new folks who want to help MOA. Look for successful management and new club goals. Please take a long look at any incumbents, and try to picture how they are going to change their spots, and quit obstructing and bickering. Running the MOA may not be rocket science, but it requires new goals and cooperation.

I offer a successful business background, goals, and a spirit of cooperation.

I ask for your vote for Vice President, and your support in telling others.

I promise a successful MOA.

If you have any questions, please do not hesitate to contact me at: jimshaw@mail.multiverse.com

Or you can use your BMW MOC Club Directory to contact Jim. He has been on our roster several years. -Ed

On the Off Ramp- /bmwmoc.html

by Ralph Crider

WEBmeister, Ralph

Hello again from the ethernet. As some of you have noticed, our club web site is no longer on AOL. I won't go into details but I've moved it to my regular Internet provider. In this article I'll discuss the many different ways to surf the web and safeguards you should take to insure safe and sane surfing.

As most of our web savvy members know there are many different browsers. A browser is the program that lets you view web pages. I have configured our page to work best with Microsoft Internet Explorer but Netscape 3.X should work just as well. On our page I've included a direct link to Microsoft so that you can download the latest version of MSIE whether you are using Windows 95 or Windows 3.1. When I get around to it I'll incorporate a link to Netscape as well as links to other useful sites including McAffe, the anti-virus people. What with all the scare tactics about viruses and the fact that they can be transmitted by files that haven't been properly scanned from some software download sites. Once you get a virus you can end up infecting not only a lot of your discs and your computer (which can destroy all of your data and hard drive).

Call the Cleveland BMW Hot Line...(216) 556-0196...for up to date club information.

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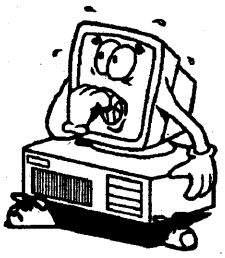

someone else you can end up infecting someone else's machine (right Tom?). I heartily recommend that everyone has some kind of protection.. kind of like a condom for your computer.

With that warning aside I'll also address another concern that's been in the news lately - pornography- unless you've been living in a cave the news is full of stories about how pervasive porno is on the web, well in one word.... RUBBISH!! Sure there is pornography out there as there is also educational sites and personal web sites and sites such as ours. According to a survey I read recently though, the number of pornographic web sites is somewhere around 2-3 % which isn't a whole lot actually. I've registered our site with Safe Surf, which means that we have all age's content and no links to pornographic sites. What this does is allow people who have protected their systems from viewing such sites will be allowed to view our site. There are a number of different types of software such as Cyber Patrol, Safe Surf and others available that a concerned parent can use to keep the little ones from seeing inappropriate things (*not like* it's on TV anyway). The bottom line though, is pay attention to what your children are doing and you shouldn't have any problems. If you want to know more, mail me, and I'll try to point you in the right direction to find what you're looking for.

Another thing I'd like to bring up is that those who have seen our page may have noticed that I do have a space for local dealers who are on-line to be given a direct link to their web site. If you don't have a web site but have an E-Mail address I can give you a link to your mail server if you want, please contact me for club policies regarding such services.

Well, now that I've addressed those concerns I'll leave it to say that with springtime almost here that there is going to be a whole lot less web surfing going on as we get our steeds out for another season of rallying and riding. See you out there and remember to watch out for the leftovers of winter the first few rides, because most hospitals don't provide Internet access.

Our new address is-

http://members.stratos.net/rcrider/index.htm

And a note to Fran Grodek. I lost your e-mail address please mail me and I'll get you posted on the club page.

Interesting Internet WEB Pages:

Mid-Ohio Sports Car Course- http://www.midohio.com
Speed Traps - http://www.speedtrap.com/speedtrap
BMW MOC- http://members.stratos.net/rcrider/index.htm
BMW RA- http://www.bmwra.org/.
Internet BMW Riders- http://www.ibmwr.org/

HIGH FAT DONUTS

by Zircon

As you may know, I have spies hidden everywhere. They have come up with some interesting facts for you.

Last issue in my article "Bad Cop - No Donut," I was venting. This issue I have some facts for you. Do you have any idea what tickets cost the American driving public? I was shocked when I read these facts. So, sit down!

The total was nearly $800 BILLION in 1994. What a gold mine they have! Yep you read that right. It is not a typo!

It seems a C.H.I.P. in Los Angeles, California, in 1994 must have won the "Golden Donut" award for his efforts at protecting us from our bad habits. He single-handedly doled out $150 Million dollars worth of tickets. What a guy! Like the SS, just doing his job! The entire California Highway Patrol had a total of $420 Million that year.

I know LA is far from Ohio, but we have our share of do gooders too. For example, Linndale was brought up in Motorcycle Consumer News as a quote, "cherry patch town," for it's tiny piece of speed trap.

Do you wonder where some of these towns get the money for lasers and high tech radar? Another surprise! Insurance companies subsidize these purchases under an agreement that they meet a quota of speeding tickets.

I read this in Motorcycle Consumer News, March 1997. They have an excellent article on radar detectors and lasers. The laser detectors will not save you. When they get the signal, it's over. Read this article. If you didn't' get this newsletter, call me and I will share it with you, or write to Motorcycle Consumer News, Subscription Division, PO Box 420243, Palm Coast, FL 32142-9477

Request this back issue when and if you order. There are good articles and unbiased reviews of all kinds of machines, equipment, and accessories including clothing each month. It is a little pricey at $29.00 for 12 issues, but it can test candidly because the subscriptions support it and not manufacturer advertising. Phone # 800-735-9335

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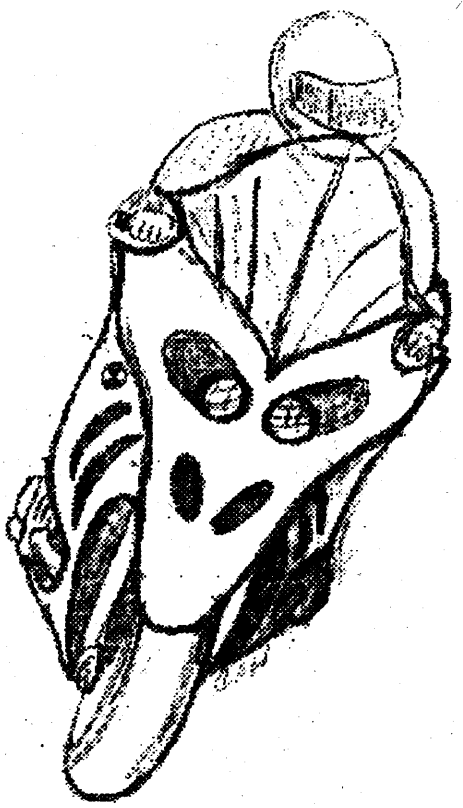
Something's Fishy at BMW AG

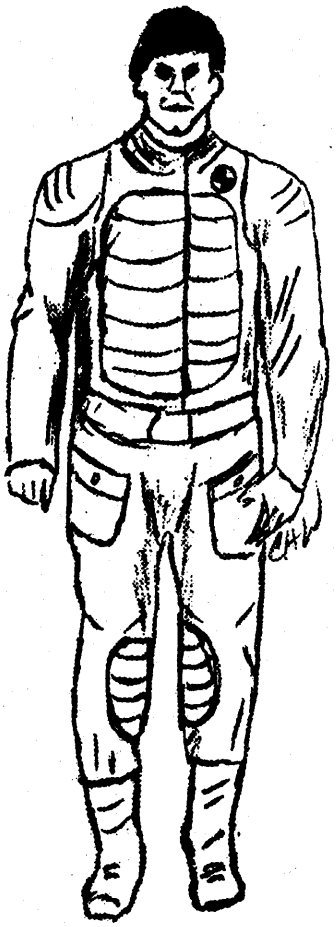


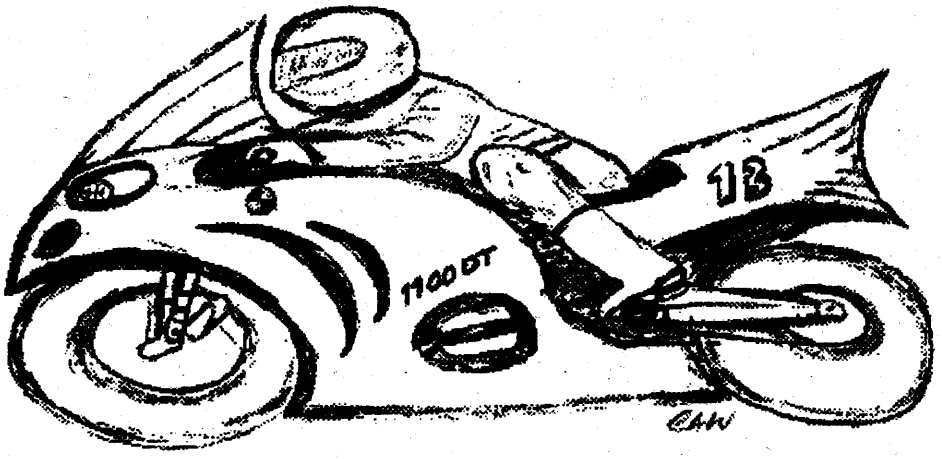
Cleveland Club News has discovered secret R&D drawings that indicate the boys from Munich may have gone a bit overboard designing the Future Oilheads.

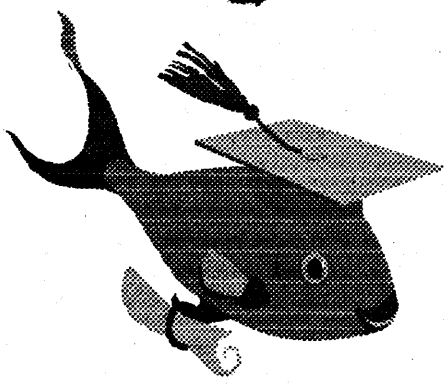
Sources at Sparte Motorad confirmed that future EPA air pollution index projections have prompted designers to switch from aerodynamics to hydrodynamics in body shell type styling.

"Thicker air and Quebec - level precipitation lie ahead for Future riders," says BMW stylist David Robb, "We just have to go with the Flow."

The new "Fish-Oil-Heads" as they may be called have already spawned their own accessory market. Witness the surprisingly functional "Remora" riding suit with chest and inner knee suction panels from Hein Gericke and "Egg Sack" hard luggage and air bladder tank bags by Givi.







The future R1100 Daytuna swimming through the curves at Lagoon Seca.

TOP SECRET

Hope this clip gets you ready for April Fools' Day. -Ed.

This is the first of two parts from club member Charles Elberfeld. -Ed.

1995 Iron Butt Experience

by C.R. Elberfeld

Part 1-

It was Sunday mid-morning, in the Medicine Bow National Forest (Wyoming) when I saw Kevin's Goldwing parked at a scenic overlook area. I sped past the entrance and had to turn around to pull in and park beside his bike. The air was cool and clear and very thin. As I walked briskly to the stone overlook where Kevin was waving, I had to stop with my hands on my knees to catch my breath. At about 10,000 ft. elevation, my lungs weren't any more effective than my bike a BMW K75 which seemed to have lost a cylinder and a half on the way up. The view was worth the exertion.

Two days earlier, Kevin and I had left the Cleveland, Ohio area headed to Salt Lake City to compete in our first Iron Butt Rally. We had stopped over in Des Moines, Iowa and Laramie, Wyoming, and expected to cruise into Salt Lake City some time after noon. This was my first time out west (driving) and I was totally seduced by the wide open spaces of western Nebraska and Wyoming. We arrive at the motel in Salt Lake City in the early afternoon and found that we were not the first ones there. There was a lot of friendliness and inquisitiveness between the other participants and myself as I became acquainted with other people who had the same consuming passion that I suffered with, long distance endurance motorcycling.

The Iron Butt Rally is a long distance endurance motorcycle competition held every other year. It lasts for 11 twenty-four hour periods, and roughly touches the four corners of the continental United States. In order to complete the rally, one must reach specified checkpoints within specified time limits. This year's schedule was a follows:

Depart (local)	Date/Time	Arrive (local)	Date/Time
Salt Lake City, UT	8/29-1700	Spokane, WA	8/30-1500
Spokane, WA	8/30-1700	SanDiego, CA	9/1-1000
SanDiego, CA	9/1-1200	FT.Lauderdale, FL	9/4-1800
FT.Lauderdale, FL	9/4-1900	Gorham, ME	9/6-1800
Gorham, ME	9/6-2000	Salt Lake City, UT	9/9-1700

Not allowing for side trips, the distance is approximately 8,900 miles. A rider wins the competition by accumulating the most points. Points are accumulated by making it to the checkpoints on time and by establishing proof of visits to bonus destinations which are provided between check points. In general, the further out of your way a bonus destination is, the more points it is worth. The winner of the event will typically ride a total of over 12,000 miles during the 11 days of competition.

We were able to check in early with the rallymaster, and so, spent the rest of the day socializing and talking to the other participants about their bikes and strategies. This was like Christmas to me as I overdosed on looking at specially prepared touring machines and trying to absorb experiences and advice freely offered by the participants. Sleeping that night was a little tough because I was really getting pumped, but the mileage from Laramie to Salt Lake City earlier in the day had taken the edge off my nerves and I was able to conk out for a while.

Monday, August 28, I woke up early (my body was still adjusted for two time zones east) and went over all of my correspondence and rules from the Iron Butt Association to ensure I understood what I was getting myself into. Later was breakfast and more poking around at the bikes. Most of the motorcycle dealers in Salt Lake City were open to assist Iron Butt participants, and some people were taking advantage of the opportunity. I had done some pretty intensive service on my bike before leaving Cleveland and had concluded that my bike would either make it or suffer an unforeseen catastrophic failure, if the rider held up. Kevin and I went for a short spin to see some of the local motorcycle dealerships. However, I suffer from a lack of natural curiosity, and soon returned to the motel to wait for the rider's meeting and banquet later that day.

Meanwhile, many of the participants had their bikes in various stages of assembly/disassembly making changes or discovering "last minute" problems. Everybody seemed to be getting freaky so I had to get away from the bikes and my coolant level that looked low if your head was turned just so. Little did I know that this freakiness would turn into outright berserkness (if there is such a word) before the event would start at 1600 the next day.

The riders' meeting and banquet just threw gas on the fire, and when it was announced at the banquet that there would be special bonuses for high mileage and for visiting all 48 states, most of our simple nervous systems were put into overload. Soon all of the planning, dreaming, imagining, preparing, theorizing, and strategizing that had been done for the last year and eight months would be put to the test.

It was at this point that my dreams of a first time victory were quickly dashed to the earth, and I readjusted my horizons for survival and taking "gimmee" bonus points. Listening to other participants introducing themselves at the banquet and saying that they were still trying for their first successful Iron Butt finish alerted me to a potential disaster that I hadn't considered. The hopes and dreams of getting into this exclusive event and the twenty-month wait were more than enough for anyone to put up with. The idea of waiting another two years to get that "monkey off my back" was not something I wanted to deal with. I could always attempt to come back and improve, but I wanted a "finish" under my belt. So I was out there to do my best and learn. I wasn't sure how to pace myself for doing my best for 11 days, so in a pinch, doing my best meant arriving at the checkpoints on time and trying to stay out of trouble. This, I believed, was within my limitations as a rider.

Tuesday, August 29, everyone was pumped. We had to check out of our motel room before noon, and so, had to wait

around until 1600 to get the bonus destinations for the first leg, and 1700 to be off to Spokane, Washington. We were interviewed that morning by a crew making a documentary video and everyone was going over his/her bike one last time. I packed my bike and then tried to stay away from it. Although Kevin and I had eaten breakfast, we weren't hungry for lunch. I was going to eat anyway, but got distracted and by the time I realized it, it was too close to 1600 to take a chance. The temperature was in the 90's and with my all black outerwear, I decided to soak myself down just before I left. We would be leaving through Salt Lake City at rush hour, and stop and go traffic in the heat on a bike is a killer. I loaded up on fluids and alternated between the drinking fountain and the bathroom until 1600.

When the bonus destinations were handed out, I plotted the possible ones on my regional map and chose my route. I would take I-15 to I-90 into Spokane. A local TV station was covering the start. At 1650, I put my maps and papers away and went to the bathroom to drench myself. A few others had the same idea. At 1700, we all started our engines and left the motel, heading east on I-90 to Salt Lake City. Traffic was heavy but, in general, the group split into two at 1215 either heading north or south. As I headed north, the traffic eventually thinned out. I was glad that I had drenched myself before leaving. By the time the sun started to set, I was completely dry. As I headed into Idaho, it started to get dark and the bugs were coming out.

I stopped near Pocatello for gas and before I left, I cleaned the bugs off my faceshield using a windshield scrubber/squeegee with my helmet on my head. I have always done this and lean forward so the water/cleaning fluid doesn't get on me. A local (male in his early to mid-twenties) came up to me and said, "Gee mister, you sure look funny." I agreed with him and left. I guess things are slow in Pocatello. As soon as I got back up to speed on the interstate, bugs again covered my faceshield. I had to stop again about 10 miles down the road to devise a system to "mitigate the incoming". It soon became too cold for bugs to be a problem, but thrills were just down the road.

It was now dark and flat. I hadn't seen any other bikes for more than an hour when I reached an exit for a Federal Reservation for nuclear testing. My son had gone to school out there for navy nuclear training, so I imagined that that was the place. At the exit, a sign said "Road Construction" with an arrow pointing right. I slowed, considering I was by myself in the middle of nowhere, from 80 to about 45 mph. The next sign I saw said "Detour", and the pavement abruptly dropped and changed to gravel. I got a rush of adrenaline as the bike bucked and chattered and found its won path through the gravel. As I regained control of the bike, I saw two bikes parked on the side and the outlines of two figures standing beside them. I pulled in beside them and stopped. They were participants.

One had fallen down, but they had his bike back up and assessed only minor damage. They said they were okay. I started to leave but my bike was in third gear and I stalled momentarily. Fundamentals. Hadn't done that in about 20 years. My bike even has a lighted gear position indicator. Maybe I was shook.

Back on the road, it was really getting cold and my stomach was asking me why I hadn't fed it all day. Across the border into Montana and I found a motel. When I got to my room, I started dry heaving, but with some water and snacks, it soon subsided. Guess I had a busy day. Wednesday, August 30, my alarm went off at 0330. By 0400 I had reviewed my map dressed warmer and was on the road. There were about for or five other familiar bikes in the motel lot when I left. I had underestimated how cold I was and how cold it was going to get and after about 100 miles, I stopped and put on my electric vest. My body had already lost too much heat, and I had to sit on the bike for a while with the vest plugged in to get some core temperature back. I then limped into Butte, where I got some gas and coffee. The rest of the trip to Spokane was relatively uneventful. I got my first bonus points by stopping in Lolo, Montana. I arrived at the first checkpoint a few hours early. Many participants were already there.

The checkpoint at Spokane was wonderful. The people were friendly and they had a huge spread set out for us. Everyone ate, joked, told stories, and napped until 1700 when the bonuses for Leg 2 to San Diego were handed out. I processed the information onto my maps and charts and was on the road again by 1800. My planned route involved taking I-84 to I-5 and then I-5 to San Diego. I rode until after midnight, picking up bonuses at the Hood River Bridge and the Dalles, Oregon and sleeping in a motel in Troutdale, Oregon.

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THE ULTIMATE RIDING MACHINE

Thursday, August 31, I was up again before sunrise in hopes of hitting a bonus destination in Eugene, Oregon at 0900. It was a motorcycle dealership and again I received a royal treatment. There was an assortment of "gifts" which were entirely appropriate for the endeavor; Gatorade, power bars, sausage sticks, and crackers; all that could be taken along and be easily consumed while riding. As I entered California, the temperature climbed into the high 90's. Time for more drenching and forcing fluids.

Riding past Mt. Shasta was unique experience for me. Because it is so huge and so far away from the highway, it is easy to catch the illusion that the mountain is traveling along beside you (similar to watching the moon out of a car window when someone else is driving). Motorcyclists who survive are paranoid when they ride, always expecting the unexpected. Between this paranoia and my body operating out of its natural rhythm, the mountain made for an interesting travel companion. Occasionally I would catch something moving beside me out of my left eye, and when I would flinch to the left to see what it was, SURPRISE! It's the mountain. I never did go completely off the road when this happened.

It's amazing how small details and choices can have such a large impact on an eleven day 9,000 mile trip. Sometimes your mind and body try to tell you something and you should always, always listen. As I worked into a routine, I found that after about five to seven hours of riding, the connection between my consciousness and the awareness that I had a physical body became very fragile. I call this "losing my frame of reference". The cure is very simple, a ten to twenty minute catnap and I'm "rezeroed" for another interval. I would simply stop at a roadside rest area, find an appropriate picnic table or shade tree, lay down and close my eyes, and count backwards from 300. Usually by 260, I was in another place and time, and would wake up later refreshed. Not performing this ritual when needed would cause me great difficulty.

This difficulty would include sluggish reflexes, poor judgment, and total lack of focus on the task at hand. During these periods, God must have sent in lots of extra angels to look after this "idiot".

The first occurrence was in mid-afternoon while going through the mountains on I-5. I was in traffic cruising at about 75 to 80 mph when a sign came up saying lane closed, merge right. I was in the left lane getting ready to pass an 18-wheeler when I saw his hand coming out of the window, in a motion that appeared to be waving me on. However, as I accelerated to about 90 mph and approached just behind the driver's hand, he motioned for me to stay back. At this point, I was already committed to the pass. I squirted between the 18-wheeler and a concrete wall blocking the left lane with about a foot clearance on each side at about 95 mph. Time to hit a rest area and rezero.

The next interval was relatively uneventful until I met up with some participants after dark. We stopped for gas and discussed strategy. We unanimously concluded that being north of Los Angeles the next morning would prevent us from making the San Diego checkpoint on time and so agreed to find a motel south of LA. It was past my "nap time" but after riding by myself all day, loneliness got the best of me. Sheepishly, I followed them into LA, but by 2330, my frame of reference was disintegrating fast. Standing up on the pegs and slapping myself on the side of the helmet was no longer effective so I pulled off by myself to get gas and rest.

When I removed my helmet and removed my earplugs, I noticed that the place was really jumping. Music was blaring from the station speakers and at this late hour, people were everywhere. The vehicle of choice in the area seemed to be mid-seventies to early eighties economy cars. I was a minority. Although the attendant wasn't behind bulletproof glass, he seemed nervous at my presence, and I decided not to rest at that location. Back on I-5, it took only minutes for my frame of reference to start coming apart again.

For some reason that only sleep deprived people know, I thought I had missed a turn off to stay on I-5 and tried to cheat by crossing the white lines demarking the lane separations as my imagined true course was disappearing to my right. What I hit I don't know, but I went airborne and came down heading westbound on I-10. The short flight and realization that I was luckier than smart, forced me to wake up enough to understand that I was now headed in the wrong direction. I got off on the next exit which said Alameda. Fortunately, I was only attempting to go back to where I had come from.

At the bottom of the exit it looked like a war zone, abandoned buildings and "refugees" with no place to go. Even the pavement appeared to have been shelled. At the intersection, a car was parked about four feet from the curb with its lights off. As I coasted past the car, the driver gave me "one of those looks" that unequivocally convinced me that I did not belong there. Traffic laws no longer applied and I was soon back on I-5 headed south. Although the shots of adrenaline helped me through the period, it did not alleviate the fact that my brain was temporarily running past empty. I no longer had anything that resembled judgment, and the bike was running on auto-pilot.

*-To be continued **Summer Issue**.*

March is Membership Month
Support Your Local Club
(Membership Application/Renewal in this Issue)

...feature...

Motosapien Moments

by Craig A. Webb

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

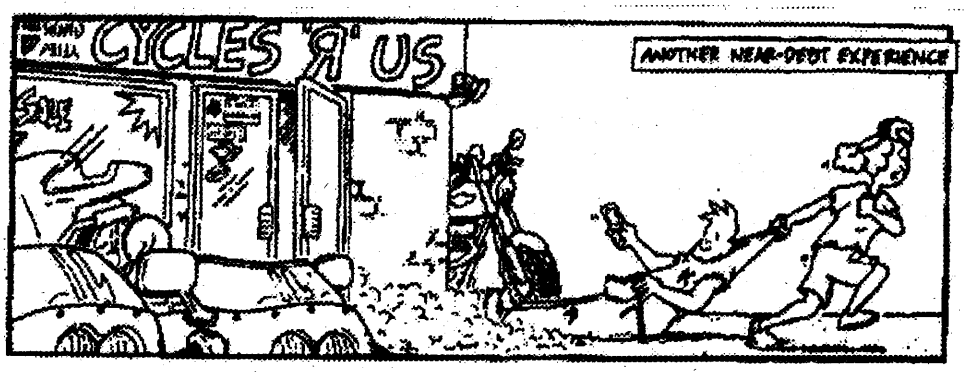
NEW and USED

I've never owned a brand new vehicle - although I've bought my wife two of them. Of course "we" owned them, but both were officially designated "her" car. Sometimes she let me drive.

My parents have purchased five new vehicles in my lifetime. The last couple have even had radios and automatic transmissions. This is a clear indication that my father has finally realized that he can't take it with him.

Several of these were handed down to me well after 100,000 miles. This was good because by that time I'd spent so much "quality time" with dad fixing them that even a mechanical moron like myself knew their every quirk and foible.

I'd nurse them along for another 30 thousand or so then apologetically nudge them into the grave. Dad would always be disappointed that I couldn't "get a little more out of them." Actually I think dad is emotionally incapable of letting go of these inanimate offspring upon which he has lavished so much loving care and profanity. So he passes them on to me. I finish them off.



I once bought a new lawnmower and was literally thrilled by the unique experience of starting a Briggs and Straton with a single pull. For someone who previously obtained his lawnmowers from other people's tree lawns on garbage day it was like having an orgasm.

All this exposition is a feeble attempt to convey the origins of the disturbingly mixed emotions I experience when attending the NEW BIKE SHOW at the IX center. Entering that vast expanse of space with its 100 foot ceilings and acres of carpet makes me feel small and insignificant. Like a child at his first communion.

I approach this glittering temple of disposable income with equal measures of awe and dread. The acres of virgin chrome and pristine enamel beckon. The aroma of new leather and the vision of odometers full of nothing but zeros assaults my senses. I feel compelled to wash my hands before going through the turnstile.

Like Jimmy Carter I admit to lusting in my heart. Over women? Sure - I'm a Scorpio! But more importantly over NEW MOTORCYCLES. The idea of owning one actually gives me the shakes. Then I think about riding it!

After the involuntary seizures pass, my DARK side kicks in and I imagine the possibility of dropping it. Or scratching it! Or parking it in my FILTHY GARAGE! Oh the horror - the HORROR!

Fortunately I am immune to the fever of original ownership by a legacy of deep, abiding, ancestral, genetic cheapness. I just could not bring myself to spend that F - ing much money!

This built in economic rev-limiter makes going to the show each winter a disturbingly pleasant experience - but not really dangerous. I can appreciate the visceral appeal of the customized Royal Stars without discernible facial twitches. Evaluate the lightness and imagined maneuverability of the Funduro and the ever more bulbous proportions of the R and K touring models without the slightest tendency to drool. Mounting the sleek, screaming yellow, Euro-trash, Techno-pop contours of the Duc Monster, I can stare in amazed bewilderment at that rat's nest of hoses, cables and wires descending from the handle bars without howling at the terrified sales help to explain "WHAT THE HELL ALL THIS DAMN LINGUINI IS FOR!"

Blissfully free of the compulsion to buy, I float down the aisles of Moto-paraphernalia sucking down expensive Coors Light and sneaking glances at other men's companions. The makes and models begin to blur as I wind up the evening with some insignificant purchase designed to prove that I exist.

I stumble out into the frigid expanse of parking lot like a Baptist preacher coming off a three day drunk. Feeling drained, satiated and slightly guilty I fumble for my car keys and drop the plastic Harley-Davidson bag full of Jap bike brochures in the snow. My head begins to throb from eye strain caused by florescent lighting reflected off countless deeply chromed surfaces as a small inner voice whispers..."Maybe next year."

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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.

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...Ride Smart - Ride Safe...

THE FORBIDDEN ZONE

by Craig A. Webb

Director Jerry Bruce recently expressed a desire to see more safety related articles in the Newsletter - so here is my two cents to start the ball rolling.

Many of you know that I make a living providing traffic control for highway repair projects. The purpose of my work is to maximize safety for both motorists and workers. Unfortunately my experience indicates that the least safe individuals passing through a construction zone are motorcyclists.

The reasons for this danger are two fold.

#1. The balance and traction critical for a two wheeled vehicle are often seriously compromised by the construction process. Loose gravel, loose sand, liquid tar, cement slurry, asphalt dust, milled road surfaces, edge traps and wet pavement markings are all conditions common in construction zones. These hazards can be annoying or even damaging to four wheeled traffic but absolutely life threatening to the motorcycle rider.

#2. The construction process often produces air borne debris such as smoke, dust, high velocity blasting sand, sprayed liquids such as water, paint and other chemicals plus toxic and/or foul smelling fumes of all sorts. These may cause loss of visibility as well as paint or windshield damage for motorists in cars but will inflict actual pain and possible blindness for the unprotected motorcyclist.

I have personally confronted ODOT engineers and various contractors about the flagrant dangers they routinely produce for motorcyclists. Their basic answer is that they just can't alter their procedures for the benefit of such a small portion of the motoring public. In other words - they don't give a damn about motorcyclists.

Given this official attitude I can only suggest two courses of action. Either have a serious accident in a construction zone and sue everyone's ass off to get the state's attention or avoid construction zones altogether.

If you find yourself unable to avoid a zone, be careful to maintain the highest level of rider awareness possible as you ride through. Drive defensively. Use eye and skin protection. Identify escape routes and avoid sudden changes in speed or direction while on unstable surfaces.

I don't know if large numbers of motorcyclists writing their congressmen or complaining to the AMA or the media would help this situation - but it couldn't hurt.

Call the Cleveland BMW Hot Line...(216) 556-0196...for up to date club information.

classified section

K-bike hard bag, LF side with key #042. $100 Call Karl at 651-9099.

Wanted: K75 T, left front turn signal, shift lever, and saddle. Call Karl at 651-9099.

Men's BMW leather boots - navy blue size 9-1/2-10. Women's BMW leather boots - navy blue size 7-1/2. $30 per pair. Call Rick & Kathy Manett at 216-285-3937 home.

Heine-Gerke 2-pc. leather riding suit. Red & black men's size size 40 $500 OBO. K-bike fuel pump $100. Call Bob or Rose at 252-7933.

Corbin Dual Canyon Sport seat, black, lowered 1/2", EC, fits '86-'91 K-bike and K75S. Mike May at 884-6918.

BMW battery charger, never used, new in-the-box $50. Call Mike May at 884-6918 days or 475-0400 after 4 PM.

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

Haro Elephant-Boy tank bag, good condition, univ. fit $85.

System I helmets size large, 1-white, 1-black. $75 each.

Ultratreck Cordura 1-piece riding suit. Removable Kevlar armor, size medium, Sells for $600 new, less than 1 yr. old, asking $300 call Gabe at 899-6780.

'95 Honda Del Sol, 3k mi. $14,500. '94 Honda Civic 4-dr. 20K mi. $9,995. '93 Grand AM 4 dr. $8,400. "92 Saturn SL2, loaded, $8,900. Call Greg Antolik at 216- 235-1272 for details.

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

Wanted: /7 electronic tach., long mirrors, head light with trim ring, and final drive 33/11 ratio. Also need, /5 wheels, head light assy., and misc. /5 parts. Call Greg Antolik at 216- 235-1272

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.

'97 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 - _____

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

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