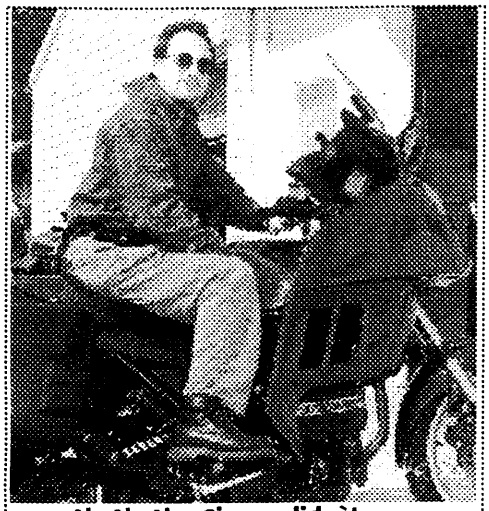
Cleveland Club News

BMW MOTORCYCLE OWNERS OF CLEVELAND

The Official Publication of the BMW Motorcycle Owners of Cleveland, Inc. Spring, 1998

Simon Sez...

The riding season is almost upon us. I know, I know, some of you more hardy souls don't take the Winter off from riding. For you, all year is the riding season. But for most of us, the inevitable April showers will wash the road salt back into Lake Erie, providing us with a less corrosive environment in which to engage in one of our preferred avocations.



Ah-Ah-Ah...Simon didn't say. The Prez aboard his new mount.

As your favorite local BMW Club, we are planning a number of events for this year that will combine our love for two-wheeling with opportunities to socialize, camp, travel, and even do some people a little good. As our membership continues to grow (we had 147 members as of early March), your Board has determined that the streamlining of some Club events was necessary. This does not mean fewer events; in fact, it means an even wider variety of Club events that have perhaps a little less predetermined structure. A little spontaneity never hurt anyone. What follows are a few general examples of planned Club activities that are new or a little different than in prior years (details of most events will be left to separate articles, or to your Road Captain).

Micro-Rally. Our Micro-Rally, a Club camp-out to be held June 6-7, 1998, at the Davis' place in Bainbridge, will include one night (Saturday) of camping, and a simpler cook-out style dinner. This relieves members of the perceived burden of attending a work-day (Friday) night campout at a location that was less than an hour from most members' homes. We are planning a Club ride for the Saturday of the Micro, which will include a visit to Roman's Cycle Shop's new location, followed by a return to the rally site for our traditionally abbreviated Club meeting, cook-out, and Russ' famous bonfire, which is usually big enough to melt the ice on the moon.

The Heart of Ohio Ride. (Reconfigured from 4-Corners of Ohio Ride.) Public perception of motorcyclists has become a concern, particularly as unjustified negative perceptions are believed to be responsible, at least in part, for the overbearing police presence last Fall in Fontana. We have decided to try to do our own little part in improving this perception, and have chosen to utilize an activity similar to, yet a little different than has been utilized by other motorcycling organizations.

We have all heard of the "Rides for Kids" and similar events. That is fine for folks who are used to riding 20 to 30 miles at a stretch. But we are Beemer riders. We do *real* miles. Our Club has chosen to sponsor a "Heart of Ohio Ride" (H♥R). This will be a fun, rolling-rally type event, where we will identify a suggested route, and the stops for the Friday and Saturday evenings of the weekend that we ultimately select for this event. The precise route will be up to each rider to select (some may choose slab, some, back roads). The exact date for this event will be selected in the next few weeks, and will be publicized to all members.

Not only will this be a fun event (particularly once we hit the Southern part of Ohio, along the Ohio river), but we will have the opportunity to raise some money for Neighborhood Family Practice (NFP), a near-West Side not-for-profit community health care provider (more information about NFP is included on the enclosed sign-up sheet).

Sign up sheets will be provided that will enable you to obtain sponsors for your trip through the state. No participant in the "Heart of Ohio Ride" will be required to participate in the fund-raising aspect of this event, however, all members are encouraged to do so. As a little bit of incentive, Neighborhood Family Practice will reward participating riders with a NFP/BMWMOC T-shirt for each $100.00 they raise! No, really, a hundred bucks should be easy. Just find ten people to sponsor you for one stinkin' penny per mile (the ride is about 950 miles), round it up, and collect a tax-deductible ten bucks. No sweat. We hope to get a little media coverage for this worthy undertaking, making it clear that us biker scum may not all be so bad.

Miscellaneous. This year, we will also be having our Kirt Zautner Memorial Spring Tune Up Clinic, a ride-to-eat progressive dinner, Sunday breakfast rides, Wednesday evening cruise-ins to Annabell's Diner, in Mentor, and our Fall Foliage Campout in September. Volunteers are needed and welcomed to help with any of these events, as well as

Sez...continued-
with planning the groundwork for our holiday party (it's never too early).

Finally, I want to use up my last few lines to thank Bob Wood and Zircon for conveying their technical expertise to a willing audience at last month's Spline Lube Clinic. Just as important to the success of this event was the gastronomic proficiency exhibited by Barb Cowan. Thanks to these folks, and to all who were able to attend this event.

As always, please feel free to call me if you have any questions or suggestions regarding your BMWMOC.

Bits & Pieces

Congratulations and good luck to Jeff Kaplan newly elected President of the Western Reserve BMW Club. Seems the WR will regain some momentum after a near stall out last year. First on his agenda is to set up their club calendar through a Calendar Planning Party on April 5th. They have scheduled a Tune Up Clinic on April 25th, an Experienced Rider Course on May 3, through Lakeland Community College for their members, and Breakfast in the Park at Strawberry Lane for May 17th already. The Club will also be reviewing and revising their by-laws during the year. We hope Jeff will keep in close contact with the Cleveland Club and wish him a successful year and good riding this season.

Bob "Left Lane" Burley didn't make it to Daytona this year due to a stomach ache which turned out to be a bad gall bladder. Bob had the non-invasive version of the operation and was seen in good health and spirits at the RA Ohio Brunch on March 15th. He said he was glad it happened now instead of during the regular riding season.

Michele Stone, last year's BMW MOC Membership Chair, has been placed 20th, (with 14,000 plus miles) among women riders, in the national BMW MOA Mileage Contest. She has the GS with the "Women Kick Ass" bumper sticker on it you've seen at our events. She and Troy will be moving to the Chicago area soon. We will miss you guys and hope you can get to Ohio frequently this coming season.

Seen at Daytona this year were Thomas Q and Rad Al hobnobbing with the racers and schmoozing at the Dealer Parties. Meanwhile, back at the campgrounds, almost too much non-sense with Russ, Phil, Greg, and Karl. Did Russ come out unscathed with the long arm of the law? Will Phil really buy a K-bike? See this year's Daytona review elsewhere in this issue.

Phil Danzey got lucky on the way to Daytona this year when he met Verlon Coleman of Twin City, GA who gave our stranded member a lift further down the road. He then met Ivey Miller of Brooklet, GA who trucked the disabled R-bike to the rally. It was on the way, when Ivey hinted to Phil that he may have a valve problem. (Duh! What is the first thing to check on the infamous R-bike?) Phil sends his THANKS to you both.

Dan Frederick has taken over Don Walker's post as CCN Advertising Manager and we welcome him aboard. In his first month Dan has contacted all our regular advertisers and has returned yearly sponsorships from all except two accounts. He expects one of the two, will soon take a vacant 1/4 page slot while plans are already being made to fill the other opening with a new dealer in our area. All advertising revenues are directly applied to the publishing costs of our newsletter and postage. Dan has done a super job so far and will likely exceed our goals for this year. Looks like the right man for the job. Thank you Dan, for volunteering your time and talents to this wonderful club.

March is membership Month. There is a Membership Renewal/Application Form near the back of this newsletter for your convenience. This year, more than ever, we need you to fill in completely all relevant lines due to the area code changes, bikes you have sold or bought, and national club affiliations, so we can keep our records up to date. You will also find a brief survey covering your use and participation of club benefits and events. **PLEASE answer all questions** on the form so our Board can efficiently plan the years activities and perks. There is also a box to check if you need a new handbook. For those of you who are subscribers only, please note the cost of your subscription has gone up a buck to $6.00. This increase is primarily due to the postage needed to get the CCN to your mailbox. You might consider upgrading your subscription to a full membership for the extra $4.00 and start receiving the additional benefits. We welcome all BMW owners and encourage you to join with the like-minded riders of your area in this great club.

Micro-Rally purists may rejoice since this years Micro, will once again be in the tradition of it's founding fathers (and mothers), truly micro once again. (See ad later this issue.) Somehow over the years, it has steadily grown into more than a cookout, meeting, and campout. Frill after frill was added until it had become a full blown three day rally with a roast beef and turkey dinner, large screen racing videos, poker run, and more. Everyone seemed to enjoy it regardless of the size. Well, except those responsible for all the frills. And, how can you have a full blown rally and still call it a Micro-Rally anyway? Look at the controversy within the Y-BMW's over their Un-Rally. So, we have gone back to the basics this year. (The pendulum swings back again.) Check it out. Saturday noon to Sunday, with a family style cookout (please bring a dish to share) and you may camp out if you wish.

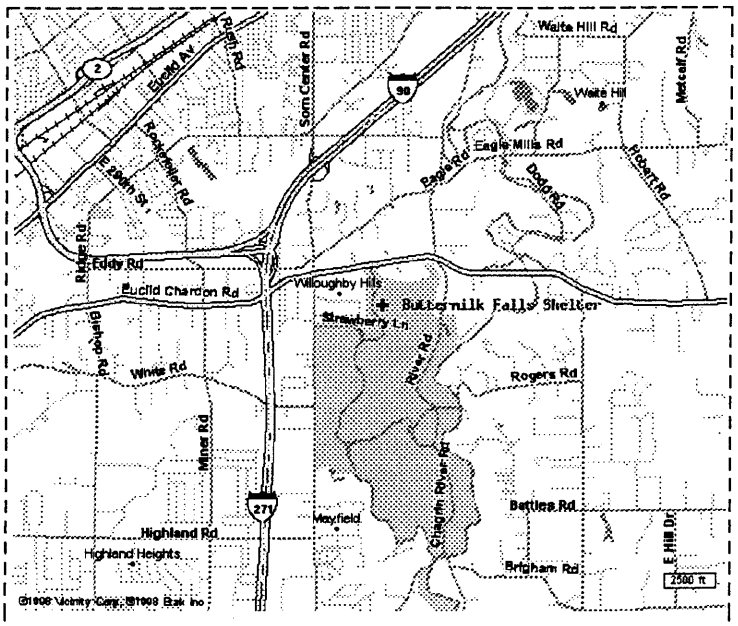
Y-BMW members seem to have acquired a new flavor to their club recently. There seems to be some dissidence amongst the ranks of the club. If that statement wasn't clear then maybe you should find a copy of "Alternate Tentacles" the underground voice of a few misguided Y-Beemer's to help clear it up. Hey, we love you guys, even if you are ~~extraordinarily~~ a little weird. Can anyone really tell the veridical story behind Clark's hat? Looks like Prez Red will have his hands full this year. And by the way, the Un-Rally was great!

A reminder to people who have new BMW's still under warranty. BMWNA will reimburse for any safety classes you want to take, MSF, ERC, CLASS, and FAST. It was suggested that we get together as a group to register for the FAST class at Nelson Ledges. It is offered at Nelson Ledges in April, May, July, August, and September. Unlike CLASS, it is offered on Saturday and Sunday. You pay the fee and submit the bill to BMWNA after you have completed the course. Thank you to Tim McCormack for the information. (He has a new R850.) It has been suggested that we plan this for August or September.

You need GOOD tires, safety gear (gloves, boots, helmet, leathers or Aerostich), and so on - you know the routine. Anyone interested can call Barb at 330-656-2440 and leave a message. She will get back to you. In addition, Bill Murar will be scheduling an ERC course sometime this summer for the Club. Stay tuned for upcoming details in the Summer issue.

Heard on the radio - there will be MAJOR construction on I-77 this year that will involve reducing the roadway to one lane at the Arlington Street Exit as they add a third lane. From experience, I know that this area south of Akron is very congested during rush hour and Friday nights anyway. You may want to pick an alternate route. Also, the second phase of the I-71 project in the southbound lanes from the Brookpark Road overpass to US 42 will get the same treatment the north bound lanes got last year. And, there is still much to do before the new exchange of I-480 and I-271 are complete. The good news is - traffic will be maintained during all of the projects. The bad news is - it started early this year (March 16), thank you El Nino for the mild winter. Looks like we will be mapping alternative routes out of the city in order to get to rallies on Friday nights. Orange Barrel Season is already upon us. Seems like it never left.

Harley-Davidson bought out Buell at the end of February. Erik Buell will retain some interest and remain Chairman and Chief Technical Officer. The full story is available at www.motorcycle.com.



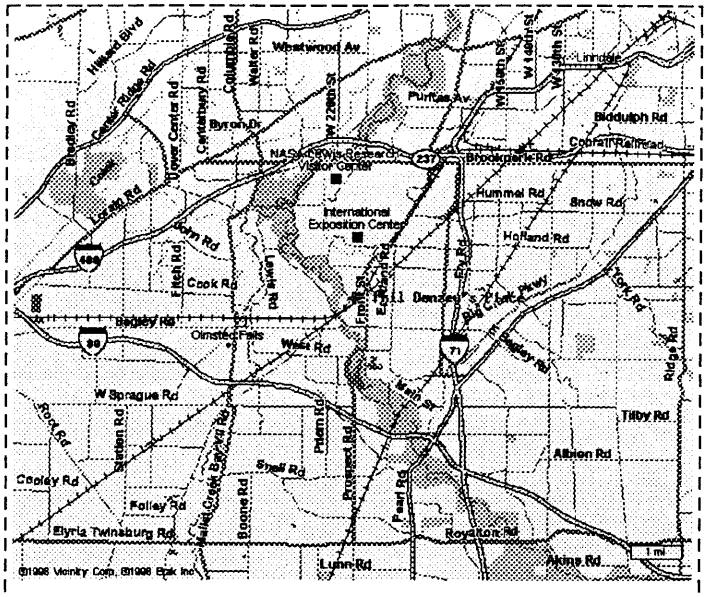
Map to the April 2nd, Ride-in/Cook-out Meeting.

Ohio Calendar of Events

Mar 26 **BMW MOC** Board Meeting, 7:00 PM at Penny and Gary Hissom's 16485 Cowley Road, Grafton, 330-483-3010

April 2 **BMW MOC** Ride-in-Cook out membership meeting 7:30 PM at the Strawberry Lane picnic pavilion in the North Chagrin Metro Parks. (see map this page)

April 18 **BMW MOC Kirt Zautner Spring Tune-Up Clinic** - at Phil Danzey's, 600 N. Rocky River Drive, Berea, 440-234-8008. 8:00 AM to 4:00 PM. Bring your oil, filters, tires, parts, etc. There will be people available to help. Don't be afraid to get your hands dirty. Food and beverages will be available with proceeds going to the club.



Map to Phil Danzey`s Place and the Tune-Up Clinic.

April 24-26 Ohio RA Mt.Vernon Camp Out - basic ride-in, camp out, no frills, just good friends kind of event. Share a dish to if you wish, evening fire social. Self-guided Spring Observance Loop Ride maps will be available. Primitive camping, coffee pot, no showers. For more information call Bob Wood at 216-252-7933.

April 26 13th BMW Flea Market - NEW LOCATION!!! Winnebago County Fairgrounds, Pecatonica, IL. A 35,000 sq. ft indoor facility. Saturday set up, camping. BMW motorcycle sidecar, parts and accessories for sale. Many door prizes and 50/50 drawing. For more information call Greg Antolik at 440-235-1272.

April 30 **BMW MOC** Board Meeting, 7:00 PM at Sue and Russ Davis's, 7177 Bainbridge Road, Chagrin Falls. 440-543-4083.

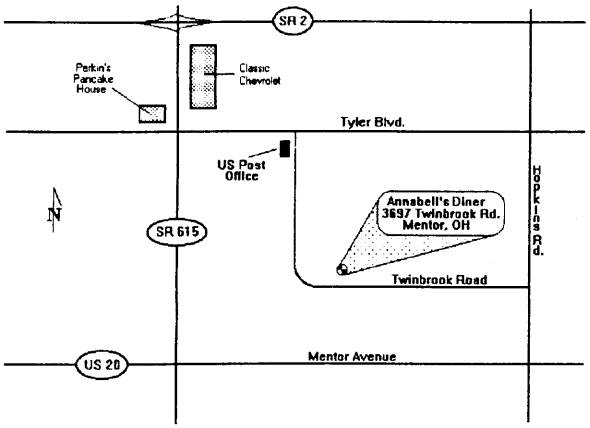
Motorcycle Cruisin'

When: Every Wednesday Evening
Starting May 6, 1998
From 6:30 pm 'till closing
Weather Permitting

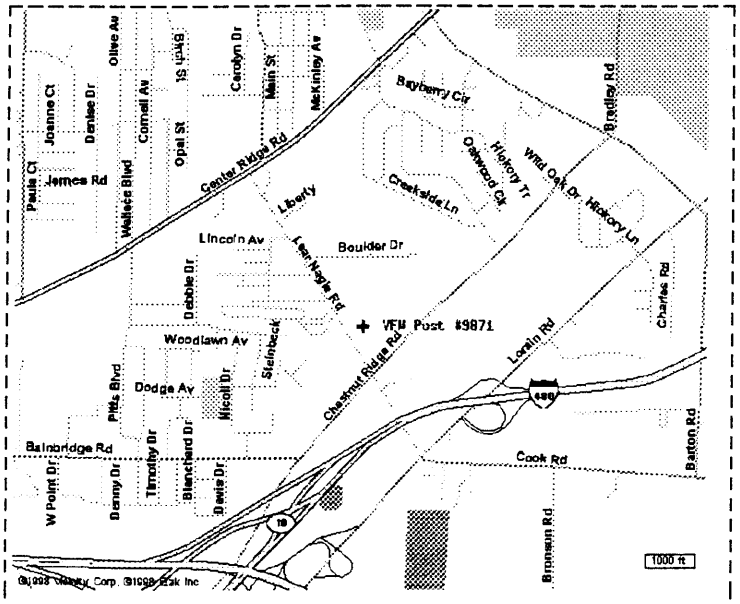
Where: Annebelle's Diner
8637 Twinbrook Rd.
Mentor, OH 44060
Call - 440-255-6924 or
Dan - 218-731-7047

Who: All Brands of Motorcycles are Welcome to Attend

Why: To meet people with the same interests as you. Bring your bikes and big appetites, too. Tell those old lies and learn some new ones.
No Alcohol, Please!
Not responsible for injuries or damages while on site.



May 1-3 25th Original Mini Rally, Green Valley Campground, Sturgis, MI $12.00/person. Great time! (Many of our club members attend this one.)



Map to the May 7th, meeting at the North Ridgeville VFW Hall.

May 6 Begins - Bike Night at Annabelle's Diner in Mentor. It will start *every Wednesday* around 6:00 PM and go till ? Annabelle's is located at 3637 Twinbrook, Mentor, Ohio (see flyer and map-left) This will be an all brands weekly event throughout the summer.

May 7 **BMW MOC** Ride-In-Cook-Out membership meeting, 7:30 PM at the North Ridgeville, VFW Hall Post #9871 (see map lower left on this page)

May 15-17 Toledo Rider's Campout at Mary Jane Thurston State Park, near Grand Rapids, OH. Sunday noon, picnic style cookout. Bring a potluck dish to share. More info call Merle Cunningham at 419-472-4271.

May 22-25 Cass Memorial Day Rally sponsored by the Mountaineer BMW Riders. Boyer Station Motel/Campground on SR 28, 6 miles north of Green Bank, WV. For motel reservations call 304-456-4667. Pre-registration by May 15th: $25, children (age 10-15) $15, Gate fee $27. Three nights camping, Fri. eve. soup/sandwiches, Sat. catered dinner & memento. Info call John 304-422-0407 days or Ron 304-863-6206 eves. or e-mail at willsands@citynet.net. Or mail check payable to Mountaineer Riders, PO Box 494, Washington, WV 26181.

25th Annual Rubber City Rally

Memorial Day Weekend

May 22-24, 1998

Portage County Fairgrounds, Randolph, Ohio
SR 44, about 1 mile North of US 224 (east of Akron)

$28 per person at gate

$25 per person pre-registration, received before May 13th.
Please make checks payable to:
Akron BMW MC Club #21
and send it, with your name and full address, to:
Carl Weaver, 840 North Huntington, Medina, OH 44258.

Two nights camping, Free Friday soup
Saturday spaghetti supper, Lots of fun stuff!

For further information, please call:
Tom & Sharon, 330/923-1231.

May 22-24 25th Rubber City Rally at Randolph Fairgrounds, OH, Route 44 about 1 mile north of Route 224 (east of Akron). For more information call Tom and Sharon at 330-923-1231.

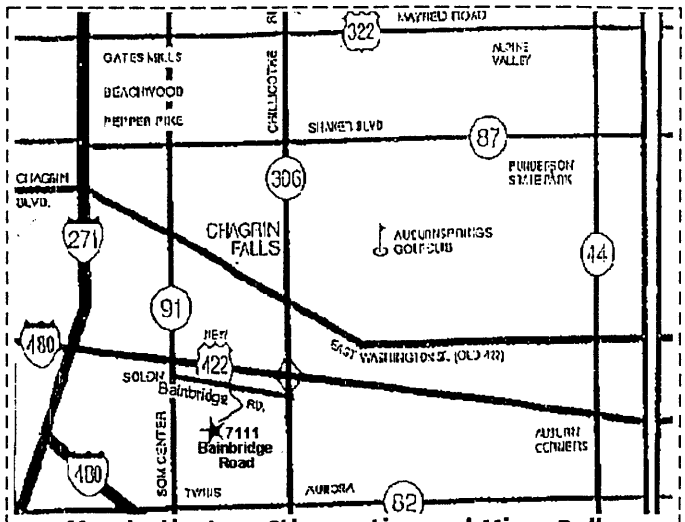
May 22-24 10th Rocket City Rally, presented by the BMW Motorcycle Owners of Alabama. Ditto Landing Recreation Area. South side of Huntsville, 1/4 mile north of the Tennessee River, off Highway 231. Take Hobbs Island Road 1/4 mile. Food galore. All day all-you-can-eat $35. Win a '98 F650 Funduro! Tickets $5 each. Camping $10 day. Contact Russ Simpson 205-883-1834.

May 24 Rolling Thunder XI, Washington, DC. Assemble at 8:00 AM at the north Pentagon parking lot for a noon ride through the Capitol ending at the Vietnam Veteran's Memorial. Speeches and music at the Reflecting Pool. Ride actually begins May 13 in Long Beach, CA ending in Washington. Call Skipper at 562-495-3653 for details.

May 28 **BMW MOC** Board Meeting, 7:00 PM at Roger Warren's, 17035 Raccoon Trail, Strongsville, OH, 440-238-9397.

Jun 1-6 Americade '98 Lake George, NY. World's largest Touring Rally, BMW MOA Dinner, Thurs., parade, 2 poker runs, drill team competition, 2 fashion shows, fireworks, $30,000+ in prizes and much more. For more information call 518-656-3696 or their WEB site at - www.info@tourexpo.com

Jun 6-7 **BMW MOC Micro-Rally and Meeting**, at Russ and Sue Davis', 7111 Bainbridge Road, Chagrin Falls, 440-543-4083. Membership meeting, 4:00 PM at the Micro-Rally, followed by an all American cook out, and camping. See details and a map on this page.



Map to the June 6th, meeting and Micro-Rally.

Jun 14-21 75th Anniversary Laconia Motorcycle Rally and Race Week, Laconia, New Hampshire. The oldest motorcycle rally in the USA. For a complete events schedule including information on the AMA sanctioned National Gypsy Tour, Vintage Races, Vintage Motocross, Flat Track Races, Road Races, Poker Runs, plus tours, concerts (Marshall Tucker Band and Little Feat), camping lodging, vendor information and any other information, contact the Laconia Motorcycle Rally & Race Week Association at 603-366-2000, or FAX 603-366-2200.

Jun 19-21 Ohio RA Campout at the Mohican Reservation 23270 Wally Road, south of Loudonville, Ohio. Excellent campout on the Mohican River with beautiful country roads, canoeing, mini-golf, horseback riding, go carts, AMA Museum nearby and more! $6.00 per person per night. Free pizza and band on Saturday night. Hot showers. For more information call Bob Wood at 216-252-7933.

The 7th Annual
(Really Cheap)
Really Micro-Rally
(all BMW MOC Members and their Guests Welcome)

Saturday, June 6th
at the Davis Acres
(see map)
Opens at Noon*
Door Prizes and 50/50 Raffle
June BMW MOC Meeting at 4 p.m.

All-American Cook-out Dinner
Adults - $6.00
Children under 12 - $2.50
Main and side dishes, soft drinks, and coffee provided
B.Y.O.B. and potluck dessert
Free Camping!
Campfire, Mirth and Madness!
Free Donuts and Coffee Sunday Morning

***Special "Ride to the Rally" breakfast and group tour**
8:00 AM Saturday at-
Eddie's Creekside Restaurant
8803 Brecksville Road.

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(330) - 270 miles
Rt 18 - 1 mile East of Rt 11
New Womens 4494 Manning Ave. Austintown, Ohio 44515

Jun 20 National Championship 1/2 mile dirt truck races. Mineral Wells, West Virginia, just south of Parkersburg on I-77, (3 hr. ride), primitive camping. Russ Davis's, favorite motorcycle race. Good spectator track. Bring cooler/chairs.

Jun 25 **BMW MOC** Board Meeting, 7:00 PM, at Greg Antolik's 27384 Sprague Road Olmsted Township, OH. Call Greg at 440-235-1272 for directions.

Jun 27 Lima Ohio 1/2 Mile Dirt Track National Championship. Call Greg Antolik at 440-235-1272 if you would be interested in an organized ride to Orrville, Ohio for a 1/2 mile dirt track regional race the night before Lima. This is Smucker City, USA. We can go to Lima the next day.

Jun 28 Annual Fairview Hospital Toy Run sponsored by Elyria Harley-Davidson Sales Co. and the Elyria Harley Owners Group. Registration begins 11:00 AM at Elyria Harley-Davidson Sales Co., 561 Cleveland Street, in Elyria. Ride starts at 1:00 PM routed to Fairview Hospital to donate a new toy or $10.00 gift to the pediatric department. Riders of all makes of motorcycles are welcome. For more info call 440-365-7354.

Jul 3-4 **BMW MOC** Membership meeting and campout meeting **(NOTE DAY AND DATE CHANGE)** at Greg Antolik's 27384 Sprague Road, Olmsted Township. Friday 3, at 7:30 PM Campfire, Saturday volleyball and horse shoes, call Greg Antolik at 440-235-1272.

Jul 9-12 BMW MOA 26th Annual International Rally. "Movin' to Montana" will be held in Missoula, Montana at the Western Montana Fairgrounds, 1101 South Ave. W. Registration $30 at gate. For info call Susanna and Matt Parkhouse at 719-636-3633, or sluggobug@aol.com or hobomatt@aol.com.

Jul 10-12 Vintage Motorcycle Days at Mid-Ohio Sports Car Course, Lexington, Ohio. Russ' and Greg's favorite Ohio motorcycle event. For more information call Greg Antolik at 440-235-1272.

Jul 16-20 Cascade Classic Cannonball Coast to Coast Rally, Seattle, WA to Savannah, GA. Entry limited to 100 riders. $50,000.00 prize money. Call Mike 888-793-3222. Fasttrax Motorcycle Performance Riding School, Advanced Street Riders School, Nelson Ledges Road Course, SR 305, 2 miles West of SR 422, north of Warren, OH. Call: Bob Stanley 330-494-8410, Fax 303-494-8398. Do not call the track for information.

Jul 17-19 AMA Super Bike Racing at Mid-Ohio back-to-back motorcycle weekends at the First Class Lexington facility. call Greg Antolik at 440-235-1272 if you want to take a lap or two around the track.

Sunday 9:00 AM Morning Breakfast Rides, for location on once-a-month rides Call Greg Antolik at 440-235-1272 or check the Club voice mail at 216-556-0196.

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 your Membership Handbook.

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Everybody Must Get Stoner'ed

In many ways going to the Will Stoner Swap Meet is the opposite of attending the IX Center Bike Show. There will be no manufacturers and no dazzling displays. You won't be looking into the future of motorcycling but gazing into its' past. There will be miles of chrome but it will be scattered amid acres of rust.

You have to be a little bit of a garbage picker or a history buff to enjoy these events. It helps if you have an old "project" bike in your garage that is begging to be restored. If not, you certainly could buy one here.

You can't be too "brand" specific either. Chances are that Beemer stuff will only make up 10-15% of what you will see. But at a Will Stoner event, at least Harley-Davidson won't make up the other 90%. Instead you'll see lots of British and older Japanese stuff along with an occasional exotic Indian, Nimbus, Jawa or Ducati thrown in for variety.

The bikes present are in all states of repair from scattered pieces to perfect restorations. Prices vary accordingly. Pick up a classic Triumph Bonneville for less than three grand or a old Jap two-stroke for under three hundred. Pick up a veteran motocross or trials bike to play in the woods or a cute little pit bike to save your legs at Heritage Days.

Of course, it provides the same rush as the IX Bike Show to stave off the Winter blahs. If you're lucky enough to get a mild February day, the real fun is in the parking lot where lying and kicking tires mingles with the wistful anticipation of Spring.

This year's meet had such good weather that many rode in even though it was Mid February in far off Mansfield. I must admit that I liked it better when it was in nearby Burbank, and if volume is what greases your gears then you'd better wait for the "Mega Meet" that occurs during the AMA Heritage Days.

Still, the Holy Essence of the swap meet experience is to be just the right person, carrying just the right amount of cash, at just the right moment, when just the right bike is rolled off somebody's pickup. For me this year it could have been a "57" Enfield-Indian in need of some TLC, a Triumph Tiger Cub trials bike just in time for the Can-Am Vintage Challenge, a rusty ultra odd Allstate/Puch "twingle" with "everything there", or a drop dead gorgeous Norton Commando ready to show or ride - and I wouldn't want to miss that.

New Editor for the CCN

This and three more issues (max.) of the Cleveland Club News (CCN) will be flavored by our current editor, Bob Wood. After six years he says it is time to change the guard. If you would like to help with the CCN in any way or can donate a computer, printer, or monitor contact Prez Eric, Craig Webb or anyone else on the Executive Board. Wood will continue to contribute to the newsletter but will no longer be able to continue with the editing and publishing responsibilities. This could be an excellent opportunity to get involved in Ohio's biggest and best BMW Club newsletter.

BMW MOA Mileage Contest

by Barbara Cowan

The results are in for the top male and female winners of the 1997 mileage contest. The total number of participants and their listing by state won't be out until April.

We had two BMW MOC members place in the top group this year. Ken Claus placed 5th in the men's group with 35,088 miles on his '87 K100 RS. Michele Hazinski-Stone was #20 in the women's group with 14,270 miles on her '95 R100 GS. Even though Michele is listed for Michigan, we knew she is really from Ohio.

Fred Johns from Youngstown finished second with 41,239 miles on his '96 R1100 RS. Fred attended our meeting in February. He was the winner in '95 and '96.

Our tune-up clinic on April 18th will be on the weekend the contest starts for 1998. I will have some copies of the contest forms for '98 or you can bring your form from BMW ON. I will write an article for the June BMW MOC newsletter with the final results.

Congratulations to Michele, Ken and Fred. The season is beginning. Yeah?? So many roads, so little time. Its not important how many miles you ride, just ride. Entering the contest just shows the country and the world that people in Ohio are riders. So enter in '98 because we know BMW MOC members ARE RIDERS. See ya down the road. Happy miles to you.

LAW OFFICES of RALPH BUSS
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Committee Report-

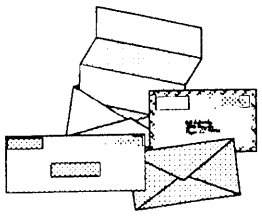
The **BMW MOC 4-Corners of Ohio Committee** met Sunday evening, February 8, 1998-

- A decision was made to try to pursue this event.
- To maximize participation, it was decided that it should require no more than 2-1/2 days, so that participants could leave Friday afternoon, and return home Sunday evening.
- After evaluating routes around Ohio, it was determined that actually hitting 4 corners of the state, with 2 nights camping, could not be done at a pace that we believed that most riders would enjoy.
- Therefore, our suggested route will be a modified 4 corners, maximizing riding time in the East and Southeastern parts of Ohio, where the roads are agreed to be the best.
- A motorcycle campground in Wapakoneta will be the Friday Night stopover. Woody will get details to Greg, who will investigate availability and cost issues. Saturday night will be in the South, near the Lake Vesuvius Recreation Area, but possibly closer to Marietta.
- An optional Sunday night stop at Pymatuning will be considered.
- The event name was discussed and it was suggested it be called the "Heart of Ohio Ride" since the 4-Corners will not actually be involved.
- No stops will be manned.
- Suggested route sheets with stopovers and possible route highlights will be provided.
- We will request Dan Frederick to do some riding to investigate roads and stops.
- Other clubs will be invited to join us at any of the campgrounds.
- Fundraising aspect needs more study.

Possible dates: July 31-August 2, June 26-28.

Ed.- These are the highlights of the initial preliminary planning meeting for a new event to be sponsored by the BMW MOC. Please help your club officers by letting them know what you think of this and all the other club events.

Getting started is sometimes the hardest part of a job.



letters...

NEWS FLASH!!!! CONGRATULATIONS to JEFF LEVER, who on Feb. 28th, broke out of the Stone Age, skipped the 70's and 80's and jumped onto of all things, "GASP", a BMW with an extra cylinder and no kick starter! SHOCKING!! It's a very clean '92 K75RT with all the good extras. He got a good deal from Sills and is very pleased. I wonder if I can talk him out of that old black thing he has at home, R69S. Probably not a chance.

It's a sad day when a died in the wool Boxer Pilot slips into the next millennium of technology and plants his butt on a computer. At least he still has his R69S, points, carbs, magneto and tube tires.

I guess it's my fault. I led the boy astray when I told him Sills had a good deal on the dreaded "K" bike. He went to see it and after negotiations and compromise on Pam's part, he didn't stand a chance.

I wonder if he will go all the way in this life changing purchase and toss the old Brooks leather jacket? Only time will tell.

I wouldn't be surprised if this news flash makes it into the OTL. As we all know, Irv Warden reads our newsletter. But, I think he is suffering from dyslexia as he misquoted Barzella's note, "How the heck are ya Irv?", thinking she said, "Who are you doing Irv", or is he suffering from sexual frustration? Poor Boy! Get a Harley, the chicks love them!

- *Zircon*

Dear CCN,

The spline lube clinic had a bigger turnout than I expected. Many owners are interested in the tech end of their bikes and were curious to see how big a job a spline lube is.

Bob Wood and Zircon demonstrated that it is not a simple task. It requires a good work stand, good tools and is really a two man job unless done in several sessions. Some owners now know that they'll let a dealer handle this item.

I had intended to help out with the R100, but it was a mess. I won't work on a bike in that condition. Russ, next time give your bike a bath. Z will know to check out his patient a day early.

Doing two bikes was a good idea, you can only fit "X" number of spectators around a machine.

Work stands never seem high enough. If too high, you can always stand on something, but working low is slow and fatiguing. You can never have too many lights on the subject.

Bob Wood's explanations were extensive, perhaps excessive, while Zircon chugged away saying little except when asked a question.

-continued page 9

letters...continued-

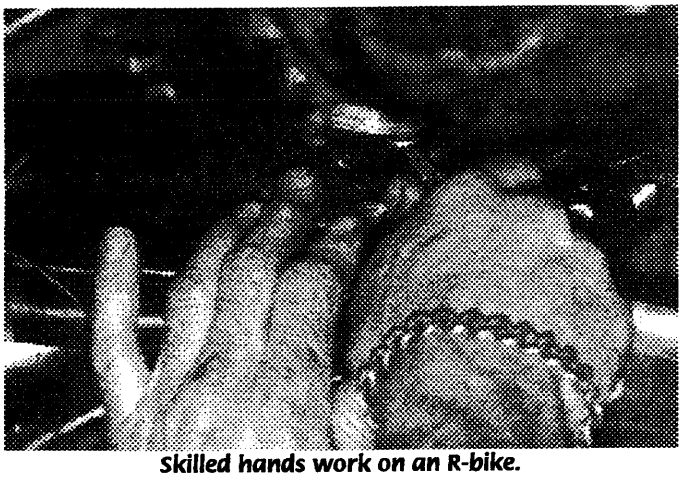
It might have been good to do some initial disassembly ahead of time so that the crowd could see the most important tranny and clutch spline work. The details of the disassembly procedure are not well remembered anyway. I think getting a handle on the big picture was the primary interest of many of the members. Many left as the procedure dragged out to a full day's job.

Last but not least, Barzella provided a welcome hot meal that got us through the day. Three Cheers.

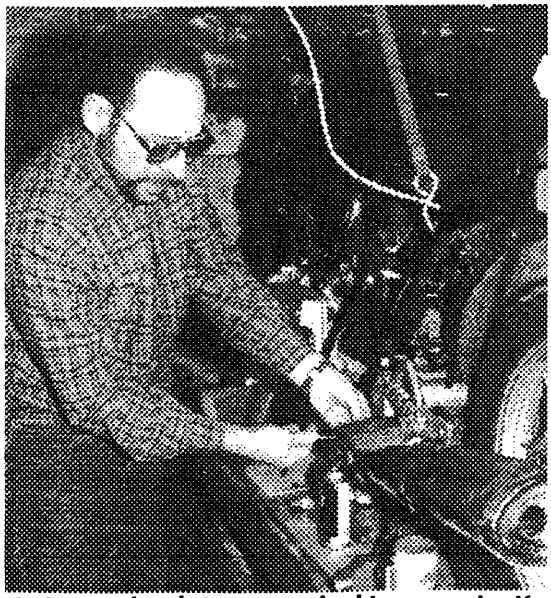
Brake system bleeding is another tech area that many owners could use tips on. The WR club tune-up is at my shop this spring and we're going to focus on oil changes which most bikes need and brake fluid changes. I haven't yet tried out my new vacuum hand pump for brake bleeding, but I'm told it is the hot set up.

- Terry Phillips

Ed. note- Both machines were partially disassembled before the clinic began. There was about two hours of work done to each bike before the session.



Skilled hands work on an R-bike.



Note- overhead straps required to support a K-bike during a transmission removal.

tech section...

Tech Session Report

The Spline Lube Clinic/Party went well and 50 to 60 people attended. Both "K" and "R" bikes survived and are ready for the coming season.

Thanks much to Russ Davis for the fine cob web free environment where we worked and hung out.

I had my doubts if we would have enough time to handle the task, but it went well without too many time consuming questions. I hope everyone is now able to do this necessary job every 20,000 miles or so. What lubricant you use is still a question. There are many good ones out there. An old friend of mine has a 90S he bought in '74. He has used Never Seize every year and with over 100K has had no problem. So, regardless of what you use, JUST DO IT!

Remember, it is impossible to lube the splines properly without removing the transmission. Always replace the drive shaft bolts (on an R-bike). If your main seal is leaking, it's a good time to replace it, your neutral switch on the transmission, or input seal. It's also a good time to clean up the hard to get to places and things. So, JUST DO IT!

Any questions? Call me, 330-656-2440.

The food was good, home made sloppy joes, potato salad, beans, pop, and chips. Barbara said the net profit was $8.81 and donated to the Club. Keep on *wrenching!* - *Zircon*

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Motorcycle Show '98 Review

The IX Center's January '98 Motorcycle Show is always an impressive event. The spectacular displays of the major manufacturers always make up the heart of this extravaganza with a liberal dose of vendors, service organizations, enthusiast publications and other motorcycle parasites thrown in for filler.

However, if you subscribe to various motorcycle magazines, and read them cover to cover during those bleak November and December nights as I do, it is hard to discover anything really new here.

That is why I was so surprised when this year's show afforded me so many firsts. For instance Moto Guzzi and Polaris had booths for the first time.

The new Moto Guzzi V11 Cruiser which recently received such rave reviews in Cycle World was interesting if somewhat wantonly over chromed. However, the Centaro which has taken some knocks in recent publications was absolutely stunning! With futuristic body work, swept back pipes and the venerable transverse V twin prominently featured as a stressed member of the frame, this radical reworking of the ancient Goose arguably was the visual jewel of the show. Bellisimo!

Polaris, on the other hand underwhelmed me with their anemic display of two "prototype" Harley knockoffs. Amid the ever expanding plethora of Rice Hogs, aftermarket clones, and genuine Milwaukee Iron it is hard to imagine significant numbers of riders ponying up the $12-15 G's necessary to buy Polaris a "Victory" in the cruiser wars.

I also discovered the true meaning of the term "Harley Clone". I have been applying it to the Japanese retro V twins. Apparently it rightly belongs to a class of Harley copies made up entirely of US made aftermarket parts originally developed to upgrade (some may say remedy), original Harley equipment. These pre-customized bikes are being assembled by new companies like Titan, Big Dog and California Motorcycles which has an outlet in Willoughby Ohio.

The owner of this establishment enthusiastically pointed out the many performance and styling enhancements available on his bikes, all for about the same cost as the real McCoy. This of course, does not get you the Venerable H-D logo but it does avoid the cost of upgrading the genuine article and saves the garage space needed to mothball all those original stock parts. He also claimed to have sold over 40 bikes last year which seems to indicate some success. I wonder if Sills or any other Local BMW dealer could claim to have sold 40 new Beemers in 1997?

Even with over 150,000 new cruisers sold in the US in 1997, at a rate of three to one over Sport bikes, I wonder if the proliferation of Harley clones and Rice Hog imitations have taken the lucrative vacuum out of the supply/demand crisis in the cruiser craze? Will there still be a viable market share left for Polaris and the Hanlon brothers when they finally bring their Victory and Excelsior-Henderson V twins up to the starting gate? Stay tuned. Additional Bike show firsts included a bone chilling test drive on a Ural sidecar rig in the parking lot complete with a 360 degree circle in reverse, and the discovery of a new local dealer who carries Honda, Ducati, Triumph and Moto Guzzi!

The new dealer is Cleveland-Akron Honda located on Fair Oaks Blvd. in Oakwood Village. They are hard to find behind the Builder's Square at Broadway and 480 but once you find them it is a joy to see a new local facility that caters to so many exotic marquees. They even have 4 or 5 used Beemers available. I can still remember graduating Willoughby South High in 1969 with a burning desire to own a Royal Enfield 750 Interceptor only to find that nobody in Ohio sold them! What a bummer!

All things considered, if you can spend a few hours in the dead of winter touching and admiring hundreds of new motorcycles and learn this much about your favorite pastime - you have definitely gotten your money's worth.

DAYTONA Beach '98

by Karl "with a K", Hoffman

Having been to Daytona Beach Bike several times before some would yawn and have the attitude "been there, done that." Not me. Every year that I go it is a special occasion.

I didn't make it last year due to a schedule in conflict - I had to work! Having not been here for two years, our campground, I noticed had undergone some improvements. Bulow Resort Campground is a full service facility. Adequate showers convenience store, propane, gasoline, pool, dance hall, and 150 acres of camping for nine dollars plus tax a night. The dance hall had live music day and night and is named the Roadhouse. The Roadhouse has good square feet under it's roof and has recently built on a 2000 square foot patio where the bands can play outside out of doors. The campground is surrounded by a 5' high picket fence. The "space coast riders" host us every year and they don't charge any rally fee. Greg Antolik and his friend Barry, came down in Barry's Dodge Ram pickup and brought several amenities that made us feel at home like the large canopy which covered our tents and bikes. The BMWMOC 196 banner was displayed for others to find us. Having Barry and his truck with us provided us with a designated driver whenever we left the campground. Thanks Barry!

One of the highlights of this year's campout was an MOC luncheon at Ponce De Leon Inlet conceived by one of our road captains Russ Davis. Anyone who has heard of Arlen Ness could meet him as he had three of his bikes on display. I knew Russ had a lot of clout, but how he got Arlen and us together - I have no idea!

Across the street from the lunch spot is the Ponce Inlet Lighthouse, built March 21, 1883, and completed in 1887. It is still in use today. Phil Danzey and I walked the 203 winding steps to the top where the view was fabulous! With a foundation 12' deep and 45' wide the lighthouse rises to 175'- one of the tallest in the nation and still is in use today. The tower is 32' in diameter at the base and tapers to 12-1/2' at the top. The one and 1/4 million brick walls are 8' thick at the base and 2' thick at the top. The lighthouse was first lit in 1867 and was kerosene powered. The kerosene lamp was replaced in 1909 with an incandescent oil vapor lamp and in August 1933 was replaced with a 500 watt electric lamp. By 1953 it was fully automated.

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GET HORIZONTAL

by B. Jan Hoffman, Editor of AIRMAIL

Reprinted by the request of Jerry Bruce and with permission from B. Jan Hoffman, author of Airmail, the Newsletter of the Airheads Beemer Club,BMW MOA Charter Club #214.

Forty three percent of all motorcycle accidents occur as a result of an oncoming vehicle turning across the path of a rider. Drivers simply fail to recognize the motorcyclist's right of way. Their typical lament is "I just didn't see him". You might lament "How the hell is that possible, you were looking right at me, you zoned-out space cadet!"

Some motorcyclists may feel that drivers deliberately choose not to see us. They feel that drivers resent us because of our agility, acceleration, or designer leathers. Others suspect that some car drivers must be anally retentive psychopaths who compensate for their fear of flying by driving to kill.

In the urban rain forests of LA or NY, that may be true. But elsewhere, most drivers really don't see motorcycles. Well yes, their eyes see us, but the image doesn't register in the brain. Why is that?

Some intelligent doctor types have postulated that the brain is an organ which rejects, rather than gathers information. They believe that if all the information collected by the senses were to register, the brain would experience sensory overload and blow its fuses.

For example, all the billboards, signs and other visual messages along the road can't possibly register in the brains of car drivers. That would cause sensory overload. To prevent that, the brain tends to organize the world into systems; those which are important to the activity at hand, and those which aren't. The car driver's brain has learned to exclude the non-essentials, and to focus only on those objects which are a threat to survival. On the road, those objects are predominately other cars. Because cars are much wider than they are tall, the brain systematizes threats as objects characterized by horizontal lines.

Things characterized by vertical lines are eliminated from consciousness as non-threatening, extraneous information. Trees, lamp standards, sign posts, bridge abutments, buildings; none of these vertical objects are liable to jump out in front of the driver to threaten his existence.

Along comes a motorcycle. The driver's eyes give it a quick visual scan and the brain determines that this too is a vertical object. No threat. No further focus required. Zone out. Continue replay of last night's debauchery.

The next thing you know, the driver turns left across your lane even though you can see him looking right at you!

In my early days of riding, an experienced rider hammered at me ceaselessly with the message that "You are invisible out there!" All I heard him say was "Be careful". I didn't understand at the time that he was saying "To most car drivers, you are literally invisible."

Anyone with experience on a bike knows that he was right. Many a novice rider has departed the corporal world because he rode his bike the way he drove his car; as if he could actually be seen.

My advice is, if you don't want to be horizontal, look horizontal. How do we do that? One way is to use running lights. Many Japanese bikes have orange running lights up front integrated into the signal light housing. That gives some sense of horizontal perspective to car drivers. Some Harleys have a pair of white driving lights alongside of the headlight. That's more effective due to the increased candlepower.

I've often lamented the lack of stock running lights on unfaired Airheads. A single headlight does not give a sense of perspective and therefore tends to disappear into the background. I replaced the stock signal lights on the front of my Roadster with 4" round signal/running lights. They immediately and dramatically improved the etiquette of the other users of the road. Some Airheads have disparaged the aesthetics of my "police" lights. I find the impromptu installation of a Buick grill even less attractive.

I've also converted the rear signal lights to signal/running lights. As with the additional front lights, they made an immediate improvement in the etiquette of the other road users.

I realized the importance of rear running lights when I was following a friend home from Barley Therapy one dark evening. To my surprise, rather than focusing on his GS tail light and spacing myself accordingly, I soon found myself gauging my distance from the rear end of the car ahead of him. His pathetic little taillight simply dissolved into the brighter lights of the car, and his bike effectively disappeared.

If this can happen to me, you can be sure it will happen to car drivers, who are not attuned to motorcycles.

So, get horizontal. Convert your signal lights into signal/running lights. If you are going to apply reflective tape to your bike, jacket or helmet, make horizontal or diagonal lines rather than vertical ones.

Most of all, negotiate our streets and highways as if you are invisible.

-continued on page 12

DAYTONA...continued-

No Daytona Beach campout would be complete without going to New Smyrna Beach 12 miles south of Daytona Beach to Pub $$" where we listened to the Burnt River Band of Cleveland, Ohio. Back at the campground the burnout pit saw a BMW airhead spin his tire till it exploded four more seconds than a Harley-Davidson. The winner was guaranteed a new tire. That's all I have to report! And now....a word from our sponsor!

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Get Horizontal...continued-

Bruce Response-

"Dear Jan,

I read and reread your Get Horizontal article in the July '97 issue. It crystallized for me what I thought I already knew. I have always believed in running lights on our 6 Airheads, but now I am smarter. After reading Get Horizontal, I installed 55 watt halogen fog lights as far apart as possible in order to give drivers a horizontal perspective of my RT, and an additional set of halogen driving lights positioned below the dual lights adjusted for high beam.

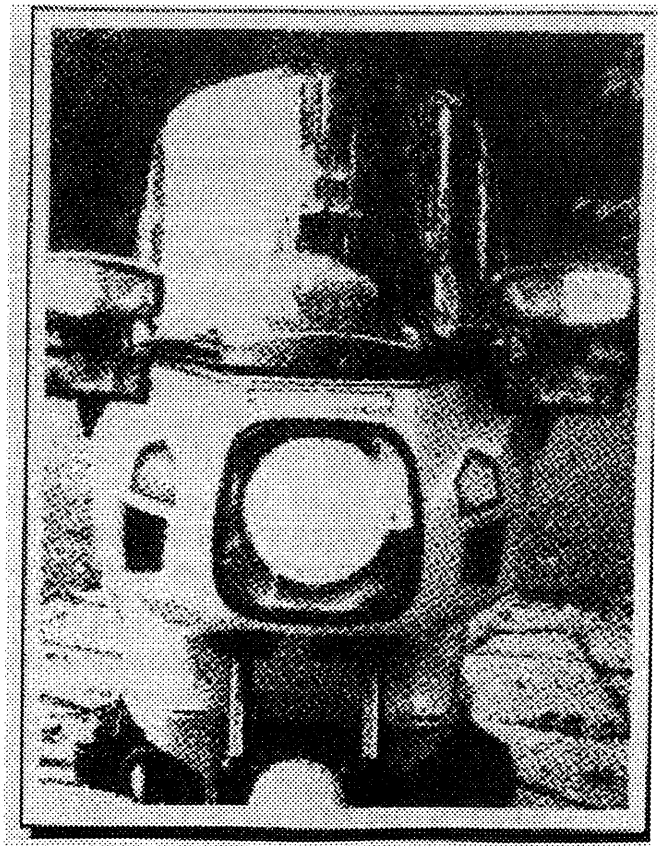
While I still encounter 'zoned out space cadets' who are incapable of seeing anyone else on the road, my widely spaced running lights have dramatically improved the etiquette of most car drivers toward my motorcycle.

Having been a commercial pilot, I place great importance on being able to improve the prospects of preventing avoidable accidents. The information in Get Horizontal enables every motorcyclist an opportunity to improve the odds against the unlimited number of drivers who are blind to us.

As a director of the BMW Motorcycle Owners of Cleveland, I would like permission to reprint Get Horizontal in our newsletter."

Jerry Bruce #2403, Moreland Hills, OH

Thank you Jerry. Permission is granted to any BMW newsletter editor interested in reprinting the article so long as the author, Airmail and the ABC is acknowledged. -ed.



The lighting system on the RT of Jerry Bruce.

feature...

Motosapien Moments

by Craig A. Webb, VP

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.

HIGH ROLLERS-

It may be hard to imagine today, but at one time people bought motorcycles because they were the most economical means of transportation available. In those days exposure to the elements didn't matter. You were just as exposed on the old horse and buggy and early cars weren't much better.

That is still the case in the third world where just owning a bicycle denotes considerable prosperity. Stepping up to a moped or a scooter is like buying a Lexus. The only reason the super antiquated Ural side car rig and its' Chinese cousin still exist is that over there owning anything that can travel faster than a walking pace is living in the fast lane.

That all ended in this country when Henry Ford invented the assembly line and began selling Model Ts for less than the cost of an Indian or Harley. Some say that was the end of the golden age of American motorcycling, but it was also the beginning of the sport and hobby of motorcycling and that's what opened the floodgates.

You see, once something stops being utilitarian and necessary it becomes frivolous and discretionary, and frivolity costs a whole lot more. Everybody screams when you raise the price of something they have to buy, but when you raise the price of their toys - they either pay up or stop playing. That's what luxuries are all about.

For anyone who doubts that motorcycles are luxuries, let's do the numbers. Your top of the line ride from any major manufacturer runs about $15,000 if you're lucky. Most are made in America or some other 1st world industrialized nation by union labor in modern factories using the latest technology.

They weigh from 500 - 1000 lbs., have a frame, engine, transmission, two wheels, brakes, lights, some body work, seat two, and some even come with a windshield and radio. However, for the same 15 thousand you could get say....a Dodge minivan.

They weigh over two tons, have a bigger frame, a bigger engine, an automatic transmission with reverse, twice as many wheels, double the brakes, more lights, beaucoup body work, mega seating, windows all around, a radio, a C D player, cup holders and a cigarette lighter not to mention a roof, heater, rear defogger, etc. etc. You see what I'm getting at.

Somebody somewhere is making a killing. Now if you think it takes just as many workers just as long to produce a Honda Gold Wing as it does to produce a Plymouth Voyager, then you may be a member of the UAW - but that still doesn't explain the extra 3500 pounds of crap!

Nor does it explain how GM is making a profit building these things. My guess is that you could actually sell most

motorcycles for 1/3 to 1/2 the current price and still be in the black. Which means current profit margins are about as high as a Las Vegas Blackjack Parlor.

But wait you say. What about the economies of scale? Far fewer motorcycles are sold than cars - therefore to cover dealer costs, producer overhead, and blah blah blah - they must raise the price. Well, maybe. OR MAYBE THEY COULD DROP THE DAMN PRICE AND SELL A GODZILLION MORE! What do you say? Wouldn't it be a whole hell of a lot easier to decide to try that new BMW 1200C if it cost 6-7 thousand instead of thirteen? I think so.

But in America, lowering the price is always the last resort. First they try advertising you to death. (The cost of which is added to the price.) Next they try the special financing and the added gimmick deals. People must prefer riding a bandwagon instead of the new BMW cruiser because they're now offering 3.9% financing with no payments for 90 days. One Cincinnati dealer is throwing in a $500 leather jacket on top of that.

Yamaha dealers are so desperate to move the ultra pricy Royal Slugs they're offering special financing plus $1000 in custom painting. Imagine that. Buy a brand new bike and have it repainted before it ever leaves the showroom.

The final proof that motorcycle prices are smack up against the discretionary income barrier is that a dealer in Massillon Ohio is now leasing the suckers! That's right - just like cars. 48 months, 60 months, down payments, security deposits, full insurance, low monthly payments, 5-8 thousand miles per year free, 10 cents a mile thereafter. The whole ball of wax. Of course at the end of the lease you still don't own the bike, but you can turn it in and lease a new one. What joy!

In all fairness, J and J Motors does have an innovative 9 month lease plan, (to go with Ohio's inundative 7 month riding season), which allows you to test own the bike of your choice. At the end of the 9 months about 1/2 of what you paid can go toward actual purchase. This could be a good deal for someone who is not sure what type of bike they want or is just starting off in motorcycling.

There may be some light at the end of this tunnel. Many manufacturers have priced their big cruisers around 10 grand instead of following Harley-Davidson into the stratosphere. They also offer less powerful models that cut that down by two grand. Yamaha has made the boldest move with their new V-Star for under 6 grand. It's only a 650, and I haven't ridden it yet, but if it proves to be road worthy - watch out! I bet this little pony will sell like hot cakes.

Remember, before the advent of the super bikes, 650 cc's was considered a big bike. More importantly, Yamaha has retained the big cruiser look in this model. Something H-D always failed to do with their Sportsters.

So maybe somebody will wake up and start bringing the prices back down to earth. Every motorcyclist could help them come to this revelation by keeping your wallets and credit cards concealed. There are millions and millions of good used bikes out there which will give you just as much riding pleasure at far less financial distress. Check the paper or the Trading Times. For less than a grand you could be riding some soon-to-be-classic down your favorite country lane. Same road, same breeze, same scenery, and by third world standards you're still right up there with the high rollers.

Grandpa Bruise

by Steve and Betty Dumek

You may have wondered, where have Steve and Betty been this Summer? We've been racing.

I completed my first racing season with a bang, and at 50 it was an even bigger bang. I fell off in the last weekend. I got off at about 50 MPH in a left hander, one little mistake- and it happened in the blink of an eye. Remember that in motorcycle safety class, they tell you that you go where you look! It's true. I looked down, I looked up at the grass, then I ran off into the grass in turn 12 at Nelson Ledges and hit a rut in the grass (left over from the car racers) and down I went, boom! If I looked at the pavement and where I should have gone, I feel that I would have made the turn. I broke 6 ribs, collapsed my left lung, trashed my helmet, bent a clip-on, and broke some plastic. The Vanson leathers, AGV gloves and Garne boots did the trick after sliding 10 yards, not a scratch. I'm looking for a new helmet and a chest protector for next season.

-continued on page 14

Bruise...continued-

My little Moto Guzzi performed well all season, completing about 1,200 race track miles, 240 miles of actual racing. This included 8 weekends and 12 races total. It took a few weekends to get the jetting sorted out, but once we did, it sounded like a little hot rod. The only problems were a pesky crankcase breather setup, a loose foot peg at Mid-Ohio and a flat tire after we packed up the bike from Nelson Ledges the second last race.

Grandpa Bruise, cookin` it at the track.

After finding the Internet a useful tool to track my standings, I got addicted. I raced in three separate racing venues: AHRMA (American Historic Racing Motorcycle Association), WERA (Western Eastern Roadracing Association) and the Nelson Ledges Series. I raced in five separate classes within those venues.

In AHRMA I raced in Battle of the Twins Formula 3. I competed in three races, one at Grattan Raceway Park in Michigan and two at Mid-Ohio. I race with modern twins in this class, mostly overhead cam and water-cooled Hawks and EX500's. The Guzzi is an air-cooled, push rod twin. I placed nationally 29 out of 74 racers. We race with Formula 1 (Battle of the Twins) at the same time- a lot of egos here- I try to keep thinking it's fun! Maybe I should build a vintage racer, like Ed Britt- they're having fun.

"Too bad the GNF was after I crashed."

I raced two classes in WERA, Vintage 4 and Clubman, all at Nelson Ledges. My proudest race was a third place finish in Vintage 4, an exceptionally good looking trophy. With two additional races in Vintage 4, I placed nationally 23 out of 54 racers and was invited to the Grand National Final (GNF) in Georgia. Too bad the GNF was after I crashed. The Vintage WERA guys are a blast, we race 4 classes at the same time- a lot of side-by-side racing in the corners. In Clubman, I only had two races, but placed nationally 23 out of 54 racers. Here we race against FZR400's, they can get me in the turns, but my cc's get 'em in the straights.

I also raced 2 Novice races each in Heavy Twins and Veterans in the Nelson Ledges Series. Here, "I never had so much fun since the pigs ate my little brother". Good friends, lots of help, no big egos, just a lot of fun. Old guys, young guys, boys, dads, and young ladies, all racing. A lot o' families, the kids, the dog, hot dogs on the grill. Nelson Ledges Raceway is not the fanciest facility in the world, but who needs fancy to have fun? The track has been partially repaved and improvements continue. I raced three weekends in this series, but crashed out in the last. In Veterans, I received Third and Second Place Trophies. I also placed third overall for the series (trophy). In Novice I placed 23 overall out of 84 racers.

Betty kept statistics for me during the season. My lap times at Nelson Ledges went from 1:49 in May to 1:29 in September. This is an average of 66 MPH at the beginning of the season and an average of 81 MPH at the end. As I've mentioned before, I've never ridden like this in my whole life- this is a thrill, and I'm one of the slow guys.

In 1998, I plan to race exclusively at Nelson Ledges, with Mid-Ohio the exception for AHRMA. I always can use pit crew volunteers and if it's a Nelson Ledges race- I can get you in FREE! I will also race one or two endurance races, so I need pit crew, tower help, scorers, and two licensed racers.

See you next season.

Cleveland Club Country Store '98

Item Description	Price
Multi-color Logo Vinyl **Sticker** (5x2½ inch)	$ 1.25 ea. or 5 for $5.00
Multi-color Logo Embroidered **Rally Hat** (khaki with black bill)	$10.00
Multi-color Logo Embroidered **Patch** (white oval with black edging)	$ 5.25

For further product information or to order any of the above Club promotional items contact Rosemary at 216-252-7933.

USED RECONDITIONED N.O.S. NEW
O.E.M. & AFTERMARKET PARTS & ACCESSORIES
/2 Thru K UPS Daily Used BMW Cycles
Re-Psycle
BMW PARTS
(Hours & Address On Back)
24 HOUR FAX: 614/837-0359
614/837-1160

classified section

'87 K75T, black 29K miles with bags $3,500. Call Greg at 440-235-1272.

'83 Suzuki GS550E, 16 valve 4 cylinder, prepped for WERA Racing, Vintage 5 or Clubman, new race tires, Magura clip-ons, Tiny tack, Stage 3 jet kit, 4 into 1, new chain, new brake pads, K&N air filters, number plates, drilled to wire tie, finish it up, worth the cost in new parts alone $1000. Steve Dumek, 440-428-6274, Madison, Ohio.

'76 R60/6 new paint, low miles large tank. '73 R60/5 toaster, black, 10K miles. '70 Triumph Trophy 500, excellent condition. '85 Denipre (Russian) side car rig, 650 cc. These bikes are from the estate of Kirt Zautner. '78 (Mike Hailwood replica) Ducati, 900 cc (RARE). Call Vince at 440-964-9812 after 6 PM.

'76 Yamaha RD400, red, rear sets, Clubman bars, stock pipes and chambers, K&N coils, been sitting, very nice bike $1000, OBO. Also, '75 Yamaha RD350, orange,, all stock and original, runs, tune-up and take off $400, OBO Steve and Betty Dumek, 440-428-6274, Madison, Ohio

'75 BMW, R75/6, apart, but rolling, complete, new tires, /7 valve covers, new gaskets and seals, with spare tranny and swing arm $1150, OBO. Steve Dumek, 440-428-6274, Madison, Ohio.

'75 Norton Commando Roadster, only 3750 miles (non-electric start), all stock and original, sat for a long time, new front fender, new headlight bucket and ears, new Dunstall look-a-likes $2250, OBO. Steve Dumek, 440-428-6274, Madison, Ohio.

'74 Norton Commando Roadster, new yellow paint, rear sets, Euro bars, Mikuni, stainless pipes and mufflers, Boyer, new Diehard, lots of new parts, finish putting it together $2750, OBO. Steve Dumek, 440-428-6274.

'58 BMW, R50, sat for a long time, rolls, a little rusty, but all there. Comes with a new complete stainless exhaust system (pipes and mufflers) $1500, OBO. Steve Dumek, 440-428-6274.

'88 Dodge Dakota, color matched cap, high mileage, VGC, $2900. Call Gabe at 440-899-6780.

Corbin Dual Canyon Sport seat, black, lowered 1/2", EC, fits '86-'91 K-bike and K75S. BMW battery charger, never used, new in-the-box $50. Call Mike May at 440-884-6918 days or 216-475-0400 after 4 PM.

Luftmeister 2-into-1 exhaust system complete from '84 R100. Will sell or trade for a stock exhaust system for same. Call Harry at 440-243-0115.

Hein Gericke 2-piece leather riding suit, GC. Red and black, men's size 40. $250. Call Rose 216-252-7933.

Left side BMW hard case, '70's vintage $60. Call Matt Kesti 216-941-1763 hm., or 440-962-2000 ext. 2964 wk.

Difi one piece Kevlar riding suit, 1-year old. Size medium, VGC, $325. Call Gabe at 440-899-6780.

Luftmeister fairing w/lowers, black fits R100/7 with all mounting hardware $50. Luftmeister top box $25. Battes bags, white, universal fit $40 pair. Call Greg Antolik at 440-235-1272.

R75/6 spoked front wheel with Metzeler ME 33 (90% rubber remaining) tire. Has "0" miles on new dealer-installed wheel bearings. (disc brake rim) $200. K-bike hard bag, LF side with key #042. $100 Call Karl at 216-651-9099.

Wanted: /2 or /5 Vintage BMW to race in '98 season. Cosmetics and road items (lights, horn, etc.) are unnecessary. Also, need R50 top ends to run the 500 cc class. Call Bill Murar at 440-734-9998.

Wanted: Motobecane Mopeds. Call Alex at 216-671-7625.

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. ALL ADS RECEIVED PRIOR TO THE PUBLISHING DATE WILL RUN FOR ONE ISSUE ONLY. IF YOU WISH TO RE-RUN AN AD CONTACT THE PUBLISHER A MINIMUM OF 10-DAYS PRIOR TO THE ISSUE PUBLISHING DATE.

BMW MOTORCYCLE OWNERS OF CLEVELAND

BMW MOC
Hot Line (216) 556-0196
Club Officers and Officials ☎

Eric Simon, President	(216) 382-5790
Craig Webb, Vice-President	(216) 949-5071
Penny Hissom, Secretary	(330) 483-3010
Roger Warren, Treasurer	(440) 238-9397
Greg Antolik, Road Captain	(440) 235-1272
Jerry Bruce, Director	(440) 247-5656
Russ Davis, Director	(440) 543-1457
Dan Frederick, Director	(216) 731-7047
Marcy Lopez, Director	(440) 884-4832
Bob Zronek, Director	(216) 656-2440
Ralph Crider, WEBmeister	(216) 961-3445
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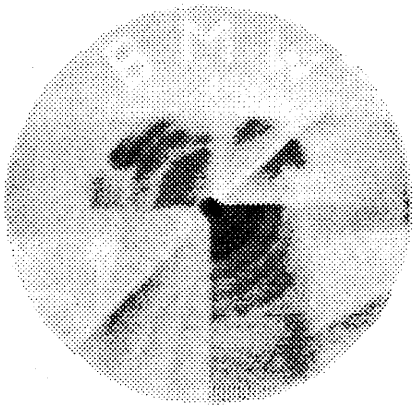
Karl Hoffman, Mister Sunshine	(216) 651-9099
Bob Shelton, Quartermaster	(440) 937-6329
Bob Wood, CCN Editor	(216) 252-7933



The first BMW Roundel resembling the propeller of an airplane.

... Spring '98 Club Event Schedule...

Mark your calendar now!

April 2 * April 18 * May 7 * June 6

April 2nd, Ride-In-Cook-Out Meeting, Thursday, April 2, 7:30 PM., at the Buttermilk Falls Shelter House off Strawberry Lane, in the North Chagrin Reservation, of Cleveland Metroparks. Shelter house has indoor and outdoor cooking hearths. Come early and burn your favorite picnic goodies with your club before our monthly business meeting. Near the I-90, I-271 split - see map on page 3 for exact location. As always, an open invitation stands for all BMW riders and their guests.

April 18, Kirt Zautner Spring Tune-Up Clinic, at Phil Danzey's, 600 N. Rocky River Drive, Berea, (just south of the IX Center) 440-234-8008. Saturday, 8:00 AM to 4:00 PM. Bring your oil, filters, tires, parts, etc. There will be people available to help. Don't be afraid to get your hands dirty. Food and beverages will be available after noon, with proceeds going to the club.

May 7th, Ride-In-Cook-Out Meeting, Thursday, May 7, 7:30 PM., at a ***new west side location***, provided by Orval Conley, at the North Ridgeville VFW Post #9871 on Lear Nagle Road. BBQ grill available. Important event planning meeting. Bring a guest to meet the gang and enjoy a Spring evening ride. Near I-480 & the Turnpike - see map on page 4 for exact location.

June 6th, Micro-Rally & Meeting, Saturday, noon at Russ and Sue Davis', 7111 Bainbridge Road, Chagrin Falls, 440-543-4083. Membership meeting, 4:00 PM at the Micro-Rally, followed by an all American cook out, and FREE camping. Main and side dishes, soft drinks, and coffee provided. Dinner; adults - $6.00, children (under 12) - $2.50. BYOB and potluck dessert. Door Prizes and 50/50 Raffle. Evening bonfire, mirth, and madness. Free coffee and donuts Sunday morning.

See the "Ohio Calendar of Events" on Page 3 for More Details and Events.

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

March is Membership Month.

Please, Renew Your Membership Today For a Better Riding Tomorrow!