Cleveland Club News

BMW Motorcycle Owners of Cleveland, Inc.

SPRING 2001

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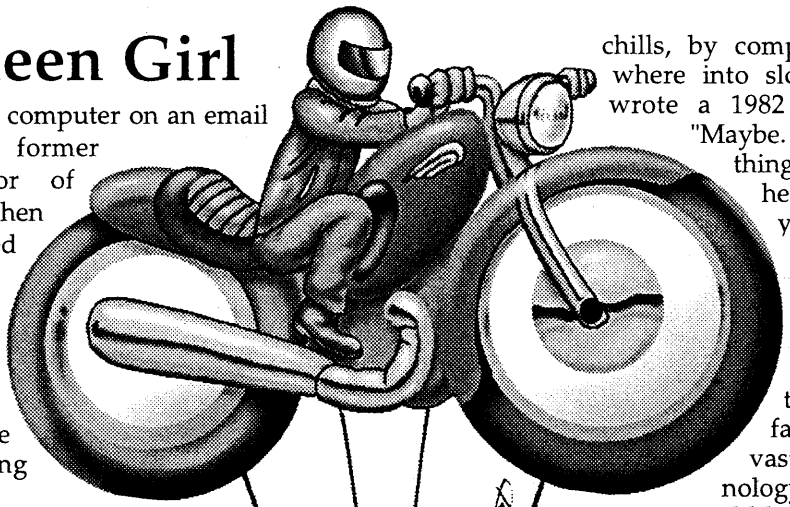
Dairy Queen Girl



I was working at my computer on an email to Mitch Boehm, former Clevelander and editor of Motorcyclist magazine when Vanessa walked in, clothed only in Victoria's Secret's, secreted under her winter coat. She always made life interesting. That was one of her best qualities.

"So what's up, she said. Certainly a leading question at this point.

"Well, I'm getting this email off to Mitch about the motorcycle show in Cleveland. He's always interested in feedback on the new bikes."

She asked me to read it to her, so I did:

Hi Mitch,

Just spent two days at the mc show to see first hand what you guys have been talking about. Impressions and the like of new bikes. Interesting thing perceptions.

Now I can appreciate when you say, this or that bike, is or isn't comfy. Or how bulbous all the new sportbikes are. (Even the MG V11 Sport is bulbous). Huge gas tanks that don't hold much gas, huge seat cowlings. I guess this is the look dictated by downdraft carbs or FI and other improvements. Hard to believe they have such light wet weights. They all look huge, even the 600's. I did like the 250 Aprilia street racer and scooters, sweet lines. Liked the R1 Yammie less than I thought. The RC51 more than the VTR comfort wise...strange.

I can understand the function dictating form thing, maybe not their ugly paint schemes. But, if they're RD 350 efficient at what they do, I can understand...

The new bikes save Ducati and some cruiser clones look like a 1987 Honda Hurricane with their one piece bodywork. Pretty boring. Certainly not beautiful in a classical sense. And I'm not aware of any eminent shortage of beach sand or oil, basic components in fiberglas or plastic construction, so why are parts so expensive to replace when you drop the bike in a parking lot.

I'm more traditional Mitch, I like to see the engine, I like a seperate fairing and gas tank.

These times seems to be a kind of Dark Ages for motorcycles after the Renaissance of the 60's, 70's to late 80's. Passionless effeciency. A malaise even the human populace has caught. Where despite attempts to be different, everything ends up looking the same.

"Maybe the frenzied technological progress from Japan chills, by comparison, steps taken elsewhere into slow motion," prophetically wrote a 1982 Cycle Magazine article. "Maybe. But perhaps there's something more fundemental at work here than relative progress or yawning journalists. It's a matter of romance and tradition, image and identity.

In the mind's eye of the romantic, a steam engine locomotive is no more picturesque or wonderous or fanciful hurdling across a vast landscape because technology has given it a better boiler. It would be a cruel and thorny crown pressed down on a good time to run a daydream on fast-forward. Who would see a triple Mallet locomotive, pulling majestically across a summer plain, and want to jet past that moment, never to experience it again? Lord knows, progress will carry us soon enough to an efficiency as cold and resolute and one-directional as an assassin's precisely excuted bullet."

That apocalyptic time, that future of cold and resolute progress described eighteen years ago, has arrived. And the enemy is us. Manufacturers delivered exactly what we asked. When we look in the mirror late at night we see a scared, insecure, cell phone carrying, needy wo-man, whose fears dictate a totally efficient SUV or motorcycle, and looks be damned. Who cares, as long as it works.

And what good are these four wheel drive SUV's anyway. Used to be they went off road. Now people worry about getting them dirty. A.B.Rollins in his book, The Candy Butt, addresses the driveway jewelry syndrome. "SUV's, like loud aftermarket exhaust systems on motorcycles, connote the ultimate manifestation of American folly; where weak, needy, fear-driven egos gravitate like dust (in this case acceptance insecurities or fears). Healthy egos are MPG in cars. Better MPG equals better mental health."

Saw some old friends at the show. Business magnant and commercial graphics artist Terry Taggart was there. Always edifying to hear what he has to say about motorcycle and auto design as art forms and expressions of beauty. As a former auto and mc designer with the big three, he has a keen eye for classic form. Rumor is they still employ him on new designs although he'll never admit it, as all that new stuff is top secret.

Best bike in show: Ken Veer 1971 black Norton Commando 880. Gorgeous!

And at less than $7,200.00 out the door, I love the best looking and handling Harley of all, for it's pure, simple, raw, no frills, statement, the Sportster XLH 883. Still true to the dream, its form says

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raw-boned machine, first and last.

"Fast riding on the XLH 883 underscores the primacy of the rider in this task. Take a group of friends, put them on motorcycles in the back country, alone on a road gone berserk with lefts and rights and opening and closing corners, give the best rider the Harley, the others Japanese bullets of their choosing, and you'll watch the XLH disappear from the rest. Switch bikes, and something else is gone over the horizon, flailing beneath the lead rider and leaving the others hastily shuffling along in pursuit. That's a hard lesson, isn't it? Speed and skill follow the rider rather than the machine. Sure if all riders were equally skilled or brave on the public roads or whatever, then the latest technology wins. But in life such contests rarely come packaged so neatly, without a crease in the wrapping paper.

Or take a romantic type down to the railroad tracks, show him a silent, air-conditioined, high speed Bullet Train on one track and a steam locomotive on another track. Let him pick his ride. No contest. He will pick the steam locomotive, every time. Effeciency aside. Comfort aside. Speed notwithstanding. Conveniences to the contrary. Rationality, if such a word even applies, aside. The Bullet Train is a mechanical thing, so perfectly efficient and tidy, that's it's dead to the senses.

A steam locomotive is quite different by comparison; slower, less efficient, less convient, more irrational. But a steam locomotive is a mechanical thing, alive to the senses. It shakes the ground. It belches steam and smoke. The gigantic drive wheels spin crazily for traction when the giant lumbers forward, shuddering. Heat and wetness and unbearable noise surround it. A steam locomotive throws off energy in all directions; that's what makes it alive.

Progress and Efficiency abhor loose energy as much as romantics love it. Progress and Efficiency complain. Capture that misspent energy! We want none of this hissing, belching, smoking wheel slippage and excessive weight. Contain those BTU's. Make them quiet. Direct them to a greater purpose of getting the heaviest load straight down the tracks and with the greatest efficiency and least wasted energy. Build a Bullet Train. Let it be fast and efficient and dead to the senses. Let the romantics mourn. (Ergo, the difference in power delivery between a fun, rowdy RD350 and a smoother RD400, a cult classic '85 GPZ900 Ninja rocket and later, heavier, faster but more civilized Ninja's, and Cycle World editor, Peter Egan's favorite touring bike, his R100RS and newer model BMW's.

Only Harley could get away with a Sixties-style motorcycle that goes back in time-not to imitate itself, mind you, but to be itself all over again," said Cycle. So, I ordered a black 2001 XLH, last of the air-cooled, to fit between the '83 R100RS and '73 RD350. The new 2002 Porsche designed water-cooled Sportster will be a challenge for them weight and looks wise.

Didn't like the new Triumph Bonneville big time. I was hopeful, but it looks worse than I thought. As a consultant to industry, I tried to explain to the Triumph Rep. what he probably already heard too many times: the peripherals, seat, tank seam, rear fender, fork gators, exhaust pipes, ugly round painted cam covers and on and on. It is after all, dispite claims to the contrary, supposed to look beautiful, like the touchstone 1968 Triumph T120R Bonneville I bought in England back then. At least start there, then move on, but first go back to the memory. Right to its

essence, as close as humanly possible. Kind of Earles Fork, elegant, R50/60/69S/2 to handsome R90S type thing. Museum pieces all! Home runs, right out of the gate (lucky bastard if you held on to yours). And motorcycle magazine editors wondered in 1974 if $3,600.00 BMW R90S's would ever sell! Beauty and/or performance sells, not just a cheap price. Heck, even the W650 is a better Bonneville copy.

Looking at what happened to the new Bonneville, you can understand 883 Sportster junkies stockpiling the last of the easy to work on, easy to look at, air cooled Sportster's, before they succumb to political correctness. Before all raucous, fun and sensual rough edges are rubbed smooth, like Honda will do with its CBR929RR. And before boring effeciency prevails, first brought on by the equanimously feminine, electric starter. An egalitarian device that unwittingly spelled the beginning of the end.

You have to hand it to Ducati and Harley for having the cahonas to hang in there as long as they did with kick start, street machines. Their attitude was, if you're man enough to start it, then you can ride it. Electric starters and batteries add weight and steal horsepower. How silly to see some do-rag, leather clad, tough guy step up to his mean Harley, only to then press an electric starter.

Motorcycling used to be a guy thing. Like Bill Mahrer of "Politically Incorrect" said one night to the chick who wrote the "Rules" book, which instructs women on how to manipulate men to extract what they want from them, "Look women, one of the rules is, don't play golf, smoke cigars, or ride motorcycles, these are things we do, when we don't want you around."

Over the next decade, manufacturers will be kissing butt bigtime (translation: more girly-man seat heights=25.5") trying to attract more women (seen as the area of greatest growth potential) into riding motorcycles. Only 12% ride now, but with women controlling 86% of the world's wealth, they're a natural. Yes really 86%, and 50% of yours if you get a divorce. If women in SUV's on cell phones piss you off now, imagine a world where half the motorcyclists are women. "Gee officer, he passed me and scared me so bad, I almost fell off my motorcycle, please arrest him for endangering, here's his license plate number." (Golly, she was only going 12 mph UNDER the speed limit on a desolate country road.) Like an advanced skier getting stuck on a beginner slope at a ski resort, it's alot less dangerous, for everyone, to ride with someone who has at least 10 years and 50,000 miles under their belt. And it wouldn't hurt if say, 2000 of those miles were spent on dirt or asphalt racetracks in competition. When you see a fellow on a 883 Sportster and "others hastily shuffling along in pursuit," then you'll understand what surviving 8 years on a racetrack can do for you, if you're willing to take the risk. If you're willing to pay those dues, as Phil Shilling expressed, you can even keep those boys "hastily shuffling along," with you up front on a '65 305cc Honda Super Hawk. If you ever had the frustrating priviledge to try and catch infintely gifted riders like Rich Foxen, Jonathan White or Bill Truby on a racetrack in a sprint race or 24 Hours of Nelson Race in 1972, then you know what, "in pursuit," feels like. Ask Jerry Evon the horrific price she paid, trying to keep up with advanced riders until she became one herself.

Sure, keep showing chicks how to ride, they'll be the only ones left anyway, after you're gone, from all the aggrevation. Boy are males smart. Women con us out of our last domain, get us to subsidize them, then we pay higher insurance rates for THEIR mistakes.

Anyway, I'm trying to give this Triumph Rep. feedback, and he's only talking benefits. Finally, in frustration I explained, "I'm the market for this thing, I have the money, and I'm not buying"...he heard that. And so did Triumph, the first time around in 1969 when they put that ugly square tank on their Trident which later (too late) they replaced.

Just some misguided thoughts to ponder, Mitch. With the kind of future that's upon us, "we need some loose energy in things with two wheels; we need that energy lost in turning wheels and spent perfectly, wonderfully, completely on romance." Guess I'll keep my old stuff awhile longer. At least until something drives me to passion again, like maybe a KTM Adventurer LC8 v-twin, Ghezzi+Brian MoGuzzi 1100, or a Britten type 1000 Sachs Beast, with a high compression ratio, magneto and kick starter. "Gee, sorry babe, I can't teach you to ride it, if you can't start it." See Ya, Mel.

I asked Vanessa what she though, but she was sleeping like a lamb, having fallen asleep in her chair, with her winter coat folded neatly by her side. Wow! I love those pure classic lines.

(c) A. "Mel" Dunne 2001

BY GEORGE

I hope this newsletter finds everyone well and ready to RIDE!!! Here it is February '01 already which means that the "official" riding season is fast approaching. The bike magazines I get are starting to fill up with dates for various rides and rallies and I can't wait! Well, actually, I have to wait because the seat for my LT which was sent to the Russell Shop in California in early December hasn't been returned yet and my patience is beginning to run out. Luckily, for me anyway, the weather hasn't been quite good enough to make me want to get the bike out since I took the seat off and sent it away. I've enjoyed everything about the LT with exception of the seat and, once the seat is back on the bike, I'll be 100% satisfied.

Early January found several of our members attending the International Motorcycle Show in Toronto, Canada. This is one huge show with plenty of new bikes on display. I was disappointed in the fact that no after-market BMW stuff was to be found but I would still recommend this show to anyone interested in looking at new and custom bikes. The American dollar, combined with

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show specials, caused several of us to buy, buy, buy! The same show is also held in April so I'm hoping we can get another group together next year and go to the April show with hopes that the weather will be warmer.

A few weeks ago we held our second annual outing at the Hard Rock CafÈ and it was great time. We had 42 in attendance which is nice showing in good weather but the temperature was less than 20 degrees as we entered the restaurant at 8am! Keeping that temperature in mind, a friend of Eric Probst's and mine, Kevin Novotny from Chapter C-3 of the GWRRA showed up on his Gold Wing. I love to ride, but that's just too darn cold for me! Several members whom I had not met before showed up and it was nice seeing old and new friends mingling and talking about (what else!) riding. We had a great breakfast and an up-close look at the restaurant since it was closed to the public while we were there. Road Captain Squeak has several more Sunday morning breakfast outings planned throughout the year and I hope the attendance continues to be sizeable.

The Tune-Up Clinic isn't too far away now and, once again, Phil Danzey has been kind enough to offer us the use of his place and I'm hoping we get the same great showing of our members as we did last year. I believe we had close to 80 people show up throughout the day. The weather cooperated with us and Michelle and Troy Stone brought a tire changing machine with them from Illinois, all of which made for a day filled with productivity and friends and good food.

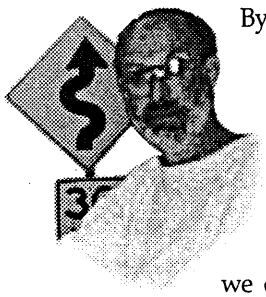
I continue to get several e-mails each week from members who are planning on riding out to Redmond, Oregon in mid-July for the MOA National Rally. Marcy and I are among the group planning on going so that new seat is going to come in pretty handy! For those of you not planning on going to Redmond, keep in mind that the 2001 RA rally will be in North Carolina in September. Bob Wood will keep us posted on this rally.

I'd like for each of you to keep Sunday June 24th in mind. This is the date of the 3rd annual March of Dimes Ride and, as in the past, Eric Simon and I are involved in this worthwhile ride. This year the ride will begin and end at the Indian Motorcycles of Cleveland shop across the street from SouthEast Harley.
We'll give you more details as they become available.

I guess that's it for now. Check the club's web site and voice mail for upcoming events and ride safe, everyone!

ROAD SIGNS

By Squeak



Hello and welcome fellow BMWMOC members and friends to the 21st Century - 2001. Before I start to write about this up coming riding season I would like to look back at what the club has done in the year 2000.

It was a year of trial and error where we decided to try different ideas and see what would happen. Naturally it ended with both positive and negative results. Since I have always tried to have an optimistic outlook about ideas, let's look at the positive events first.

In the positive column you have the offseason Hard Rock Brunches and the Severance Hall outing which was followed up by the tour of the Crawford Car Museum. The Annual Spring Tune-Up Clinic was a big winner and so was Turp's Tech Day at his shop in Lorain. The Experienced Rider's Course in May was well attended and it is always a positive thing when members learn to be better and safer riders.

The Micro - Rally at Stony Ridge although it was somewhat of a "washout" due to wet weather. The first Dealer Ride and club poker run were successful and so was the Fall Foliage / Gathering of the Clams Rally in Shreve. The Holiday Bash was also well attended.

Club events that didn't even get off the launching pad would have to be Bowling and the Sunday "Brunch & Rides".

Then there were the repeat events that were good ideas but that were hampered by bad weather. I would put the March of Dimes Ride and the Heart of Ohio Benefit in this category.

This year your club is taking a look at what worked and did not work in the past, and inviting all board members and interested club members to participate in a group "Think Tank". The mission of this think tank is to come up with more positive ideas for club events in 2001.

A secondary purpose for this meeting of the minds is to make life easier for myself and our fine Newsletter editor Craig Webb. We both share the dream of having all club events scheduled and planned BEFORE the appropriate issue of the Newsletter goes to print!
Therefore the next "MEETING OF THE MINDS" will be at President Lopez' house in Parma the day after the Tune-Up Clinic, April 22, 2001 at 1pm.
Some of the events already planned are as follows:

Russ Davis' Pre-Daytona Tech Class on tire mounting in February.

BMWMOC Director Matt Kesti's return to West Virginia for some trail riding.

Roger and Susan Schoenberger'sClub Weekend Campout in May.

A June Club Picnic at Hinkley Lake.
A Sun and Swim Campout at Mentor Headlands.
And instead of Brunch & Rides we'll have Rides to Brunch!

So far this year has been a very good year for Club participation. The brunch at the Hard Rock CafÈ in January had close to forty members and guests and the monthly meetings have had a higher attendance than in past "deep winter" months.
I would like to thank last year's and this year's board members for their support. I would also like to tank all the BMWMOC members for their kind words and praises for my work as your Club Road Captain.

May you all have safe and great rides and times for year 2001.
Your Road Captain, Paul "Squeak" Shaver
PS; Your Road Captain has really entered the 21st Century - my E-mail address is Cybersqueak196@hotmail.com

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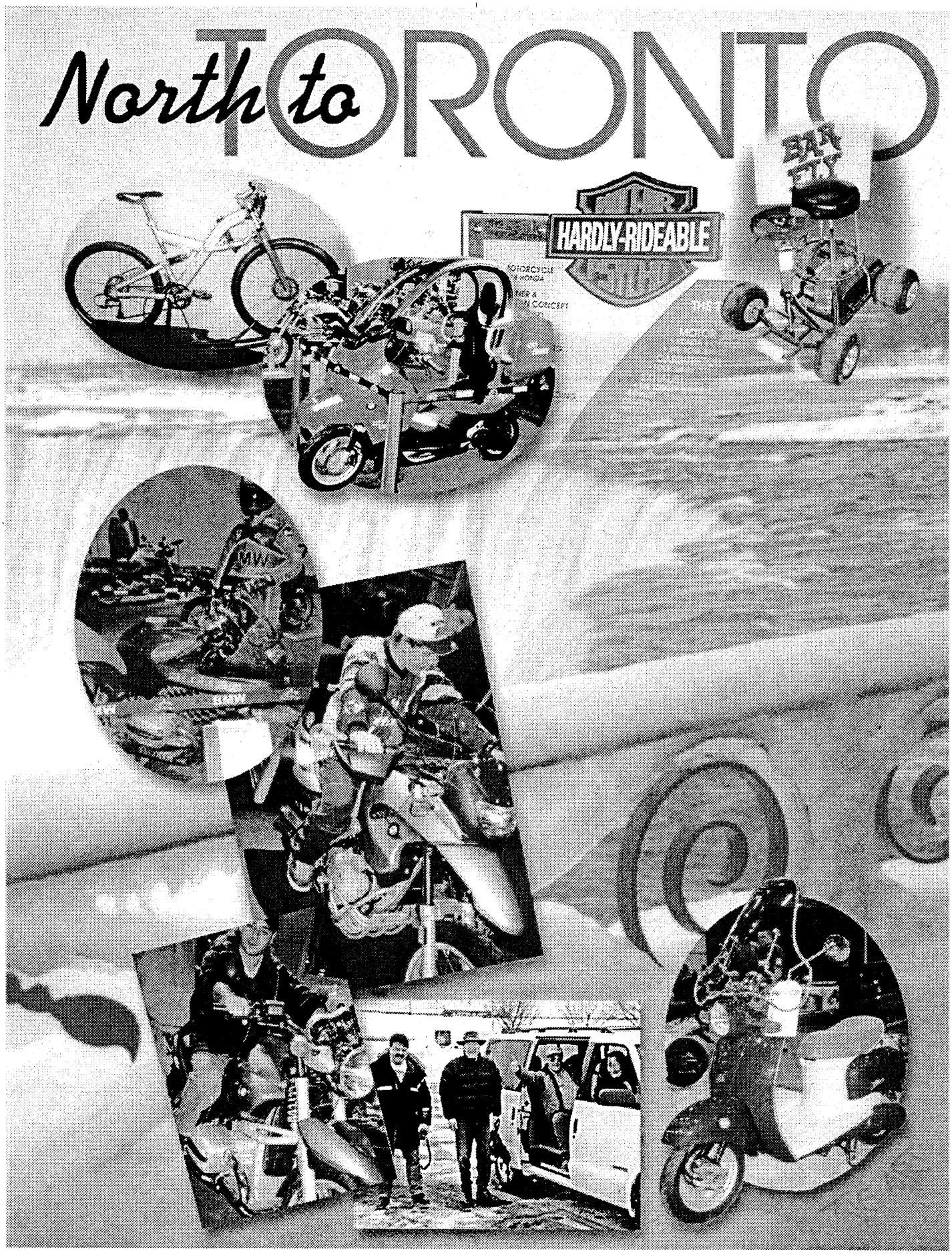


By Craig A. Webb

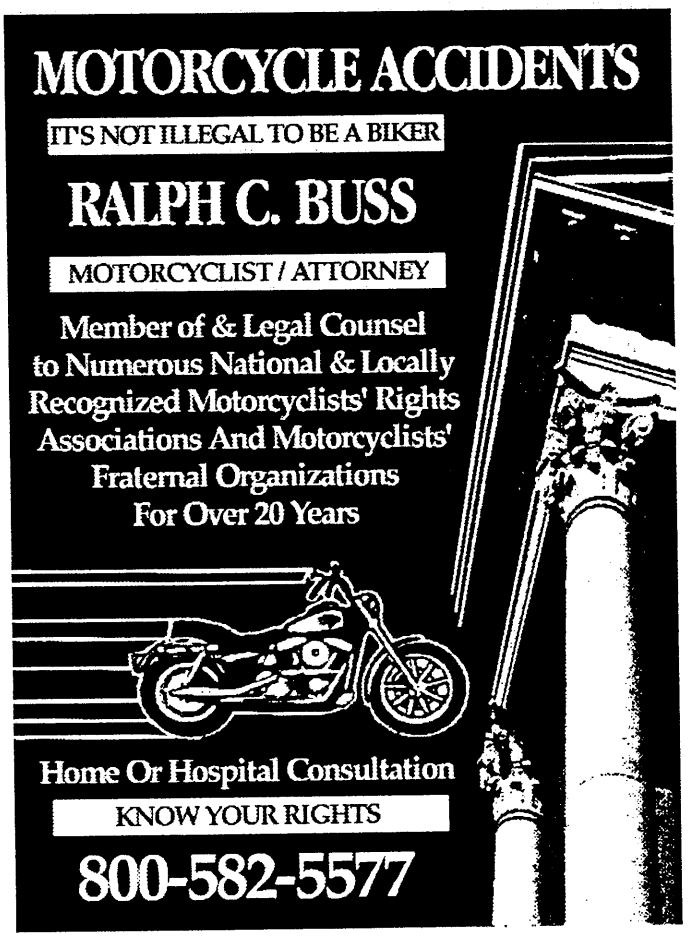
The first club expedition to the Toronto Motorcycle Show is now history. I would call it a success but not an unqualified one.

First, I was expecting new and different models and makes of motorcycles that are not currently imported to the states. This did not happen. The same basic manufacturers were present and their displays appeared to be about the same as you would see at the IX Center. I guess if you want to see exotic makes and prototypes you will have to travel to Europe.

The size of the show was definitely bigger, stretching over at least four large halls. Most of the extra space was full of vendors of the same type seen at various bike rallies. Some club members seemed to think that these vendors had more stock on hand then those at the I X Center. I can't really comment on that because I seldom buy things at shows. I will say that they seemed less security oriented about their merchandise.

There were definitely more restrooms, (thanks for that observation - Dan), and more eating areas. There was a live band with a leather clad fashion show which I never managed to see and one hall full of customized bikes with elaborate sometimes revolving stage sets complete with lights, smoke machines and props.

Most of these were the familiar V-twin cruisers chopped, channeled, chromed to high heaven and lavishly decorated with the most horrific visions of hellish dementia imaginable. What is it about motorcycles, skulls, devils, blood, guts and naked women that so obsesses these guys? I wonder if the women actually in these customizer's lives, (if there are any), are as into this demonic gore as their significant others? Are these the same guys that belong to those Christian biker clubs, or do they belong to that OTHER club? For that matter, do the Christian Motorcycle Club Customizers paint their bikes with livid scenes of Saints marching in, Heaven streaming down, Lions sleeping with Lambs, Burning Bushes and...angelic naked women?



Anyway, the most interesting customized bike of the lot, (in my opinion), was not a V-twin but a 750 Honda transverse Four. Not only did it take a clever jab at the Harley types with its name, (see photo), but it also had the most amazingly beautiful ultra customized engine I have ever seen. Who knew a Jap 4 could look this good?

We are all used to seeing Arlen Ness and others do outrageous things with the standard V-twins and the occasional Triumph or BSA, but what could they do with a Ducati Desmo Twin or a Wankel Rotary if they really tried? Let's take up a collection to bankroll one of these Chrome Gurus to lay on a full bore Glam-Job to an old Slash 6 Boxer! Maybe we could all see a new way to appreciate our bikes besides as "original factory equipped" classics.

Another obvious difference between their show and the IX show was the heavy presence of local motorcycle clubs. Many of these set up extremely elaborate displays that took up massive floor space. Several recreated rally scenes or biker nights at some local hot spot. One was a Santa Sleigh pulled by six Goldwings with antlers! I wondered if these very large exhibits were paid for by the clubs or if they were donated or subsidized by the hall to help generate attendance?

The highlight of the BMW exhibit, (and there was very little other BMW presence), was the R1100R, which has been restyled handsomely along the lines of the Paris-Dakar models. The 850 engine is gone but so are those hideous after thought radiators that helped to make the old Roadster the ugly duckling of the line.

The new F650GS looked very functional and I had to hand it to the designers when I saw a demonstration of their ingenious expanding side bags. Of course I had to ask the obvious question which was WHY a one-cylinder motorcycle needs dual mufflers? The company motorheads acknowledged that is was a PARTIALLY cosmetic choice, but claimed mysterious performance related airflow purposes also. I guess as a non-mechanic I have to accept that logic although it does bring up a whole new quandary about the many two cylinder motorcycles that choose to use only one muffler. What's up with that?

The popularity prize of the show definitely goes to the New? Triumph Bonneville. A clean retro trip by the original maker, (sort of), at last. Triumph will sell a whole lot of these babies. The look is good and the price is right. Kawasaki conveniently placed their Brit Clone just across the aisle from the new Bonnie and many observers judged the Jap copy to be the superior machine. I'll have to defer on that having nothing concrete to go on but I will put my money on the nostalgia bucks going to London this year.

There were two other amazing aspects of the Toronto show that grabbed my attention. As usual they had nothing directly to do with motorcycles. The first was a number of large hairy fellows wandering around the show wearing BRAND SPANKING NEW Hell's Angels jackets. Have you ever seen a new, CLEAN Hell's Angels jacket? Me neither, at least not until now, and here were ten or twelve of them. Our members surmised that this might be some sort of new EXPANSION gang making their debut at the show. Sort of like an outlaw McDonald's franchise. Sure enough, that night's television newscast featured footage of one of the members of the "New Gang" being busted by the police for drugs. Way to pop the cherry Bro!

The second observation concerned the general look of the show crowd. The vast majority of show goers were noticeably

thinner than a comparable IX crowd. This was not an age-related phenomenon either. Even the middle aged and retirees appeared more fit and trim.

I had to comment on this to several locals and received a logical explanation. Their first observation was that food was more expensive in Canada than it is in the states. The second was that restaurants, even of the fast food variety, served smaller portions up North. Super sizing that order of grease fried starch sticks is not the rage up here. People also seemed less infatuated with the hip-hop baggy pants look. Coincidence? I think not! It seems like an odd observation about patrons of a motorcycle show but people really looked better, healthier and somewhat happier too.

I've saved the worst for last - and most of this may be simply my Scottish heritage talking, but the trip turned out to be more costly than I originally imagined. The advertised costs of everything were universally quoted without tax - of which there were plenty in Canada. The all-powerful Internet proved to be a highly faulty conduit for car rental and hotel accommodations which were non-refundable but far from accurate. Priceline - dot - con was the opprative phrase.

Finally the monetary exchange rate bobbed up and down like a cork in a kiddy pool depending on where you tried to exchange money. Even Commander George and his ever-ready palm tricorder could not keep up with who was gouging whom. Warning - do your money changing at your local bank before you go or prepare to be ravaged. Finally, it is true that you can get one of the three local taxes refunded at the boarder but you have to spend a large amount and it has to be on the right stuff.

All in all it was an enjoyable winter diversion but I will not be doing it again. I'll do my window shopping at the Cleveland show and save my Great White North excursions for the heat of August.

HAPPY TRAILS TO YOU

By Matt Kesti

With all the doom and gloom on the off-road trail closure front, here's some good news. The Hatfield-McCoy trail system has opened in West Virginia. This system was opened through the cooperation of West Virginia trail riders and the local gas and coal mining companies. I first hear of the formation of this trail system on the Internet a few years ago and have been chomping at the bit to have it open and get out and ride it.

The first weekend of November I headed down to Logan W.Va., a 5-6 hour drive from Cleveland. I found the Hatfield-McCoy Recreation Area Authority office on route 10 outside of Lyburn and bought an out-of-state year pass. You can get a three-day pass for $15 or a year pass for $50. I picked up three trailhead maps and headed over to the Rockhouse trailhead. By the time I got to the trailhead it was already 3:00pm so I only had time for a couple hour trail ride.

I had recently purchased a 99 DRS Suzuki 350 which was completely stock except for a plastic gas tank that I put on to keep the stock tank dent free. The best thing about the Suzuki is that it has electric start and is street legal.

The trails were in great shape and well marked. Every trail is marked with a trail sign that indicates the trail number and difficulty factor. There are many places on the trail where the view of the fall colors should have been great, but the forests were on fire that weekend and the entire area was engulfed in smoke.

At first I thought it was fog that hadn't burned off but the temperature was to high (in the 60's) for that to be the case. Apparently some of the locals are firebugs and like to set the woods on fire. Old coalmines that ignite cause other fires and these fires burn unchecked.

I rode about 30 miles before the sun went down, getting used to the new bike and the trail system. The new machine works well and its nice to ride a bike that is straight and tight. The brakes and suspension worked great and the magic button (electric starter) is the best.

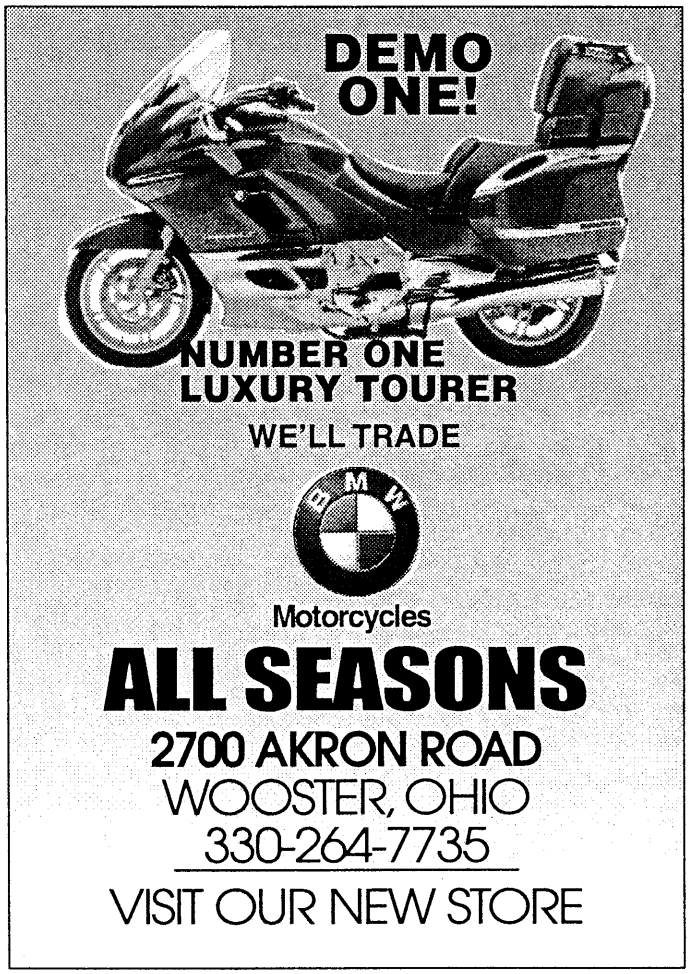
I went back to the motel to clean up and headed out to find a burger and brew joint. Logan was slim pickings when it came to local restaurants with liquor. There are a few pizza places and fast food places but not much else.

The geography of Logan is all mountains and valleys. The basic layout of the area goes like this; mountain, railroad track, road and river - with all homes and businesses stuck in somewhere between those things. If you go down the wrong road it's hard to find a safe place to turn around it's so tight and twisty.

The next day I head south on 119 toward Williamson to the Buffalo Mountain trailhead. I rode the trails and made my way to a trail that took me to Matewan. This trail section was 15 miles long and in the beginning was easy. I was thinking a GS or Funduro could handle this section and then the trail becomes a little more challenging.

You realize you are in the mountains as you head up a long hill that has switch back corners and a real steep grade with rocks thrown in all the wrong places. As I looked around there were strange rock formations with big rocks that are sitting on top of smaller rocks and it looks like a stiff wind would blow them down. At the end of the trail I've consumed all my water so I dualsport back to the trailhead.

The next day I head to the Bear Wallow trailhead and I am the



first one on the trail that day, (no bars in Logan makes for an early start). The bear Wallow trailhead is on a road that is accessed by driving into the Wanda trailer park. I ride most of the trail system, which has a real good mix of trail difficulty levels. It has a couple of trails that are motorcycle only and these are fun and sometimes you're not sure if you've missed a turn.

If you like to trail ride and you are looking for a new place to ride, I recommend this trail system. An inexperienced rider would be able to negotiate the easy trails and an experienced rider would have fun on the difficult ones. There are approximately 220 miles of trail in the system with a promise that it will grow to 2000 miles and expand into Kentucky and Virginia. More information about this system can be found at; www.trailsheaven.com.

Happy Trails.

COMING ATTRACTIONS

(none that I know of)

The Cleveland Club News is always looking for material from its readers. Stories, letters, travelogues, reviews, tech tips, classified ads, legal updates, news flashes, article ideas, photos, artwork, cartoons or even material from other sources that you enjoyed and want to pass along to our readership. This is your Club newsletter - participate in the fun!

We have given up on - COUPLES THAT RIDE - Nobody gave a hot damn about this subject or was just too chicken shit to talk about it. It's not like we were asking what you did in your tent!

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Stories from the Nationals! Not bloody likely. Nobody wrote shit about this either. Were both the nationals that dull? Maybe this year somebody will scribble a few lines about the TRAIN RIDE out to Oregon.

What about letters from the membership? And I'm not talking about those sappy "you guys are doing a great job" love pats. What about the angry letters? I must be pissing somebody off. You must be sick of my pseudo-new age-karmic-brain farts by now! Write a damn letter or story for the stinking club rag. Do it now! Don't make me write another dead cat sob-fest.

AND PHOTOS - WERE THE HELL ARE ALL THE FREAKING PICS OF PEOPLE DOING FUN THINGS ON BIKES. Nobody own a camera? I mean besides George and me.

NEXT NEWSLETTER DEADLINES - (as if you cared)
THE NEXT ISSUE OF THE NEWSLETTER WILL BE PUBLISHED ON June 1st 2001. THE DEADLINE FOR SUBMISSIONS TO THAT SUMMER NEWSLETTER WILL BE May 15th 2001.

Send all submissions and correspondence to CRAIG A. WEBB, 7414 Herman Ave. -Upstairs Cleveland Ohio 44102 or call (216) 939-1767. AND no I don't have a damned computer yet!

CLASSIFIED ADVERTISEMENTS

For Sale: Garmin GPS plus III $150. Contact George Lopez at 440-884-4832

1998 K1200RS, red, pinstriped w/blacked out windscreen. Bar backs, radar det. Mount., hard bags, tank bag, soft top box, good rubber, dealer serviced, 16.9K looks and runs better than new. Asking $13,500. Call Dan LaRocco at 440-572-3723 or BMW-DAN@Hotmail.com

Motorport "Canyon" suit, (Jacket small, pants medium, firs woman's size 8), black with purple shoulders, heavy duty cordura nylon, waterproof, features removable knee, hip, shoulder, and elbow pads and a back board. Many pockets, includes goretex liner for coat. Great for cold weather riding. Asking $175 Contact Robin at 440-288-6056 of email zzum@aol.com

Advertisements are free to the members of the BMWMOC, but will not be run in the next issue unless requested. Deadline for submission for next Newsletter is May 15th. Publication of the Summer issue will be June 1st. Advertisements may be sent to Craig A. Webb 7414 Herman Ave. - upstairs, Cleveland, OH 44102 or phoned in at (216) 939-1767.

MEDITATIONS

Romper Bomper Stomper Doo
Tell me, tell me, tell me true
Did all my friends have fun at play?
Did all my friends have fun today?
Miss Barbara

Bits & Pieces

The first order of business is to apologize to Greg Antolik for all the cheap shots I have been sending his way. He has been a good sport about it but I need to let the club know that he was not responsible for the Men's gathering that occurred on the same evening as the Club's holiday Bash. Benny Meadows was the author of that event, Greg only provided the place to hold it. Benny swears that it was not an attempt to undercut the club event - simply a failure to check his club calendar. Few club members were actually invited to the Men's Gathering anyway and they apparently froze their butts while male bonding around the bonfire.

The Cleveland Club News has heard no new information about the New BMW Motorcycle Dealership franchise that we expected to be awarded in January. Dan Frederick and others who have some contacts among the various bidders are keeping their ears open - but so far no new owners, locations, or opening dates are available.

Congratulations are due to several club members who have made significant changes in their personal relationships. Greg Antolik and Kim Amspacher are engaged and Paul "Squeak" Shaver has made a commitment to marry Sheila Frymire, the beautiful young lady that has accompanied him to several local events. There must be something in the Jagermiester!

We received a message from The Black Swamp Beemers that detailed a special deal negotiated by Roy Truelson of the Airhead BMW Club and the IBMWR Internet riders. It seems that Roy can secure 28 amp hour Panasonic Sealed Lead Acid batteries, (the same sold by Westco for /6 & /7 R bikes and many K bikes for a 43% discount from the Westco price of $99.95 delivered. That would make Roy's delivered price $56.50. CCN is not promoting this deal but you can contact Roy Truelsen, 1520 NW 123rd Ave., Portland, Oregon 97229, (503) 626-9095, Roy_Trielsen@msn.com for more info if you are interested.

In a related vein, Jerry Riha claims that great tire prices can be found by calling for information 1-800-654-0565 toll free or Discountmotorcycletire.com or DMT Inc., 4298 Kipling Street, Unit D, Wheat Ridge, CO 80033. Ounce again CNN is not promoting this deal but you may want to investigate for yourself.

While attendance at Club meetings has been minimal through the winter months, Road Captain Squeak's Hard Rock CafÈ Brunch drew an amazing 40 participants. I guess all our worries about recouping the club's $180 reservation fee were groundless. Way to go Squeak!

There has been a lot of interest in the Amtrak Motorcycle train that appears to be a novel way to go out to the BMWMOA National Rally in Redmond this summer. Pickup points will be in Washington D.C and Chicago with the possible addition of New York City. Bikes would be placed on special pallets and loaded on the same passenger train as the riders. The West Coast Destination would be Portland Oregon. The Rally is July 19-22, and the train is tentatively scheduled to leave Washington on the 15th, Chicago on the 16th, and arrive in Portland on the 17th. The return trip would leave Portland on the 23rd and be back to Washington by the 25th.

Cost for Bike and rider round trip would be $750 and $300 one way. All of this is tentative with the possibility of more pick up points, multiple trains, a later train back from the West Coast etc. all currently under consideration. I do not have a contact address on this but George Lopez and others are following it closely and I'm sure there will be updates once a registration procedure is firmed up.

There has been a great deal of publicity lately around the emerging market of women motorcycle riders. This is partly because of the AMA Heritage Museum featuring a " Women in Motorcycling " exhibit which is touring with the International Motorcycle shows. This is also being fueled by more sales to women and by the manufacturer's interest in promoting that. In any event, it is great to see women being celebrated as motorcycle riders instead of motorcycle decorations.

MOTOSAPIEN MOMENTS SPRING 01

The Rights of Spring

by Craig A. Webb

If you feel overly battered by this past winter you are not alone. From its early onslaught in November through its unusual temperature arch, (brutally cold in December but less severe in January and February - I hope), this winter has been a real downer. Throw in that suspicious spike in energy prices and the precipitous plunge of all economic and psychological indicators immediately following the republican coup-de-court and you have a manic - depressive soufflÈ of epic proportions.

Of course, a lot of my personal angst has been directly related to the life and job changes that I have been slogging through for over a year with no end in sight. But here in cloudy Northeast Ohio there is enough seasonal depression syndrome to go around for everybody. I find myself yearning for sunlight, warmth and the rebirth of spring like never before.

Along with the rebirth of spring comes the rebirth of our sport of motorcycling. Sure some of us are winter riders, (and you know who you are), but most hunker down for the dark months like cave bears with our metal mounts securely mothballed in their garages. We keep the juices flowing by proxy events like bike shows, club meetings and Hard Rock Brunches but the true rebirth awaits the riding season and the mysterious tech rituals of de-winterization.

A motorcycle club is a lot like its members and their bikes. It has to be jump started in the spring also. Memberships need to be renewed, newsletters published, voicemail and websites updated, and the collective mojo awakened for the coming year.

This is not an easy process. Lethargy and entropy have taken their toll. Those same few people wonder yet again why they must rise to the occasion while so many others simply roll over and punch the snooze button repeatedly until the first rally of the season. It is a hard question and formerly energetic members do drop by the wayside. Sometimes whole clubs wither on the vine.

In the last several years the Western Reserve BMW Club has experienced this process. As a sister club with many mutual members, BMWMOC has watched this devolution closely - unsure of the reasons for it and wary of catching the bug.

Now a new slate of officers headed up by Gerry Evon and Jerry Riha are trying to reenergize the Western Reserve Club. They are planning to do this by bringing back the BMW Sidecar Rally this year at Whispering Hills Campground in Shreve, Ohio on May 18th-20th. We wish them well and applaud their efforts, especially because they are dedicating this rally to our fallen comrade Steve Dumek.

This is a valiant effort on Western Reserve's part. All the more so because some believe that the stress of staging the rally

for so many years with so few committed members had something to do with the club's past decline. Remember, this is a rally that is open to BMW riders on a national level and will be advertised in both the BMWMOA and BMWRA publications. I would like to also point out that our own club has refused numerous times to host an open, nationally publicized rally for the very reason that we thought it would be WAY TOO MUCH WORK!

Let's all hope that the excitement of bringing this rally back will reinvigorate our sister organization to a new rebirth. Which is something we all await as eagerly as the spring emergence of crocus, tulips, daffodils and yes...motorcycles.

SHARING A DREAM

By Susan Schoenberger

Roger and I started riding together when we were dating in 1981. I had been a passenger once before on a knucklehead when I was in my teens. Roger has been riding since he was a lad, traveling with his Dad on Indians, Harleys and Beemers. His first bike was a 250 Ducati that he would go cruising and camping on when he was 16. He also got in trouble with the law on this bike. He was taking four girls for a little ride, (all at the same time), in one of our small villages nearby.

Our first real ride was to a State Park in Indiana to camp over the weekend. What a way to impress a girl, (he had me hooked). He caught a terrible cold that weekend and I still remember the ride home. He was feverish and feeling awful. It was then that I decided that I would learn to ride myself.

Since that weekend camping trip, Roger and I, and in the earlier years our children, Matt and Jessica, have traveled through all but 6 states. We have logged over 300,000 miles together from the time we have met and owned many bikes. At the present time we own six.

We have seen beautiful countryside and awesome natural wonders. The people we have met while traveling on our bikes have been a blessing to us. Some of them have turned into our best friends.

The memories that we have of riding down some little two lane twisty road or meeting someone new in passing is what this sport is all about. This has surely been an adventurous experience of a lifetime, with more to come with each passing moment.

ASSCOC (anti-social sub club of cleveland) RIDES AGAIN

A FLASH FROM OUR EVER VIGILANT WEBMEISTER RECORDS THAT CLUB MEMBER JOHN KEAN HAS REPORTED TO THE WEBSITE THAT ASSCOC NOW HAS A NEWSLETTER.

IT IS SENT OUT EVERY OTHER MONTH, BUT HE DID NOT SAY WHO WAS SENDING IT OUT OR WHO WAS ON THE CIRCULATION LIST. - CCN

BMWMOC CLUB CALENDAR

February 24th Russ Davis' Pre-Daytona Tech Clinic and Garage Party. Tech Class in Tire Mounting and the usual tire kicking and lie telling. 7177 Bainbridge Rd. Chagrin Falls, Ohio Call Russ at 440-543-1457 for more info.

March 1st BMWMOC Membership Meeting - RELOCATED FROM THE MIDTOWN TAVERN TO DIMITRI'S RESTAURANT IN THE SAME SHOPPING CENTER 7:30pm, 1854 Snow Rd. Parma, Ohio on the corner of Snow Rd. and Broadview Rd. Call Jerry Riha at 440-942-9293 for more info.

March ?? Matt Kesti's Return to West Virginia Trail Riding. Contact Matt if you want to tag along 216-941-1763.

March 11th Club Brunch at Eddie's Creekside Restaurant 8803 Brecksville Rd - Route 21 north of Route 82 in Brecksville, Ohio 10:00am. Call Paul at 330-657-2502 for more info.

March 18th Ohio RA Central State Regional Meeting & Brunch. 10am at the Pioneer Restaurant in Utica, Ohio on St. Rt. 62 at St. Rt. 13 = (new Central State Brunch Location) 740-892-2087.

March 29th BMWMOC Board Meeting at Vince Picone's house 6452 Dorset Lane Solon, Ohio The next board meeting will not be until May. Call Vince at 440-349-7446 for more info.

April 5th BMWMOC Membership Meeting 7:30pm Dimitri's Restaurant in the midtown plaza 1854 Snow Rd. Parma Ohio at the corner of Snow and Broadview. Call Jerry Riha 440-942-9293 for more info.

April 7th Western Reserve BMW's annual Tune-Up Clinic at Terry Philip's Suburban Machinery on Ben Hur Ave. in Willoughby Ohio. Call Jerry Riha at 440-942-9293 for more info.

April 21st Annual Spring "Kirt Zauntner" Tune-Up Clinic at Phil Danzy's place 600North Rocky River Drive Berea, Ohio 9am - 4pm. Bring your oil filters spare parts and pet projects. There will be knowledgeable people to help as long as you are not afraid to get your hands dirty. Food will be sold to benefit the club. Call Phil at 440-234-8008 for more info.

April 22nd "Meeting of the Minds" Club Event Planning Session. Come on and get your great ideas included on the 2001 schedule! George & Marcy Lopez's house 5962 Chestnut Hills, Parma, Ohio 1pm. Call George at 440-884-4832 for more info.

April 27-29th Ohio RA Mt. Vernon Spring Campout. Season opening ride in, no frills campout - just a "good friends" kind of event. Located just south of US 36 off ST.Rt. 13 on Mt. Vernon Blvd. Behind the ball diamonds. Call Bob Wood, RA State Director at 216-252-7933 for more info.

April 29th TURP'S TECH DAY at Cobb Harley Davidson and BMW Repair in Lorain, Ohio. Starting Sunday at 12 noon and sponsored by BMWMOC member Howard "Turp" Cobb. All are invited, oil changes, tune-ups and tires will be the topic of the session. Bring your own parts or call ahead with two weeks notice and Turp will order them for you. There will be beverages, use of a gas grill and BYOB. Call Turp at 1-800-225-9790 or 440-244-6881 for parts or more info.

May 3rd BMWMOC Membership Meeting FIRST OUTDOOR MEETING OF THE YEAR Strawberry Lane Pavilion Cleveland Metroparks North Chagrin Reservation in Willoughby Hills Ohio off Route 91 just south of Chardon Rd. 7:30pm. This Shelterhouse is enclosed and has big fireplaces - However the rangers are on the lookout for certain beverages so be advised. Come Early and Cook out.

May 4-6th The Original Mini-Rally at Sturgis, Michigan Green Valley Campground $12 fee

May 6th The Louie Run to Lake County Fairgrounds. Starting points to be announced.

May 11-12th BEEMERS IN THE PIT at Roger and Susan Schonenberger's campground in New Haven Ohio. Friday night soup pot and Saturday nite Steak dinner.Rally fee $20 for more info contact Roger at bobmw@udata.com or 419-294-5125

May 18-20th Toledo Rally? The Black Swamp Beemers usually hold a campout at Maumee State Park around this time. We don't have any specific info but you can probably get some by calling Merle Cunningham at 419-472-4271.

May 18-20th WESTERN RESERVE SIDECAR RALLY Whispering Hills Campground 8248 St. Rt. 514 in Shreve, Ohio.

This event will be dedicated to the memory of Steve Dumek and will include Friday and Saturday camping, hot showers, Friday nite chili pot, bonfires, great rides and scenery,Saturday Evening entertainment, Sunday donuts, continuos coffee, tea and hot cocoa and door prizes. Pre-registration $20, or $24 at the gate. Kids 3-16 $3 per day. Call Gerry Evon at 216-749-3673 or Jerry Riha at 440-942-9293 for more info.

May 25-28th RA Cass Memorial Weekend Rally sponsored by the Mountaineer BMW Rider of West Virginia. Located at Boyer Station Motel/Campground on St. Rt. 28 6 miles north of Green Bank WV. For more info call Ron at 304-863-6206 days or Brian at 304-863-8993 evenings, or Email Bill at wstarks@citynet.com

May 27th RIDE TO BRUNCH at Road Captain Squeak's 10am 1530 Main St. Peninsula, Ohio. Please RSVP at 330-657-2502 so Paul will know how many to "cook it up for".

May 30th BMWMOC Board Meeting 7:30 pm at Craig Webb's house 7414 Herman Ave -Upstairs Cleveland Ohio Call Craig at 216-939-1767 for more info.

June 1-3rd BMWMOC Micro-Rally at Stone Ridge Terrace Campground 33807 Wynona Rd. Salem, Ohio. Check in Friday after noon. Friday nite Hot Dogs & Chili Pot. Saturday club membership meeting 4pm with 50/50 raffle and maybe some door prizes. Hot showers, restaurant on site, swimming pool $4 per night paid at the gate. Fish Fry Friday nite $5 and a catered dinner Saturday nite. Call Road Captain Squeak at330-657-2502 for more info.

June 9th EXPERIENCED RIDER'S COURSE BMWMOC has reserved 12 spots for this ERC course at Polaris Career Center 7285 Old Oak Blvd. Middlesburg, Ohio The course begins at 8am, lasts 7 hours and the coast is still 25 dollars. Take it on your bike with complete safety gear. To reserve call Paul Shaver at 330-657-2502

June 15-17th Ohio RA Appalachian Foothills Adventure Summer Campout near Peebles, Ohio on St. Rt.73 approx. 3 miles south of St. Rt. 32. There will be pool, horseshoes, showers, door prizes, Saturday nite feast and possibly even scuba diving. Please RSVP Randy or Kris Phipps at 937-587-3443.

LEGAL NEWS

The last several issues of the newsletter legal news have centered around Bill Clinton's initiative to close huge tracts of federal land to off road usage. Now that George W. is in charge that may or may not still be an issue. I am also uncertain what effects Clinton's last minute declaration of vast new federal wilderness areas has had on this issue.

However a new EPA maneuver has spilled over from off road issues and threatens to place a chokehold on street bikes and restrict their owner's ability to modify performance equipment such as mufflers.

"In November 2000, the Environmental Protection Agency signaled its intention to adopt California's emissions standards-the strictest in the country-and apply them nationwide to all motorcycles-street and off -road. Among the new controls on the drawing board; ways to stop motorcyclists from customizing the look, sound and performance of their machines."

This issue resulted from a deal cut between the EPA and the Sierra Club which called off it's lawyers asking for faster implementation of off-road restrictions in return for the EPA applying Greater emission controls over all bikes. These new standards call for catalytic converters, new controls on even the smallest of motorcycle manufacturers and ways to prohibit owners from customizing their rides. The EPA considers this tampering.

While off road talks have been going on for years with plenty of public input, this new wrinkle is out of the blue. Unfortunately the period of public comment will have passed by the time you read this so I am not sure what pressure can be brought to bear. However, the AMA and other motorcycle rights organizations are on this issue and they will probably be able to cause a delay in the process giving the public time to weigh in on the many problems this may cause.

This issue is far from clear cut with many experts saying that the average bike trip is not long enough to even heat the Converter up to operating conditions. This may result in even more emissions than with no converter at all! Also the pollution resulting from bikes is so little of the overall problem that the efficiency of this effort is akin to hunting field mice with cruise missiles.

On the plus side, The National Highway Traffic Safety Administration (NHTSA) after working closely with the Motorcycle Safety Foundation and the AMA has issued a well written and researched National Agenda for Motorcycle Safety. This 110-page document makes recommendations on many technical topics like rider education, licensing, motorist awareness, motorcycle design and roadway characteristics but also discusses less scientific areas like motorcyclist's attitudes toward safety.

AMA director of state affairs, Sean Maher says, " This is the first comprehensive look at what can be done to improve safety on the road in decades. - What's nice about this document is that

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it pulls together a lot of the issues and concerns that motorcyclists talk about when they get together, and gives them all official consideration in a way that should make the future of motorcycling better."

The document also calls for a new study of the causes of motorcycle accidents that would be a welcome update to the famous "Hurt" report which was completed over 20 years ago and which has been the basis for much motorcycle legislation and debate.

You can get a look at this document by going to www.AMADirectlink.com and clicking on the "Protect your right to ride" icon. For a printed copy, write to; NHTSA, NTS-15, 400 Seventh St. SW, Washington, DC 20590

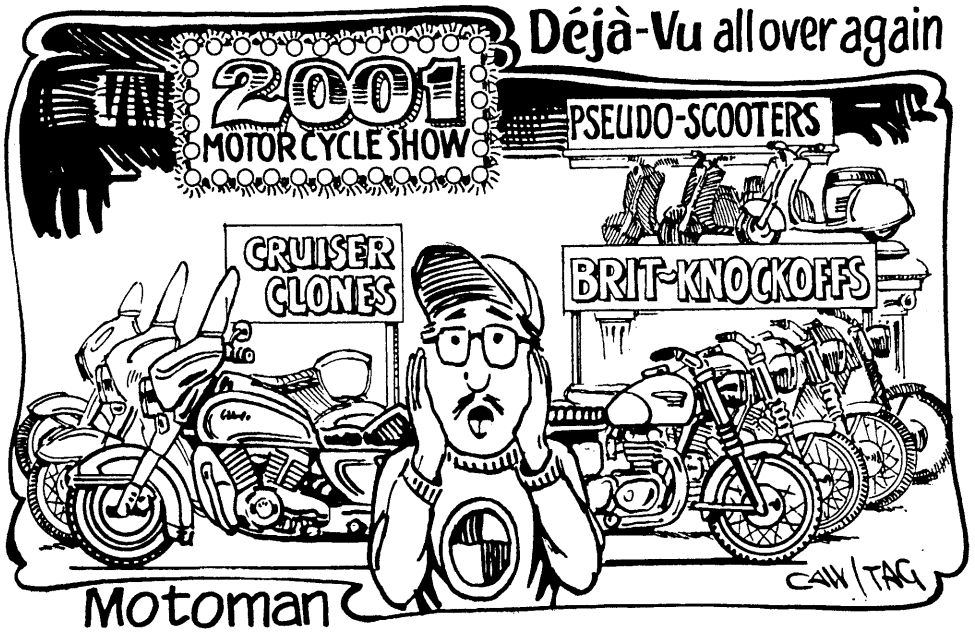
Back to the dark side, in 1996 Congress passed a bill called the Health Insurance Portability and Accountability Act, which was designed to protect workers, form health insurance discrimination by their employers. The AMA and others worked very hard to include language in that bill which would protect motorcyclists among others. They thought they had succeeded when the congress inserted language stating that the law, "is intended to ensure, among other things, that individuals are not excluded from health care coverage due to their participation in activities such as motorcycling, snowmobiling, all-terrain-vehicle riding, horseback riding, skiing, or other similar activities."

That seemed to nail it down. However on Jan 5th 2001 the Internal Revenue service, Pension and Welfare Benefits Administration and the Health Care Finance Administration at long last issued their regulations designed to enforce the law. Lo and behold the regulations do make it illegal to withhold coverage because of recreational activities but also make it legal to deny benefits for injuries caused by those activities. Edward Moreland AMA's vice president of government relations states, " To say that an employer can't deny health care coverage to motorcyclists, but can deny coverage of any injury related to motorcycling, makes this entire law meaningless. - These rules open the door to the elimination of health coverage for all types of legal recreational activities, from motorcycle riding to running or walking. - That's the exact opposite of what Congress had in mind."

The AMA is urging all interested parties, (and that should be about everybody - CCN) to protest these regulations during the public comment period that is open through April 9th. On the up side, since the entire power structure in Washington has now changed, Moreland believes that the new administration can be pressured to reverse this decision and that the new Congress is actually more motorcycle friendly than the last. (So keep those fingers crossed -CCN)

ACHTUNG! (ATTENTION)
SUMMER NEWSLETTER DEADLINES
SUBMISSIONS DEADLINE MAY 15TH
PUBLICATION DATE - JUNE 1ST
NEW NEWSLETTER ADDRESS
CLEVELAND CLUB NEWS
C/O CRAIG A. WEBB
7414 HERMAN AVE-UPSTAIRS
CLEVELAND, OHIO 44102
(216) 939-1767

ATTENTION CLUB MEMBERS

TWO NEWSLETTER ADVERTISERS, RE-PSYCLE & ROMAN CYCLE SHOP HAVED CANCELLED THEIR ADS THIS YEAR BECAUSE THEY CLAIM THAT THEY DO NOT GET ENOUGH BUSINESS FROM OUR CLUB TO COVER THE COST OF THE ADS. I find this hard to believe because I know that I bought enough stuff personally from Re-Psycle this year during the RA Rally to cover the ad for at least one season. But perhaps what I failed to do was to make sure the Vendor knew I was from the BMWMOC and that I knew of his business from the newsletter.

It is vitally important to let the vendors know what club you are from when you make a purchase. Even if they are not offering a club discount, at least mention that you saw their ad in our newsletter. The newsletter needs this source of revenue and the club needs to stay connected to local dealers. - ccn