Cleveland Club News

BMW MOTORCYCLE OWNERS OF CLEVELAND

The Official Publication of the BMW Motorcycle Owners of Cleveland, Inc. Summer, 1996

...BABBLING FROM BARZELLA...

Our beloved Queen Barzella and Zircon.

The season is upon us. Yeah!! Zircon and I have been out and about and having fun. One week after I bought a new 1995 R100 Mystic from All Seasons, I lost my job due to the process of company restructuring. It was a shock softened only by the fact that my new job starts July 1st. Oh, and did I mention I have a total of 10 weeks to ride my new bike? Z says I shouldn't gloat, it's not nice. But, I have never been so happy about being unemployed.

We have been to Sturgis, Michigan for the Mini-Rally, which has been the signature rally to start our season for the last 4 years. After the rally, we went to visit friends in Grand Rapids and watched a ball python eat 2 mice and a small rat. It was like having National Geographic footage right in front of your face.

Our trip to the Waterford Hill Climb over Mother's Day weekend was fun and the mud was so thick it was like chocolate icing you could spread with a knife. The people there were very interesting. They came in trucks with tarps, grills, bikes, relatives, and friends, all to support one or two riders from age 6 to 76, male and female. They pretty much stayed to themselves, but there was a Beemer owner we talked with and the camper next to us used our fire to cook his kielbasi.

The Airhead Rally at Cables Campground was the first for Ohio. Susan Schoenberger and I were the only female riders. On Saturday, we took several twisty roads to Dover BMW and had a great day. We cooked dinner over the fire and fed several other people. We will be mentioned in their newsletter as having the most members in a club attending. We hung our banner with pride. Ron Berry came also. There was only one incident where a drunken obnoxious guy fell into an R100RT and knocked it over at 2:00 in the morning. The RT and guy were gone before we got moving the next morning at 9 am. So, on to Nevada, Arizona and New Mexico for us.

I read an interesting article in *Motorcycle Consumer News* about deer sightings, misses, and collisions that I would like to share with you since we had 3 deerslayers in our club last year. The most important of which was the fact that ☞

...Summer Meetings' Schedule...

July 4 * August 1 * September 5

July Camp-Out/Meeting - Noon Thursday, **July 4,** at member's, Russ and Sue Davis' clubhouse. Volley ball, softball, or river swim, be ready. Bring a dish to share and your favorite beverages. Picnic style dinner followed by a short business meeting at **7:30 PM**, dancing bears, lots of motorcycles, overnight camping, and giant bonfire. Top the night off, watching fireworks at near-by Sea World. This is a meeting not to miss. See the map on page 5 in this issue for directions. If lost call Russ or Sue at (216) 543-1457. Guests and interested parties are always welcome.

August Cookout/Meeting,- Thursday, **August 1st, 7:30 PM**, at member, Bob Shelton's house. (***see map on page 4***) Bring your picnic goodies to throw on the grill. Business meeting and 50/50 raffle. Adult beverages are O.K. As always, an open invitation stands for all riders.

September BBQ/Meeting - Thursday night, **September 5th, 7:30 PM** at the Oak Grove Picnic Area in the Brecksville Reservation, (affectionately known as Raccoon Hollar). We will revisit our old summer meeting site, mainly due to it's central location. Grill your favorite carnivore goodies and watch the begging bandits. You will receive a post card if a different site is selected.

...BABBLING...continued-

those deer crossings signs were put there for a purpose. The migratory habits and recorded number of wounded animals, cars, people in a particular stretch of road stimulate the posting of those signs. So, when you seem them it should trigger an immediate response, slow down, be more alert and observant. If a white reflection appears on the side of the road like a reflective highway post and it blinks, its a deer. They recommend proceeding slowly and be prepared for a panic stop. Slowing down and then speeding up as you approach is the maneuver for a dog, but, it doesn't work for deer. These animals like to feed in the evening and early morning hours preferring the tender mowed grass provided by the highway department. They are most active in spring and fall. The most dangerous areas are the roads with the tree line close to the road with little berm separating the road from the forest. They do not say that deer alert whistles are effective, but that if you have them, it doesn't hurt. Don't count on them as they are ineffective at less than 35 mph. You must also be sure the orifice is kept clean, bug free, and that they are positioned straight into the wind to maximize air flow through the whistle. It is true that the deer hear them, but you cannot predict their response to it.

The *Motorcycle Consumer News* is an excellent magazine because they do not depend on advertising for their funding. They are unbiased in their testing of products and machines. Z really enjoys it.

Barzella Babbles On...

Having just returned from a three week trip to New Mexico, Monument Valley, and parts West, it was a happy homecoming as we pulled into Little Beaver Campground. Bob and I both were glad to see our friends and family and to be able to share with them some of the events of our trip. Despite my wipe-out at the bridge that put a hole in my valve cover, it was good to be close to home.

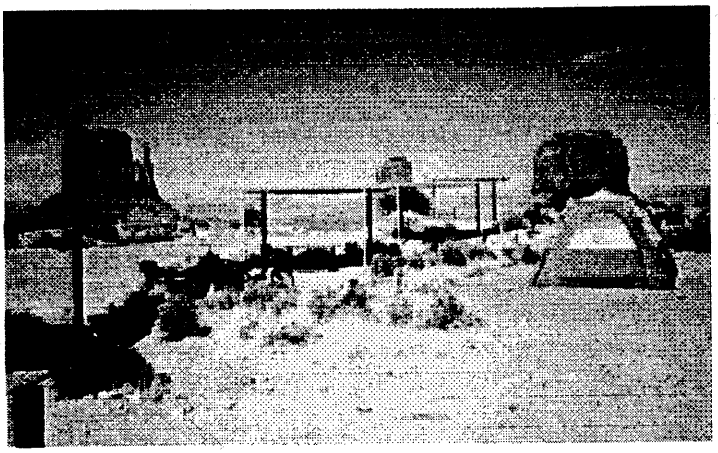
Thank you very much to Rich and Don from the Y-BMW Club for fixing my valve cover so I was back in operating order on Saturday afternoon. Thank you John and Dave Kean, and Squeak for pushing my wounded bike up to the pavilion. Thank you also to Ralph with the Mad Max Dune Buggy that had a quart of 20-50w oil on Sunday to top off my bike. We were the last ones to leave as we really had no time to be home and Zircon needed a couple hours to get motivated this time. So, Ralph came to our rescue with the oil. The turn out for the rally was good despite the threatening weather. We had ridden through 108 miles of downpour from Dayton to Columbus and had expected worse weather than we had. At least it wasn't as bad as last year at Camp Wahoo! I guess the feeling I want to convey is that even though we spent a lot of time on vacation talking to all kinds of people, doctors, lawyers, and Indian chiefs, literally, this club and the people who make it up, are the best. There is a true comradeship among us and the ability to make new people feel at home.

That is what this club is all about. Even as our membership is increasing and some of the last year members choose not to renew, it is their decision. This club is what you want it to be. It is YOU that makes the club. I would like to thank the rally committee for a job well done!!! I know the owner's, Irene and Bernie, were very pleased with the condition of the camp when we left. Other than the bags of trash, you would not have known there were 50 or so people camped there for three days. They said we were welcome to come back next year and to come for the weekend any time. They felt badly about the bridge mishaps, and I'm sure that if it rains next year, they will make a sincere effort to fix the bridge to help eliminate the problems. The Mad Max Dune Buggy people also said they enjoyed our company and we could probably get rides again for those who are daring enough. By the way, those who found it necessary to relieve themselves by the trees on Saturday night were unaware that there were people sitting on the porch at one of the trailers. Zoom lens video tapes will be available and it is guaranteed that you will be able to recognize yourself.

Someone may have left an old, well worn pocket knife at the campground. There was one on the table and two rubber bungee cords. Please contact Irene and she will get them back to you. Thanks to John Gerow for overseeing the meeting for me. We rode close to 600 miles on Friday to get there and I did not eat well or drink enough water. I was dehydrated and not feeling too well on Saturday.

I missed the board meeting also. So, thanks John!!! Needless to say, I do believe a good time was had by all!!! Enough babbling. Next Club Event - 4th of July Campout and meeting at Russ Davis' house. See you there.

Barzella ☺



Micro Rally '96

This years rally, held at Li'L Beaver Park in Lisbon, was a great time. In spite of the typical rally weather, we had 55 people join us for a very tasty dinner. We did not make any money on this rally, but it didn't cost the club too much. I'd like to thank the committee members, Patti, Don, Dave. Donna, Carl, Paul and Fast Eddie for their hard work. Thanks to everyone there for picking up and pitching in. Thanks to Bernie and Irene, the owners of the campground. Thank God it's over!!! Rally Chair, Pam

Bits & Pieces

International BMW MOC member, Richard Townley, of New South Wales, Australia, is in town for the summer. Richard has been a member of the BMW MOC since May of '95 and was sponsored by the late Kirt Zautner. He has ridden motorcycles all over the world including a Greaves diesel powered Yamaha RD-350 (not), with an Enfield Bullet gearbox across India for three months. He will stay with friends in Alliance, OH, for the summer and is looking for an R80GS to take to Chile soon. Richard would like to talk to club members and motorcycle enthusiasts and can be reached at 330-935-0120.

Karl with a "K" on a "K", somehow is not the same. *(Ed. note-This previously would read Karl with a "K" on an "R")* Yes, infamous Cleveland Club Ambassador, and one of the founding fathers' of the BMW MOC has moved into a new summer ride, a black, '87 K75T. When asked how he liked his new mount Karl replied, " This thing really goes fast...and the brakes really work." I also asked him what he would do with his 150k mile, R75/6 and he said, "I'll ride her in the winter."

Steve and Betty Dumek went off to Arizona on another adventure and have promised another short novel with their return. Watch for this feature in coming issues.

Pony Express Tour '96 is due to start on June 29 from the Pony Express Museum, in St. Joseph, MO. We hope for a safe ride for our club member and relay rider, Amy Jean Nichols, who was our local fund raiser. We all look forward to a safe return and complete report on the event.

Kirt Zautner Memorial Fund Raffle Tickets are going fast and only about 60 remain of the 200 available. Several club members have the books so ask at the next event if you haven't got yours yet. Tickets are $5 each with a one-in-two hundred chance of winning the $500 cash purse. A memorial brick will be placed in the AMA wall in Kirt's memory after the drawing.

If you are a club member and haven't received your 1996 membership card, handbook, and directory yet, contact Michele Stone at (216) 285-7806.

Police set up a sobriety check point near the Coliseum before the Jimmy Buffet Concert last week. They stopped every tenth vehicle which was about 257 checks. Only one arrest was made (.4%) and it was a motorcyclist. He blew a 0.07 (0.10 is legally intoxicated in Ohio) and they still impounded his bike. Later the cops returned his brewskies but he was still without his scoot. I'd like to know your thoughts on this one. Please write the editor.

Summer '96

by Pam Yek-Kean, Roadcaptian

Hopefully, we are all well into our riding season, (when Mother Nature cooperates). So lets go over a few things to make our season safer.

Most everyone knows what road conditions to watch for, and there has been articles concerning this in most major motorcycle magazines. I would just like to list some I feel important to watch for.

My personal favorite, the grated highway. I guess it just seems that your out of control. Just slow down and don't over react. This also applies to metal bridge grating.

Chuck holes are bad this year, so watch for them. As well as uneven railroad crossing. They seem to be more uneven. The seams on the freeways are buckling up, so watch that you don't buck right off your bike.

Since we're having so much rain, be careful of standing water, loose gravel, and oil on the roadway. Manhole covers and bridge expansion strips can be slippery in the rain.

If we ever have a hot summer, don't forget to stop and drink water. Heat can do strange things to our bodies so here are things we need to be aware of.

Heat Cramps (symptoms)

1. Pain in the legs and/or abdomen
2. Exhaustion
3. Dizziness or faintness

Care for Heat Cramps

1. Find a cool place to rest
2. Take fluids with electrolytes, such as Gatorade
3. Massage cramps with pressure
4. Apply moist towel to forehead and cramped muscles

Heat Exhaustion (symptoms)

1. Rapid and shallow breathing
2. Weak pulse
3. Cold, clammy skin; heavy sweating
4. Total body weakness
5. Dizziness; possible unconsciousness

Care for Heat Exhaustion

1. Find a cool place to rest
2. Remove clothing to help cool
3. Watch for shivering
4. Fan the person's skin
5. Give fluids if conscious
6. Treat for shock (lay person down, elevate legs)
7. Call 911

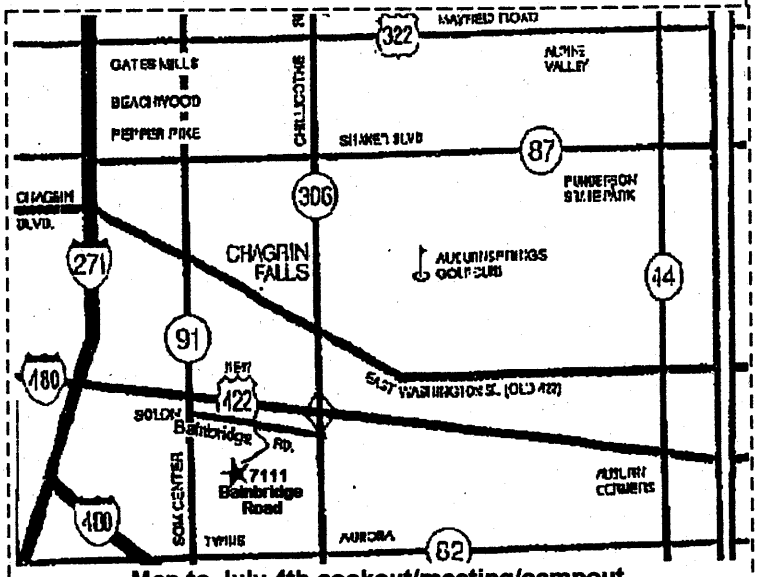
Both Heat Exhaustion and Heat Cramps if left unrecognized and untreated can lead to Heat Stroke, which is the total absence of the bodies ability to cool itself due to dehydration. So make sure to drink fluids on those long, hot rides and always try to ride with someone else.

Have a safe season!

BMW MOA News

Ed. note- The following is a summary of the April 20-21 Board/Town Meeting in St. Louis, MO., as submitted by Betsy Dow, Secretary and Deb Lower, presiding.

Amongst communications and political problems the current board has approved a Fredricksburg, TX, site for their '97 rally and Missoula, MT, (pending successful contract negotiations) for '98. They also addressed several specific by-law changes including a tiered membership for members with and without BMW motorcycles. *(Ed.-Who will be checking? The motorcycle polize?)* They are also dealing with term limits, voting, procedures for filling board vacancies, redundant Constitution language, and corporate life as a taxable entity. It is interesting to note the that Don Douglass, editor of the BMW ON (Owner's News) stated the ranking order of material which gets published in the organizations magazine is as follows: 1) Advertising, 2) Press releases from BMW NA, 3) MOA Club and business, 4) National Rally info, 5) Charter Club material, 6) Club Coordinator, Mileage Contest, etc., and 7) feature articles and columns. *(Ed.-Where is the voice of the members?)* The board in Executive (closed) Session appointed two new ambassadors and will accept applications for an association manager for future hire. A discussion was held regarding a misunderstanding of employee benefits policy and communications with the staff. A report was presented of an organizational audit and analysis which pointed out several guidelines to correct the current mishandling of the club's management by the board. It was implied the new Organization Manager would cure the current problems. A recommendation to invest club assets was made but no action was taken on this matter. An official audit report was also presented and it was recommended that a three year budget needs to be developed. Insurance and the credit card programs were also discussed. Stay tuned for the next adventure at the National Rally Town Meeting.



Map to July 4th cookout/meeting/campout.

Ohio Calendar of Events

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

Jun 21-23 Rubber City Rally - Chippawa Valley Campgrounds Cy. Rd. 19 off I-71 & I-76. $25 rally fee. Call Carl Thompson 330-665-4214 for info.

Jun 23 Fun Run sponsored by Canton Motorcycle Club, $5. Registration noon. First bike out 12:30 PM, last bike 1:30 PM. Quarter mile south of Brewster on SR 93.

Jun 27 BMW MOC BOARD MEETING at Barb Cowan & Bob Zronek's house, 663 David Dr., Streetsboro. Call 656-2440.

Jun 28 TJ's Cycle BBQ/Party near Shelby, Ohio. Ride in bike show, horse shoe tournament, bike games, and overnight camping. Take SR 598 south out of New Haven to TJ's Cycle.

Jun 29 AMA Grand National Lima Half Mile - Allen County Fair Grounds, 8 p.m. 419/476-8048 for race info. Camp at Bike Haven, RR 2 Hardin Pike Rd., Wapakoneta, OH.

Jul 4-5 BMW MOC MEETING/CAMPOUT - Starting at noon; Russ & Sue Davis's clubhouse, 7111 Brainbridge Road, Chagrin Falls. See map below, left. Call 543-1457.

Jul 5-7 G.A.S.S. Campout - Held at Jim's Custom VW's, 219 SR 7, Columbiana, Ohio. Admission is a can of food or $1. Free camping.

Jul 6-7 Dual Sport in Logan, Ohio, Hocking Valley Motorcycle Club. Call 614/8863-0427. (non-competitive, multi-day trail ride)

Jul 11-14 "Nothing Could Be Finer" 24th BMW MOA National Rally in Morganton, NC, Burke County Fairgrounds. $20 pre-reg., $25 at gate. Call Mac McEnheimer at 770/413-6656.

Jul 18-21 "RA in Bonjour" - BMW RA International Rally in St. Agapit, Quebec. $33 (CDN please). Call 407/984-7800.

Jul 19-21 Vintage Days at Mid-Ohio Race Track, Lexington, Ohio. $20 for weekend. Call 614/891-3425.

Jul 25 BMW MOC BOARD MEETING - Troy and Michele Stone's house, 7:30 PM. Call club voicemail to confirm, 556-0196.

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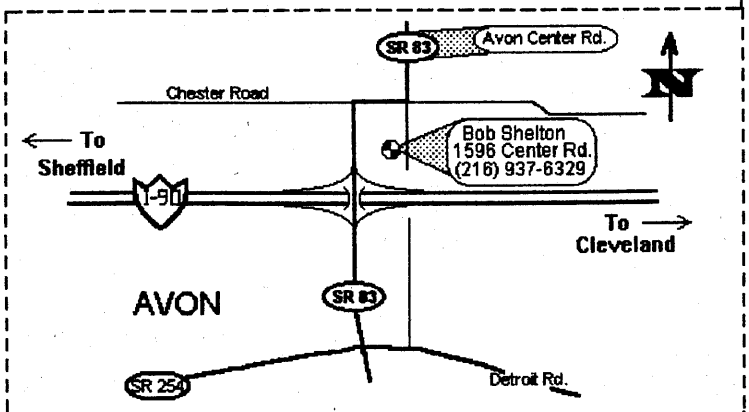
Jul 26-28 "Lucky 7th Gathering of Rolling Broccoli Riders & Thrift Shop Hunt" at Helmut & Bruno's Big Bay Farm on Grey County Road 26, 15 miles north of Owen Sound, Ontario. Admission fee: Item(s) discovered at Thrift Shop. Call 519-534-2598.

Jul 28 MX National with 125cc/250cc in Troy, Ohio. Call 513/335-4763.



Map to August Cookout/Meeting at Bob Shelton's house.

Aug 1 BMW MOC COOKOUT/MEETING at Bob Shelton's house at 1596 Center Road in Avon, Ohio. See map above. Call 216/937-6329.

Aug 9-11 15th Annual Brit/Euro Rally & Vintage Trails at Cable's Campground, Toronto, Ohio. $8 per day includes camping, swap meet, and trails.

Aug 10 Hill climb at Haydenville, Ohio. Call 614/594-6686.

Aug 9-11 Cherry County Rally at Chinook Campgrounds in Grant, MI. Call Katie at 810/583-2558.

Aug 16-18 Keystone Camp Out hosted by Kestone Side Car Group at Buttercup RV Park on Evans City Road in Renfrew, PA. Two nights camping $25, passenger $15, includes Saturday dinner.

Aug 16-18 16th Hard to be Humble Rally in Livingston County 4-H Park in Pontiac, IL. Rt. 23 off I-55. Call Bob at 217/352-6841.

Aug 23-25 Four Winds Rally at New Location, Buttercup Campground, Evans City, PA off I-79. $27 pre-reg./ $30 at gate. Call Brian at 412-921-3957.

Aug 23-25 Chicago Region BMW Rally at the Palace Campground & Motel in Galena, IL. $25 pre-reg/$30 at gate. Call 815-777-2043 for motel reserv. or Gerhard Pilz 708-231-BMW4 for rally info.

Aug 29 BMW MOC BOARD MEETING - At Bob Wood's house. Call 252-7933.

Aug 30-Sep 2 22nd Finger Lakes Rally at Hidden Valley Camp, Watkins Glenn, NY. Rt. 329. $42 pre-reg./ $45 at gate. Call Dave at 716/594-4422.

Aug 30-Sep 2 National Championship Poker Run sponsored by the Tri-State Motorcycle Club at the Clarke County Fairgrounds in Springfield, OH.

Aug 29-31 22nd Annual Sherando Lake Rally at the Sherando Lake National Recreation Area in Waynesboro, Virginia. $25 fee/senior citizens/children $15. Call campground at 540-942-5365 or Charlie at 804-384-2770 for rally info.

Aug 31-Sep 3 Springfield Mile BMW Campout at Mr. Lincoln's Campground, 3151 Stanton St., Springfield, IL. $15 registration/ race tickets avail. while they last. Call Rick Womack at 217-546-3732.

Sept 5 BMW MOC COOKOUT/MEETING at Oak Grove picnic area of the MetroParks, Brecksville Reservation at 7:30 PM. 50/50 raffle, FFF planning.

Sept 6-8 Buckeye State Rally at Lake Snowden Campgrounds on US 50 West of Athens , OH. $22 at gate/$12 day rate. Call Chris at 216/261-4999.

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

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Daytona Observations '96

by Robert W. McIntyre.

The expanded Vintage program this year provided not only the usual opportunity to see and hear some fascinating old bikes in action, but also to invade the pits and garages to see what is happening on the cutting edge of our sport at all levels from BEARS and SOS to World Superbike.

The BEARS (British, European, American Race Series) is a mix of twins and triples, a "science project" class spanning old 650 Yamahas to the Britten V-1000. The standout this year was the Britten, a $75,000 mix of : 1 liter, fuel injection, and carbon fiber EVERYTHING yielding 198 mph and lap times of World Superbikes.

Back down in the cheap seats were some well engineered examples of Moto Guzzi two valve twins with 1250cc and home-built frames with monoshock para-lever type rear ends, a Saxon framed Triumph triple with a R1100 type front end, the Japanese aluminum space frame 1350cc Harley with a dozen intent Japanese in attendance for it's annual five laps to explosion, and every dreamer's expression of what a racing Ducati should be.

The SOS (Sound of Singles) is a mix of local talent and offshore bucks, since this class is both US and European (=$, professionals, factory) there were some exciting examples of Bimota BMW and Ducati factory thinking in 240-270 pound bikes with 70-85 horsepower mixed with old Hondas, new Rotaxes, Husabergs and 700cc Yamaha five-valve dirt singles.

These bikes are essentially 250cc GP bikes with 500cc to 800cc singles stuffed in. Only the unique Ducati horizontal single is vibrationless, thus reliability of other competitors is subject to hammering that only a big piston can bring. The factory BMW/Rotax/ mit balancer shaft is a half-way measure applied with large dollops of money to make a front runner out of a "stock 650 Funduro" from which only the engine castings survive.

The BMW "Legends" bikes were a fascinating study in deceiving appearances with altered shocks, springs, and engines that only a factory could produce. The mufflers and exhausts were carefully gutted and enlarged, the injection "re-mapped" and other changes made to produce 150 (+) mph track weapons that look "just like what you buy".

The Superbikes this year attracted not only the usual US teams but the World Superbike teams like Promotor Ducati, Silkolene Suzuki, and Muzzy Kawasaki, plus the factory Suzuki team bikes for Scott Russell. The latter produced many unkind comments from the other Suzuki teams and despair from privateers unpacking their $15,000 GSXR race kits; only Russell's bikes had the electron beam welded internal frame bracing, the magnesium height adjustable rear suspension and the adjustable electronic fuel and ignition among other exotica and unobtanium.

The question of "how fast will it go?" was answered by the removal of the chicane in the banking and the radar gunning of bikes in an 'unofficial" practice session: The speeds were not surprising considering power, frontal area, and the space available: Promotor Ducati, 202 mph; Britten. 198 mph; Russell's Suzuki, 192 mph, Factory Honda (DuHamel) 191 mph, Legends BMW, 152 mph. This favorably compares to Sinichi's Ito's 202 mph on the fuel injected Honda 500 GP bike at Hockenhiem in 1995; cool sea-level air helped as well, and now we know.

Daytona, where loud pipes save lives and the best in two wheeled technology is up close and personal; the two days at the beginning of the week are always special and leaves the rest of the week for touring in the sun, the classic bike show in DeLand, Cape Canaveral, and the incredible Main Street.

K-Bike FANS

(revisited)

K.R. *(King Ralph)* 1994 - Yeah, you gotta check the fan once in a while. The bushing seizes up and the stupid brush-holders melt. Yeah, the two little morons put it on the same fuse with the turn signals and the horn (15 amp fuse) and the fan motor pulls about 4 amps when it's froze, so it just sort of has an internal melt-down. It's a great design, and probably the first thing that gets mounted to the engine, before they bolt the frame onto it. Geez, they don't sell any parts to replace either, you gotta buy the whole fan for a million dollars, or figure out how to fix it. Hans & Fritz made it a tutonic nightmare to get at the stupid thing. Geez, yeah, BUMMER!

T.Y. *(Terry Yakupcak)* 1995 - *Somewhere on I-90 in a traffic jam, returning from Finger Lakes.* Hey! My hot light came on!

K.R.- Yeah, the bushing seizes up and the brush-holders melt. I fixed mine by building a new one out of epoxy. Geez, them two Kraut munchkins can really piss you off. Well, when you get home, call me an' I'll give you the poop on taking it apart.

K.R - 1995 Yeah, I should write an article for the news letter so everyone in the club with a K-bike will know about this problem.

H.W. *(Harry Wagner)* 1996 - *Just off I-224, heading for Georgia Mountain Rally.* Ring, ring. Hello? Uh, T.Y.? Uh - I'm going to be a little late.

Are you having bike trouble?

Uh-er-uh-yeah, sort of-er I mean, I think it will be OK in a little while.

Want me to bring the trailer ?

No, er-uh-it will be OK in a little while.

What happened ?

Well-uh-I guess it got a little hot, uh-I guess.

Oh, no! Not the dreaded FAN! How many times did K.R. tell you to check it? Remember what happened to me last year?

Er-ah-I guess he might have mentioned it a couple hunner' times or so.

Well, didn't you check it before you started out on the first trip of the year?

...continued next page

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FOR THE WORLD AHEAD

K-Bike FANS ... continued-

Uh - er - I guess I meant to a couple of times, but - er - you got to pull the air-intake and actually get down & stick your fingers in and - uh - well, you know - uh - I really meant to some day and - uh - I know K.R. said you gotta do it and I know yours quit and I really meant to check it some day - but I sort-ta forgot.

Yes, Veronica, you can replace a fan with the tools supplied (plus a pair of vice-grips to grab the nut with all the industrial-strength Loctite on it), and you can do it with a good buddy's help, in the mountains of Georgia, while everyone else is drinking beer and telling stories and riding the back roads. And, you can feel pretty stupid when you get home -------- & you gotta tell K.R. !!!!!

Welcome New Members...

There are 26 new members since December 1995:

Skip Brolund, David Bruce, Daniel Clark, Larry Collins, Rex Cooley, Craig Cooley, Tim Cropley, Keith Davidson, David Ellmers, Bruce Enterline, Dan Fredrick, Nelson Gardner, Jeff Kaplan, Matt Kesti, Bill Kleppel, Dave Kubacki, George Lopez, Kelly Mikolucazyk, David Osterhouse, Bob & Linda Prusak, Alan Przybyla, Tony Rybka, Don & Karin Thompson, Gerry Zautner, and Lisa Zautner.

...tech section continued-

Technical Tips and Comments

by Robert W. McIntyre

Lowering-

Low seat height is both a comfort and safety matter for short riders, being able to safely reach the ground with a least one flat foot is key. However, there are other safety issues that must always be evaluated in any bike "lowering" exercises.

1. Always try to lower the seat height before even thinking suspension modifications; Corbin and others offer lower seats and will also custom make a seat on special order, others will lower the seat height your stock seat, or you can experiment with your own seat and foam.

2. Lowering the bike by dropping the bike on the fork tubes and shortening the rear springs/shock(s) is not recommended; the lowering changes rake and trail which is intensified on braking and will lead to instability, and it may "use up" enough suspension travel to cause interference with the lower clamp and fender.

3. Using a shorter shock on the rear changes the angle of the swing arm and the leverage ratio on the shock, changing effective spring rate as well as using up vertical travel. "Equal" lowering of front and back may not "reclaim" original front end geometry and will lead to new and unanticipated instability, as well as a potentially critical loss in cornering clearance.

4. If lower seat height alone will not do the job, then the next step is to install lighter springs and damping; in most cases a short rider is a light rider; thus a change in spring characteristics will allow the shorter and lighter rider to compress the suspension to design heights without altering the geometry. Most bikes come from the factory with spring rates for an "average" 180-200 # rider, resulting in a design suspension compression (sag).

5. On the subject bike, measure sag with the 190# "average" rider and then with the shrimp; it will be then obvious that the lighter rider is not compressing the suspension and a spring change is in order. I would suggest contacting Progressive Suspension since they make both fork springs and rear shocks/springs and do a lot of competition work; if you give them the ride height and weight of the rider and usually expected gear they will supply front and rear springs, a rear shock, provide pre-load specs and set the rear damping to match. In the front, Bel-Ray and Motul have a wide selection of fork oils in various grades to test, remember: Lighter springs; less damping required and lighter oils is needed (stock "BMW" oil is about 7.5 weight).

Remember a cheap suspension "fix" is like "cheap" tires, when you run out of cornering clearance and crash, the extra money doesn't seem all that important.

...tech section continued-

Tech Tips

by Zircon

Well, It's here finally!! The riding season should be in full schwing for all of us. Hopefully we are all ready. How are your tires, brake fluid? Did you change it this year? Did you lube the splines?

It seems the things you can't see on that clean machine are like the arteries to your heart that go to hell and you don't know it until it's too late. The input splines on a BMW are tucked inside the hub and can't be serviced correctly without taking the transmission out to clean and lube them. Don't be fooled by the guy who tells you to just slide the transmission back and lube it with a long brush. It's still dirty, contaminated grease. In time it will fail costing at least $600 in parts alone plus labor. It's the old 'pay me now or pay me later' deal we all love so much. Think about it. BMW riders for the most part are frugal. So, save a buck and do your own preventive maintenance and you won't spend 'oh shit' time at the shop spending holy----dollars you could use for touring.

I could have a trick for changing throttle cables. Unhook both ends of the cable and duct tape the new cable to the old cable being careful to make a smooth, small lump. Pull the old cable end and feed the other through. Don't force it. Go easy on the cable and it will be routed just like from the factory and will work properly when finished. Be sure to resynchronize your carbs and cable pull.

ALL fluids should be changed once a year at least even if you only ride 100 miles a year. Check your plugs. If the gap is too great, don't smash them down on a hard surface to close the gap. It could break off later and deposit itself in your cylinder (oh shit!) Get new ones. A bad plug or wire on an '81 or newer BMW could fry your electronic ignition system. More buckaroos down the tube. So spend a buck and save a few.

See ya down the road. Z~

☞ Follow up on survey results. Sill's has approached me concerning interest in a deal on bulk purchases. An announcement was made at the May meeting and no one called with interest in this proposition.

Anyone interested please call me NOW! Don't put it off. You know you need oil, filters, plugs, wires. So, call you tight wads and lets save a few bucks.

Also, Roman's has a tire sale including mounting and balancing. Call them for a price and tell them you are with the Cleveland Club. They have a perfect Indian Chief on display and it's for sale for $23,000. It's worth seeing. Zircon

Airhead Arcane:

by Robert W. McIntyre

1. Breathing -

The boxer twin alternately compresses and expands it's crankcase volume, some say it's a spring others a suction, both are wrong. The volume changes in a constantly positive manner due to blow-by from the rings and heat expansion of the air in the crankcase (remember, it's under the piston crowns".

The compensation for this effect is a breather valve venting into the airbox, very early /5 and /6 used a spring loaded disc which led to weird noises at idle, replace it with the later reed valve for silent running and better oil control. In addition, re-plumb the hose so it vents into the entire air box; earlier versions directed the stream at one cylinder leading to plug and carbon problems.

2. Twin plugs, timing, and power -

I strongly recommend twin plugging because I am Robert Bosch's direct heir and/or it improves flame front propagation and combustion stability. The large bore hemi head is not conducive to good combustion in the time allotted by the crank timing and rod length, so lots of spark advance is needed. Spark advance steals power and causes detonation in hot weather and under heavy loads.

The head has a "squish band" around the perimeter that shoots a highly compressed wash of mixture toward the spark plug, however, the plug being alone, it only gets the benefit of the adjacent assistance and the resulting flame front must go all the way across the chamber to meet the oncoming "squish charge" from the opposite side. This all takes time, hence starting the spark before top dead center, the 'advance."

Igniting the mixture from opposite points adjacent to the squish band dramatically reduces combustion time which allows 7-10 degrees less final advance, better power, and smoother idling. Remember, when the piston is being driven up by the crank and the fire starts, there are opposing forces that use power; shorten the time and you have more power.

Twin plugs are more than adding plugs and changing coils, the stock points will not support double coils and many aftermarket ignition systems are also inadequate. The best system is the Boyer, it eliminates the mechanical advance and

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Airhead Arcane...continued-

can be ordered with both a "twin plug" advance curve and a "soft" rev-limiter as well. Second choice is the "Dyna" that retains the advance device. If you use the Dyna you must use either limiting bushings in the advancer or micro-braze the holes in the advancer plate to limit travel, idle advance stays stock but limits final advance. In both cases, always pair the live and dead cylinders to one coil to optimize voltage output.

Opinion is divided on 12 mm or 14 mm plugs, I have used 14 mm 3/8 reach for years without incident and they are in much wider supply than the 12 mm. Have a competent shop install the plugs and use the opportunity to freshen the valves, new guides/ unleaded seats. Bob's BMW in Jessup, Md. is excellent for parts and machine work or Delzani Cycle in Rocky River for machine work with your parts.

If you do it right, you will see a very stable idle, smoother running, and about 5-6 extra horsepower from the mid-range up and no detonation in the summer with that camping gear and your seat-mate.

3. Idle conversation -

BMW's are joined singles, even the crudest industrial engines have better low speed mixture distribution than our twins; the carbs are and are not the culprits, even the best tuning is changed in ten minutes and "synchronization" at low flow rates is questionable. Pull the carbs drill the heads between the carb inlets and the fins and epoxy in a small heavy wall brass tube.

Use the tubes to synch the carbs and then connect the two sides with automotive hard vacuum tubing and high temperature rubber fittings "Murray's has it all". The 1.5 mm connection eliminates the minute variations in adjustment, compensates for temperature, dampens the unequal pulses and vacuum signals and improves the tip-in. This is a cheap fix that works on all /2 to /7 models.

I LIKE MY JAGERMEISTER STIRRED, NOT SHAKEN'D.

...Feature...

Motosapien Moments

by Craig A. Webb

I present this column dedicated to our motorized mounts and the time we spend upon them.

MYTH AND MACHINERY

Since our club welcomes riders of all marquees regardless of displacement or ethnic background I have recently been confronted by various Big Twin Believers about certain "allegedly disparaging" remarks concerning Milwaukee's finest. My rebuttals have been characteristically suave and resourceful.

"I was only joking man! It's a motorcycle humor column. You ever heard of artistic license? I don't really believe that stuff! **Please** don't hit me - I'm a bleeder."

So far this clever ruse has worked and I have no broken bones to speak of. Spineless as this excuse may seem it's actually true that I have no firsthand V twin experience negative or otherwise. Of course I've never swallowed goldfish, wrestled alligators or paid for cosmetic surgery either - but hey - **it could happen!**

My point is that I, like most post-adolescent/pre-obsolescent males, harbor certain ill defined "fantasies" about what it would be like to "Ride the Glide". Call it Evo-envy. Maybe I've been brain washed by mass marketing or maybe I'm a "Closet Cruiser". I don't know! I do enjoy putting along the back roads at nearly legal speeds. I seldom do more than ten miles over the limit, and I'm terrified of "scraping a cylinder" or a kneecap. My wife thinks I look good in black and I do have a thing for leather. Still you must admit that the skulls and fringe are pushing it.

Strangely enough these Harley hallucinations have nothing to do with the bike or it's (so called) performance. I've thrown a leg over many a lowrider in the show room and the unavoidable impression has been of straddling a blimp. I mean it's just so damn big! The very thought of firing up this hippopotamus and cranking to the red line gives me mental groin pull. The ladies may like the idea of all that horsepower between their legs but for guys it's enough to make you wear a cup!

I think this whole nocturnal obsession is just marketing! I mean it's all about cowboys and pickup trucks and unfiltered cigarettes. It starts with "Clutch Cargo" and "Johnny Quest" and moves right along to Clint Eastwood. We all want to be "Hard Guys" just dripping with dangerous animal magnetism. And why? Because the "Bad Guys" get all the "Bad Babes" and even though your Sainted Mother advised you to bring home a "nice" girl, that's not exactly what you had in mind - is it?

You can't escape it. Danger is sexy. I can remember having this sick fascination with the greasers who beat me up in high school just because of the way their girl friends fit into sweaters. It's an American dream. Everyone wants to be a rebel, it's just the "outlaw" aspect that gets a bit gratuitous.

But let's get back to the "Babes" who may be the real Harley mystique and the only reason anyone drinks Budwiser. What is it

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FOR THE WORLD AHEAD

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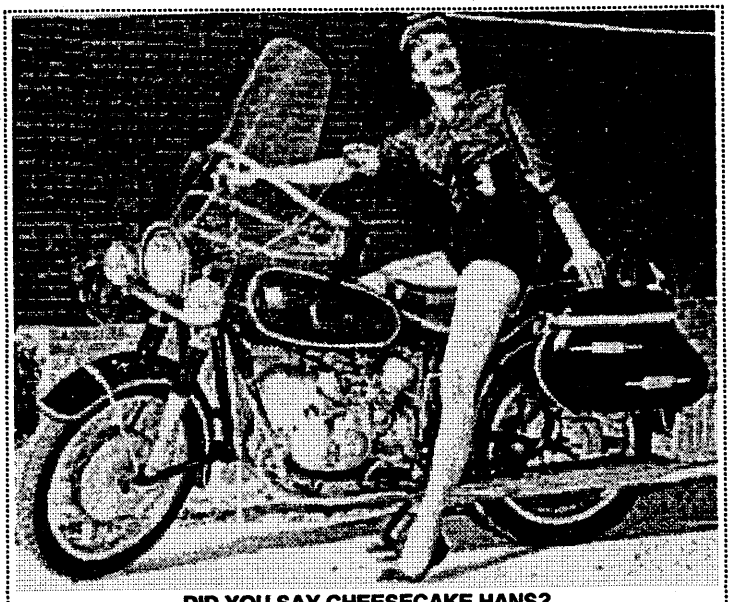

DID YOU SAY CHEESECAKE HANS?

...Motosapien Moments...continued-

with Chicks and Choppers? Is it that legendary "vibration" or is that as imaginary as the "old tarpaper roll"?

Here's my theory. The whole Harley mystique, The reason otherwise clueless politicos ride hogs instead of Hondas, the untimely demise of Brit Bikes, the identity crisis of Japanese designers, the Viet Nam war, and the only reason you have to ride mega miles to find a BMW dealer is because Harley advertisers knew CHEESECAKE and the other makes advertisers knew jack shit.

Consider the 60's BMW promos with the Euro-cutie in the toreador pants perched hesitantly on a /2. Sure she's okay, but she's also a stiff! Likewise, "you meet the nicest people on a Honda", might have been a swell slogan - but Mom wasn't buying the bike! Meanwhile "Easy Rider" magazine comes complete with a nude centerfold and a complementary packet of handi-wipes to clean up with after using your tool.

And this same Cheesecake gap goes on today. Maybe one of the totally unisex, leather clad, helmeted riders in the modern BMW ads is female - but who can tell. Maybe that's why Harley is so anti- helmet. You can't tell the babes from the boys with a bubble on!

The bottom line is that someday I will probably have to own a Harley just to see if the Swedish Bikini Team really shows up. If they do and if they're as wild as I've imagined - they'll probably beat me up and steal the bike.

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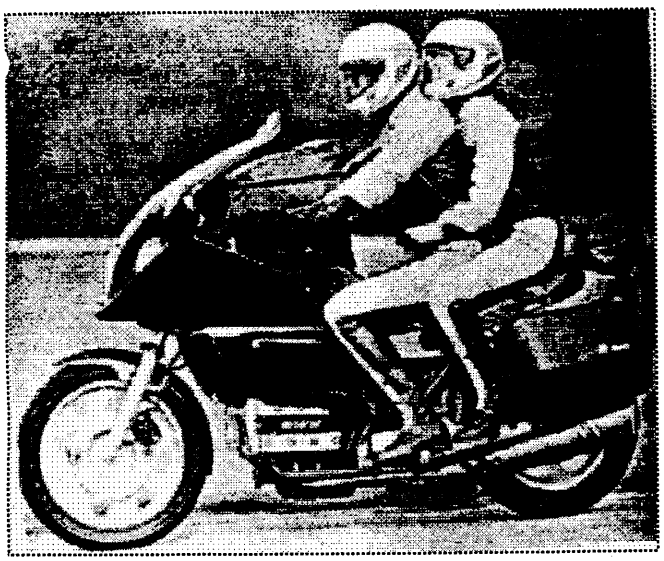

Letters...
from Sanford Nash

Dear MOC

May I stick in some news of our club activities, which may be of some interest to your club members, since the distance to our place is quite convenient.

On the July 4th weekend we are having our usual "Firecracker Rally" at the Clubhouse. It's on Rt. 93 1/4 mile S. of the city limits of Brewster, OH. It's always well-attended, and easy to reach.

You can start arriving on Friday the 5th and pitch your tents. The club house, & toilet facilities will be open. A breakfast of pancakes & sausages will be provided on Saturday a.m..

An afternoon tour of about 75 to 90 miles will be laid out, to either some historically interesting spot, or thru nice scenic country and back roads in Stark and/or Tuscarawas counties, ending with a pigout at the Strasbourg Manor. Those who wish to ride home after prize awards may do so, those who wish to camp another night till Sunday, may do so.

Any questions, contact me at BMWBIKE@BRIGHT.NET or our club prez at e-mail DWEINREB@AOL.COM.

I may have forgotten to mention I'm talking about the Canton Motorcycle Club, at least half BMW.

A

Special *Thank You!*

to **Romans Cycle Shop** who generously contributed their time and effort to help make our Spring Tune-Up Clinic a great success.

...from the net...

WHAT ABOUT BRAKING?!!!

BRAKING METHODS RESEARCH

One of the key building blocks of the Motorcycle Rider Course is braking. Its ultimate expression being the ability to stop quickly in the shortest possible distance. How best to teach riders to perform this task, however, has been a topic of concern and controversy for some time.

THE CONTROVERSY -

With revision to the Motorcycle Rider Course underway, the time was right to look further into the issues surrounding this controversy and research the braking techniques that riders can use to achieve minimum stopping distances. The results would be the basis for any revision to existing exercises of the Motorcycle Rider Course (MRC) and Better Biking Program (BBP).

The concerns, for those of you not a part of the controversy, are:

- The degree of rear brake application in straight-line braking.
- The validity of an alternative method for braking in a curve, specifically, straightening up the motorcycle, then applying the brakes fully.

THE RESEARCHERS -

With a goal of determining the ideal braking methods, the Motorcycle Safety Foundation (MSF) commissioned Neil Tolhurst, Northern Illinois University (at the time of research) to examine the relative performance of five methods of braking in a straight line and three methods of braking in a curve.

Dr. A. James McKnight of the National Public Services Research Institute (NPSRI) was also involved with input for research design and data analysis.

THE RESEARCH : STRAIGHT LINE BRAKING -

The central issue is "What to teach" as THE method for achieving maximum braking (stopping in the shortest distance). There is little argument over the relative effectiveness of the front brake and that MAXIMUM BRAKING can be achieved with the front brake at impending skid (applied as much as possible without skidding).

For the rear wheel the issue is much more complex.

Intuitively, the same should apply to rear brake application and it does. The controversy begins when you consider the complexity of achieving IMPENDING SKID. As more brake is applied, front and rear, more weight is transferred to the front wheel. Weight on the rear wheel is thereby reduced, requiring less brake effort to induce a rear wheel skid. This achieve maximum braking and respects the dynamics of weight transfer. Thus, as more front brake is applied. LESS rear brake must be applied to avoid a rear

...continued next page ☞

...**Braking**...continued-

wheel skid. A complex matter to explain in these few sentences and challenging to teach in a rider course environment.

What really stirred the flames of controversy however, were the findings of the Photographic Analysis of Motorcycle Operator Control Responses (1974). In this report no significant difference was found in the minimum distances achieved using "FULLY LOCKED REAR WHEEL BRAKING" and "REAR WHEEL AT IMPENDING SKID." Front brake is kept at IMPENDING SKID in both cases.

Based on these findings, revision were made to the MRC in 1978 that described exercises with lock rear wheel braking. (Exercise 35: Quick Stops) the belief is that novice riders would be better able to achieve maximum front braking application.

All methods used the universally-accepted "Front brake at impending skid." They intended to fully examine these issues and determine the effectiveness of each method. Neil and his research team set out to test five alternative methods of applying the rear brake.

They were:

Rear Brake Use...

NONE. The rear brake is not applied at all. This technique would allow the rider to devote full attention to the application of the front brake.

LIGHT. The rear brake is applied lightly. This method requires little attention, produces little danger of skid and provides some braking effect at the rear wheel.

LOCKED. The rear brake is fully applied and rear wheel is locked. This technique requires the rider to maintain directional control while applying front brake.

PUMPED. The rear brake is applied to the point of rear wheel lock-up, released and re-applied.

FULL. The rear brake is applied to the maximum possible without locking the rear wheel. The theoretical ideal.

These methods were tested by repeated trials using professional riders, with significant road racing experience and success. They rode their own motorcycles to prevent problems with unfamiliar motorcycles. Each trial was recorded on videotape and physically measured. Speeds were recorded using hand held RADAR. All straight-line braking maneuvers were performed at 40 mph. This speed is closer to real world situations, greater than that of the Photographic Analysis and one that would help accentuate any differences in techniques. Reaction time factors were eliminated by measuring distances from the onset of braking.

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THE RESULTS -

The results speak for themselves. When adjusting for minor speed variations, the method that produced the shortest stopping distances was: Full application (at impending skid) of the rear brake with full application of the front brake. All three test riders, though different in riding styles, achieved the same result. Full application was superior to light application of the rear brake and locked rear wheel in that order. The two other methods fell far short with "No Rear Brake" being worst of all.

THE RESEARCH: BRAKING IN A CURVE -

The areas of concern for braking in a curve are somewhat different from straight-line braking. Some methods like locked rear wheel cannot be used while braking in a curve for obvious reasons...skids! For these reasons, a proposed alternate method would be to straighten the motorcycle and apply the brakes fully. The maneuver essentially converts a stop in a turn to a straight-line stop.

For a review of the physical factors that affect turning, and braking in a turn just try J.T. Smith's Traction Pie article in May, 1984 SAFE CYCLING. It's good reading.

Armed with the findings for straight-line braking. Neil's team set out to discover the relative merits of the following braking techniques for a curved path.

The braking in a curve maneuvers were performed at 30 mph on a curved path 10 feet wide with a radius of 46 feet.

FIRST TWO TECHNIQUES: Bike is leaned and following the path:

NONE. No use of rear brake at all and full application of the front brake; and

FULL. Full application (impending skid) of front and rear brakes. This was the best method found for straight line braking.

The ALTERNATE TECHNIQUE: Straighten the motorcycle and then apply the brakes fully. This was referred to as UPRIGHT.

...continued next page ☞

...Braking...continued-

THE RESULTS -

Neil's team found that; when bringing the motorcycle to a stop while leaned, full application of both brakes yields a shorter stopping distance than the full application of the front brake alone.

Simultaneously bringing the motorcycle to an UPRIGHT position and applying the brakes fully produced shorter stopping distances than the best braking technique when leaned.

In analyzing the relative merits of straightening up the motorcycle and stopping versus stopping while leaned in a curved path, the researchers point out that it is very important to begin braking immediately. Any delay in the onset of braking while straightening the motorcycle would negate any advantage in reduced distances.

In relating the technique to real world situations, we must also consider the consequences of taking a straight path. Would taking a straight path put a rider in the kind of trouble they intended to avoid?

WHAT TO TEACH -

Armed with the findings of the braking methods research, we can now more confidently address the needs of our students and the concerns of what to teach.

For straight line braking the message is quite clear. To achieve minimum stopping distances, we must strive for full application of BOTH brakes. And, if that is ultimately the most effective braking method, then that's what should be taught. Even if our MRC students have yet to develop the skill to maximize the technique they must know what it is, how it works, and practice achieving it.

However, there are times when riders will sometimes inadvertently lock the rear wheel due to over-braking like when braking on loose surfaces or when practicing maximum braking. Riders must also be prepared to control these skids so the MRC will continue to teach controlling a rear wheel skid. It won't be as an exercise to develop a braking technique but rather to develop the ability to control the motorcycle and prevent a hazardous event from happening.

For braking in a curve the decision is less clear but the research does point to the fact that two alternatives are available that depend on the existing traffic and roadway conditions.

Armed with the skills and the understanding that THEY must determine which is most appropriate, riders will be better prepared for the challenges they encounter on the street. You can expect that philosophy to guide the exercises on braking in a curve in the new MRC.

The braking methods research answered many questions about the best braking methods to achieve the shortest stopping distances and provides us with an essential guide in determining "what to teach".

classified section

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

'87 Moto Guzzi Lario; 2,000 miles like new, Dyna ignition and coils, $3,500. Steve Dumek 216-428-6274.

'85 Honda VF1000R; red, white and blue, new tires, slip-ons, recent clutch and main, seat cowling $2,750 or offer. Call Steve Dumek 216-428-6274.

'79 R65 29k mi., new tires, master cyl., wheel brgs., battery, plus bags, fairing, and case guards, $2,000. Call Craig 216-949-5071.

'75 R90/6 Windjammer BMW bags, back rest, ride-off-stand 55K. Jerold Palmer 330-424-3696

'73 Velorex sidecar. Jerold Palmer 330-424-3696

'72 R60/5 Windjammer, bag loops, stainless exhaust and mufflers. Jerold Palmer 330-424-3696

K-bike hard bag, LF side with key #042. $100 and 3 amp BMW motorcycle battery charger, with gauge. Plugs into your BMW accessory outlet. $50 Call Karl at 651-9099.

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

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

'64 R60/2 50k mi., new tires, battery, stainless hardware, case guards, books and rebuild videos $2,500 or trade for late model, red, K75S w/bags. Also, small sidecar $350 and lots of /5 parts cheap. Help Craig buy a new bike. Call 216-949-5071.

'86 Pontiac Fiero; auto V-6, air, moon roof, new brakes, tires, struts and shocks $2,750 or offer. Call Steve Dumek 216/428-6274.

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

Cutting torch, gas gauge, and hoses, $65. Call Amy Nichols at 330-665-5818.

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

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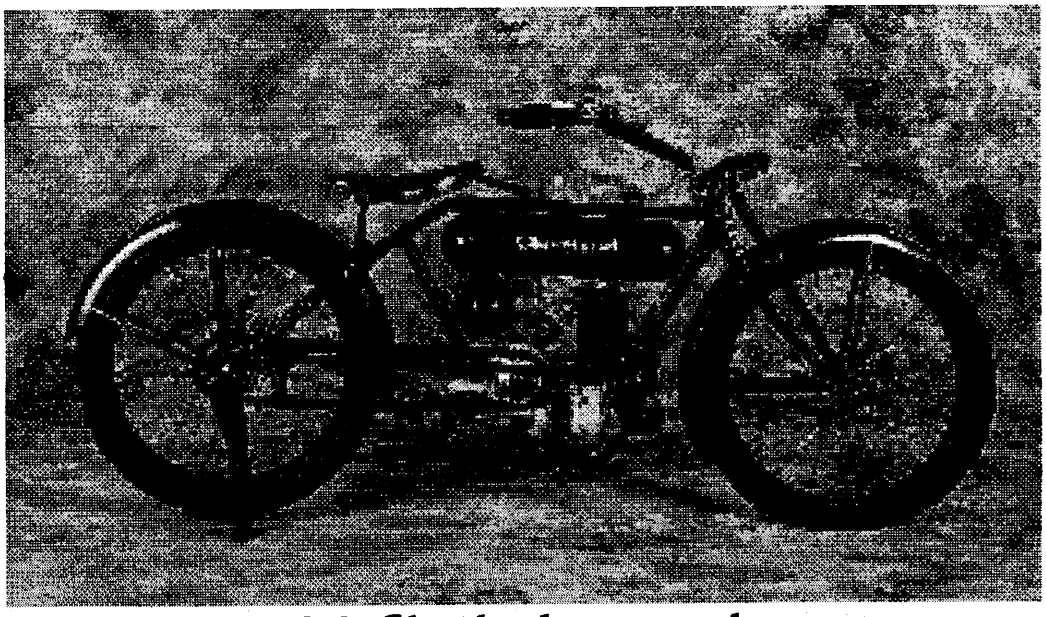

1919 Cleveland motorcycle.

Call the BMW HOT LINE 216-556-0196 for up to the minute local events, information, and communications with other members.

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