Cleveland Club News

BMW MOTORCYCLE OWNERS OF CLEVELAND

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

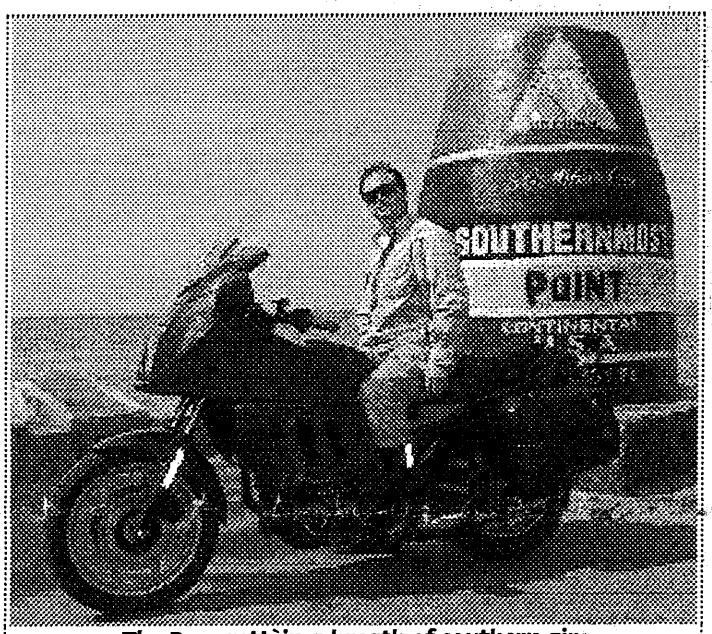
Simon Sez...

Apathy ? Ignorance? Boredom ? or None of the Above?

A request for our members -

I begin this column with a request to our members: we need you to let your Board know what you think is right and wrong with this Club. What have we done or planned that you like? What makes you decide to skip a meeting or Club ride, and instead stay home and watch the Home Shopping Network ?

This Board is faced with a reoccurring issue that was again the subject of discussion at a couple of our recent MOC members' meetings. At many of our Club events (such as monthly meetings, Annabelle's on Wednesday evenings, and even our Micro-Rally), attendance falls well short of our total membership. While attendance at the Micro-Rally was not that much different than in prior years, I really want to know what we can do to get you to join us for what essentially is a 36-hour long camping, eating, drinking, and riding party (not necessarily in that order).



The Prez gett`in a breath of southern air.

Other events apparently raise less-than-spectacular interest with some members. For instance, on some Wednesday's at Annabelle's, more "All Brands" show up than Beemers, on the Bike Night begun by this BMW Club (thanks Dan!). Is the lack of participation in Club events by some members due to disinterest, apathy, or simply to ignorance of when and where? Based upon my discussions with some members, I believe that a little bit of each of these factors are responsible, and I want to try to eliminate these factors as excuses for our not having large turnouts at our events.

New Monthly Postcards. The last factor, ignorance of the what, where, and when of Club events, is the easiest to address. We plan to implement a member's suggestion that we send out postcards listing Club events each month during the prime riding season. Such a card would be easier to stick on the 'fridge door than your quarterly newsletter, and may serve as a reminder of events otherwise forgotten. More frequent updates to our members will also allow us to advise you of new events that may be of interest, or changes to previously-scheduled activities. Remember, your telephone grapevine (216-556-0196) is updated frequently (we hope) in the summer to keep you apprised of changes and additions to our schedule of events.

The more difficult issue is with members who were aware of all of our events, but consciously chose to stay away. I have no questions for persons who cannot make it to all of our events. Hey, I gotta life, and can't get to everything we do. My main concerns are with persons who do not find at least one or two things that we plan to be interesting and worthwhile enough to attend, or have some fear of stepping into the midst of some militantly-regimented bunch of fanatically organized, vote-counting, minute-reading, pain-in-the-ass lunatics. My request of these persons is to drop me, or any of our Board members, a line, a phone call, e-mail, or snail-mail note will suffice -- and give us your suggestions for events that you *would* attend if sponsored by the BMW MOC, or recommend changes to our existing events that would make you want to attend. This is *your* Club, and if we are not serving *your* needs, don't let apathy get in the way of us serving you better.

Who ? Us too Formal ? Another potential source of non-participation that has been raised is the possible distaste of some members with a perceived overly-formal attitude among Club leaders, or in the way Club activities are run. This is the old, "I remember when a few of us just got together and _____". Gimme an f...'in break. I am not certain from whence this attitude originates (no one has had complained directly to me), but it was my belief that we employ a pretty good balance of adhering to the necessary evils of a moderate level of organization during our monthly meetings, and also provide our members with a number of blissfully disorganized events where all that is required is to show up and ride, camp,

eat and/or drink. Right now, we roughly adhere to some semblance of Robert's Rules of Order, as required by our Bylaws, simply to make sure we cover everything we need to address at our meetings. I would be very grateful if anyone who has purposefully avoided any club events would contact me -- or your favorite member of the Board -- to let us know what we can change to make you feel like we are more like the BMW Club you want to be a participating member of. If actually calling one of the board would be too formal, just show up at one of our monthly dinner meetings and voice your opinion. Finally, keep in mind that it is my intent, and from what I can tell, the intention of most Board members, that there only be enough "formality" to ensure that our events, financials, and membership remain organized enough to ensure the enjoyment, growth and vitality of our Club, and meet the legal requirements necessitated by our tax-free status. We all agree that the BMWMOC is a BMW-motorcycle based social club, and we will do our best to only have as many rules and as much formality as is required to keep us alive, well and riding.

Highlights of Some Upcoming BMWMOC Events -

Heart of Ohio Ride. Keep in mind that the BMW Motorcycle Owners of Cleveland's Heart of Ohio Ride will take place Friday afternoon, July 31, 1998 through Sunday, August 2, 1998. As described in our last newsletter, this event is intended to serve as a fund-raiser for the non-profit Neighborhood Family Practice. Members who don't feel like getting involved in the fundraising aspect are also welcome to join us on this quick spin through the heartland of the Buckeye State. Board Member, Dan Frederick, has provided us with several nice suggested routes, but members are free to take whatever path around the state that they desire (see Dan's article elsewhere in this issue). Friday night, we will be camping at Van Buren, Ohio. This is an easy 3 hour ride from Cleveland, meaning that you can leave work at 5 P.M., and still get to the campsite before dark. Saturday night, following a leisurely ride through the Heart of Ohio we will stop at a great campground in Portsmouth, Ohio. At this location, there are two, four-person camping cabins available. Let me know if you would like to reserve a spot in one of these, and save setting up your tent for another time. Sunday, you will be able to select from a country road route home, or hit the slab, and get home early. Remember; you can structure this ride in any way you please; but we expect that the best time will be had if we all arrive at the same campgrounds on the appointed evenings.

Annual Fall Foliage Folley. Plan now to attend our fall campout in Shreve, Ohio. This year, I'll impress everyone by not traveling part way home with me and my bike sliding on our sides down Route 44! Be sure to mark October 9-11, on your calendar for this always fun season closer.

Other items of Note. We are busy planning other events for this year, including our Progressive Rolling Dinner, and our Holiday Bash, this year in a new location. I hope to see you all at a Club meeting, or perhaps at one of our MOC gatherings at any of the upcoming BMW rallies in, or out of our region.

Bits & Pieces

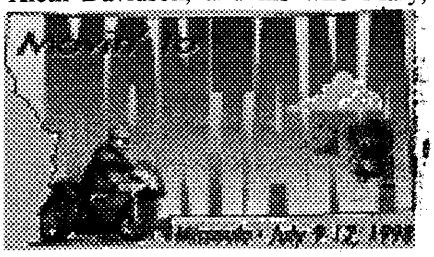
DEEP. If you are alone in the woods, and you drop your bike, did you really drop it? Such philosophical questions and their "plain truth" answers can be had from our "Road Captain for Life", Russ Davis. Seen at the Ohio RA Mohican Camp Out, RC's Russ and Greg helped fill in the blanks around the campfire on Saturday night. There was a good showing of Cleveland Club people again this year. I hope everyone will return next year and plan a river expedition.

MOC invaded Alabama again this year. Seen at the "Rocket City", some of the gang is pictured below. Did you guys get enough chicken to eat? Did "Left Lane" Burley really make it without an infraction?

Left to right- Roger, Suzie, Bob, John, Mike, Troy & Michele.

Does Mike finally have a girlfriend again.

On your way to Montana this year (or any time traveling west) you may want to visit the KOA campground in Bemidji, Minnesota. Member Kieth Davidson, and his wife Mary, have purchased the campgrounds and have sent an open invitation to our club members to stop in. See "Letters..." for more information.



100,000 miles on a BMW Motorcycle is what Susan Schoenberger has done. Another BMW MOC rider who hit he mileage award status from BMW NA. If you would like to join this elite group talk to any BMW franchised dealer for the qualifying details.

What's all the hoopla about club events' attendance? I'm still scratching my head over this one. Hey, Executive Board, open up your ears. The survey results from that annoying '98 Membership Form are in. I got news for you -- the estimates given to the Board were right on the money. Out of about 100 members polled, about 50% said they were going to the Micro-Rally...and guess what, about 50 riders showed up. There is no mystery about it. See more on this polling later in this issue.

First Cleveland Club Fund Raiser will take place July 31- August 2, this summer. If you would like to enjoy a ride through the Heart of Ohio and show some Clevelanders that motorcyclists do care, then join with us for this event. All pledged funds will directly go to the Neighborhood Family Practice to assist financially challenged families on the West Side of Cleveland.

If this newsletter gets to you late, hey, don't shoot the messenger. Want to know why? Call your leaders and ask. We need help. Please get your copy in on time and it will publish on time. We are still in search of a new editor and need staff help and writers. If you have any desire at all to submit original stories of any motorcycling or rallying adventure, don't hesitate. This is your chance to share and give back some of the memorable times you have experienced. Show up at the next board meeting and get involved.

Noticing some new cool-looking embroidered BMW MOC shirts lately? You have? Oh no, and you tell me you missed out on the order last January, so you can't enjoy the long sleeve rugged denims for around the rally campfire or maybe the cool, comfortable, cotton Henley's for mulling around the vendor's tables?? Would you like to subtly flaunt your club logo at the next corporate golf outing?

Well, it's not too late! The company that does the sewing has agreed to fill orders throughout this year. He can fit them in between jobs and you can fit in with the rest of the club. You can call Rose Wood at 216-252-7933. We'll fix you up. Also, available will be patches, hats, & stickers.

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Ohio Calendar of Events

July 3-4 **BMW MOC Membership Meeting and Camp Out** (Note day and date change) at Greg Antolik's, 27384 Sprague Road, Olmsted Township. Friday, July 3rd at 7:30 PM - camp fire. Saturday, July 4th, volleyball and horseshoes. Call Greg Antolik at 440-235-1272.

Jul 3-5 **Canton Motorcycle Club's 23rd Firecracker Rally**, in Brewster, OH. Friday - night hot dogs. Saturday -breakfast on site (additional nominal fee), group guided area tour, self-guided tour maps, dinner at the Manor Restaurant, and camping all weekend $14. For more info call Walt or Carol at 330-767-3965.

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

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

July 11 **Mystery Ride**, Saturday after the races. Call Greg at 440-235-1272.

July 12 **Canton Motorcycle Club, Annual Poker Run**, starting at their clubhouse located ¼ mile south of Brewster, Ohio on SR 93. Contact Dave Weinreb at 330-854-3597.

July 16-20 **Cascade Classic Cannonball Coast to Coast Rally**, Seattle, WA. to Savannah, GA. Entry limited to 100 riders. "**$50,000.00**" prize money. Call Mike at 888-793-3222.

July 17-19 **AMA Super Bike races at Mid-Ohio Sports Car Course**. Call Greg for discount coupon's and more information. 440-235-1272.

July 18 **Mystery Ride**, Saturday after the races. Call Greg at 440-235-1272.

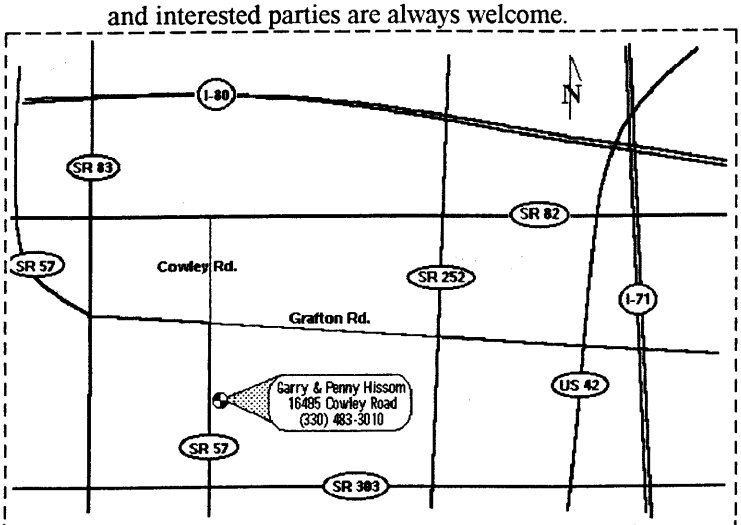
July 19 **Take the ultimate ride on your motorcycle** around the world famous Mid-Ohio Sports Car Course, on Sunday at 11:00 a.m. This 2.4 mile, 15-turn road course has challenged the skills of the world's top professional riders and now it's your turn! Call Greg (Road Captain) for registration and maps. 440-235-1272. "Let's Go Racing"!

July 30 **BMW MOC Board Meeting** at the Czech Inn, 9729 Granger Road at Transportation Boulevard (right off I-480 Exit 21). Thursday evening at 7:00 PM Call Greg at 440-235-1272 for directions.

...Calendar...continued next page -

July 31- Aug. 2 Heart of Ohio Ride. Let's spread the good word about BMW Motorcyclists, and participate in this first (hopefully) annual charity ride and camping event (or non-charity, if you prefer). *See the article on page 9 for details.*

Aug. 6 BMW MOC Ride-In-Cook-Out Meeting at 7:30 PM at Penny and Gary Hissom's house. 16485 Cowley Road, Grafton, Ohio. 440-483-3010. Guests and interested parties are always welcome.



Map to the August 6th, Ride-In-Cook-Out Meeting.

Aug. 14-16 **32nd Four Winds BMW Riders Rally**. Buttercup Campgrounds in Renfrew, PA. 2- nights camping, Saturday dinner, rally pin, entertainment, tech programs, tour rides, children's games, pool and more. Adults $30, Children (10-15) $20, Day Pass $10. Contact Gary Smith 412-922-7909.

Aug. 15-16 **3rd Annual "Black Swamp at the Beach"** Sponsored by the BMW Riders of Toledo. Don't miss this one!!! Beaches, boat rides, fishing and "Mystery Ride". Camping at East Harbor State Park off SR 269 near Marblehead, Ohio. Call Meryl or Nancy Cunningham at 419-472-4271.

Aug 23 BMW MOC Progressive Cook Out. See the details on page 11 of this newsletter or call Penny at 330-483-3010.

Aug 27-30 Berkshire Mountain Weekend, 26th Annual BMW RA International Rally. Hosted by the BMW Motorcycle Clubs of New England. Just east of the Berkshire Mountains of western Massachusetts lies the Franklin County Fairgrounds in Greenfield, Massachusetts. Located just off SR 91 (exit 26) approximately 30 miles north of Springfield, Ma. and 10 miles south of Vermont. Rally fee includes: three nights of camping door prizes, tech seminars, self guided tours, vendors, awards, entertainment, AND BMW demo test rides. **Mark your calendars NOW!** Pre-registration by Aug. 15: $20/Adult, $8/Children 10-15 ($25/$10 at the gate). Mail pre-registration to: Dotty DeCota, PO Box 253, Killington, VT 05751. More info: www.bmwra.org or www.angelfire.com/ma/beemernews.

Sept. 3 BMW MOC Ride-In-Cook-Out Membership Meeting, 7:30 PM at the Big Creek Park Picnic Pavilion in Metroparks. *See the map on page 5* or call Greg at 440-235-1272.

Sept. 4-7 **Finger Lakes Rally**, Hidden Valley Campgrounds, Watkins Glen, New York. For more info call Gretchen Murray at 716-594-4422.

Sept 11-13 **BS Rally** sponsored by the Buckeye Beemers and held at the Sweet and Easy Acres on US 50, about 10 miles west of Athens, OH. 2-nights camping, Friday night soup pot, Rally Pin (first 250), door prizes, awards, coffee, hot showers & flush toilets. $20 wkend./$10 day pass. For more info contact Eric Nyrop at 614-444-9409.

Sept. 19-20 **Maggie Valley BMW Rally** at Hot Springs, NC. Call Paula Bryson at 704-645-3103.

Sept. 24 BMW MOC Board Meeting at Bob Zronek's (Zircon!). Call 216-656-2440.

Every Sunday -- BMW MOC Sunday Morning Breakfast Ride meet at 8:30 AM, at Emmanuel's Family Restaurant, 5530 Brecksville Road, Independence, Ohio. Restaurant phone 216-524-4797. Call Greg at 440-235-1272.

Every Sunday -- **Buckeye Beemers Breakfast**, 9:00 AM at the Flying-J Restaurant at I-71 and SR 36 (Delaware Exit). The Buckeye's meet on the 3rd Wednesday of each month. Call Eric Nyrop 614-444-9409 for more information.

Every Wednesday -- Bike Night at Annabelle's Diner in Mentor. It starts every Wednesday around 6:00 PM and goes until? Annabelle's is located at 3637 Twinbrook Rd., Mentor, Ohio *(see flyer and map on page 13)*. This is an "all brands" weekly event throughout the summer. Let's try to make sure BMW's are well-represented!

CALL the Only BMW Hot Line in Ohio at 216-556-0196, 24 hours a day to get the latest update from the north coast of Ohio. This is a free service provided by the BMW Motorcycle Owners of Cleveland. However, long distance charges may apply from your area.

Finally, don't forget to look for (and join in with) the BMWMOC camping area at any and all of the rallies listed above. Look for the BMW MOC Banner. Usually not in the rally quiet zone!

Look for us at this year`s rallies.

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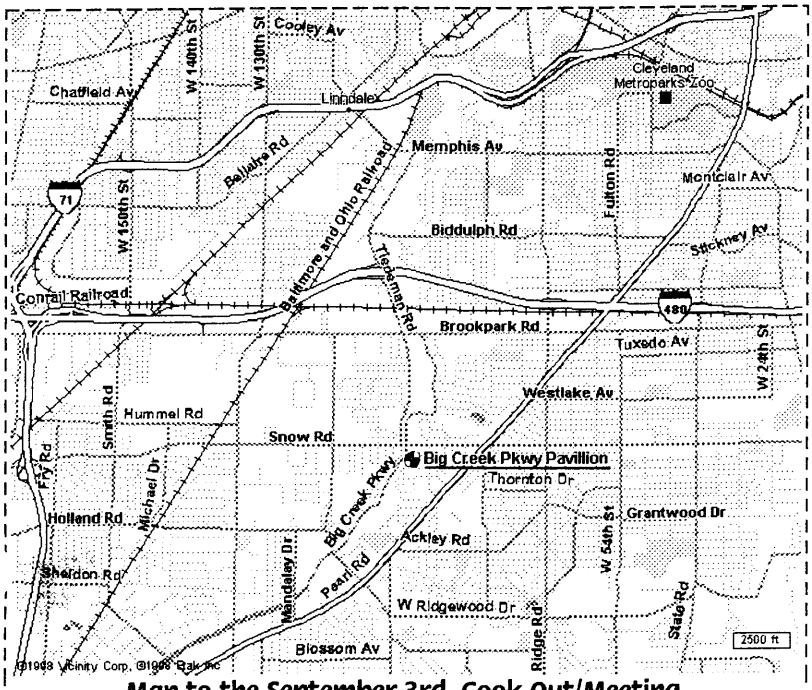


Map to the September 3rd, Cook Out/Meeting.

POWER CORRUPTS; ABSOLUTE POWER CORRUPTS ABSOLUTELY!

by Zircon

A couple of years ago, I had a dream that I wanted all of the power of a '77 R100RS along with the handling and brakes of my '91 R100RT. So, I bought a set of R100RS heads and 40mm carbs from my old friend Kirt Zautner. They sat in the garage until now. This would be the summer of POWER. It was time to just do it.

It all started to snowball on me. First, 9.5:1 pistons cost more than I thought. Then the head work, even carb kits went up in price nickel and dimeing me to death. Money was not going to stop me! I was obsessed, I HAD TO DO IT! Nothing was too good for my beloved R100RT/7RS.

It all went sour shortly after I got it together the first time. One of the special 4 piece oil rings broke and trashed a cylinder, one of those bullet proof Nicasil cylinders. So much for bullet proof!

I took the opportunity to bring both cylinders to closer specs by having them replated. $350.00 later I was back to square one with the clock ticking. We would be leaving for the Great Southwest in one week and there was no time left to make unscheduled improvements. I was under the gun, Barzella's gun.

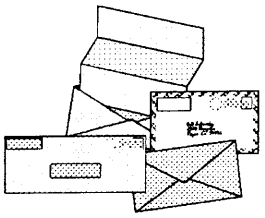
With the sweat flowing, I did it right again and this time nothing broke. Jetting the carbs seemed impossible. After 2 days of trying, I turned to an expert, Pat Mattachion, at Phoenix Classic Cycle, in Canton. He has a Dyno-Jet. After one run, "Too rich", he said. Not me -- the carbs. I set off for the closest dealer, Mathias, in Dover. Gene was very helpful. I raced back to Phoenix for more runs. It finally happened, the Dyno said it made 61hp at the back tire, 21 more horses than when the bike was new. Needless to say, I was thrilled. Plus I had 50 ft/lb. of torque.

We set out on our adventure on time. (I had agreed to ride Barb's R90/6 if the RT wasn't ready. That was incentive don't you think?)

Things got nasty in Oklahoma. The bike was breaking up at speed (and I love to speed). The Oklahoma City BMW dealer gave up it's franchise and we had to step back 120 miles to Tulsa, at Atlas BMW. Thanks to Ken Johnson for your help. He was swamped with work and his mechanic, Jose, stopped to help me at 2:00 PM on Saturday with closing time at 4:00 PM. With the ignition can replaced, and two free T-shirts, we were on our way again. If you get to Tulsa, stop in and see them, it is worth the trip! Thanks again Ken and Jose.

After all was said and done, for a couple thousand more, I could have bought a '77 RS. If you want a fast one, buy a fast one.

KEEP ON WRENCHING - - *Zircon*



letters...

To All Riders,

Are you interested in big, old homes, beautiful scenery, river scenery, river boats, Amish farms, good food and curvy roads? You should go on the Heart of Ohio Charity Ride with your club members. You don't need to get pledges to join in the ride. You can enjoy about 760 miles of beauty and stay at two real nice campgrounds.

I have ridden the routes and visited the campgrounds and eaten at the restaurants. And there was very little construction. For those interested in signing up, call: Eric Simon at 216-382-5790.

Ride Safe,

Dan Frederick

Bemidji KOA Campground
5707 Highway 2 West
Bemidji, MN 56601
218-751-1792

Dear Bob,

Enclosed is my 1998 membership renewal along with my new address. I will miss seeing all of you at the rallies this year. My wife and I have purchased a KOA campground in Bemidji, Minnesota, which means that we will be busy all summer during the riding season (too bad for us).

Would you please pass some information on to the entire club members for us? Anyone that is going to or returning from the national rally in Missoula, Montana, we would like to extend an invitation (and a 30% discount) to all club members who want to camp with us. Just call 1-800-KOA-1742 for a reservation and mention your club membership, we will be glad to reserve a campsite for you. We are looking forward to hearing from you.

Have a safe riding season,

Keith and Mary Davidson

(Editor's Note: You probably don't have to go to Missoula to enjoy Keith and Mary's hospitality. They'd be happy to see you anytime.)

Hi Bob,

Had a great time at the Mohican rally and just wanted to extend an open invitation to any MOC members who are planning to attend events at Mid-Ohio. Cindy and I live in Chesterville, 15 minutes south of the track and would like to offer our back yard for camping during those weekends. The town is at the intersection of SR 314 and SR 95, just east of I-71. If you would, please let anyone interested know. We would enjoy seeing you!!! Just e-mail at: mcsh@bright.net or call us at 419-768-3145.

Thanks,

Mark & Cindy Hoskey

BOARD NOTES -
From: Jerry Bruce, Director

A hearty "MOC THANK YOU" to Bob Stanley, of FAXTTRAX Performance Riding School. Bob generously invited our club members for some exciting demonstration laps at his Advanced Street Riders School at Nelson Ledges Road Race Course. A number of our members took advantage of the opportunity to participate in this challenging exercise. Members (Dr.) Dan Clark and myself both took this Advance Street Riders Course before our Micro-Rally on June 6th. I should mention that as a result of this experience, I personally recommend this program for member riders who want to improve street skills. This is a trip! Thanks again, Bob.

A warm Club "THANK YOU" to Rich Roman of ROMAN CYCLE SHOP in Youngstown, for his generous gift of door prizes for this year's annual Micro-Rally. Rich donated two T-shirts and two caps. Let's remember such good will when it's time to buy something from a Beemer Dealer.

While I was taking the AMA Eagles Leadership Academy Training Program last May, Bob Youngblood, President of the American Motorcyclist Association, invited us for a club ride to visit the AMA Motorcycle Heritage Museum, in Westerfield (Columbus), Ohio. A voluntary donation is the only entrance fee.

Hours are: Mon-Fri 9 AM - 5 PM
Saturday 10 AM - 4 PM (thru Oct.)
Sundays noon - 5 PM (thru Oct.)
July 4 & Labor Day Noon - 4 PM

We should let Ed or his assistant, Angie Myers (1-800-AMA-JOIN), know when we can come. This may be just the right thing to include in our Heart of Ohio Ride, August 1. What do you think, Eric?

I have visited this museum; any member who has not is really missing something. Well worth what it takes.....

...BOARD NOTES...continued -

Our rival and neighbor, Pittsburgh, has an Annual Vintage Grand Prix, which benefits an Autism Society, Sat-Sun July 18th and 19th. The BMW Marquee was chosen for this year's event. In that light, our club has been invited to visit. Details will be on the club voicemail.

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SUMMER HOURS: Mon., Wed.& Fri. 10-6, Tue.& Thur.10-8, , Sat. 9-3

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Eric is looking forward to helping keep your pride and joy running smoothly!

Your '98 BMW MOC Club Membership Card will still entitle you to 10% off any parts accessories! We will gladly ship UPS!

Certified BMW Technician on Staff

Please Call Joyce for an Appointment at -

419-332-9902

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

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tech section...

Pasta, Brakes, Splines and Oil

(a short history of oily time)

by Bob McIntyre

Bad Oil -

Amid the swirl of invective and mystery surrounding the infamous splines, a bulb went on over the sign that says "another tech article", so here we are with the usual suspects of slip, slide, stop and related subjects.

First, despite the fact that the brake and clutch of choice for mining trucks and earth movers of 700 tons + are discs flooded with oil; oil is a Bad Thing for clutches, discs, and drums alike on our puny contraptions, so every effort is made to keep them oil free.

This noble purpose is most critical in the infamous clutch spline (every stick shift car in the world, including BMW, uses an non-lubricated course spline that never needs lubrication) where even a trace of lube ruins the disc and burns onto the flywheel and pressure plate.

The latest BMW (Texaco big tube) "lube" has been the worst to "fly off" and I now have resorted to baking on (with a heat gun) a Dow molly spray compound made for food machine gear use, we will see how it works by the end of next summer.

Stopping without Oil or Drama -

When we fettle the somewhat undersized brakes on our rides, we are charged with careful looks at the outboard wheel seals to make sure no grease is thrown on the discs; change seals every time you lube the wheel bearings, they are cheaper than pads, and ensure long and prosperous bearing life.

If your pads and discs are becoming "mature", I highly recommend replacing the discs and pads with aftermarket products available from Braking (discs) and EBC (pads). The disc replacement requires dismounting the disc carriers from the wheels and grinding off the (inside) heads of the rivets to separate the discs from the carriers. The backs of the bosses for the rivets need to be spot-faced about 1 mm to provide a flat for the new nut/disc bolts, and the holes have to be drilled to 4 mm, (torque the nuts to 100 in. lbs.)

These discs are 1/2 mm thicker than stock, are laser cut/drilled, and fit perfectly. The EBC carbon/Kevlar pads are much easier on the discs than the stock BMW and have enough of a higher coefficient of friction to make it seem like power brakes were installed. All of these parts are available from Street and Competition at less than 30% of total OEM replacement cost.

Good Oil -

I have now heard all of the oil advice that an adult can tolerate, including the reprint in the last "News" that states that "synthetic drains off the gears and they rust". Aren't wine and cigar bores enough, do we need oil bores too? Stop Already. Oil is not just "oil", but based on million$ spent by Caterpillar to develop oil criteria in the 1970's, several things became very apparent:

...Pasta...continued -

- Synthetics; engine, ATF, gearbox, and hypoid oils were measurably superior in every test, they had constant rather than deteriorating viscosity with use and heat, materially better film strength, outstanding resistance to temperatures, better low temp performance, and they never sludged or coked.
- Additive packages were important but not critical, with synthetics, no viscosity improvers were needed, and the remaining additives were limited to anti-acids and detergents due to the better inherent lubricating and heat properties of the synthetic base stocks.
- Competent vendors of synthetics also used very high quality (expensive) additive packages since they did not need as much, thus the resulting product was head and shoulders above any "natural" oil or blend, regardless of additives.

The entire picture is often clouded by the 50 years of oil myths that we all have heard and sometimes believe: "Pa. based oil is better", "expensive oil is better", "multi-weight won't work in air cooled engines", "detergent oil will ruin an old engine", "castor oil is the best racing oil" and whatever else your grandpa told you about his '58 Buick and Norton Atlas.

The truth is somewhat clearer. When someone found out that Col. Drake's "petroleum" was better for rotating machinery than what came out of the whale's head, then most research was directed to fixing the inherent problems with lubricating machinery with "coal oil".

Oil development was essentially stalled between 1917 and 1940, because nobody needed anything better than straight run oil "cut" at various grades right at the refinery. Racing cars and airplane engines used blends of rock and vegetable oils, but additive science was still in it's infancy. When the war thing happened, suddenly the output of existing aircraft engines was required to be doubled and after tetraethyl lead did it's octane thing, oil was the next motor fluid to be put under the microscope.

Cleveland's Lubrizol was the crucible for oil development that allowed engines to function from sea level and 110 degrees to 30,000 feet and 30 below and develop up to one horsepower per pound over 100-200 hour life. Our foes, oil short in Europe, turned to castor, rapeseed, and petroleum blends that in turn spawned postwar stuff like STP.

Motorcycles labored on post-war with castor bean oil, it's superior lubricity and "cling" suited it for the primarily roller bearing engines of the Manxes, Thruxtons, Guzzis and Gileras, but it had a nasty habit of oxidizing and gumming, not a problem with weekend changes and short engine life.

After the war, cars and trucks now needed better oils and the "additive addiction" began with detergents, anti-foam, anti-rust, and finally viscosity improvers and pour point depressors that still clutter our non-synthetic oils. This went on until the jets took over the commercial airplane business and Mobil engineers and chemists stopped searching for an additive package that would let conventional oils "live" at the "hot end" of a gas turbine and simply designed a new "oil" molecule family that could stand the heat and live without 20-30% of additives by weight.

So, kiddies, what we have today is not 'synthetic oil" but a lubricating fluid made from molecular building blocks that can be used in specific lubrication applications. Each formula is uniquely tailored to it's application; ATF = high stick-slip resistance for clutches, hypoid oil = high film strength, engine oil = elevated temperatures and high shear strength; straight up, one olive. It's called "oil" so we will buy it, but it's not oil and it doesn't act like oil...it's much better.

Think of oil as a wooden axle; it's made from the finest hickory, reinforced with tool steel bands and wrapped with fine Swiss piano wire, but when it rots or the wires rust, it's done. Synthetic "oil" is a steel shaft.

The moral of the story is to shut up, forget the past, and buy your Mobil 1 oils and greases at Murray's so you will have more time to debate important issues like politics, monetary policy, and existentialism (did Kant ride a DKW or Adler, did Nietzsche win the '39 TT on a Horex?).

Pasta

Pasta is not related to bikes except when you spend a couple of weeks working in Italy and see that two wheelers are an integral part of the mainstream transportation culture and not just the fringe. The "Motorshow" in Bologna not only had the usual drool bait from MV Agusta, Aprilia, Bimota and Ducati, but literally dozens of 50-125cc scooter and mo-ped makers from regional "assembler" marquees using off the shelf motors and wheels (etc.) to the jazzy stuff from giants like Piaggio and Aprilia (picture a water cooled, lattice framed, disc braked, center hub steered, 50cc scooter).

...Pasta...continued

The show filled two halls each bigger that the "I-X" and, that was just bikes; cars, trucks, diesel engines and accessories filled ten other huge halls and spilled out into "demo" areas between the halls. This show was "small" compared to some of the construction equipment, machine tool and aviation shows held at this exhibition center. We are deprived and cheated with our puny show in January.

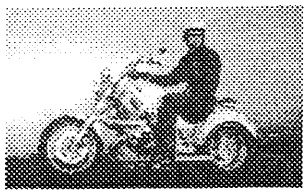
Italy is also a land with unlimited speed limits and good roads (in the north) and, a true "motor culture". Not only are the bikes and cars made for speed, they are used appropriately and carefully. Covering the 200 km from the Airport in Milan to Modena in 90 minutes was bliss, but the 13 gallon/ $65 fill-up in the Fiat was the trade off for everything fast and furious.

Despite the draconian gas prices (due to taxes for train systems), everybody drives and rides everywhere, but the "big" cars are mostly diesels (only $3/gallon) excepting the Ferraris and big Benzs. BMW's of two and four wheels are very popular but the local big bikes like Ducati and Guzzi are rare as here.

Traffic laws are considered the "ten suggestions" in northern Italy and the "ten insults" south of Rome, but even though everyone is Giacomo Augustini or Mario Andretti, there are few crashes or wrecks. Cops check for drugs in trucks from Albania and clean up major bashes, but usually act like cops, drinking cappuccino, eating biscotti, looking cool and "Italian" with big boots and automatics worn low like Clint Eastwood and the "AutoGrills". Speed right on, sir, nice bike!

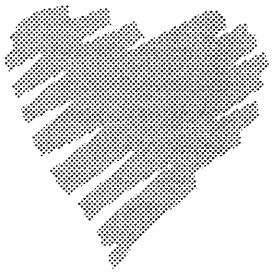
Next stop is Daytona, the only place in America where loud pipes save lives, where doctors and lawyers get to look like they just got out of the pen and ride their lifestyle accessories at 10 mph down Main Street, jiving the gas to keep the plugs from fouling in their high-performance sleds. The vintage racing/ shows are the spots for me between oyster and shrimp killing sprees. News in April of ALL of the bike week fun and games, from Armadillo frying to Z-1 burning. Va Bene!

WIN A '98 BMW R1200C



This motorcycle has fewer than 5000 miles on it. BMW motorcycles have a 3 year warranty from the in-service date. This was a demo bike for BMW Tri-State in Cincinnati, Ohio. 100% of the money for this raffle will go toward breast cancer research at the Komen Foundation without any funds going towards overhead or operating expenses. Checks for $20 should be made out to **Komen Foundation** with the memo - Pony Express Tour. Please mail checks ***with a self-addressed stamped envelope*** to: Margaret Kline, 6925 Valley Avenue, Cincinnati, OH 45244. For more info call 513-527-8940 ext. 101.

Heart of Ohio Ride



The BMWMOC is giving us all a chance to put our hearts into the Heart of Ohio Ride. The BMW Motorcycle Owners of Cleveland is the sponsor and organizer of the upcoming Heart of Ohio Ride (Friday evening, July 31 through Sunday, Aug. 2). This event was designed to give our members an opportunity to guide their scoots through those parts of the Buckeye State that most of us usually speed past to get somewhere else. At the same time, you will have the opportunity to help raise some money for a good cause (the non-profit Neighborhood Family Practice family health care clinic, here in Cleveland), while simultaneously contributing to an improved public image of motorcycle riders. This is a variation of when the H-D guys ride 20 miles and drop off a teddy bear, except we'll be riding 750 to 1,000 miles, and dropping off ca$h. If you wish to participate in the fund raising aspect use the form from your Spring Issue of the CCN or call Eric at 216-514-1100 and he will send you one.

Now many of you are probably saying, "What is the Heart of Ohio Ride?" Glad you asked. Here is a brief overview of what to expect.

We have planned a short (approx. 120 miles from Cleveland) ride for Friday evening, so that we can all leave after work, and still get there in time for a full evening of MOC camping and related activities. As detailed below, our first gathering place (Friday evening) will be at a great campground that we have reserved in VanBuren, OH, located for us by Dan Frederick. Choose your own departure time and route, and meet us there that evening. Grab dinner on the way, or meet up at the campground, and catch dinner in the area with fellow MOC members.

On Saturday morning, we expect most riders will follow our suggested route, or directions of their own choosing, in small groups of 1 to 4, 5 or whatever (can there be a group of one? Maybe if you are Sibyl. But I digress). As noted in the information below, supplied by Dan, there are many great roads between VanBuren and Portsmouth, where we have reserved a campground for our second night (note: 2 cabin spots at this campground remain available, call me if interested). This ride can be done at a pace that will allow you to explore the area, if desired, and to stop to look around without the fear of being late to a distant destination. At the Portsmouth campground, we have been given a group camping area, and specific permission to party. Need I say more (this, from the guy that usually falls asleep by ten).

Anyway, on Sunday, we plan to regroup for breakfast, and then mount up, either taking the scenic or speedy routes home, depending upon each member's time constraints. If all this sounds too restrictive or planned, just get on your bike and meet us at the campgrounds at the identified locations, and you will be as welcome as those participating on the fundraising or group ride aspects of this event.

...Heart of Ohio Ride...continued-

Note: We will be meeting at the offices of Neighborhood Family Practice on Saturday, July 25, 1998 for a brief photo-op, to get some publicity for the Club and the worthy deed that we are doing for this deserving non-profit provider of health care services.

Route and Stopover Information-

The following is the information gathered by Dan Frederick. Rather than try to reproduce an Ohio map in newsletter size, I thought it best to provide narrative directions, and you can grab your favorite Ohio map and highlighter, and make yourself a legible route for this ride. The directions below are those followed by Dan when he did his scouting ride for this project.

Take Ohio Route 2 West to the Fremont and Sandusky exit. From there, take US 6 West, to US 20 (go right). On US 20, take the left split to SR 53 South, and go to SR 12, turn right to Fostoria (this circles your around Fremont). From Fostoria take SR 613 West to VanBuren State Park sign on your left. (Note: if you cross the railroad tracks, you went too far.) Turn left, then immediate left again to park entrance of Pleasant View Recreation Park, which will be on your right. Tell them at Pleasant View that you are with the Cleveland BMW Club. They might even let you in.

Friday Night Stopover-

Campsite for Friday night, July 31, 1998 is the Pleasant View Recreation Campground (419-299-3897), PO Box 255, in the thriving metropolis of VanBuren, Ohio.

Saturday Ride-

Saturday morning, as you leave the campground, turn left to the stop sign at State Route 613. Go left to the main intersection, turn left (south) on County Road 220. (If you go past Post Office, you went too far.) (For food, there is a large truck stop with palatable vittles 1/2 mile west of County Road 220, at the intersection of I-75 and SR 613.) Take SR 220 South. As you come into Findlay, SR 220 will turn into North Main, then South Main, then US 68 south. Route 68 will be the primary route for this day's travels. Continue on US 68 south to US 62 east to SR 353 east, to SR 125 east, then to US 52 east towards Portsmouth and our destination, the world-renowned Shawnee Village Campground, which will be on your right.

Saturday Night Stopover-

Campsite for Saturday, August 1, 1998 is the Shawnee Village Campground (740-858-5542), 13610 US Route 52, West Portsmouth, OH 45663.

Sunday Breakfast-

Anticipating everyone's Sunday morning breakfast cravings, Dan found us a friendly Bob Evan's. When you leave the Shawnee Village campground, turn right on US 52 east to Portsmouth (about 7 miles east). There is a Bob Evan's on US 23 north that you can see from US 52. Turn left on US 23 north to the restaurant.

Sunday Ride-

The suggested route back. When you leave Bob Evan's, go straight across US 23 north (one way), turn left on US 23 south (also one way) to US 52 east, to SR 140 east to SR 93 north, to the town of Oak Hill, turn onto SR 279 east to US 35 south. Follow US 35 to SR 7 north, at Hannibal. Turn left on SR 536, then right on SR 78 east, back to SR 7 north at Clarington (a twisty-road loop/detour). Go north on SR 7. Hungry yet ? Dan reports that there is a good restaurant in Bellaire. Get off SR 7 at the Bellaire exit where you can see the McDonald's sign on the left side of the highway. From the exit ramp, go left to stop light at 26th and Belmont. Turn right, go 1/2 mile, and Rigas Restaurant is on left. To get back on SR 7, reverse route.

Continue on SR 7 north, and venture off on SR 39 west, to SR 164 north, and back to SR 7 north. Continue on Rt. 7 to US 224 west to SR 534 north, to SR 6 west, then to SR 608 north. (When you come to the end of SR 608, go straight at the stop sign, past Quail Hollow. At the stop sign, turn left to SR 44, turn right to I-90 west, or go straight to SR 2 west and HOME.

Dan reports that this trip took about 20 hours total riding time, and accumulated about 760 miles. As you mark up your map, note the nice curvy roads on State Routes 353, 125, 140, 279, 536, 78, 39, 164 and 608.

As we have indicated, your route is entirely your choice. Possible alternate routes include: Out of Marietta, take SR 26 east to Woodsfield, SR 78 east to SR 7 north. From Boardman, take US 224 east to SR 616 north to SR 7 north to US 20 west to SR 2 west.

Whichever route you choose, I hope that you will all join us for this rolling-rally-ride. I think it will be a fun time, and you won't even have to take a day off from work to do the entire ride. Please call me if you have any questions concerning your Club's Heart of Ohio Ride.

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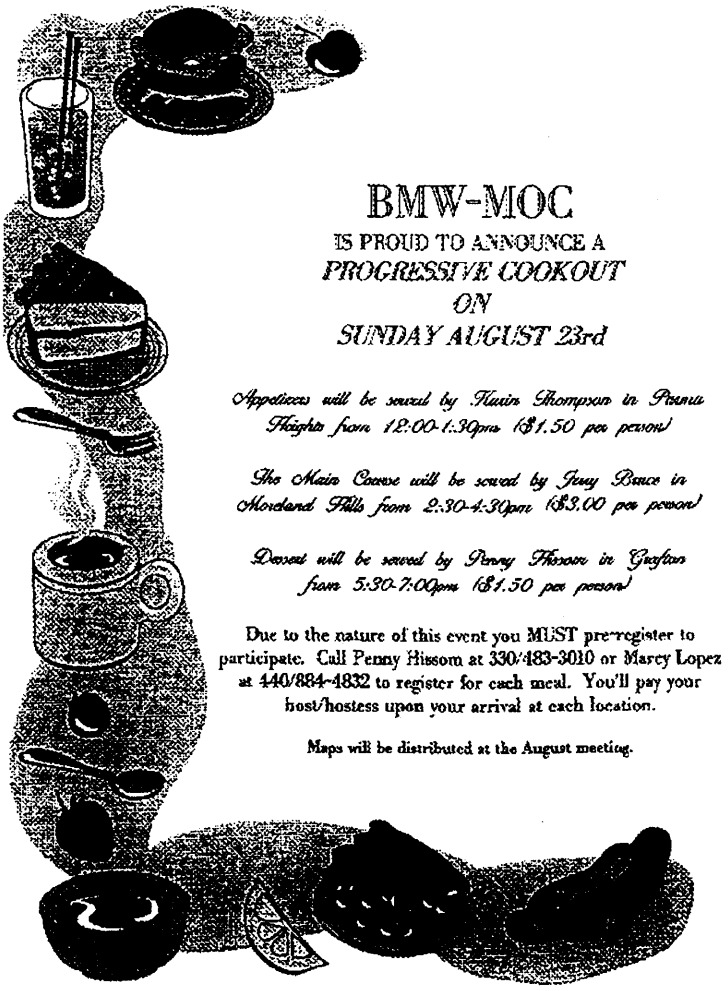

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Bob Wood, CCN Editor	(216)	252-7933

feature...

Motosapien Moments

by Craig A. Webb

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

BEING THERE-

"You just had to be there," is a phrase that describes some of the best and worst moments in life. It also sums up last week's Micro-Rally experience in a nutshell.

"Being there." at the breakfast ride Saturday morning would have taken you on a surprise visit to Nelson's Ledges Raceway for some free practice laps on the track. I guarantee that diving into the tight turns at excessive speeds while your 20 year old bike red lines ever closer to mechanical meltdown is a foolproof way to concentrate your attention in the present moment.

Never mind that the real speed racer Ninja squids were blowing by me like the middle age touring scum that I am. It felt like I was really "doing it!" At least it felt like that until one particular squid dusted me off with his girlfriend riding two up. As Rodney Dangerfield would say- "I get no respect."

Later that day-,"no respect" would threaten to translate into "no turnout" as the rally committee faced the prospect of a lot of leftover burgers with only a couple dozen members present by noon. This perceived attendance deficit percolated through the afternoon augmented by brewskis and bravado until it burst forth with a vengeance during the membership meeting.

It didn't take much, a criticism here, a pet peeve there, and the sharks began to circle smelling blood in the water. Soon a board member was ranting that NOBODY uses the voicemail, NOBODY attends the breakfast rides, NOBODY enjoys the meetings and on and on. The thirty or so people who were at the meeting glanced around looking for this nobody guy but apparently he didn't attend.

It is such a sad feeling to see an organization tear itself apart. People who have been doing all the work become targets of all the blame. Differing interests and age groups divide into armed camps. New members recoil in horror. Old stalwarts shake their heads and wander away in disgust. I could hear that engine again, red lining toward disaster, -only it wasn't my motorcycle. It was my motorcycle club.

It would be so easy to fix these things. A little calm discussion, some new ideas, a few more helping hands. Instead it's all negativity and name calling. More exciting that way - I guess.

The meeting stumbled to a welcome close. There was an uneasy feeling of disorganization, a sense of loss. Dinner was served. Miraculously over 50 people paid to eat, (exactly the number predicted), and many more came and went without eating. The bad blood subsided and the good times began. Squeek's new triumph, Zircon and Barzella's new adventures, Terry Phillip's Magic Science demonstrations and Fast Eddie's

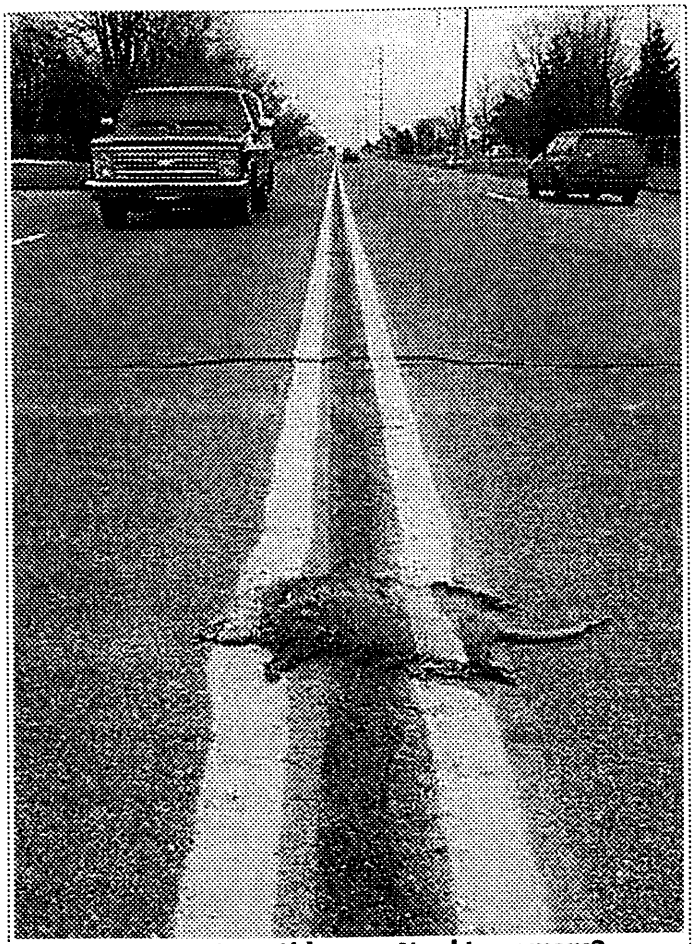
...Motosapien Moments...continued-

new girlfriend filled the remainder of the evening pleasantly. By the time the bonfires started there was a sense of family again.

The next morning the hardy campers among us greeted the day with coffee and leftover desserts. It was the same friendly bunch as always, just happy to have enjoyed another motorcycling event together. The naysayers were still suffering their hangovers. The rally had been a success. All was forgiven - at least until the next meeting.

It's hard to describe this experience of trying to sustain a motorcycle club. This precarious balancing act of sweet and bitter moments. I wish I could explain what it's like. How it feels.

I guess you had to be there.



Harry sent me this one. Need I say more?

For those of you looking for a great place for breakfast on the way to Missoula, don't miss Stella's Kitchen & Bakery, 110 North 29th Street in Billings, MT, serving breakfast, lunch and dinner.. Phone # 406-248-3060. Now that you're in Big Sky country, it's time to eat like it. Save your appetite for Stella's famous cinnamon rolls. They come in two sizes – regular and large. The large are 9" in diameter, enough to feed a small family. If you like pancakes, expect nothing less than Stella's 12" "monster cakes". If you can eat four in one sitting, Stella will throw in a free cinnamon roll. Highly recommended by The Splendid Table on Minnesota Public Radio.

Rally Rear View

by Bob Wood

- Toledo Spring Camp Out '98

If you like quiet camping with an excellent river road to ride check out the BMW Riders of Toledo's Spring Camp Out. Located on the Maumee River is the Mary Jane Thurston State park, home of the outing and many historical river landmarks. I cannot say I enjoyed the Friday night ride to the event until we hit SR 65, south of Toledo. The geographical area between Cleveland and Toledo leaves much to be desired for motorcyclists who seek out the twistiest roads in the country. But, like most river roads, SR 65 proved to be a serpentine strip of asphalt to end a boring ride into the area.

Our camp site was within spittin' distance of the Maumee River. I was told the site was under water a week previous to the event, but it was dry and well groomed when we arrived. The park has one of the few remaining locks which still functions and is being further renovated. Near by Grand Rapids also has a working water wheel mill, restaurants, and gas. This area has a quaint historic river theme setting and provides an excellent back drop for their camp out.

On Saturday, Nancy Cunningham lead a ride to the historic Tony Packo's eatery for a late lunch. This is a famous hot dog and chili establishment in Toledo which many distinguished celebrities have visited.

My apologies to our hosts for our Saturday departure, but I needed to return home before the camp out ended Sunday. The club held a pot luck picnic on Sunday.

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Why: To meet people with the same interests as you. Bring your bikes and big appetites, too. Tell those old lies and learn some new ones.
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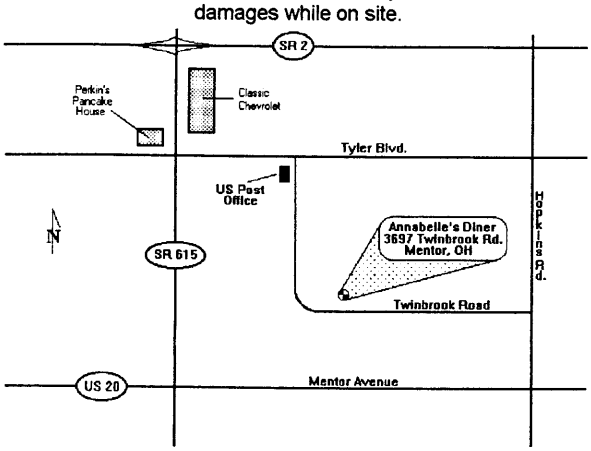

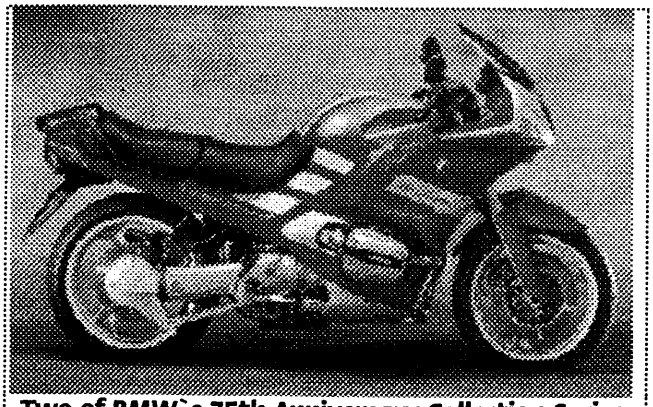

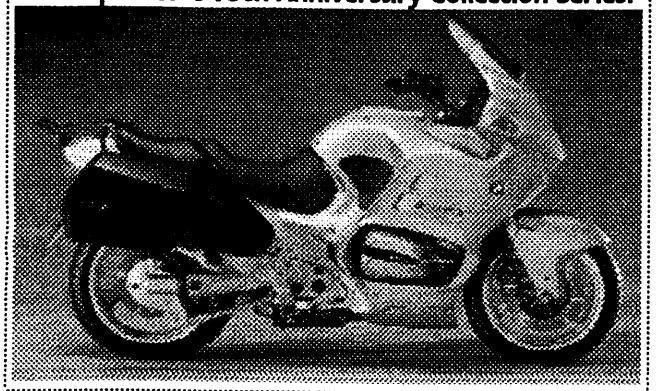

Two of BMW's 75th Anniversary Collection Series.

Internet Bike Purchase

by Eric Simon

As many members know, I recently added a new-to-me bike to my garage: a 1992 K75RT (I know, I'm an R-defector). Don't worry, the R100s is still mine, too. I located and purchased this bike in what I thought was an interesting way that I thought might be of interest to some of our members.

The first thing I did was realize that the presence of little Benjamin Eli dictated the absence of a new R1100RT for a little while (can you say "college tuition"? ... I knew you could). Anyway, I still knew that I wanted a bike that would be a little more comfortable for my longer rides (500 miles + per day), and that would give me enough protection from the elements to extend my riding season without the need for the grin-and-bear-it approach I have been using.

Wide Range of Resources Available-

Recommendations of Club members and from internet friends lead me to decide on a later-model K75RT. Smooth engine, good fairing, and bulletproof, low-maintenance mechanicals. Sounded good to me. ABS brakes and heated grips were my other requirements. While recommendations from the 'net and friends were helpful to this K-virgin, so was a great article on buying a used K-bike written by Ted Verrill, and available at his Web site, at http://members.aol.com/esquireted/kbikebuyingguide970329.htm. Another useful Web resource in my hunt the was Motorcycle Consumer News' Used Bike Price Guide, available free on-line at http://www.mcnews.com/ articles/used.htm.

I had decided (after a few calls) that the MOA Marketplace was too out-of-date, or only had relevant bikes in different time zones. The Internet BMW Riders' (IBMWR) Marketplace (http://www.ibmwr.org/marketplace/) had nothing I liked closer than Texas. I revved up my search by calling or e-mailing most of the BMW dealers in Northern Ohio (as well as the well-regarded Tri-State, in Cincinnati). No luck; the closest I got was a bike at a local dealer that fit my specs, but was sold a few days before (to a member of this Club!). Thus, still enjoying a brief window of opportunity enabled by my wife's lapse of reason in saying "yes" to this purchase, I quickly broadened my search.

Possible Candidate Located-

I posted a short note to the IBMWR list, and received several responses. One of the salesmen at Bob's BMW helpfully indicated that they had 1 or 2 used K75RTs, but indicated that a quick deposit would be necessary to hold one of these bikes until I could check them out in person. Also, Steve Anderson, sales manager of Morton's BMW in Spotsylvania, Virginia, e-mailed indicating that they had one, and expected a second bike that met my specs. Steve noted that pictures of one bike were available on the net (http://www.mortonsbmw.com/used_k.htm) , and that I should e-mail him for details if I was interested. In response

...Internet Bike Purchase...continued -

to my inquiry, Steve said he had not personally seen the lower-mileage bike, but the shop's owner had, and had said it was like new. I was interested in justifying paying the premium that is extracted by a dealer, compared to a private seller; Steve indicated that they offered a 90-day, 50/50 warranty on all used bikes, and had just performed a minor service on the bike, including changes of all fluids. I appreciated his non-pushy approach, and since Steve had been a participant on the IBMWR for several years, I felt pretty comfortable dealing with him. Since I knew that I was scheduled to be in the Baltimore area in the following few weeks, Steve agreed (for a modest, refundable credit card deposit) to hold what I considered to be the better of the two K75's until I could get there for a test drive.

450 Miles for an In-Person Inspection-

After an anxious several-hour drive to Spotsylvania (from Baltimore), I was able to inspect the K75RT, and take it for a 10-mile ride. Body and engine looked clean, it had ABS and an electric windshield, and the odometer showed only 7,900 miles. Luckily, even though it was still late February, temperatures were in the high 50's, and I quickly shook the winter non-riding cobwebs and enjoyed the too-brief ride in the rolling hills of Northern Virginia. While very different than my 1981 R100, I decided that I could get to like the rather bland, but highly efficient nature of that bike.

Returning to the dealer, it was time to talk turkey. The bike had had a recent service at Morton's, and did not need any work to be ready to roll. I did not think that the tires, which were original, would be adequate, even though there was some tread left. Six year old tires are a little ripe for my likes. In addition, the bike did not have heated grips, which I really wanted. After a little horse trading, Steve agreed to give me a good deal on new tires, install the heated grips, and still keep the price of the bike slightly below their asking price, which was right at the level suggested by the Motorcycle Consumer News used bike price guide. To me, it was not a spectacular deal, but it was definitely fair, which was enough for me. We arranged for me to pick up the bike in early April, and I hopped back in the car to rush back to Baltimore to resume my baby-sitting duties.

The Pick-Up-

Enjoying mid-seventies weather we had in Cleveland in late March, I made plane reservations to fly to Baltimore in early April. I arrived to predicted low 50's and steady rain. After an overnight stay at a friend's house, another member of the IBMWR picked me up and drove us down to Morton's. As it was raining and chilly, Steve had pulled my "new" bike into the showroom so that I could give it a final once-over, and prepare it for my trip home. I attached the bracket for my Walkman with no problem, but discovered that the Eclipse tankbag that worked great on the R-bike was way too wide for this K. This dilemma was resolved after one of the parts guys rummaged around in the back and came out with a used, but very clean Multivario tank bag. *Sold* ! Being from Cleveland, and not accustomed to being in a BMW dealer with lots of neat BMW and aftermarket accessories, I had a good time looking at all the stuff I would get "some day" -- a Fuel Plus; PIAA lights; Hyper-lites, etc. What caught my eye, however, were the BMW Boots, whose Gore-Tex looked like it would be handy on my unavoidably wet 8+ hour ride home. Made giddy by my 10% bike buyer's discount, and with my already white-hot Visa card in hand, I slipped a pair of those babies right on.

The Trip Home-

Following this little buying spree, and after completing a stack of paperwork, I packed up and headed out into a now 45 degree afternoon, under a heavy, gray sky. I took it easy for a while, to break in the new Dunlops, and to become more comfortable on this new machine. After the first couple of hundred miles, I began to settle in, and turned up the speed. The Pennsylvania turnpike would not be such a bad road if it was not for the troopers hiding in all of those sneaky turnouts. This whole time the temperature was slowly dropping, and I really began to appreciate the heated grips and the heat from my electric vest. Just to see how chilly it was, I turned off the vest and grips for a few miles. Within minutes, my teeth were chattering. There is no way I would have made that 450 mile trip in one afternoon without this electrical assistance. A few times I thought about finding a motel and finishing the trip the next day, but the pain in my Visa, and my desire to see the new rug rat back home lead me to press on. Gas stops were quick, with me chomping down granola bars while filling the tank. Being a K75 novice, I paid heed to that stupid red light that said to gas up at 140 miles. I know better now. The looks I got from people shivering in their winter coats at the gas pumps confirmed that it would have been way to wussy to stop just because the weather was "unpleasant." When people looked at me like I was nuts, I was sure I was doing the right thing.

As you can tell, I survived, and decided that I really did enjoy my little break-in ride. I felt that at the end of my first real ride of the bike, I was quite familiar with it, and was set for the coming riding season.

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1998 BMW Riders Association International Rally
August 27, 28, 29 & 30, 1998
RA's Berkshire Mountain Weekend
Hosted by the BMW M/C Clubs of New England

Membership Survey '98

The results are in and we now can estimate who is planning on going to what this year. A total of 96% of you (more than 120 members) cooperated with this poll and we *thank you*. The greatest interest clearly was with the Fall Gathering. 64% of you (77 members) are planning to attend. The first question was: "This year I am planning to attend-", and the responses were:

Event	Yes's	Total #
Tune Up Clinic	43%	52
Micro-Rally	49%	59
Charity Ride	31%	37
Fall Gathering	64%	77
Holiday Bash	55%	67

I informally asked a few members what most attracted them to the Fall Gathering and the popular reply was the location, time, and facility (at Whispering Hills, Shereve) which I heard the most.

On the subject of the Club Voicemail, two questions were asked:

Question	Yes's
1) Have you ever used the voicemail?	34%
2) Should the Club continue this service?	50%

Many members left this one and the next question, regarding our Web-page blank. You may find it interesting that 20% of the members who did not ever use either of these services, still thought it was important to provide those particular services for perspective and current members.

In regard to our WEB page we asked if:

Question	Yes's
1) You have ever visited the Club WEB page?	31%
2) Should the Club further develop their WEB site?	47%

Also, for the first time we provided you with a place to provide an e-mail address.

the Fall Gathering
at
Whispering Hills Campground
October 9,10,11

(registration begins at 5 PM on Friday)

Friday – Chili (till it's gone), bread, butter and drink
Saturday – BBQ chicken, baked potato, salad, roll & butter, beverage, and a hot apple dumpling
Continuous coffee, Sunday morning donuts.
For a minimal fee breakfast & lunch are available on site, too!

Good roads to ride, campfires and camaraderie–join us for the last BMW MOC camp out of the year.

Friday thru Sunday $20/ Adult $9.50/Child
Saturday - Camping & Dinner $12/ Adult $6/ Child
BMW MOC Saturday Meeting 4 PM with dinner $9
Saturday - Day Pass $2 (campground required)

classified section

'91 K100RS 16v with ABS, 32K, Black, Corbin, dealer only serviced, never down, always garaged, well taken care of, excellent shape. New rubber front/back end of last season, oil changes every 3K Moving out of country forces sale. $7,200.00 Michael Ujcich, E. Cleveland, OH. Contact Eric Simon for more information.

'85 Denipre 650cc (Russian) side car rig. '78 (Mike Hailwood replica) Ducati, 900cc (RARE). These bikes are from the estate of Kirt Zautner. Call Vince at 440-964-9812 after 6 PM.

'81 Ducati 500 Pantah (first year for belt drive). Stored for 8 years. Fresh motor, many new parts, looks new, great condition! $5,000. Alex at 330-872-3832.

'75 R90S, 47K miles, dual plugged, Progressives, Dyna 3, Lesters, Krausers, new tires and battery, extra seat, Hannagan optional. $4500 firm. Also, '73 Triumph Datona 500, 10K miles, excellent condition, $2800. Call Vince Grippe at 440-964-9812 after 6 PM.

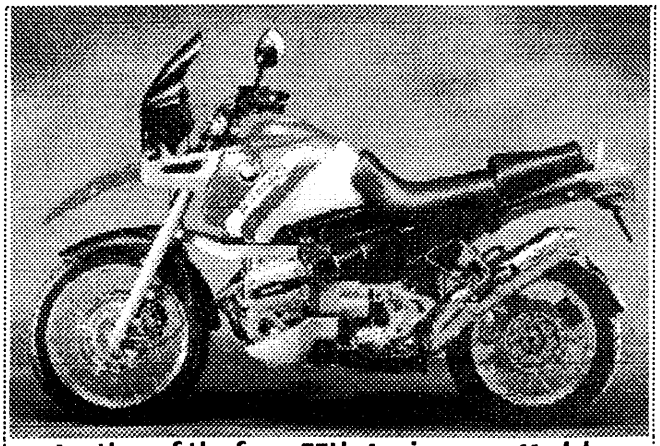
Wanted: Motobecane Mopeds. Call Alex at 216-671-7625.

Wanted: Looking for people interest in "riding as a group" to local events and Sunday morning breakfast. Call: 440-235-1272.

For sale or trade: Luftmeister 2-into-1 exhaust system - complete - from 1984 R100. Want a stock exhaust system for same. Call Harry at 440-243-0115

Eclipse tank bag, large with 2 side pockets. VGC. Works great on R-bikes. Needs mounting straps and removable pouch (easily obtainable). $35.00. Eric, at 514-1100 days, or emsimon@rrglaw.com

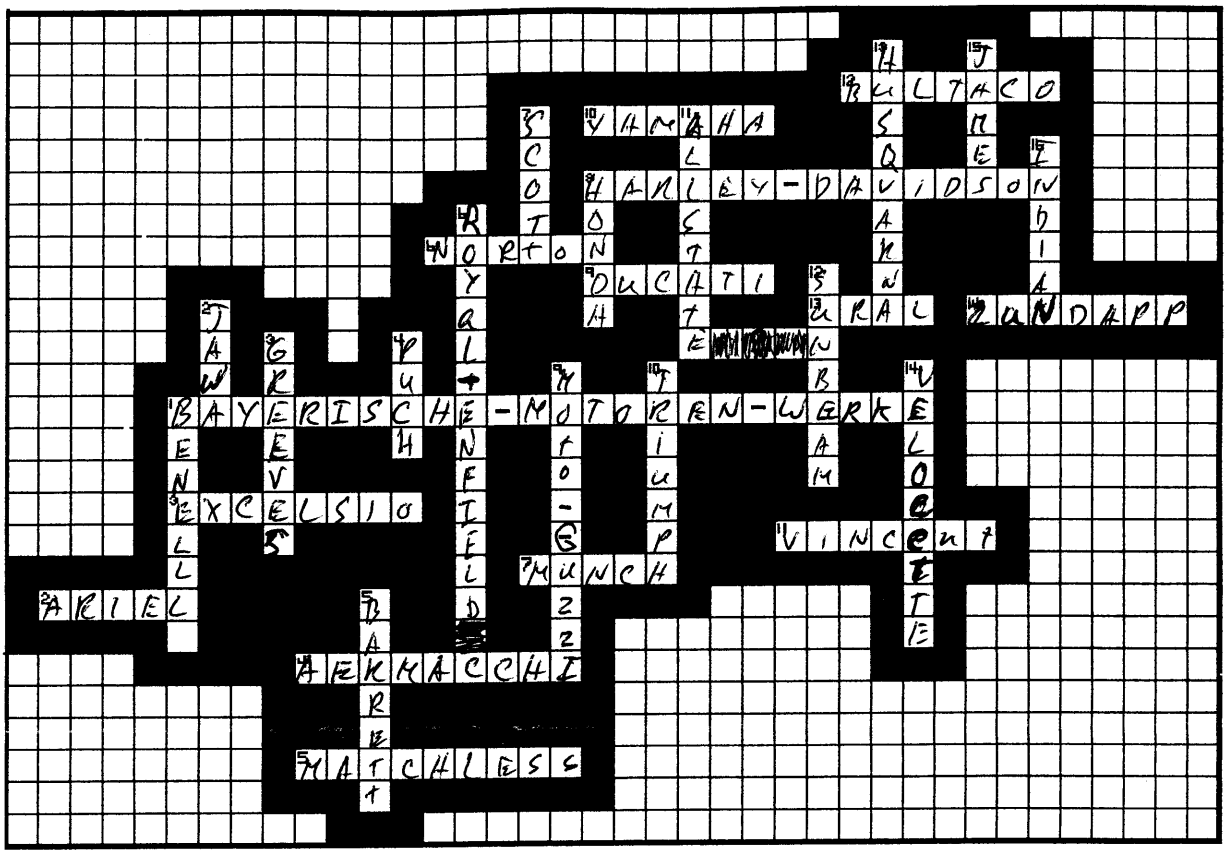
TELEPHONE NUMBERS LISTED ABOVE ARE LOCAL CLEVELAND (216 AREA CODE) CALLS UNLESS AN AREA CODE IS INCLUDED. CLASSIFIED ADVERTISING IS FREE TO CLEVELAND CLUB MEMBERS. IF YOU WOULD LIKE TO PLACE AN AD CALL 216-556-0196 AND LEAVE YOUR INFORMATION IN THE "BULLETIN BOARD" SECTION OF THE CLUB VOICE MAIL SYSTEM, OR MAIL YOUR AD TO: CCN CLASSIFIEDS, 4257 WEST 130th STREET, CLEVELAND, OHIO, 44135-4869, OR FAX AT 216-251-5329 OR BY E-MAIL TO: bmw01bob@concentric.net, OR CALL 216-252-7933 AND ASK FOR BOB.



Another of the four, 75th Anniversary Models.

Motorcycle Makers Crossword Puzzle

by Craig A. Webb



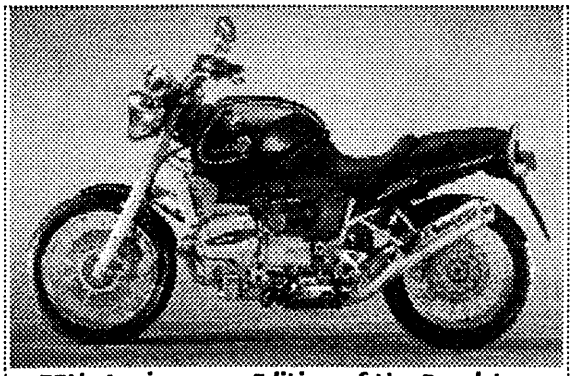
ACROSS

1. The True Meaning of BMW
2. The Square Four
3. Part of the Schwinn Empire
4. The Italian Harley
5. "Without Peers"
6. Creators of "featherbed" frame
7. "The Mammoth"
8. The Oldest Surviving Maker
9. "Desmodromie"
10. "Crossed Tuning Forks"
11. The American Puch
12. "Thumbs Up!"
13. A Mountainous Bike
14. Formerly Biggest in Europe

DOWN

1. The Six _____ Brothers
2. The Pride at Prague
3. Bert's Motocrosser
4. The Pride of Graz, Austria
5. Francis _____
6. "The Regal Rifle"
7. Early Water Cooler
8. Soichivo's Dream
9. "The Goose"
10. "Victory"
11. "The Black Prince"
12. The opposite of Moonlight
13. Sweden's Pride
14. "The Viper" and "The Venom"
15. The Famous _____
16. "The Chief"

Answers -- Next Issue!



75th Anniversary Edition of the Roadster.

the Cleveland Club News -- Summer Issue !!!