Cleveland Club News

BMW Motorcycle Owners of Cleveland, Inc.

SUMMER 2001

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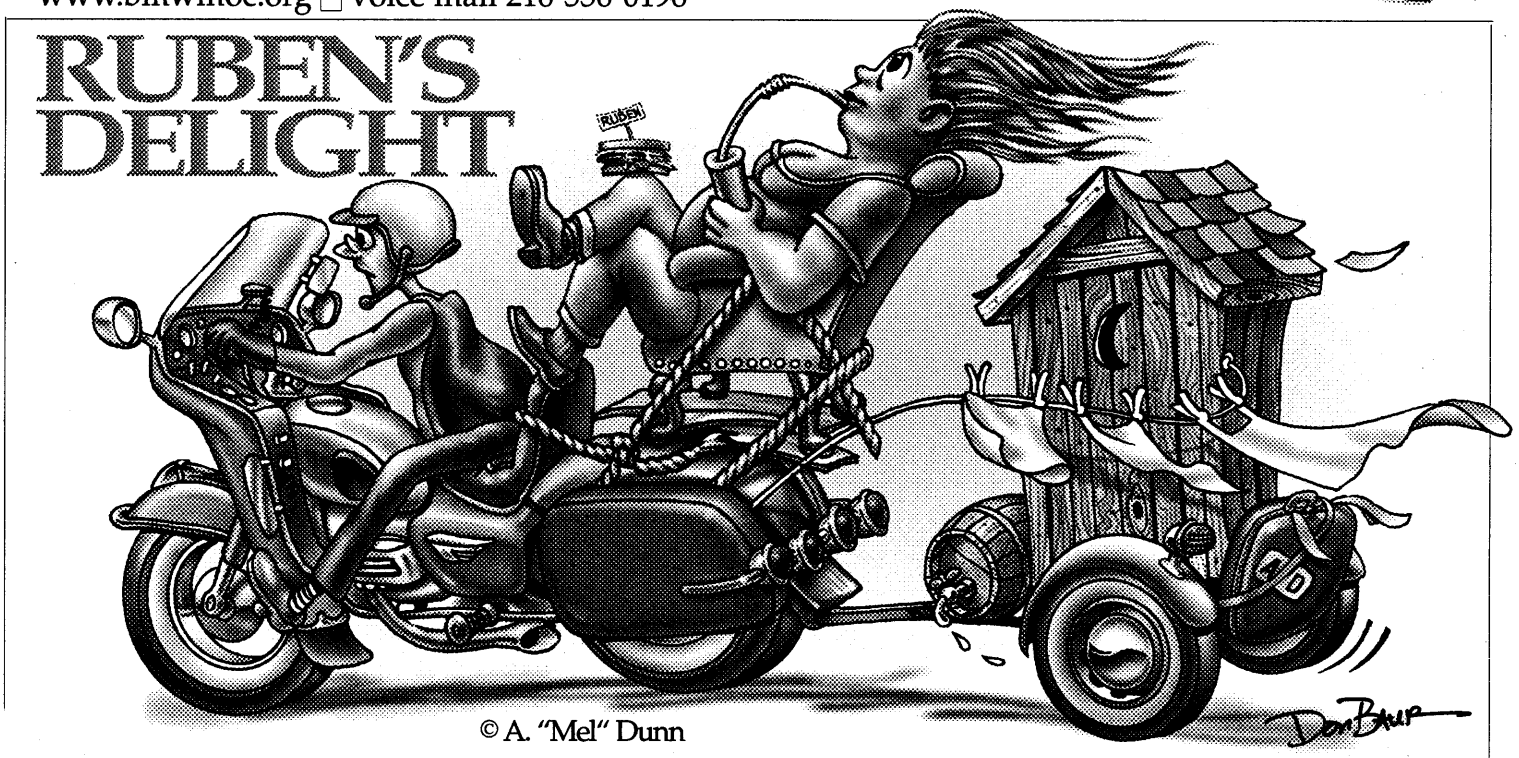

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Clem called and two hours later we were at Restaurante Possibilities discussing motorcycles, as metaphors for life.

He knew I liked my '83 R100RS a lot but still wondered what was my favorite bike. He was baiting me with the ethereal question. What if, what if. We'd done this dance enough times we could debate either side.

"Look" he said, "I know about the excellent reliability and that you can take the bike apart on the side of the road with the stock tool kit. I know you find it comfortable cause it has a cushy ride, nice wide flat seat, plenty of leg room and a seat height 32.5" above the ground. And it's "Cycle World" editor and guru, Peter Egan's favorite bike."

"And" I added, " it's light enough, you can pick it up if you drop it, it's great to look at, has classic lines one can study for hours, from many angles, a drive shaft, wonderful, racy full fairing to hide out behind, a glass-covered headlight reminiscent of a 1963 Jaguar 3.8 XKE, a 6.5 gallon tank, (not 6.3, actually 6.5 !) and gets over 50 MPG at 70 MPH. That's 320 miles before you hit reserve from one elegant looking gas tank.

See that trend setting, handsome, R90S style seat cowl from the rear, and how the pipes sweep up from the cylinders and carbs, past the twin shocks. Or the view sitting on the seat, looking down at the offset cylinders as roads rush by below in a sea of black.

The instrument cockpit complete with a clock is lit at night in soft light green, reflecting beneath a Messerschmitt ME109 canopy style windscreen. This bike is art, a designer's nirvana. So much to hold one's interest as you study it over and over, in a warm bunkhouse, sipping green tea on wintry nights. A new curve discovered here, a possible insight there, as to what the designer hoped to accomplish 24 years ago. How he must have fretted waiting to see if, an adoring public would receive the first ever, factory full-faired bike. Would they accept his vision? Would they see the beauty in it.

If only he knew then, that museums like The Guiggenheim would line up BMW R100RS' next to R90S' and /2 Earles fork machines as examples of artform expressions of beauty in motorcycles, he might have rested easier that night after the RS's public introduction in late 1975. Little, before or after, would equal. They were Renoir, Degas, and LeTrac, Romantic Impressionists, expressing their craft in motorcycles."

"What about the K bikes, LT's, RT's, Goldwings and Ultra's?" said Clem.

"Definitely Rubens," I proffered. "Definitely Rubens. The new 890 lb. bikes remind me of a caricature of the book, The Accidental Tourist where the rear passenger is sitting in some armchair riding along, so as if to feel like they never left home. Never heard anyone describe these bikes as 'gorgeous.' My Hyundai Accent has better lines, better heat, and I can hear the radio at 70 MPH. It only cost $7,500.00 out the door, has a 10 year warranty, and gets over 35 MPG. I can change a tire and be on my way if I get a flat. And even go in reverse without putting my foot on the ground." Although, I've seen people handle K bikes like 250 Yamaha racers.

"So what's your favorite bike?" he asked.

"I don't know Clem, I like the SV650, but, I'm still kind of taken with the lightweight rocket 84-86 GPZ 900 Ninja series. They're a kick in the pants. Although, on a back country road, I like the little '70 Honda CL 175 too. At 275 lbs. wet weight, 10,500 RPM redline, and a top speed of 84 MPH, it's a gas. You can almost stay the Ninja in tight, diminishing radius, twisties. Remember, like a chick between the sheets, to hold my interest motorcycles have to be FUN, FUN, FUN. Fun to look at, fun to listen to, and fun to ride. Or who needs them.

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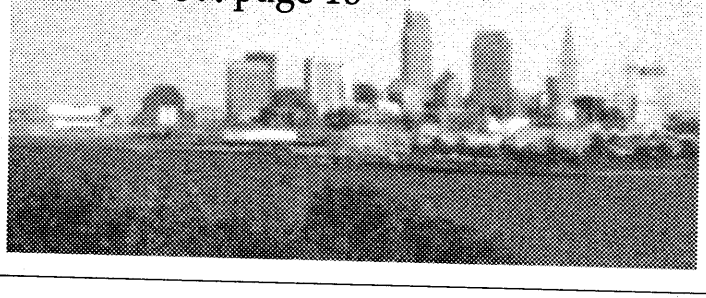

By George

I want to start off with getting a couple of things off of my chest. With 1 1/2 years as President of this club you would think that the lack of participation of its approx. 100 members shouldn't amaze me - but it does. The Club Event Planning Meeting held at my home on 4/22 proved to be a huge disappointment. Road Captain Squeak, Bob Shelton and I (yep, 3 people) found ourselves in the position of planning events for this Club for the second half of the year. Squeak has busted his ass as Road Captain for a long time to come up with various types of events to satisfy the various personalities and interests of his fellow members and yet his efforts go unappreciated with poor attendance. Last year's Dealer Poker Run was one of the rare exceptions. What does it take to stir up some participation (or even a hint of interest) in the members of this club? Remember this is not my club - it's our club and it is only as fun as we all make it. If the club isn't doing things that you would like to do you can only blame yourself.

As most of you have probably noticed by now, I don't follow Roberts rules very closely. This should come as no surprise to anyone since I stated this fact from the day I was elected President - and the Membership Handbook says I don't have to. The Handbook states (and (I quote) "Board, committee, and club meetings will be conducted along the lines of Robert's Rules of Order. That is, the officer (which is me) or the committee chairperson who is conducting the meeting may relax the rules of order or require strict adherence at his or her discretion in order to promote the smooth, efficient, and friendly conduct of the meetingî.

I follow a very simple rule - the acronym is KISS which stands for "Keep It Simple Stupid". I bring this up because of what took place during the May membership meeting. I just wanted to see how the membership in attendance felt about an idea that one of our club members had come up with which was for the club to match the funds raised by club members for a charity. All I wanted was a discussion - no vote, no commitment - just a discussion. The next thing I know people are making motions and asking for a vote to be taken. A simple question turned into a debate and some members even seemed to be getting upset. The friendly part of the meeting was getting lost in all of the politics.

I know some of you will probably disagree with me so, in November, run for the office of Club President and do things your way. For now, I'm President and simple and friendly is how I will try to run things.

OK, I've vented and I feel better for it. I'm not trying to piss anyone off - I just needed to clear the air.

After what seemed to me to be an endless Winter, Spring is finally here and the riding season is in full swing Great weather accompanied our first outdoor membership meeting of 2001 which was held on Thursday 5/3 at Strawberry Lane in Willoughby. I was glad to see so many people show up. Hopefully our attendance will continue to grow as the weather continues to improve.

The Russell seat I ordered in December arrived in mid-March and is better than I had dared hope for so the trip to Redmond should be comfortable for Marcy and me. Russell tells you up front that youíll have to put 500 miles in the saddle before it's "broken in" and that proved to be true. I recommend to anyone who's looking for a new seat to check out Russell. Once, again, Dan Frederick steered me in the right direction with accessories!

The Tune-Up Clinic held on April 21st didn't have quite the turn-out that we had last year but the weather didn't cooperate with us as it did last year. I want to thank everyone who did show up and I hope you had an opportunity to meet some new people and get some work done on your bike if that's what you went for.

I would also like to thank everyone who attended the Open House held at (Terp) Cobb's H-D and BMW Repair Shop a few weeks ago. Terp was a gracious host and was more than willing to help everyone he could.

I had an opportunity to meet some new club members, some perspective members and to see a few familiar faces, as well. Terp, thanks for the refreshments and for opening up your shop to us!

At the February membership meeting Marcy asked for some suggestions for the upcoming Holiday Party and here is how the majority of those in attendance responded:

The party will, once again, be held at the Victorian Party Center in Euclid, Ohio. The party will be held on Saturday December 1st.

Gifts are not appreciated as much as the club subsidizing part of the per person cost would be so I would suggest that the Board take that into consideration.

Votes for hiring a D.J. vs. not hiring a D.J. as well as inviting kids vs. not inviting kids were both split down the middle so these issues will have to be addressed some time prior to the invitations being mailed out. Please give these two issues some thought.

Well, that's it for now. Safe riding!

Money Of the Club

(MOC...Spend It)

by Bob Wood

Excuse me for thinking I belong to a motorcycle club! Admittedly, I have missed a meeting or two over the last few months, as I have been trying to reorganize my personal life and business. I was shocked at the May meeting and came to realize the tone and flavor of the MOC seems to have drastically changed. Perhaps being away for a while cleared my vision enough to see what the powers to be have as an agenda. Spend our funds for their favorite charities and set aside the purpose of this club.

As an original founder of this wonderful organization, I had the privilege of helping write our By-laws, and consequently, when a meeting or discussion hits a snag, all eyes turn to Woody to clarify the intent. I usually dig out my Membership Handbook and quote verbatim, the relevant section. Let me refresh your memories regarding the purpose of our club as stated in our By-laws: "The Club is formed for the purpose of providing friendly association among owners of BMW motorcycles and others through the simple organization of meetings, rallies, instructional classes, a club newsletter, and other events of common interest to motorcyclists and motorcycling". It further states: "It is the intention of the club to promote and improve motorcycle safety, awareness, and public image".

You could take up the argument that the March of Dimes Ride (promoted as Riders Performing Miracles) not only improves our public image, but also is an event of common interest amongst motorcyclists. I view this as a way for the buzzards to look like eagles. In order to have any support, the MOD Committee has had to employ scantily clad big boobed babes and beer at the end of the ride with a band or no one shows up. Wouldn't it be much better if we just wrote a check so 100% of our money would go to saving the poor babies? And what kind of public perception is there of the thundering procession which interrupts traffic patterns throughout our quiet communities on a Sunday morning. It certainly turns heads and provides media coverage. Is this the image BMW motorcyclists want to portray? The only miracle about it is that the MOD continues encouraging this nonsense. This is only one example of what our recent leadership has forced down our throats. I have never heard one member make the suggestion at a membership meeting for the board to investigate ways to spend club funds on charity. Rather it has been the board that has constantly brought this to the membership to swallow. Who is working for whom?

Tell me, what does motorcycling in a social circle have to do with donating to charities anyway? If you answered "nothing", then you came up with the same answer I did. For the past five years I have watched our leadership commit us to organizing and participating in various events, rides and just plain contributing to charitable organizations -- to what avail? Did this practice boost the public image of BMW motorcyclists? I know this may rub some of you the wrong way, and it may make me seem somewhat cold hearted, but the air needs to be cleared. Folks join a motorcycle club to be with other motorcyclists, not with other charitable contributors. This is not a function or the intent of this club. Perhaps those pushing these venues should consider another type of club so we can get on with the business of having fun riding our bikes.

Who has really benefited? No doubt, it is a feather in the cap for those who sit on the various boards of these organizations, but did it do our club any good? Sure it did. It made those members who forgot to write a personal (tax deductible) check to their favorite charity feel better through association. I think we would have been better off sponsoring a motorcycle awareness announcement on a local radio or television station in springtime to draw attention to our renewed presence on the roads. We might have saved a motorcyclists' life or two. That would have made me feel better -- especially if it was my life or that of someone I know in our club. Hey, maybe we should sponsor a "Look Out for Deer!" Campaign during rutting season to benefit all Ohio motorcyclists. The list could go on and on for improving public perception and awareness. So far I haven't heard one suggestion like this at any membership meeting.

Our own By-laws clearly say, "Unless a decision has been specifically delegated to the board, board responsibilities are limited to considering issues, soliciting and

developing alternative solutions and implementing the alternative selected by a membership vote". (Italics by author.) Nowhere have I read they are responsible for finding ways to spend (what they consider excessive) funds in our treasury. It does say specifically, "All club operation decisions are reserved to the club membership unless specifically delegated by these By-laws or by a club vote". They railroaded a $150 donation through at the May meeting with barely a quorum present. I still fail to find the clause that says, "Each board member may use the hard earned kitty of the club to donate to their favorite charity". I keep reading, but can't come up with this meaning from our founders. What I do read from them is ride, meet new folks, become wiser and ride safer together, and at the top of the list is have fun. Sounds pretty simple, and that was the way it was intended.

It all boils down to; what is the MOC all about? When the club coffers were sparse there was no decision to be made. The next few dollars which came in were slated to publish the newsletter or for pop and coffee at the next outing. Over the past ten years sound fiscal management and innovative ways to provide a comfortable cushion for the Club's finances have put us in a position where some eyebrows have risen with comments about having too much money. Add to the mix, the power of the all mighty dollar, some good intentioned people in places of authority, and we have come up with an emotional quagmire where one should not exist. Dozens of people have donated thousands of hours over the years to put us in this position. It should not be up to a hand full of special interests to decide where the money is spent. It should be up to the membership since it is their money we are talking about anyway.

THE MECHANICS OF MEETING

By Craig A. Webb

The nature of the BMW Motorcycle Owner's of Cleveland membership meetings has gone through an extended evolution since the club was first established. Initially the club had few members who were mostly friends or acquaintances of each other to begin with. This tended to produce a very informal sort of meeting. The first ones I attended occurred in the basement of a West Side bar and included large screen viewings of Star Trek Next Generation episodes either before or after the festivities. I remember King Ralph sitting back enveloped by his customary haze of cigarette smoke conducting what was more of a bull session than a formal meeting.

The relaxed nature of these meetings did not mean that things were not accomplished. After all, the bylaws, both major club rallies and the eventual expansion of the club were all engineered during this period. It was just presupposed that agreement and compliance would not be difficult to achieve among such an intimate group.

As the club grew and the bylaws were refined a more formal process was established. One supposes that this was necessary because people were no longer as familiar with each other, and the numbers of people present at a meeting increased to the point where overly long and unruly sessions were possible if some sort of order was not maintained. There was also the issue of a change in officers as the "Founding Mothers and Fathers" of the club stepped aside allowing other voices to be heard.

The current format, borrowed loosely from Robert's Rules of Order was established and became the basic outline of how our meetings proceeded. It must be said that this format has been adhered to in various degrees depending on the circumstances and personalities involved. I don't know the last time the minutes of a former meeting have been read aloud. I certainly don't miss it and I doubt anyone else does either. Officer reports have dwindled to single sentences, such as, "I have nothing to report." and road captain reports have often been little more than a reading of the Newsletter calendar. This is not necessarily bad, but it does indicate a certain lack of enthusiasm if nothing else.

It must also be considered that at this same time a certain dissident opinion began to form among some members that held that meetings were not as "Fun" as in previous years. It was charged that there we too many "Politics" being played and that the meeting were too long and too formal. Usually these criticisms came from members who harked back to the beginning days of the club and were therefore some of our most long-standing members.

This is a hard charge to refute. Certainly club meeting should be interesting, enjoyable and fun. Otherwise members will certainly abandon club meetings and the club will cease to exist. The subjective nature of what is interesting and enjoyable for which members invariably comes into play. Those requiring a rollicking "party" atmosphere at all gatherings will inevitably be disappointed. (We are not as young as we used to be.) But certainly a pleasant, convenient setting accessible by a stimulating motorcycle ride and including a liberal amount of socialization time before and after the meeting is important. I believe the conversation in the parking lot is at least as important as the discussion at the meeting.

The "dinner" aspect of our meetings is another factor, which has become a central part of the process. Certainly this is meant to be an enjoyable part and to add to the "fun". However it can also be a distraction especially during the winter months when restaurant service or the lack of it can have a disproportionate effect on the meeting's success. This dinner aspect is not called for in the bylaws in any way and probably is largely a result of the time period when the meeting is usually held. We as a club might want to review this dinner/meeting aspect and give a little more thought to its' overall effect on the club.

Eventually a certain amount of "business" must be accomplished and it is the handling of this portion of the

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meeting, which is often sited as overly long and lacking in fun. I personally believe that this is largely a matter of the presentation and attitude of the person presiding over the meeting. I personally can remember many long and even rancorous meetings that were handled with a certain humor and flair and were enormous fun - and very productive. I can also remember some that were short and unproductive but that still bored me to tears.

It is a sort of a show after all. If the person or persons presiding are upbeat, organized and efficient, things should move along quickly and not tax anyone's patience. However, if the presentation is haphazard, unenthusiastic, apologetic or even dismissive then it is no surprise that this portion of the meeting is perceived negatively by the membership.

The guidelines of Robert's Rules of Order and the Bylaws of the club are not meant to be cumbersome or difficult. They are meant to streamline procedures, clarify responsibilities and mitigate any negative effects of favoritism, cronyism or dictatorial tendencies, which might otherwise mar club decisions.

At the May Membership meeting at Strawberry lane voting procedures were handled so dismissively that it became almost impossible to reach a valid decision on an important financial issue placed before the club. I, as the secretary still do not know who actually made the initial motion or exactly how it proceeded to morph into what was actually passed. This was an important issue, which as you probably have already gathered from other writers in this Newsletter could be a divisive problem for the club.

The way the vote was handled may be more divisive than the actual issue as it left a definite bad taste in people's mouths about the process no matter which side of the actual issue they were on. This is not a desirable trend.

Dissatisfaction, apathy and rancor can grow from many quarters in an organization. It can proceed as easily from too little control as from too much control. Right now I feel we need to recommit as an organization to the entire process - both the "Fun" part and the "Business" part. This may be difficult to achieve as authority has passed to a group of officers, (including myself), who are somewhat less enthusiastic then they were previously. New blood may be called for - or at least new energy.

I'd like to call for the entire club to pump up its' positive energy a notch to ensure a successful riding season. Let's make the Fun parts even more enjoyable and the business parts as upbeat and efficient as possible. It is not a lot to ask form a club as large and active as ours, but it is necessary if we want to continue to be that way.

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WR Sidecar Rally Rear View

by Bob Wood

The Western Reserve BMW Club hasn't lost their touch for putting on a first class event despite how long it has been since their last rally. After a lengthy hiatus from scheduling their famous sidecar rally, the Western Reserver's have brought back this fine event and scored high on many counts. The rally site (Whispering Hills Campgrounds, near Shreve, OH) selected is one of the favorites among Ohio BMW riders since it is nestled in the heart of Amish Country with some of Ohio's finest scenic roads nearby. The rally committee did a bang up job of publicizing the comeback event and preparing for a crowd.

I had a good feeling about this event, as I was about nine miles away when I saw the first sign directing us to the site. It was well marked and no one should have had a problem finding it. Registration was sweet and simple. Everyone got a bag full of goodies including a blinking light gizmo, side stand foot, rally cooler cup (with a matchbox car), and more. There was a table full of literature, rally flyers, and tour maps of the area. Coffee, tea, hot chocolate, and firewood were available all weekend.

You were welcome to camp nearly anywhere on the property, however most of us choose the top of the hill near the group fire ring. This proved to be the best place to see all the unique side hacks and find their owners for the traditional interrogation. Riders came from many states including Florida, Indiana, Michigan and many more. Although they were prepared for a larger attendance, the numbers only hit slightly above 75 at registration. Fowl Friday weather would have been the reason for local area riders to be hesitant. I did notice Saturday brought in many more Ohioans.

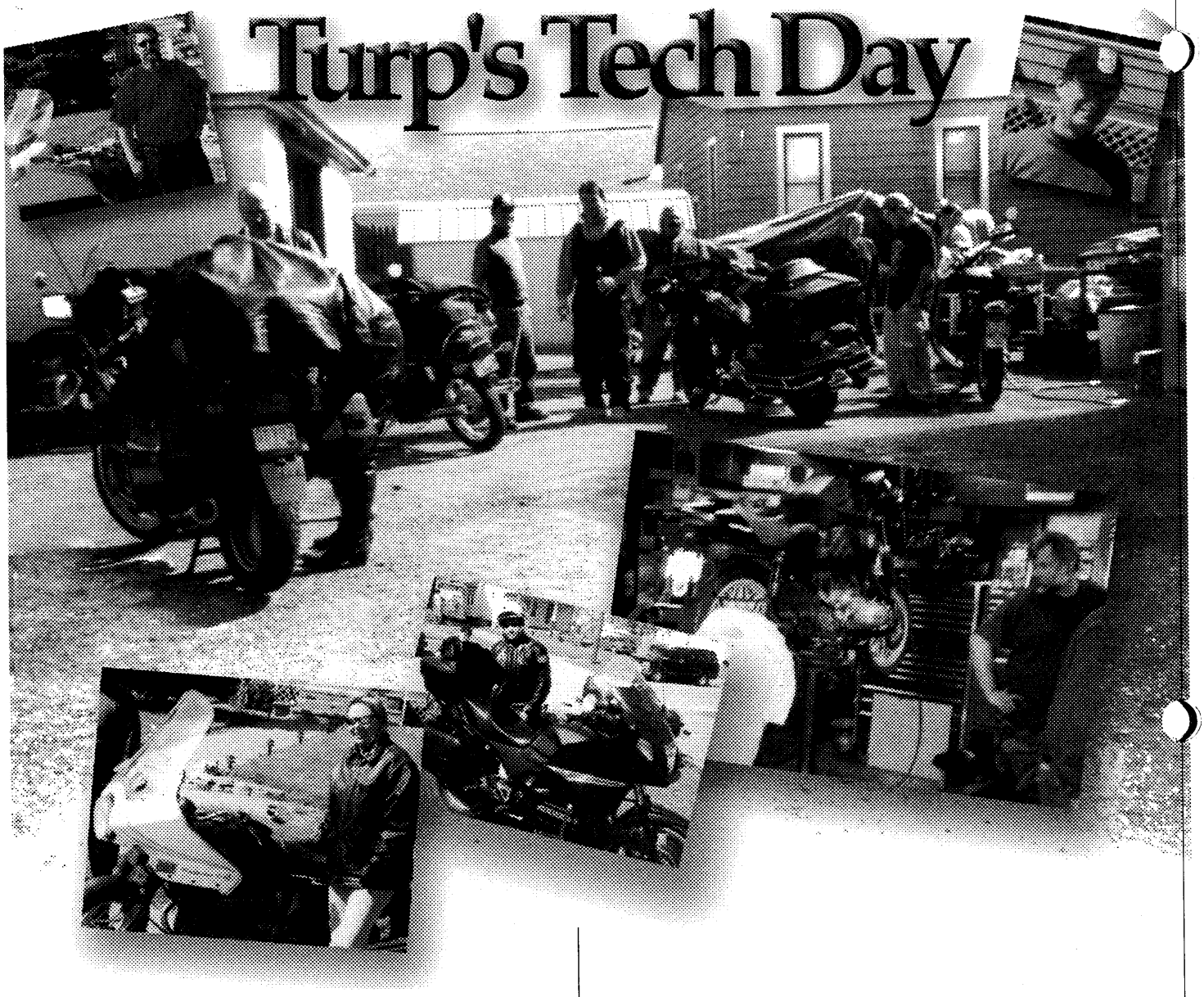
The Saturday awards ceremony was certainly a surprise as everyone got at least one door prize to take home. It also included a tribute to WR 's late member Steve Dumek, to whose honor this event was dedicated. Steve's widow, Betty was present and understandably found it hard to hold back the emotions of the moment. Trophies, pictures, and memorabilia from Steve's rich motorcycling life were arranged on a table in his honor. We all miss this icon of the sport and took a moment to remember him.

A DJ in the restaurant pavilion followed the awards, however the top of the hill fire ring turned out to be the popular place to be on Saturday night. The local preteen camp rats found our DJ the highlight of their evening and I was told the entertainment would probably be cut from next year's agenda.

The Ole Smokehouse Restaurant, right in the campgrounds provided your choice of BBQ chicken or ribs for a reasonable cost on Saturday night. They also had breakfasts and lunches if you didn't want to leave the grounds. That is just one more convenient feature of this location. The food is always good and the apple dumplings -- well, they are not to be missed when you go there.

It was a good event and I'm glad to see it come back. I think they will have better attendance next year, when the word gets around about the facility and work that was put into it by the club. I know Steve Dumek would have been proud to see this fine tradition continue.

Turp's Tech Day



April 29th, 2001 Cobb HD & BMW Repair Lorain, Ohio

By Fred Presler

Aside from an overturned Brink's truck or maybe the Swedish Bikini Team, just what could bring out 40 or so enthusiasts on a sunny but slightly cool Sunday to Lorain? You guessed it, Turp Cobb's 2nd (I think) Annual Tune Up and Tech Day at Turp's repair facility in Lorain.

Turp, the consummate host, had space, grills and coolers available to those who came to kibbutz, and lifts and tools for those who came to actually work on their bikes. Turp even had Digger, his veteran mechanic available for the tougher technical challenges that might come their way. Next year though I'm donating a coffeepot.

This reporter arrived midday to a sizable but genial crowd enjoying sun and looking forward to the full time riding season. Being my first BMWMOC event, Turp was really the only other member I knew. After suffering a few digs about my old K bike from the R bike crowd, differences were cast aside in the name of brotherhood and they let me up. It helped that my previous R bike ownership was acknowledged by the head of the R bike gang. I was even offered a spin on a beautifully rebuilt and bored out R75 swb that ran like a raped ape on crank.

My reason for coming was not only to meet some of my fellow club members, but hopefully to get some performance advice on my recently acquired 1985 K100RS. As it happened Ken Clause was there when I arrived and gladly took the bike out for a spin, arriving shortly and pronouncing it in good health for it's age and mileage. Other bikes in attendance ran the gamut from a 1959 R60 to a Y2K K1100. They all ran nice too!

If you haven't been to Turp's shop, it sits off Oberlin Ave. on 13th street in a relatively quiet older residential area of Lorain. Twenty plus bikes parked on the lot and the street kept Lorain's finest circling the block. Maybe we all should have misbehaved to give them something to talk about. They seemed almost disappointed. I had my

Travel Log

FOP card ready just in case.

Being new, don't ask me to name everyone I met. I tried to get a few pictures of the attendees and the bikes. Thanks to everyone who let me chat with them and snap their picture. And thanks to Turp and Company for their genuine hospitality.

A VISIT TO VIRGINIA INTERNATIONAL RACEWAY

By Matt Kesti

It was a warm October Thursday afternoon and fall colors were at their peak, as I headed south on 77 for Fairmont West Virginia. At New Philadelphia I headed south east on 250 and then 800 south to get off the superslab. I joined up with 70 east to West Virginia and then took 250 south. 250 is a real twisty bit of road that is in real nice shape.

My destination was Fairmont WV, which has an abundance of generic motels in the area. Fairmont is an easy 5-6 hour ride from Cleveland and was my plan "A" destination. I was going to try to make it to Elkins WV if I was making good time, but because of traffic, I was losing light and temperature as I pulled into the Red Roof Inn for the evening.

The next day I had to wait until 10:00 a.m. before the temperature was in the 40's but the high was expected to be in the low 70's. My destination was Greensboro North Carolina, the home of friends, Mark and Trudy. I wanted to do some exploring in West Virginia and Spruce Knob "the highest point in WV" was first on the list.

I followed 250 south out of Fairmont towards Elkins and hooked up with 33 east towards Spruce Knob. I saw the sign for Spruce Knob, which was 18 miles south and headed down a super twisty road on the side of a hill. After 5 miles of asphalt the road turned to gravel and I decided to turn back and try to get to Spruce Knob from the south.

I back tracked to 33 and headed to Seneca Rocks, an impressive geological site. After Seneca rocks the temperature was starting to get nice and I headed south on 28. The southern entrance to Spruce Knob was also gravel so I decided to continue on 28 south to 250 east and take it in to Monterey Virginia.

In Monterey I filled up with gas and realized that I was behind schedule and had no time for a sit down lunch at the hotel up the street where motorcycles were parked out front. Monterey looks like a popular lunch stop for the sport touring types.

I wolfed a couple of pieces of pizza down and headed south on 220 towards Warm Springs Va. and hooked up with route 39 toward Lexington VA. Route 39 is awesome. It follows a river on one side and has a mountain rising up on the other. In Lexington I headed toward Buena Vista and took 55 south and then jumped on the Blue Ridge Parkway south towards Roanoke. I stopped at "Thunder Ridge" which is an overlook on the BRP that really has some spectacular views of the west.

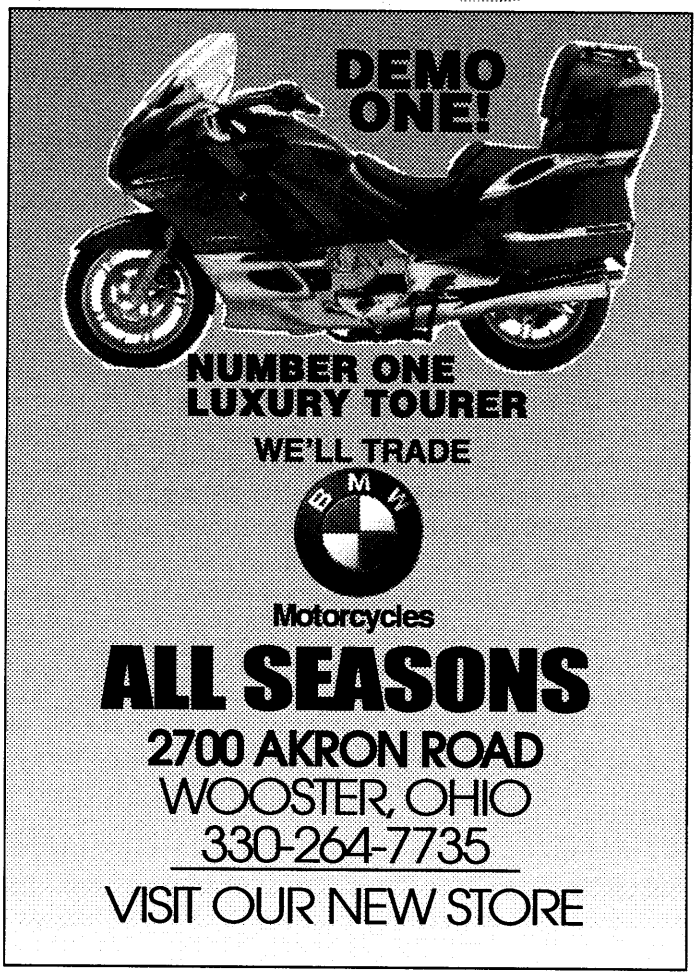
Continuing on the BRP I head south and get off at Roanoke route 220 and take it south towards Martinsville VA. 220 is a nice highway in that it isn't completely flat or straight. They have left some hills and curves in it.

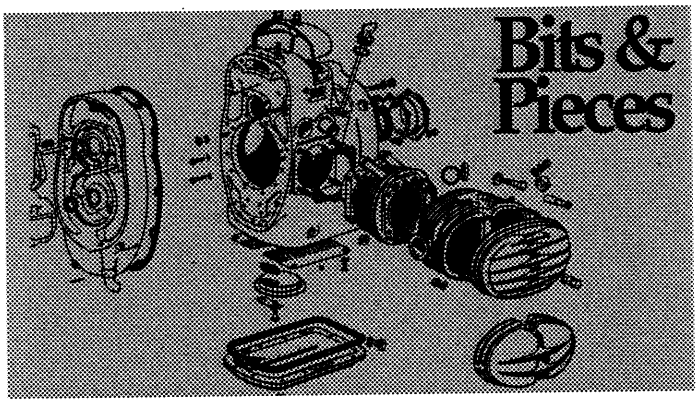
On 220 I have an encounter of the "Star Boys" kind. I'm rolling down the road ar 65-70 mph and I see a couple of bikes coming up in my mirror. I pull over to the slow lane and a Honda 900RR pulls up next to me and gives me a thumbs up and then cranks up a wheelie and accelerates to about 100 mph down the road on 1 wheel. I was impressed but I wonder if all the other traffic enjoyed it. I wanted to make it to Greensboro before the sun went down but with my late start that doesn't happen and I arrive at Mark and Trudie's about 8:30p.m.

On Saturday Mark and me head over to Virginia International Raceway. VIR is a natural roadcourse that was reopened this year after about 30 years of hibernation. The owner has pumped millions into the grounds, which feature brand new roads and bridges into the facility, new fences completely around the freshly paved 3.27 mile course, new paddock, covered pre -grid area and bathrooms. The weekend's event was a vintage sports car race featuring cars from the 30's through the early 70's.

VIR is sort of a rich man's playground and it is a beautiful course twisting and rolling through the hills. There were no grandstands yet, but you can go to different points around the track and view the races. VIR is on the AMA Superbike schedule next year for September 28-30. This will be the first AMA event for this facility and it should be a real motorcycle happening. More information can be obtained about VIR at WWW.virclub.com.

With clear skies and fall colors the ride home Monday on 77 is quick and enjoyable. In Strasburg Ohio I take 21 north to avoid the Canton and Akron traffic. In Massilon there are some traffic lights on 21 and at the last one I up shift from 1st to 2nd and when I shift to 3rd nothing happens and I'm stuck in second gear.





At the top of the hill I pull over and see that the linkage on the Guzzi has broken and it can't be fixed without a new part. I decide to limp home in second gear. In Norton I get off 21 and take back roads to Cleveland because of my turtle pace.

If you like motorcycle racing and would like to see a new track, consider VIR and plan on taking a few days to get there so you can enjoy the roads and scenery.

In an effort to at least start off on a positive note in what might seem to be a list of disasters, Club members Karl Hoffman and Phil Danzey returned to the May Membership meeting from their epic Marti Gras trip to New Orleans. With them they carried copious photographic proof that this may have been the bad boy biker outing of the decade. These pictures were shown somewhat clandestinely to various lucky male club members in an effort to not offend the more politically correct female members. The decidedly not politically correct females displayed in these photos were obviously having themselves one whale of a good time as were Karl and Phil. It is hard to imagine this much unpaid public nudity in this day of compassionate conservatism but that's what makes Easy Rider Magazine a best seller and New Orleans a legend. Karl and Phil claim they owe it all to the power of the magic beads. They are accepting reservations for next year.

In a less happy note, Club Member Russ Davis suffered a Heart attack while going to retrieve the morning paper. (Damn that Sunday Plain Dealer!) He underwent a Quadruple plus one bypass operation and is now recovering successfully. However I would not expect to see him dual Sport riding in the near future. But what do I know! Bob Wood reports that he attended the Western Reserve Sidecar Rally riding his GS. Russ, you are a wildman!

On an even less happy note Club member Troy Stone who has had a rough racing season this year has evidently ended his season by high siding on a racetrack in Michigan. Rose Wood reports that he was in a Hospital in Kalamazoo Michigan with a broken hip which will keep him off his feet for about three months. More details are not clear as Michele was still in Michigan with him but it appears that he is otherwise all right. See "More Bits & Pieces" for an update.

To validate the claim that bad things come in threes - and to let the rest of us off the hook - Bruno Ducati the last surviving founder of the motorcycle company that bares his name died Monday May14th at the age of 96. Bruno was an architect who designed the factory where he and his brothers Adriano and Marcello started their first venture in 1935. After Allied bombers destroyed their factory in World War II they began building motorcycles which led them to both commercial and sporting success in the 1950s and 1960s. A group of American investors bought the company in 1996.

Back in the plus column now the Experienced Rider's Course arranged by the Club which was announced as canceled at the May Membership Meeting is back on for June 9th at 8a.m. If you were signed up for that course previously Paul Shaver should have contacted you about this turn of events. It appears an E- mail glitch at the state motorcycle training office was responsible for all the miscommunication.

The disappearance of Washington intern Chandra Levy has started up some nasty rumors and developed a motorcycle connection. The California Congressman who has been mentioned as a possible lover, (didn't the Lewinski thing teach them anything?), has been referred to in the media as a "blow dried, Harley riding, rock and roll congressman". Just when we thought it was a good thing to see politicians on bikes.

The Future mystery product called variously "Ginger" or "IT" was extensively discussed in the BMWRA magazine. Rumor has it that the supposedly revolutionary invention is a small portable personal scooter powered by a practical fuel cell with an on board gyroscope to eliminate falls while in operation. The motorcycle connections beyond the obvious scooter angle are the practical application of fuel cell technology as a power source and the availability of an affordable gyro system to guard against tip over. I can't imagine that such a devise could eliminate all motorcycle spills but help with those gas station, slow traffic, parking lot embarrassments would be welcome.

After BMW's Paris Dakar men's team had a disastrous year riding the new Boxer GS, its' only female rider Andrea Mayer won it all in the ladies' division on the F650 RR. This BMW "Year of the Woman" continued with long time BMW Motorcycle female rider Jutta Kleinschmidt winning the car competition as the first ever female champion.

And now for something completely different...Harold Benich of Albion, Pennsylvania has modified a wrecked Harley Davidson Fat Boy to run on nothing but Soybean Oil. Is it cheaper? No, the project cost over 15,000 dollars and is slightly more expensive to operate than a stock bike. Is it faster? No, the top speed is no match for the stock bike. Then why do it? Because he could - and nobody else had done it.

More Bits & Pieces – Summer 2001

It will be a long time until you get to watch our Club Icon, Troy Stone, racing again. On Saturday, May 19th, first lap, going into Turn Three at Gingerman Racetrack in Michigan, Troy high sided off his Aprilia crushing his hel-

met and hip as he came down. Track maintenance crews apparently had not thoroughly enough cleaned an oil spill and as he entered Turn Three the rear tire slid out. When the tire caught on a cleaner stretch the bike came back up and launched him over the handlebars and off the track. Stone came down hard on his side severely damaging his hip and spraining his ankle. His femur was broken in a couple places close to the hip socket requiring several titanium screws and rods to set it in a surgical procedure. It will be at least three months until our racer boy will be able to bare weight on his leg. That puts him out for the rest of this season. Knowing Troy, he will likely find a way to race wheelchairs for the rest of this year.

Troy had kind of a questionable start this year anyway, and was bestowed with the nickname "Troy, Troy, Mud Slide Boy" as he ended up digging a furrow in the turf at Gratin Racetrack in April. He is currently in good spirits and able to hobble around on crutches for now and told me he is thankful to all his track friends, relatives, and especially Michele, who helped him through this ordeal. So, if you see "Troy, Troy High Side Boy" and Michele rallying, they will likely be in their motor home instead of biking with the rest of us.

Beemers in the Pit (5/11-5/13) turned out to be a sparsely attended first time event with only ten BMW riders from within Ohio attending this rally. It must have been the threatening weather that held riders back, but was still a major disappointment for the sponsoring Harley Riders Association (HRA) who had done a tremendous amount of work to ready their site for their Beemer riding friends. The grounds were meticulously groomed, the pavilion was spotlessly cleaned, there were trash and re-cycle barrels everywhere, and the Potta-Pottys were fresh. It was reported that the solar shower worked pretty well even with the overcast day. The included steak dinner was very good with scalloped potatoes, green beans and more. Since the attendance was so low, everyone went home with at least one door prize. They even had rally T-shirts. We found ourselves having a wonderfully relaxing time around their bonfire in a surprisingly peaceful setting. The Harley Group even provided a Saturday breakfast, a Bratwurst lunch and Breakfast Burritos (compliments of one HRA member) for all before our Sunday departure. I felt a bit embarrassed to be a Cleveland Club member when so few members showed up to support this event right in our back yard. I hope you will consider this one if the HRA decides to repeat it.

The Great Train Debacle seems to be picking up steam as Amtrak continues to prove how incompetent the company can be. If you have been following the E-mails about the Rally Train for the MOA national you are probably thoroughly confused by now. If you have purchased tickets for the train you are undoubtedly concerned about if you really will be aboard with your bike or if you will arrive ahead of time and find you have an extra day to burn without wheels while your machine catches up with you. There has been an abundance of misinformation regarding Amtrak policies and procedures throughout the last few months. The concept seems quite simple. Load your bike and yourself on the train at either, Washington, DC or Chicago, IL, ride to Portland, OR, unload, go to the rally, and then load back up afterwards for the return trip. Even though Amtrak has done rally trains many times before they have not yet been able to determine if they will have enough baggage or sleeper cars on line to accommodate the tickets already sold or what the exact cost will be per bike. We have also found out all bike spaces must be round trip even if you are intending to ride only one way as a passenger. At this point the round trip baggage passes are non transferable, according to an Amtrak spokesman, so you won't be able to sell your baggage pass to someone wanting a one way bike trip. It will be interesting to see how this all washes out.

Motorcycle Consumer News (MCN) has completed an Oilhead Owners Survey and published the results in their June 2001 issue. They were overwhelmed by the response of their readership and ended up with more than 55 million miles of Oilhead history on some 2100 machines. My guess is that this is more testing than the manufacture itself could have ever done. The comprehensive report identifies surging as the number one complaint followed by their clunky transmissions. The report is well worth the read and is written in the usual unbiased excellent manner of MCN.

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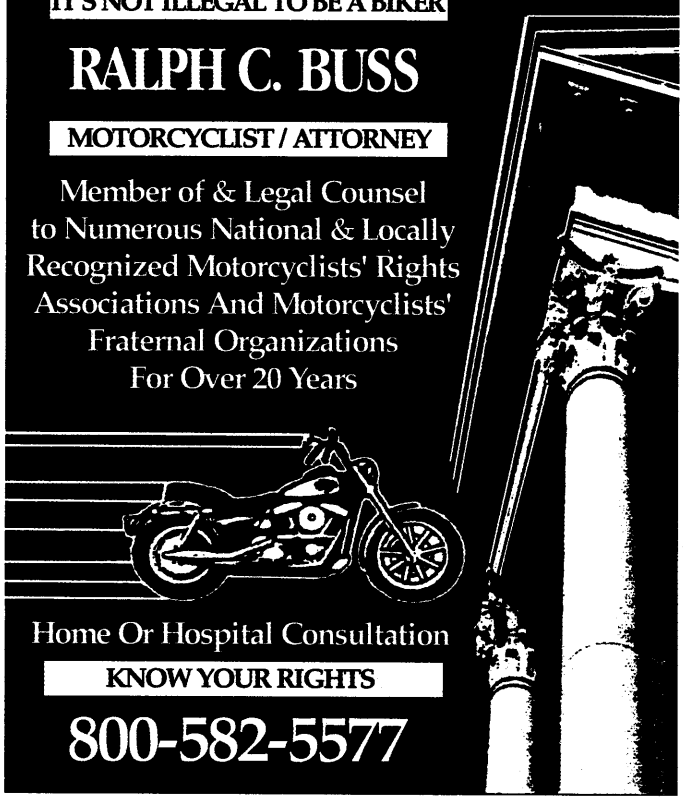
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MEDITATIONS

1. Out of clutter, find simplicity.
2. From discord, find harmony.
3. In the middle of difficulty lies opportunity.

ALBERT EINSTEIN
Three rules of work

MOTORCYCLISTS TAKE TO THE ROAD FOR HEALTHIER BABIES

Cleveland, Ohio (June 1, 2001) - The 3rd Annual March of Dimes RIDE - Riders Performing Miracles - will hit the open road on Sunday, June 24,2001 at 12:00 noon to raise money for the fight against birth defects and infant death.

More than 500 riders from across Ohio are expected to meet at Indian Motorcycle Co. of Cleveland, 24202 Aurora Road, Bedford Heights to ride to save babies from death and disability. Recall that last year at this great event, your BMWMOC took the award as the club with the most members in attendance. Let's try to do it again this year. Note that your club prez., George Lopez, and board member Eric Simon, are both on the organizing committee for this event, and can be contacted with questions or to request sponsor forms. All members in attendance had a great time last year. It really is a kick to ride 60 miles, off the highway, and not have to stop for traffic signals or signs (we get all intersections blocked); all traffic waits for us! Also free breakfast and lunch was nice, too.

Riders will raise money from various sponsors such as friends, family and colleagues in order to participate, and raise valuable dollars desperately needed to ensure every baby is born healthy. Riders will be eligible to win various prizes including the grand prize of a his and hers set of varsity jackets, $500 in store-credit PLUS $2,000 off a motorcycle, compliments of Indian Motorcycle Co. of Cleveland.

Presenting sponsors are Indian Motorcycle Co. of Cleveland and Friedman, Domiano & Smith. Sponsors include Marshall Goldman Motor Sales and Leasing, Hooters, Winking Lizard, Coca-Cola, Red Roof Inn/Perkins --Bedford Hts. and 100.7 WMMS is the official radio sponsor.

The March of Dimes is a national voluntary health agency whose mission is to improve the health of babies by preventing birth defects and infant death. Founded in 1938, the March of Dimes funds programs of research, community services, education and advocacy to save babies. For more information, please visit the Northern Ohio March of Dimes home page on the World Wide Web at www.modnohio.org.

For more information on the RIDE or the March of Dimes efforts please call Alex P. Hirschkind at 216-518-1663, ext.28

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CLASSIFIED ADVERTISEMENTS

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

DEAR Club Members, basically nobody is sending in classified adds or telling me if their old adds are still valid. I could call you all up and play endless phone tag but I do not believe that this is my job and I don't want to foot the phone bill. I am going to include a few adds from the website that we know to be current - but nobody calls to cancel those either so who really knows?

Perhaps the website has made this portion of the Newsletter obsolete. In any event we will not be including it in the future if we have no new or reconfirmed listings. CCN

'98 K1200RS, Red, w/pinstripes, blacked out windshield, hard bags, tank bag, soft top box, good rubber, dealer maintained, looks and runs better than new. 16.9K miles. $12,900. Call Dan LaRocco at 440-572-3723 or E-mail to BMWDan@hotmail.com

'97 Triumph 900 Sprint, 7Kmiles, Givi Luggage and windshield $8000. Call Paul Shaver at 330-657-2502 or E-mail to Cybersqueak196@hotmail.com

'96 R1100RTL, 35Kmiles, Glacier Green, radio, heated grips, BMW tank bag, new Bridgestone 020, brakes, bar backs, heated garage, dealer serviced, excellent condition and senior owned. Asking $10,000. Call Marshall at 440-

338-8905 or E-mail to marshallkidd@aol.com

'96 K1100RS, 25Kmiles, Graphite, in excellent condition. Complete with all bags and liners, heated grips, ABS II, very well maintained, asking $7,800. Call Dom Cioffi at 440-895-0788 or E-mail to bmwpanzer@aol.com

'92 K75S Limited Edition Pearl White, 47Kmiles, Corbin seat, keyed alike bags, tank bag, heated grips, "Runnin" lights, dual horns and more. New within the last 100 miles: front tire, fan plugs and air filter. Rear tire 4k miles old. Splines and more done at 30Kmiles. Complete with manuals, charger, and touch up paint kit. ABS fault at 40K miles-cause uncertain, otherwise excellent condition, $4,900. Call Pat evenings at 740-625-6525 or E-mail to SecondGear@ecr.net

Valentine 1 Radar Detector, 2 years old, covers all bands plus laser. Remote display and remote audio adapter is included. I can't find the cig. Lighter plug, but you'd probably hardwire the unit anyway. This was David Steed's who says he doesn't need it back in Germany, where he moved recently. $350. Contact Robin at 440-288-6056 or E-mail zzum@aol.com

Wanted: Dunstall Exhaust for R-bike. Contact John Kean in Medina at 330-667-2496 or E-mail at bigjohnd@core.com

Wanted: Telefix or Luftmeister fork brace for '85 K100. Call Bob Wood at 216-252-7933 or E-mail to bmw01bob@concentric.net

1967 R50/2 12,864 miles, Corbin solo seat, windshield, cylinder guards, tail rack, all in good condition. Have narrow dual seat and other extras included. $3,500. Call Craig Webb at 216-939-1767.

Three-bike motorcycle trailer, heavy duty, lowered axle, attached storage boxes, spare tire, $500. Call Craig Webb at 216-939-1767

Calendar of Events

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

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

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

June 24th March of Dimes Charity Ride Check out the article in this issue Indian Motorcycle Co. of Cleveland 10a.m. Contact Alex Hirschkind at (216) 518-1663, ext28 for more info.

June 29th Buckeye 1000 endurance ride, check out the details under Team Strange on the club website.

June 30th Half mile dirt track racing at Lima Ohio. Our road Captain may be organizing a group ride out there so check the club voice mail or website or call Paul at (330) 657-2502 for more info.

July 5th BMWMOC Membership Meeting at beautiful Huntington Beach Park on Lake Road in Bay Village, Ohio Meeting starts at 7; 30p.m. But we urge you to come early and cook out, take a swim or whatever. Stay late after the meeting and enjoy a sunset.

July 13-15th AMA Vintage Motorcycle Days, Vintage racing, monster Swap Meet and Motorcycle Hall of Fame Auction. Mid Ohio sports car course in Lexington, Ohio Call (614) 856-1900 or contact AMADirectlink.com for more info.

July 16-19th AMA Crossroads Rally Ashland County Fairgrounds, Ashland, Ohio Usual AMA big Bash event. Contact (614) 856-1900 or AMADirectlink.com for more

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info.

July 18th National Ride to Work Day. Ride your bike to work or play and let the country see how many of us there are!

July 19-22nd BMWMOA National Rally Deschutes County Fairground & Expo Center, Redmond, Oregon

July 21-22nd Ohio Superbike Weekend at Mid Ohio Sports Car course in Lexington Ohio Same location and info as AMA Vintage Days above.

July 26th BMWMOC Board Meeting at the home of Donna Schettine, 13906 West Ave. Cleveland Ohio 7;30p.m. all members are welcome to observe and help the board plan for upcoming events. Call Donna at (216) 671-1847 for more info.

July 27-29th BMWMOC Heart of Ohio Charity ride benefiting the Neighborhood Family Practice of Cleveland. Make a donation yourself or get others to sponsor your ride. Friday night at Stone Ridge Terrace Campground in Salem, Ohio, Saturday at a private Motorcycle Campground in Logan, Ohio Sunday choose your own route back home. For more info contact Eric Simon at (440) 708-1053 or pick him up off the club website.

August 2nd BMWMOC Membership Meeting 7:30p.m. at Big Creek Reservation off Snow Road in Parma, Ohio. Come Early and cook out. Contact George at (440) 884-4832 for more info.

August 3--5th BMWMOC Dealer Ride & Poker Run. Starting out at Sills and covering Roman's, Mathias and All Seasons, ending at Whispering Hills Campground in Shreve, Ohio where we have camping all weekend. Actual ride is on August 4th. Call Paul at (330) 657-2502 for more info.

August 11-12th Tentatively planned campout at Mohiegan Valley. See the Website or the voice mail or call Paul at (330) 657-2502 for more info.

August 15th Deadline for submissions to the Fall BMWMOC Newsletter. Send all material to Craig A. Webb 7414 Herman Ave. Cleveland, Ohio 44102.

August 18th BMWMOC Club ride to Frank Lloyd Wright's Falling Water House south of Normalville, Pa. Leave parking lot of Perkins Restaurant on route 14 in Streetsboro at 8:00a.m. Contact Paul at (330) 657-2502 for more info.

August 31-September 3rd 27th Annual Finger Lakes Rally Hidden Valley Campground, Watkins Glen Stare Park, N.Y. For more info call Roxanne Jones (315) 891-3718 Rjones0844@aol.com or Chuck Winterberger (716) 624-2588 Cwberger@localnet.com

September 6th BMWMOC Membership Meeting 7:30 p.m. at Oak Grove Picnic Area in the Breaksville Reservation of the Metroparks off route 82. Come Early and cook out and be sure to bring something for the coons.

September 7-9th 2001 BS Rally, Sweet & Easy Campground west of McArthur, Ohio on Route 50. Sponsored by the Buckeye Beemers

September 20-23 BMWRA 2001 National Rally, The Blue Ridge Rally in Morgantown, North Carolina

BMWMOC eGroup

by Bob Wood, BMWMOC eGroup Moderator

Are you forgetful? Do you miss having the old phone tree from when the MOC was a young organization? Well here is the 21st century answer to making all those time consuming phone calls to keep in touch with your fellow members. The only prerequisite is that you have to crawl out of that old cave and get connected to the Internet.

Back in September of last year, the BMWMOC started something called an eGroup that is an extension of our own web page presence on the Internet. Since then about one-third of our membership have joined and are enjoying the benefits of this service.

eGroup is short for E-mail group mailing list, but the Yahoo Groups that we use are much more than just a means to send E-mail to a group of people. It is actually another web site run by a moderator with capabilities beyond even our own web site. It is a means to store and retrieve photo, text and HTML files, an automated notification calendar, and has chat room capabilities as well. And, our club has only scratched the surface of how this site can be used.

Currently when you become a member of our group you will have access to messages posted by other group members and their E-mail addresses. This is a handy tool for letting others know about new, changed, or cancelled events or other information and contains a directory of online members as well. It has also been used to tap the knowledge of our members to help solve technical problems. When you post a message it is posted to the site and if the member wishes the posted messages will be sent directly to their own mailbox so there is no need for them to visit the actual site to retrieve postings.

In another section, members can upload files to share with fellow members. These files can be simple text, executable programs, photo type files, and more. During the off-season, we have been posting photo slide shows of some of our outings. These slide shows can then be played on line or downloaded to your computer to be played later.

The automated calendar section is a way cool feature of the eGroup site. Members can go to the calendar to see events that are coming up or wait for an E-mail reminder message to be sent right to their own mailbox just in

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advance of a club event. These reminder messages are sent out automatically on a schedule programmed by the moderator and can be set up for as many notices as are necessary. You no longer have the excuse that you forgot the meeting was this week.

As a Club we have not yet tapped all the available features of our eGroup. There is also a database and a chat room where members could meet on line in real time for a dialog exchange. I am confident we will find these features useful in the future.

I have outlined only the major features of this service. There are still other aspects of our eGroup that I have not touched on, but you should be getting the idea by now how useful and flexible this service really is. By choice, our group is limited to our club members only. Unknown Internet surfers will not be able to violate your privacy. Our moderator screens each new group member before they are permitted into our site and keeps a close eye on the traffic and content.

If you haven't signed up for our eGroup you should be considering it by now. It is quite simple to do. Just log on to our Club web site at http://www.bmwmoc.org/ and go to the Site Menu. From our Site Menu click on the eGroup logo (you will be transferred to our Yahoo Group site) and follow the instructions. Your application will be placed in a pending file and soon be approved by the moderator.

If you have any difficulty signing up or a question about our eGroup please direct it to me at bmw01bob@concentric.net. I will be happy to help you in any way I can. Happy surfing!

Legal News

Due to the advances in the Internet and because of the sometimes unexpected activities of governmental bodies, the AMA has developed a Rapid Response System enabling motorcyclists to almost instantly respond to new government attempts to curtail their rights.
The system works like this: Go to the AMA website at www.AMADirectlink.com. Find a listing of all the issues that the AMA feels are currently facing the motorcycling community. Look for the ones that are marked with an "AMA Rapid Response" logo. Click once and you will be taken to a site that has more information on that issue.

Along with that information, you will find pre-written responses, already directed toward officials in a position to make a difference. All you have to do is enter your name and contact information, then click a button and send an instantaneous message.

This may seem like an overly automated cookie cutter approach to what should be an independent personal response to the issues. But realistically, how many of you are looking up your representative's addressees and actually writing those one to one letters or making those phone calls - even if you are really concerned about the issue? I would bet not many. This is a way to streamline that process and really get involved.

AMA vice president Ed Moreland says, "these are issues that simply can't wait. If the concerns of motorcyclists are going to be considered, we need to communicate them immediately."

If this system still seems a bit to futuristic, there is more information at the web site including detailed addresses for your representatives, what committees they serve on and even their key staff people and how to reach them. You can take it from there and write that good old-fashioned letter of outrage or make that impassioned call.

That is your choice. The AMA is just giving you more and faster ways to do it.

Mary Galvin, the attorney General of the state of Connecticut has warned off-road motorcyclists that by allowing children under 16 to ride dirtbikes and ATV no matter how well supervised or equipped, they could be committing a felony under existing laws. The laws in question address child endangerment, child molestation and the sale of children.

This is just the most extreme example of a new trend, which is gaining ground among "protective" lawmakers. In states like Hawaii, Rhode Island and Pennsylvania laws that would prohibit children from just riding as passengers on motorcycles are currently under consideration.

Child protectionism is a growing area of concern, but there is some reason to believe that the sport of motorcycling may be the target of unfair attention. The U.S. Consumer Product Safety Commission estimates that 50,787 children are injured on ATVs mopeds and minibikes each year.. This includes all sorts of accidents not just off-road incidents.

This seems serious enough until you consider that the same agency estimates 80,958
Children injured yearly from soccer, 130,170 from baseball, 172,117 from football, 193,453 from basketball and 340,454 from bicycling and nobody is out to shut down children's participation in these sports.

The possible ban on child passengers is even a little harder to grasp with the Pennsylvania bill proposing to ban anyone under 18 as a motorcycle passenger. This would be a full two years longer than the current age limit of 16 to acquire a license to ride your own motorcycle!

Obviously some sort of protective hysteria is arising. So if you want to protect your rights as a parent to make decisions concerning your child's safety, (never mind your rights as a motorcyclist), you might want to keep an eye on this issue.

Happily, since the establishment of the AMA's new Rapid Response System, a huge volume of messages about this issue have been transmitted to the powers that be. As a result, Mary Galvin and the State of Connecticut have backed off their position concerning felony charges for riding a dirt bike.

MOTOSAPIEN MOMENTS SUMMER 2001

Improving the Image of Motorcycling - One Dollar at a Time

On page 14 of the BMW Motorcycle Owner's of Cleveland handbook 1997 edition, (which I believe is the

most current version available), there is a code of ethics by which our club members are supposed to conduct themselves. Item number one on that code states;

" The club should strive to promote good public relations through their general conduct, the media, club activities and community affairs."

No doubt there are many ways to interpret this statement. Certainly not conducting or presenting ourselves like the Hell's Angels and not being involved in riots, drug dealing and various other obvious felonies is one way to adhere to this guideline. We will refer to this as the "Avoiding Negative Stereotypes " approach. This is a sensible, down to earth strategy that most people who have not done time in "the Big house" find both natural and prudent.

There is however, a certain extreme element in our community that may feel somewhat constrained by this approach. Due to their youthful exuberance and or possible pathological deviance they seem to believe that the very nature of our common two- wheeled transportation calls for a certain edgy lifestyle. While acknowledging a certain counter culture sexiness to this philosophy, I can only wish this element the best of luck during the Bush administration or at least until someone actually does Legalize Freedom.

Another approach would be to conscientiously practice safe courteous motorcycling, wear all standard safety gear and follow all applicable traffic and social guidelines. We'll call this the "Positive Role Model" approach. Which is probably a clear middle of the road strategy that most club members seem comfortable with. This is a sort of low-key, long-term philosophy which lacks the sex appeal of the more extreme models but which results in far less incarceration and hospitalization down time.

One can follow this approach and still derive considerable enjoyment from our sport. If you need a little extra kick there is always organized motorcycle racing and responsible social drinking. Both of which our club readily supports.

A third approach, which has some adherents in our club might be categorized as the "Aggressive Image Building" group which advocates motorcyclist involvement in numerous community and charitable events that have less to do with motorcycling and more to do with fund raising. While this is a perfectly normal activity of the socially conscious, it usually involves the donation of money, which naturally tends to favor the more affluent among us. While any involvement of donation is seen as positive at these events, the larger the involvement and donation the more positive the image.

The rabid capitalists among us may see nothing wrong with this approach, but I find it annoyingly close to the simple purchase of advertising or the buying of political influence. If our member want to be charitable - let them be. Certainly this is all part of the positive role model idea. However, let's not seek to "be charitable" as a means of "bettering our image". There is something a little too disingenuous and manipulative in that.

During our last club membership meeting, certain club members who have been displeased by the lack of club participation in various charitable events tried to insure a higher level of club contribution by voting in a system of "automatic matching funds" that the club would donate from its' treasury to equal the amounts donated to charitable events by individual members. This would in effect double the prestige of any individual donor by obligating all other club members to collectively equal the amount of his or her gift. The suggested upper limit of this automatic donation was proposed to be $1000 - a full third of our entire current treasury!

This motion was quickly sidelined, but I feel it represented an attempt to buy a certain image or status for our club, and certain charitable members which may not be supported by the majority of our members. Let us remember that at any given meeting far less than half the membership is likely to show even though 20% attendance is seen as sufficient for a quorum vote. In addition the gift of a third of our total funds might have endangered the club's ability to finance the rest of this season's events and duties such as the publication of newsletters and the funding of the web site and voicemail - none of which are self-sufficient.

There was some grumbling that other motorcycle clubs contribute more to charity and have a greater attendance at charity events. This desire to compete with the H.O.G. groups among others may be natural, but is it really central to the idea of charitable giving or is it some sort of aberration about keeping up with the Jones - or Davidsons as the case may be? Is this really where we want our club to go? To become some sort of junior chamber of commerce or benevolent society?

Let's be motorcyclist first. If those motorcyclists also want to be fund-raisers and community activists - Great. Let them do it individually - vote with their feet or pocketbooks so to speak. But let's not try to gain community status by buying it. Yes, BMW has a luxury image, and certainly those buying new bikes are certainly paying luxury prices. However, the majority of our members are working class people riding older bikes that cost far less than other brands and that supposedly are more reliable and therefore less costly to maintain. There may be a reason for that.

Let's not foster the stratification of the club membership by the cost of their bikes or the amount they participate in charitable giving. If you have the money feel free to give it. If you have the time feel free to participate. But let's'not make it a competition - however well meaning the outcome may be. A "Positive Role Model" is not necessarily the same as an"Affluent Image".

Craig and Terry,

I just want to comment on the great newsletter you publish. I read it cover to cover. Its' quality and content are exceptional, especially for a small sized membership. And further made difficult by only a few contributors.

I had plans on drafting a story about our, (Mine and Harry Wagner's), SS1K. Not exciting, but interesting. I'll try to get it to you for the next issue.

Sincerely, Larry Cardo

We're still waiting Larry. Not desperately, but longingly. CCN

BMW Sidecar Rally a Hit

Well folks, it was a hit! Great, super ,marvelous and fun. Friday was rainy but that didn't stop folks from making the trek. They came from South Dakota, WI, IL, IN, KY, VW, NY , FL, and VA. The chili was delicious and helped warm up cold and wet travelers over the three day weekend.

Saturday started with a sky full of sun and lots of smiling faces. Some riders took handouts and went for a ride in Amish country, others ventured up to All Seasons for the BMW open house, others just milled around, kikcked tires, told lies and greeted riders arriving through the day. Saturday evening was the drawings for 90 plus door prizes and the 50/50 (engraving for the Motorcyclist's Memorial). Everyone went home with a prize,

. Also there was an explaination as to why we were all there. Gerry paid tribute to Steve Dumek and related a couple of her own stories relating to Steve and Betty. Steve Jr. and his wife and children brought Betty to Whispering Hills and some of their dear friends, (Peter, Monica and Gary) also drove down to experience the moment.

The DJ played all evening as the campfire was blazing. Stories were told and many visitors spoke of the great weekend they experienced.

All in all the rally was a great success although Friday's weather may have kept some folks home, but for the 75 participants that came out a good time was had by all - so we may do this again.

A special thanks to the crew who made this weekend happen: Jerry Riha & Mary MacLeod, Dan Frederick, Roger & Sandy Warren, Ben & Lilo Whittaker, Jeffy Chample, Chris Pearson, Bob &Sharon Craighead, John Gerow and Gerry Evon. Bob & Sharon Craighead, Chris & Helen Richards and Ed & Sue Pezak suprised us with their presence. It was wonderful to see old friends again!

Thanks to all of you who made dreams come true!

Sincerely, Gerry Evon

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ATTENTION CLUB MEMBERS

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

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

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