www.bmwmoc.org □ voice mail 216-556-0196

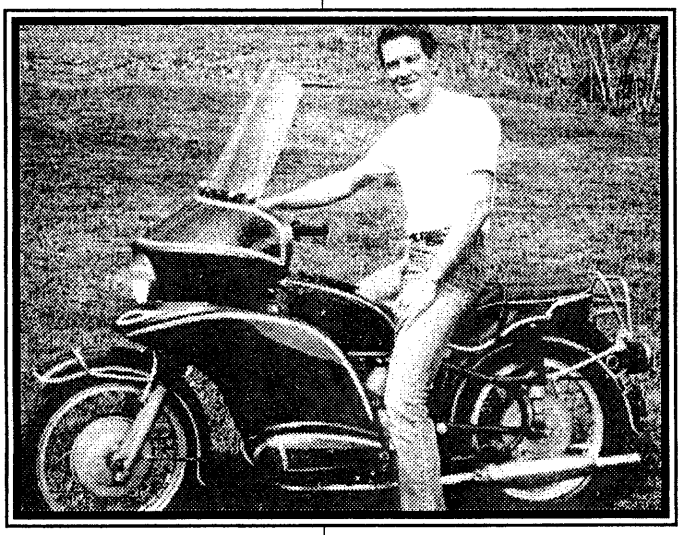
S.W.I.T.F.B.N.

(Truth in Riding)

by Don Poremski (reprinted from BMWON)

" All embellishment, rationalizing and exaggerations aside, why do any of us ride motorcycles? I thought I knew but then this summer and Northland Escape 87 came along, making more thought necessary.

Oh, I knew what my reasoning was way, way back when I first bought a Cushman Eagle while attending Syracuse University. Couldnít afford a car on Airman second pay, and the only other choice for the money was an old Harley-Davidson with a semi elliptical spring in front. It was, for a kid with 150 lbs of heft soaking wet in woolen clothing, not the thing to start with.



No, then the goal was inexpensive transportation. A very clearheaded choice for one only recently 18. This good logic would prevail for another 26 years. But things that occurred on the way to Escanaba made me probe for my true impulses. Now knowing them, I must admit they are the same as they were even before I got that first two-wheeler. I offer that they are valid for all motorcyclists.

The purchase of that Cushman had been festering in my soul ever since I cursed my family for living in Pennsylvania where no motor scooter license was available at the age of 14. I can trace it back even farther to showing off on tricycles and push scooters for whoever would watch. Back to stripping a "Roadmaster" and reversing the handlebars for better leverage while churning madly up Pittsburghís hills. Over all those years I have consistently concealed the real reason for riding: SPEED-WIND IN THE FACE-&-BEING NOTICED. Everything else is a refinement on those three.

Though false, the cheap ride was a very strong pitch for two wheels - whether to myself, my family, or later to my wife and friends. It was right when I needed a reason to buy a 98cc Parilla in Texas. It worked when I lost my convertible to the repo man and could afford only a 1961 former dirt track Bonneville. It fit nicely when I returned to school and recorded thousands of miles on the home-school-home circuit on a XLCH and Honda while my wife kept the car. I convinced all that it was the reason behind the purchase of my first BMW, a 1969 R60/2. It was the long commute to work that won my point and opened the bank account. Sensible, logical, and right for so many economic reasons.

Yet knowing the true motivation for all those purchases didnít come to me until this summer when I completed the longest one-day ride of my life astride the /2. To attain those three goals of speed, wind in the face & being noticed, (S.W.I.T.F.& B.N.), I was now experiencing pain, discomfort and fatigue.

It started with the resurrection of the bike from ten years of storage. The bubbling forth of SWITFBN made it easy to euphemize this as a "chore" long delayed by procrastination. I told myself that I had meant to do it ever since 1977. It was only February, but I was going to be ready.

Heritage BMW in Greensburg had reshod, replaced essential fluids, and removed mouse nests from the air cleaner and the right carburetor intake tube. Riding the machine 50 miles from shop to shanty in 30 degree weather was only an ìinconvenienceî forced by circumstances. Joining a motorcycle club was labeled "legitimizing a hobby".

Even the decision to ride to the National Rally of BMW owners seemed more like a protracted exercise session, good therapy, and not a test of my ability to withstand the rigors of the interstate. Of course thatís what it became. But, I was still cloaking the reality of having succumbed to a motorcycling syndrome to regain youthful goals - SWITFBN.

CONTINUED ON PAGE 15

CONTENTS

Craig A Webb, Editor Terry Taggart, Publisher

S.W.I.F.B.N. page 1

The Ralph Report page 2

Road Signs page 3

Turp's Tech Tips page 4

The Right Report page 5

Tune-Up Photos page 7

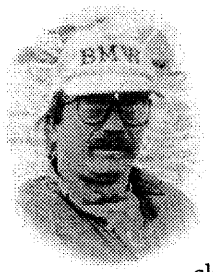
Up To Steam pages 8-9

Bits & Pieces page 10

Club Calendar page 11

Moto Moments page 13

Bikeless Daytona page 16



THE RALPH REPORT

By President, Ralph Crider

Itís that time again,I hope that the summer issue of our newsletter finds everyone in good shape and ready to ride to those places you have in your mindís eye as destinations for yourself.

For those who attended the tune- up clinic, I'd like to say thank you for making this event a success, the members who showed up and pitched in and helped make gatherings like this worthwhile. As you read this issue you will find we have more events planned and hopefully something for everyone so that all club members have a chance to enjoy themselves .

I'd like to encourage everyone to find at least one thing in our schedule that appeals to you and just show up, make it the center piece of a weekend or just a day trip. Meet some of the others who share your enthusiasm for our two (or three) wheeled mounts. We have such a diverse group that I'm sure that you can find someone else who likes to ride, rally or camp in a similar manner to yourself. We have a Dealer ride/poker run, Our 10th micro rally, a presence at vintage days, the fall foliage folly, escort riding for a charity ride and a club ERC to name a few, try it you might like it.

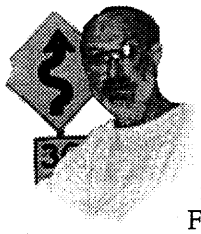
I have had a few members mention to me lately that they like to ride alone, like to ride further, donít like to camp, wish we camped more, etc, etc.. while the board does try to accommodate all the members as much as possible, we are a very diverse group and have multiple interests and we do have to try and make our gatherings as inclusive as possible. Personally, I would love to have a club meeting on Risa with Andorean dancing girls and liberal amounts of Saurian brandy, but I donít see that happening until BMW includes warp drive on the new luxo tourer, so bear with us and participate when and where you can, it might be one of the most satisfying rides you take this year.

By the way, at some of these events and rallies you attend there will be door prizes and promotions given by supporting dealers and organizations, please make sure you thank these people for their time and/ or merchandise in making these gatherings more enjoyable and consider them for your purchases. Another group that never has enough said about them is our advertisers, make a point of mentioning that you saw their ad in our newsletter and support them if you can, after all they help make our club what it is.

I hate to bring this subject up again but I'm sure most of you have heard about the casino junket trip the Hellís Angels and Mongols had in Nevada. That, and a couple of other spring time idiocies have once again brought bad press and extra police scrutiny to motorcyclists. Witness the extraordinary security at the Louie run where EVERY motorcycle was subject to search before allowed admission to the event. It is up to everyone of us to promote motorcycling in a positive way, stop and help the old lady on the side of the road, don't cut off the other driver, don't run way too much faster than the speed limit, give a homeless person a ride (ok ok .. I wonít get too out of hand) and in general just be a good person on the road. We are the ambassadors for our sport.

I look forward to seeing you on the road, a meeting or at a rally, I always have time to chat and listen to your suggestions, ideas or comments.

P.S. If you do find your own personal nirvana on the road, drop Craig a line for our newsletter, he loves a good road story.



ROAD SIGNS

by Road Captain Squeak

Ho, Ho, Ho, - Opps! I mean Har, Har, Har, what fun it is to be on Brunhilda again this year. Brunhilda is my R75/6 if you didnít know.

For all that didn't make it to the Tune-up clinic at Cobb H-D Repair in Lorain - Things got started about 10 am when Brunhilda got to have center stage on Turp's post lift, (Thanks again Turp!), and didnít stop until after 5pm.

While I was getting Brunhilda ready for 2002, it was one big tech session going on outside. Just about any basic repair and adjusting was going on. There were about 10 tire changes including two on Brunhilda.

One thing to check out when going with different tires - supposedly same sizes vary between manufacturers! I found out the hard way when I put on the front tire on my /6. A 100/90x19 Kenda tire measured out more like a 110/90x19 when put up against a 100/90x19 Avon tire. Needless to say it did not fit between my fender mounts!

I ended up with a 90/90x19 Maxxis. Itís a little smaller than a .325x19 Continental tire but so far it handles fine - no problems - no complaints! Meanwhile outside carb adjustments, brake fluid changes & oil changes continued at a leisurely pace.

Thanks to Ken Claus for showing the club and myself how to center the front brake caliper on a Boxer /6.

A lot of us noticed that there were not a lot of K bikes there. That must mean that they donít need the loving touches that Airheads require. You brick jockeys may see that as a plus, but Boxer pilots know that hands on maintenance makes us one with our machines! Evidently Hans and Fritz had nothing better to do back in the 20th century.

The May meeting at Strawberry lane had a respectable turn out, (close to 20), considering the lousy weather. Talking about the weather - so far this year it sucked to go anywhere! With Highs in the 50's and all the rain it can't be very pleasant for Western Reserve or the Toledo club to be having their rallies this weekend, May 17-19th. About like last year's Micro Rally only wetter.

I'm working Saturdays lately but I hope Sheila and I will make it to the Cass West Virginia rally next week for our first rally this year. So much for the past and the present - let's preview the upcoming BMWMOC Summer riding schedule - be there or beware!

The season kicks off with the 10th annual Micro Rally in New Haven, Ohio June7-9th, (moved back a week to try to dodge the traditional deluge), At "The Pitî"behind TJ's cycle on route 598, two miles south of route 224. On May 5th Roger Warren and I went down to check out the site which is a reclaimed sand and gravel pit. It has a 24 foot square pavilion good for coffee and Friday night Chili pot, plenty of picnic tables for "Pigs", with adjacent fire pits and grills.

The small pond had lots of tadpoles, but we didn't see any fish - frogs however are a sign of a healthy ecosystem so the fish must be in there somewhere. Tent camping only except for one possible trailer -Karl? Solar shower which is very ingenious - canít wait to try it out.

Probably a Saturday morning breakfast ride, and possibly a dinner ride after the club meeting. Roger and I stopped in an old 1850's place named Reed's in Nova, Ohio on route 224 and had a really good meal. Then there is the inaugural games of the Bricks vs. Boxers season for the competitive among us, and a great new commemorative club T-shirt lovingly designed by Terry and Craig who are the creative team behind this newsletter. Hope to see you all there - at least for the club meeting.

The end of June brings us to the first summer club Camp and ride, now known as "The Southern Comfort Tour" sponcered by club stalwarts Howard "Turp" Cobb and Dale Wright. It will be a fine ride through Ohio starting at Salt Fork State park and ending in Historic Portsmouth, Ohio.

By a club vote during the May meeting, the July club meeting will be cancelled due to it's falling on the forth which is bound to be ultra busy for everyone. After the BMWMOA National Rally in Trenton, Ontario be prepared to visit the AMA Heritage days in Lexington, Ohio on July 19-21st. If you have never been there - once you go - you're hooked for life. Words canít describe what all is going on. It is a motorcyclist's wonderland. Bikes! Bikes! Bikes! What else is there to say? The club will possibly have a booth at the swap meet to sell all your used parts and stuff for a small fee and it will be a meet and greet place for all club members to stop by and relax.

The last weekend of July brings us to the 3rd Annual Dealer Ride and Poker run with a campout at Whispering Hills. Ride to Sills in Cleveland, Roman's in Austintown, Mathias in Dover, and All Seasons in Wooster. Then end the ride at the Whispering Hills campground in Shreve, Ohio to get your final card. Monetary prizes this year are substantial and must be spent at an area dealer - so NO GUILT ABOUT BLOWING IT ON BIKE STUFF! There is a car show and D.J. that night and good eats at the Ol' Smokehouse Restaurant right on the campground - Try the Apple dumplings! We will be camping near the cabins on the site of many a Fall Foliage Folly.

After the Four Winds Rally near Pittsburg, the BMWRA National Rally in Red River New Mexico and the Peddle To The Point Charity Bicycle ride between Cleveland and Cedar Point - There is the August 31st EXPERIENCE RIDER COURSE offered by the club at Lakeland Community College hosted by Jerry Bruce and Roger Prior. This course starts at 8am and it is the opportunity of a lifetime as it may help save yours! It will also give you a break on your insurance.

If you still need someplace to go there is the Finger

SILL'S MOTOR SALES
BMW • HONDA
MOTORCYCLES • POWER EQUIPMENT
Pick up your Holiday Accessories Catalog
1901 BROOKPARK ROAD
CLEVELAND, OHIO 44109
216-749-1363 • 216-749-5189
PAMELA HUMPHREY

Lakes Rally in Watkinís Glen N.Y. It is held on Labor Day weekend and attracts many veteran club members. On Friday night before the rally, Ralph Maarsen of Olean, N.Y. opens his doors to all BMWMOC members with a campout, bonfire and good eats to help you on your way to the rally.

This year, as for the last two years, Sheila and I will leave Olean and ride back through Pa to be back home by Saturday - If you want to ride along let me know.

There are many other events going on - if you are bored on your bike it is your own fault - but I can't write about them all. I hope to see all of you out there at least once this summer. And when I do please wear your club name badge so I and others who suffer from C.R.S., (Can't Remember Shit), can greet you by name and not look silly! - Ride Safe & Have Fun - Road Capt. & Mrs. Squeak

TURP'S TECH TIPS

By Howard "Turp" Cobb
BMWMOC Director & Owner
of COBB H-D REPAIR

When is the last time you checked your air filter element? Last year? The year before? Every time you change your oil filter?

The air filter is beyond all argument the most neglected wear item on a motorcycle. It really should be looked at during every oil filter change.

If you are using a paper element at least tap off the accumulated crud and if available blow it out, (from the carb side out to the atmosphere), with compressed air. If foam type, wash with detergent and water - dry completely - and re-oil with foam type air filter oil. If K&N element, wash with detergent and water - dry completely - and re-oil with K&N or other GAUZE TYPE air filter oil.

There are special cleaning solution/re-oiling kits for each type of filter. Make sure that you know what you have and get the correct kit.

Servicing your air filter pays off, just as other preventive maintenance does, in less downtime & more trouble free riding time!

COBB
H-D REPAIR
(440) 244-6881
AMERICAN - EUROPEAN - JAPANESE
RESTORATION - PERFORMANCE - REPAIR
TURP COBB
OWNER
1301 BROWNELL AVE.
LORAIN, OHIO 44052

LEGAL NEWS

As usual there are a bunch of legal issues concerning bikes in the works currently. The environmental Nazis are using threats of lawsuits to close down off road riding around the country but most effectively in California. These cases never go to court because the government doesn't want to pay to litigate so it just automatically shuts down affected locations to off roaders giving the tree huggers a cheap & easy win. AMA is working on the problem and is in need of funds to fight back but the brightest hope is that campers, hikers, hunters, fishermen, rock climbers etcetera are also being locked out - so we have many potential allies in this fight.

In a late breaking story related to this issue, Biologists have recently been busted for faking endangered species issues in these off road usage disputes by planting, (no pun intended), endangered species specimens in these areas to bolster their claims of environmental damage. So much for their occupation of the "moral high ground" on this issue.

Another issue is the increasingly draconian noise legislation in communities around the country. We all know why this is happening - and we all know how to stop it. But will we? Maybe we need a new slogan like - "Loud Pipes Shave Rights"î

A much more important issue is the threat to motorcyclistís health insurance. During the Clinton administration the AMA thought they had this licked when they got a bill passed that prohibited employers or insurers from deigning insurance coverage to motorcyclists and other hobbyists, (horseback riders, scuba divers etc.).

However the Republican congress stalled the implementation of the bill for years. Once Clinton was a lame duck they paid their dues to their insurance and corporate masters by turning the rules for implementing the bill 180% from the original intent. IT IS ILLEGAL FOR MOTORCYCLISTS TO BE REFUSED INSURANCE COVERAGE - BUT IT IS NOT ILLEGAL - TO REFUSE TO PAY FOR MOTORCYCLE RELATED INJURIES UNDER THAT COVERAGE.

Pretty tricky huh? Why would you even want insurance coverage that didn't cover injuries? Better yet the insurers don't even have to tell you in advance that they have made these changes. Many motorcyclists already hurting from motorcycle injuries are being punished again by bankruptcy caused by having to pay horrendous medical bills that they thought were covered.

SO IMMEDIATELY AFTER YOU READ THIS I want all club members to get on the phone to whoever you have to call to find out if YOUR health insurance is actually covering motorcycle related injuries! YOU NEED TO FIND OUT NOW - NOT WHEN IT IS TOO LATE! If it is not - then you need to find another insurer or cover your ass in some way. You also need to contact the AMA (American Motorcyclists Association) to help them fight this pernicious injustice.

Another major issue that I have touched on before is the fact that many motorists who kill or injure bikers walk away with little more than a slap on the wrist from what amounts to vehicular homicide!

The AMA has launched a nationwide campaign on this issue called MOTORCYCLISTS MATTER to fight for stiffer penalties for vehicle drivers who kill or injure motorcyclists. If you think this is an overreaction consider that many of these biker killers get as little as a $200 fine, and the effort is only asking that judges be allowed to impose stiffer penalties including a one year drivers license suspension.

Think about it. If some driver mowed you down from behind at a stop light, wouldn't you, or more likely your surviving friends and family, at least want them to have to mull it over for a year before they went out to try it again?

To get involved call AMA Legislative Affairs Specialist Imre Szauter at 614-856 1900 or email iszauter@ama-cycle.org.

By the way, you might have noticed that your bike insurance is more expensive these days and that you did nothing wrong to cause that. What's up with that? Well, unfortunately your insurance costs have more to do with national trends and statistics that with your actual record as a rider. Bike injuries and fatalities are up, the cost of repairing bikes and riders has skyrocketed, and the insurance companies have taken a huge hit on the money they were earning from other investments due to the Bush economic downturn and the 9/11 disaster.

Because of these and other reasons some insurers are trying to get out of the bike insurance business. Rather than tell you that, they just jack your premium through the roof and see if you take the hint. And of course less competition for the bike insurance biz means the remaining companies can increase their prices. Ah capitalism - so predictable - so logical - so greedy!

Fortunately, your response to this is also logical and predictable. JUST SHOP AROUND! Brand loyalty was great in the fifties but what loyalty do they really have to you?

In an effort to balance the perceived leftist slant of this publication, the Cleveland Club News presents;

THE RIGHT REPORT

By Bill Klima

"Jane you ignorant slut!" As Dan Akroyd used to say on the old Saturday Night Live "Point -Counterpoint" skit. Anybody in the BMWMOC that can't handle a little political satire from EITHER side of the aisle needs a humorous brain wave adjustment. Hereís my contribution; WARNING!!! Non-motorcycle content involved. Only laughter and enlightenment are the goals. Thank you, Bill, (Jackbooted Conservative) Klima

STUDY FINDS SEXISM RAMPANT IN NATURE

Oberlin, Ohio- According to an Oberlin College study, sexism is rampant throughout the natural world, particularly among the highest classes of vertebrates.

"When we first decided to examine attitudes and behaviors toward gender roles among nonhumans, we were wholly unprepared for what we would find", said Fonda Vulvani, leader of the research team, a joint venture between the school's Zoology and Women's Studies departments. "Females living in the wild routinely fall victim to everything from stereotyping to exclusion from pack activities to sexual harassment."

Nowhere is the natural world's gender inequality more transparent, Vulvani said, than in the unfair burden females assume for the rearing of offspring.

"Take the behavior of the ring-necked pheasant," Vulvani said, "After mating, the male immediately abandons the hen, leaving her responsible for the total care for the chicks. For the single mother-to-be, there is no assistance, either in the form of a partner or child support. It's despicable."

Vulvani said pheasants are typical of the natural world, where a mere 5% of animal species mate for life. Among the species that do form lasting pairs, the situation barely improves: Females must remain close to the nest to incubate eggs, nurse and keep watch over the burrow while males are free to go off hunting and fishing with their buddies.

"The sexist attitude that childrearing is "women's work" is prevalent throughout nature and has been for generations, probably since reptiles first developed mammalian characteristics in the Triassic period," Vilvani said. "Sadly, most creatures never pause to challenge these woefully outdated gender roles."

More seriously, in addition to an unfair division of

FASTTRAX
Motorcycle Riding Schools
Nelson Ledges & Mid-Ohio
$25 Discount* on Advanced Street Riders Schools for club members with this ad
Phone 330 494-8410
*Excludes Mid-Ohio
www.fastone.com

FASTTRAX GEAR
4575 State Road
Peninsula, Ohio 44264
330 715-1512
•Dynojet 250 Dyno
•All Brands of Racing Tires
•Full Suspension Rebuild and Upgrade Service, all brands
•Power Mist Racing Fuels
•All Major Exhaust Systems
•Daily UPS Shipping

labor, nature is rife with sexual abuse and harassment. The Oberlin study estimates that in 2001 alone, more than 170 trillion cases of abuse occurred in the world's forests, grasslands and waters - ALL of them unreported!

"During the act of mating, the female moose is subject to excessive biting, nipping and herding," Vulvani said. "The male has no qualms about using sheer brute force to overpower his sex partner, and the female, accustomed to this sort of treatment over millions of years of it, doesnít even realize that thereís something wrong."

Adding insult to injury, Vulvani said, "the bull moose heads off to mate with dozens more females over a two to three week rut, justifying his behavior as "part of the Mardi Gras-like atmosphere of the mating season."

With other species, darker situations unfold.

"To mate, the male Galapagos tortoise simply immobilizes the female with his prodigious weight, which, as far as I'm concerned, qualifies as nonconsensual sex," Vulvani says.

When female animals refuse to play along with prescribed gender roles, they are demonized. For example, female foxes, known throughout the animal kingdom for their aggressiveness, are labeled "vixen".

Bianca Amazonas, a Cleveland-based female rights advocate associated with Case Western Reserve University, said swift action must be taken to address the problem of sexism within the animal kingdom.

"We need to provide tigresses, hens and all other females in nature with outreach programs a support networks," Amazonas said. "We also need to impose standards through intervention. The males of all species need to hear loud and clear the message that this kind of animal behavior is not acceptable."

Amazonas conducts numerous workshops aimed at creating female-friendly biomes and promoting a positive self-image of females both on land and in the sea. She also strongly advocates the legalization of infanticide, which would enable females to devour their newborn when resources are limited.

Ms. Amazonas spent much of 2001 in the Amazon rainforest, working to create safe spaces for female animals. These efforts, however, yielded mixed results: Females have avoided the lighted walkways she built in several dangerously dense areas, and leaflets encouraging females to learn how their own bodies work were ultimately used to line dens for the rainy season.

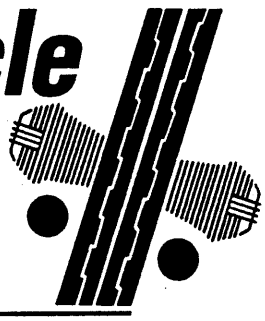
Far from discouraged, she plans to embark on an extensive study of the sexuality of flora.

"Multicellular plants alternate sexually reproducing and asexually reproducing generations, with each plant producing both male and female gametes. It seems many plants have moved past conventional notions of male-female gender altogether. Itís so liberating, I canít help but have hope for all those so-called "higher" species of animals."

All those expressing similar pin-headed conservative Neanderthal viewpoints may send them to Heir Klima at 3017 Somerton Rd. Cleveland Hts. Oh. 44118, or phone at 216-932-5705 or Email to bklima@attgolbal.net or you may submit them through the usual newsletter channels - CCN

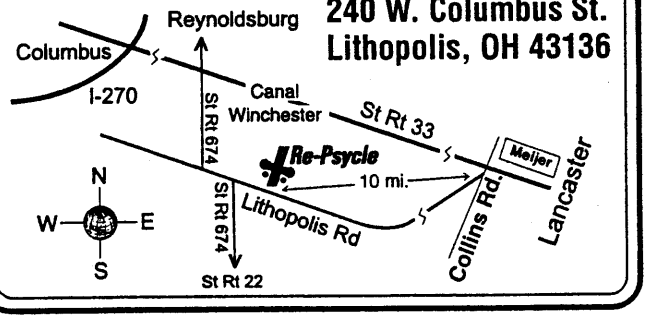
USED RECONDITIONED N.O.S. NEW
O.E.M. & AFTERMARKET PARTS & ACCESSORIES
/2 Thru R11 UPS Daily Used BMW Cycles

Re-Psycle
BMW PARTS
614/837-1160
24 HR FAX: 614/837-0359



Service by Appt. • Rebuilding • Restorations
VISA Fully Equipped • Exclusively BMW MasterCard
SHOP ON-LINE NOW @ www.re-psycle.com
For all your BMW Parts & Accessory needs!
HOURS: Mon. - Tue. - Thu. Noon to 9 p.m. Fri. and Sat. - Noon to 6 p.m.
CLOSED WEDNESDAY & SUNDAY

240 W. Columbus St.
Lithopolis, OH 43136



SIGN ON FOR THE NEW BMWMOC "SOUTHERN COMFORT TOUR"

(Formerly the Heart of Ohio Tour)

Friday June 28th - Ride I-77 south to Cambridge, Ohio and the primitive camping area of Salt Fork State Park. Meet up with your BMWMOC friends and spend the night for $4.00. Phone Jen at 740-432-1508 for reservations.

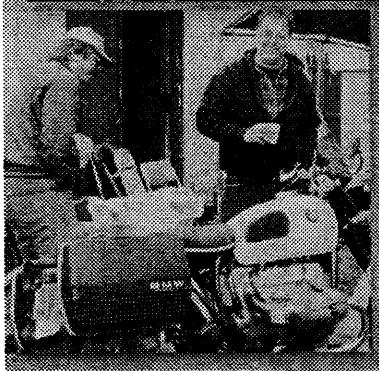
Saturday June 29th Head South from Salt Fork to the picturesque Ohio River town of Portsmouth, Ohio.

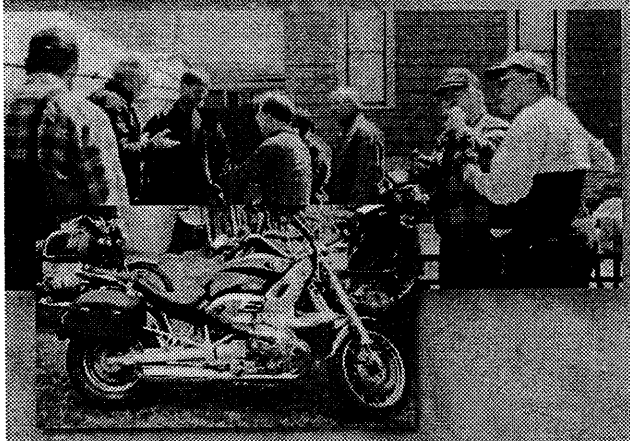
Follow Rt 22 west to Rt 40 west to Rt 83 south to Rt 78 southwest to Glouster, Ohio. Take RT 13 south out of Glouster to Rt 33 south to Athens, Ohio.

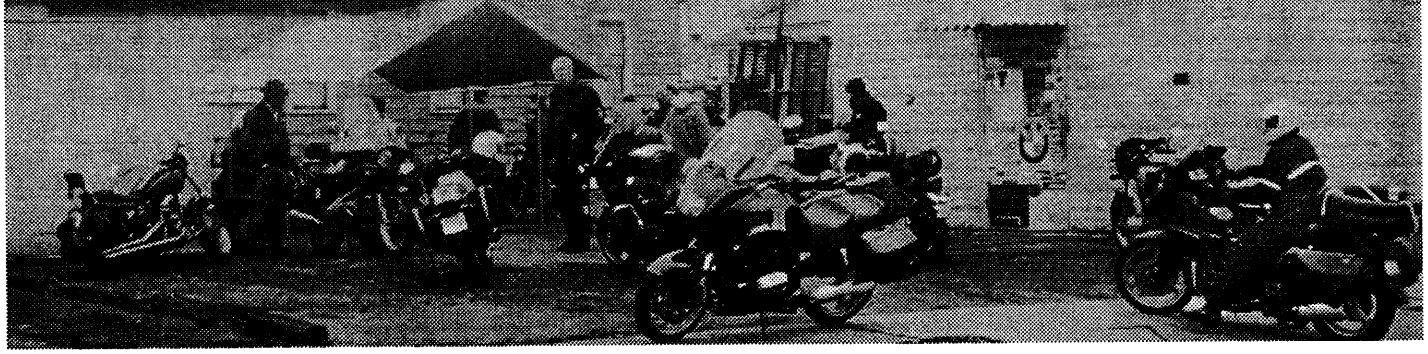
Then take RT 50 (west?) out of Athens to RT 82 southwest about 10 miles west of Jackson Ohio. Then take RT 335 south to RT 52 west to Shawnee Village RV and Campgrounds = 13610 US Highway 52 West Portsmouth Ohio.

Camping there is $10 per night and you can call Sharon at 740-858-5542 for reservations.

Sunday June 30th you are on your own to wind your way home or continue exploring our great state of Ohio. Dont forget to check out the wonderful murals painted on the flood walls of Portsmouth and to enjoy the beauty & hospitality of southern Ohio along your way.







TUNE-UP CLINIC SUCCESS

By "Turp" Cobb

The Tech day at Cobb HD Repair on 4/20/2002 was a success by my criteria. Number one; the turn out was good especially considering that morning's threatening weather. Number two; Club members were helped with their tech problems and concerns and many accomplished needed repairs and maintenance on their bikes. Number three; Nobody went away hungry.

We changed and helped change a pile of tires, sorted out some carb and electrical glitches, changed some oil and filters and did a little brake work. Club members helped each other and socialized in equal measure. About 35 of us shared coffee, pop, sausage and tube steaks, kicked some tires and told a whole lot of stories.

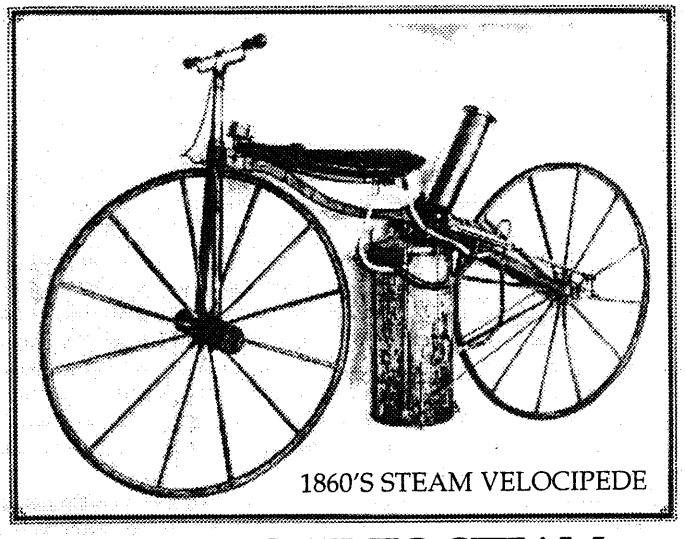
The festivities broke up around 6pm, with the weather having improved steadily and a good time had by all.

I think "Turp" is being a bit modest as is his style. As my style is excess in all things I will say that it was a GRAND success and possibly the best overall tune up clinic that I can recall. I saw more actual work being done on bikes than I had ever seen before and I have no doubt that most of this work was at least helped along amicably by "Turp" and his employees and friends.

I want to give a special thank you and well done to Digger, Sean, (the tire guy), and Doug who were friendly and helpful throughout. Also special thanks to Bob Bench and to our own beloved curmudgeon Dan Frederick who did the culinary honors the whole day. It was a real hoot to stage a Beemer Fest at a Harley Shop with no blood spilt and many mutual puns and jabs exchanged.

I do not know if this club realizes the value that "Turp"Cobb's membership provides us, but I and the rest of the elected and appointed functionaries are pleased to have him aboard. If you havenit yet got to know Howard "Turp" Cobb and his rather large friend, Dale Wright, you owe it to yourself to remedy that situation.

Thank you "Turp", Cobb H-D Repair, Doug, Sean, Digger, Bob and Dan, Squeak and a special thank you to Mother Cobb for her delicious pickled peppers! - CCN



1860'S STEAM VELOCIPEDE

GETTING UP TO STEAM

By Craig A. Webb

A recent questionable purchase from the latest Walnecks' issue bought me a rather poorly written pamphlet on the history of what is probably the first motorcycle produced in America. It was built just after the Civil War, made a respectable 30-plus mph, even on iron shod wheels over deplorable road conditions, (far faster than riding a horse), and was powered by a steam engine.

There are a couple of reasons behind my interest in this matter besides my addiction to pointless historic trivia, ("Hello, my name is Craig, and I am a compulsive plaque reader"). The first reason is the memory of a story in an old "Heavy Metal" magazine about some "lone ranger" type hero riding around in a post apocalyptic North America on a steam powered motorcycle. The motorcycle was drawn to look suspiciously like an old /2 BMW with some vague modifications for steam propulsion. I remember wondering if such a vehicle were possible and how cool it would be to cruise indefinitely on nothing but water, fire and anything combustible.

The second reason is my anti-oil rant in the last issue of the Cleveland Club News. Sure, it is improbable that I am going to personally avoid oil use in anything like the near future - especially with my motorcycle addiction ñ but it would be, at least, intellectually responsible to study the alternatives.

I know that there are such things as diesel powered motorcycles. They are a big deal in India for economic gas mileage purposes. They are also used by NATO forces due to a military doctrine requiring all land transport to share the same type fuel. Still, diesel fuel is oil based and while more economical; it does produce more pollution issues than regular gas.

Electric moped-type cycles exist and of course the electric and electric-hybrid car is now a reality. This may be the wave of the future as solar and fuel cell technologies are brought on line to generate the electricity needed. The compressed hydrogen technology makes me a little nervous when applied to moving vehicles because of its extremely explosive properties, (remember "the Hindenburg"), but I suppose it is no more dangerous than a Ford Pinto with a full tank of gas.

According to R.A.ís "On The Level" magazine, BMW is experimenting with the use of compressed hydrogen as a fuel source in specially modified largely conventional internal combustion engines. They indicated that this is a radical departure from the more proven Hydrogen fuel cell producing electricity approach, but with hydrogen abundantly present in all air and water on earth, the Arabs & Texans can kiss their energy monopoly goodbye in either case.

Pollution wise it is a win-win situation also. Burning hydrogen with oxygen, (air-basically), produces heat and water! Since water can then be separated back into hydrogen and oxygen, (that is what H2O stands for after all), the recycling possibilities are obvious.

Talk about ultimate recycling, there are vehicle propulsion systems under study that run on nothing but compressed air. The power exerted by compressed air is essentially what steam power was all about except that the volume of air was expanded by heat to produce motive force ñ which brings us back full circle to that little steam scooter.

The inventor, Sylvestor Haywood Roper was born on a farm in New Hampshire in 1823. As a child he displayed a remarkable precocity in mechanics building working models of steam engines and locomotives before he ever saw one in real life. As a boy he became an apprentice to a machinist but otherwise was a completely self taught genius and visionary. During his 73 years of life he would invent and build 11 self propelled steam powered road vehicles of 2, 3 & 4 wheel designs along with numerous stationary engines, boat engines, and other revolutionary devices. His involvement in the invention and production of the famous Spencer repeating rifle and other breach loading weapons is often credited with winning the Civil War for the North. He invented and manufactured the first propeller guided marine engine, (No rudder needed), and the first marine outboard engine and was active in the design and construction of gliders that may have included the use of steam engines, (alas, too heavy), that at least envisioned the possibility of powered human flight.

He built his first road steamer in 1859, and it was a chain driven three wheeler. Since three wheeled vehicles are considered motorcycles, this was actually the first motorcycle. He and his son Charles rode this marvel through the streets of Boston much to the horror of the local horse population which seemed to have a clairvoyant vision of their coming fate because they would run away from the machine even when it was absolutely still and admitting no smoke or noise at all.

This negative reaction of the omnipresent horse population and their owners plus local law enforcement

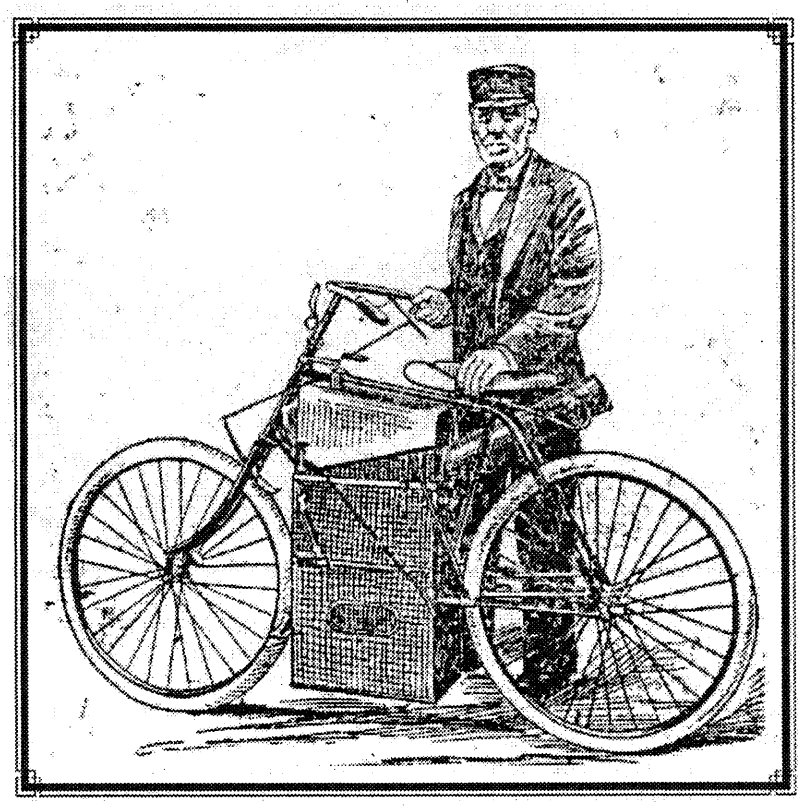
The 1869 Steam Velocipede as Shown in a Circus Ticket

doomed the popular acceptance of this form of transportation. None of Roper's or other inventors' steam powered road machines ever went into mass production largely for this reason and thus delayed the advent of the "horseless carriage" age until the early 20th century.

This did not keep Sylvestor from turning a profit on the machines, as he sold all of them to wealthy friends or to showmen who exhibited them at county fairs and took them on circus tours around the country. Roper also made a tidy profit and gained a good deal of publicity for his inventions by racing them against horses, bicycles and other steam vehicles in contests he always won!

In 1869, Roper built his second motorcycle, a two wheeled steam powered "velocipede" which was soon winning races against anything that could move at fairs and circuses across the land. A good photograph and a circus advertisement for this vehicle shows it to be a surprisingly practical looking device.

Roper's last motorcycle was also his last steam powered vehicle because he died racing it in 1896. The newly designed steam engine was built into a production bicycle frame provided by the Columbia Bicycle Company, weighed only 150 lbs. could carry 25 miles worth of coal & water and reached a boiler pressure of 100-185 PSIG, (whatever that means).



Roper Poses With His 1895 "Motorcycle of Death"

Roper himself took it out for its first speed trial at a dirt horse track where it reached forty miles per hour. However, Sylvestor thought it could go much faster on a smooth bicycle race track. The next weekend he appeared at a local bike racing track, did a few exhibition laps and then opened it up with the best bike racers pacing him. The trained racing men could not keep up with him and he completed the mile in two minutes, and one fifths seconds.

This was not good enough for Roper who continued around the track attempting to decrease his time. With the machine cutting a fast pace on the back stretch, spectators noticed the bike begin to slow down, wobble and veer off the track into the sandy center oval. Men rushed to the side of the moving machine and caught the elderly rider so that he did not fall. As soon as they touched him they realized he was dead. There were no marks on the body and an ingenious throttle arrangement had brought the machine to a slow speed as the rider lost muscle control. Roperís death was caused by "sclerosis of the arteries" from which he had suffered for over two years.

The fate of the 1859 three wheeler is not known, however the 1869 "Steam Velocipede" was donated to the Smithsonian Institute in 1956. The 1895 "Motorcycle of Death" upon which Roper died was exhibited for years in museums in New York and Florida and now resides with a private collector in Michigan. Although Sylvester Haywood Roper never gained the fame and fortune acquired by later motor pioneers like Henry Ford he was unquestionably a visionary genius and one hell of a man to be attempting to break speed records while in his seventies. Certainly he is worthy of the title of "Grandfather to the American Motor Industry".

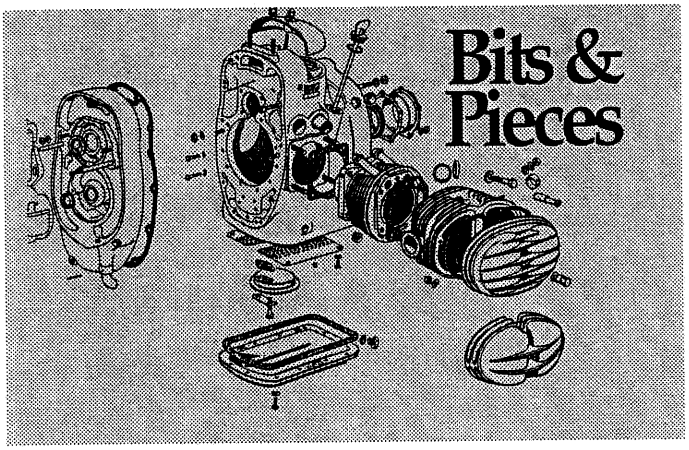
If none of the "alternative history" aspects of this fire your imagination, consider that steam powered trains, farm tractors and ships were common before and after the Civil War. Military development during that war brought forth the steam powered "Ironclad" warships that ended the age of sailing ships and gave birth to modern battleships, carriers and even submarines.

Imagine if Mr. Roper had realized the potential of steam powered "land ironclads" that needed no tracks or waterways to move heavy armor and armaments around battlefield terrain? The battle of Gettysburg might have been fought with herds of steam powered tanks enacting a slower motion nineteenth century blitzkrieg!

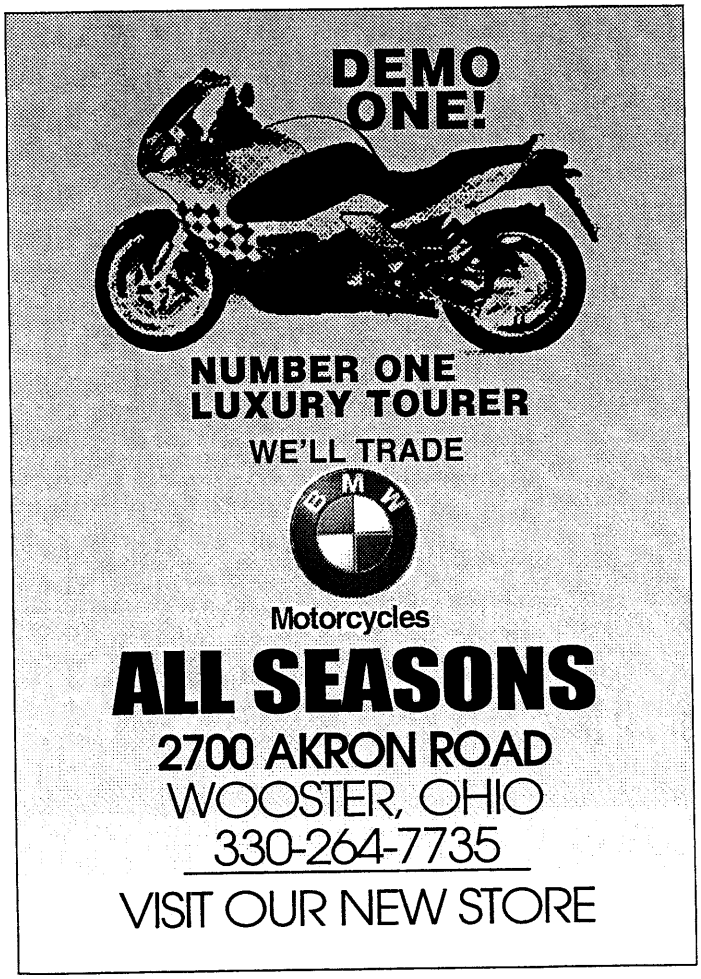
Once these "land steamers" had proved their worth in warfare, could peacetime developments have been far behind? Would the reluctance of men and horses have melted away as it did after 1900 and allowed steam propulsion technology a 40 year head start over gasoline engines? If so, would the nearly successful "Stanley Steamers" and the electric cars that gave the internal combustion engine a run for its money in the early 20th century, have won the technology showdown?

I recently read a book entitled, "The Two Georges" which envisioned an America which remained a part of the British Empire after George Washington came to a peaceful agreement with King George. That reality featured the complete domination of quaint steam powered vehicles and comfortable though more leisurely air travel by giant luxury dirigibles and zeppelins. Pollution was still a bit of a problem as powdered coal provided the heat necessary but the pace of life was definitely more bearable - and no Arabs or Texans in sight!

SO HOW ABOUT IT, YOU TECH TYPES? Where do I put in the coal and water on my venerable /7 Boxer?



Motorcycling and media alert. The new channel 43 sitcom "AS IF" features a young man who rides a red Vespa around. This is a fairly clever show if you can stand the sort of MTV style and world view. Lots of nice young faces to look at both male & female. An interesting aspect is that each program is seen from the viewpoint of a different member of the core cast. Sort of a "Roshamon" version of twenty something angst. They are also supposedly running a Vespa give away through the www.ally.com website but I was all over this site the morning, 3/6/02 after the premier and could find no mention of it. Forget it ñ this teen angst saga has already been cancelled - CCN



Media Alert II
Just saw a fantastically funny movie at the Cleveland International film festival called "The Third Wheel". If it comes to the regular theatres, donít miss it. Legally I can insert this shameless plug in the newsletter because it has a scene of Ben Affleck and some fat broad doing the deed atop a crotch rocket.

Media Alert III
Latest Old Navy commercial features some chick in white Capri pants riding some white, (no name plates), old English thumper. I'm thinking it's a Norton Manx ñ Check it out and see if I'm right.

Media Alert IV
I donít even know what product is being sold ñ It may be Dr. Pepper, but it features an old TV show parody called "Chimps". Two monkeys on police motorcycles are prominently featured but I canít make out the type of motorcycle used ñ can you?

Media Alert V
Cell Phone commercial that features a young couple in love. Apparently they decide to call off the big wedding, (cell phone angle), and just elope on a Ducati.

Why the Media Alerts? - Because any "positive" appearance of motorcycling on the mass media is a plus for the image of motorcycling in general and makes our lives a little easier, safer & more desirable. "More desirable" is good, right?

As an update on alternative two wheelers, the new Segway gyroscopic scooter was on display at the Cleveland Auto show. There was no driving or demonstration but you could get close up and touch the real item as well as view an interesting video. The size and weight are really not very impressive. I would guess that it is about the same as an old 1950's metal upright vacuum cleaner. I bet you could pick it up and put it in a car trunk easily.

The video was very impressive as it went far past the usual media demos and displayed the scooter's ability to climb hills, navigate cluttered shop floors, race across grassy fields, blast through mud puddles and even climb over loose gravel and relatively large stones. Somehow I had pictured it being restricted to sidewalks and linoleum floors but I was way wrong. I am chaffing at the bit to try one of these myself. It looks like BIG FUN!

Newsletter Editor Craig A. Webb was recently RUN OVER BY A TRUCK while working as traffic control supervisor on the current I-71 night asphalt project. He was picked up by Cleveland EMS and treated at Metro Emergency. Fortunately he received only minor road rash, bruises and a new pair of underwear. The female driver of the truck is his traffic control assistant on the project. Apparently they are having professional differences or she was "just having one of those days".

Anssa Vanjoki of Finland was fined $103,000 for speeding at 46mph in a 31mph zone on an island near Helsinki. In

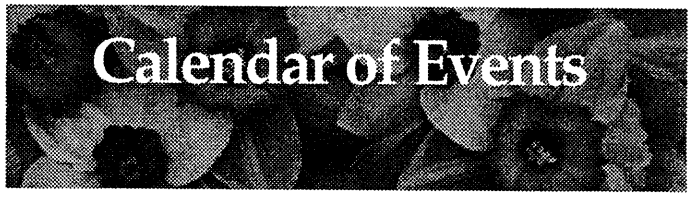
Finland, traffic fines are not figured on the seriousness of the offence, but on the income of the offender. Anssa has an annual income of $5.2 million. I'd issue a vigorous "don't let this happen in the US" alert about this, but I have no doubt that the rich and powerful world wide will put the kibosh on this concept ASAP! - CCN

Triumph is taking some big hits with its Bonneville and 600TT models being universally reviled in the motorcycle press and a Massive Fire at the production facility in Hinkley. Observers say that about 50% of the facility went up in flames. Nobody was hurt in the blaze but the 650 workers at Triumph who were already worried about rumors of production moving abroad are now deeply worried about company solvency.

Company spokesmen are maintaining the traditional English "stiff upper lip" by downplaying the seriousness of the fire and maintaining that they have sufficient stock and spares on hand to satisfy immediate needs.

Beemer styling chief David Robb is mending a broken leg suffered from a low-side spill at the F650 CS press launch in California.

A New Jersey fund-raising ball intended to improve the standing and public image of motorcycling suffered a major setback when members of the Pagans and Hell's Angels motorcycle gangs got into a gunfight, leaving thirty wounded and one dead. *And Yasser Arafat thinks he has PR problems! - CCN*



Have you renewed your club membership? Renew now for the 2002 season
Entries in bold italics are BMWMOC sponsored events

June 2nd Poker Run sponsored by the Buckeye Beemers to benefit the Motorcycle Hall of Fame Museum-Starts at noon at the AMA Headquarters Building in Pickerington, Ohio on Route 204 east of route 256, (exit 112) off I-70 east of Columbus. 1st bike out by 1pm Door prizes and awards offered.

June 4th Fourth Annual Ride to Brunch at Squeak's House 1530 Main St. Peninsula, Ohio 10:am If you are planning to come let me know at 330-657-2502 by June 1st so I know how many eggs to break.

June 3-8th Americade in Lake George NY. 24 hour taped info: 518-798-7888 or www.tourexpo.com 1-518-798-7888

June 7-9th 10th Anniversary BMWMOC Micro-Rally at "The Pit" private motorcycle campground in New Haven, Ohio Camping is $5 per night Friday night chili pot, continuous coffee, tea, pop and hot chocolate. Club Membership Meeting Saturday afternoon at 4:00pm Pavilion, primitive camping and toilets, fishing pond, bonfire and special celebratory Rally T-shirts by Craig Webb and Terry Taggart, (Remember the "Yahoo at the Wahoo" shirts?) Contact Squeak at 330-657-2502 for more information

June 14-16th Ohio RA Appalachian Foothills Summer Campout near Peebles, Ohio Have some great riding and stop and see the world famous Serpent Mound archeological site. Please RSVP Chris or Randy Phipps at 937-587-3443 or randykris73@dragonbbs.com for more info.

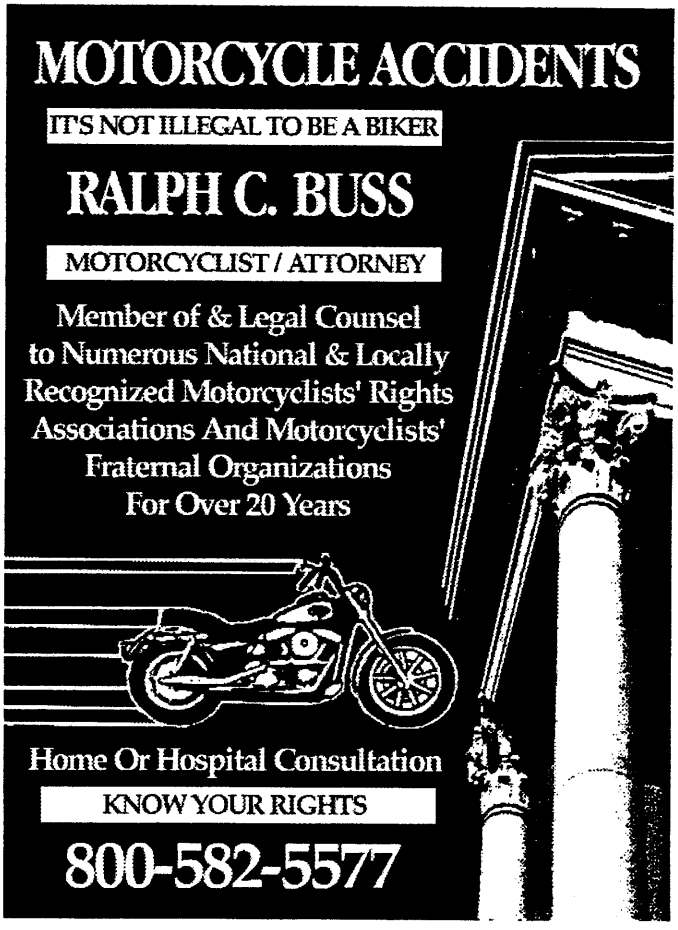
June - ? Triumph Across America 100th year celebration ride from New York to California stopping at dealerships along the way. For info check the US section of the company we site www.triumph.co.UK - You can also send questions by email to TriAcrossAmerica@aol.com

June 17th 11th Annual National Ride To Work Day Show America that motorcycles are more than toys - decrease traffic, improve parking, increase fuel efficiency, dispel stereotypes of who we are and how many there are of us! Contact www.ridetowork.org or propaganda@ridetowork.org for more info

June 20-23rd BMW Solstice Celebration Near the heart of the counter revolution at beautiful and crazy Yellow Springs, Ohio in Jon Bryant State Park. Tent Camping and Saturday evening meal at nominal charge. Contact Howard Etkind at 937-865-3084 or hetkind@best-web.net for more info.

June 23rd March of dimes Charity ride Starting at Indian Motorcycle Company of Cleveland 24202 Aurora Rd. Bedford Hts. Oh. Registration 10am, Ride noon $25 including coffee and donuts, lunch and collectable pin. Contact Kristen at 216-518-1663 for more info.

June 28-July3rd Third AMA Women &



Motorcycling National Conference West Virginia Wesleyan College in Buckhannon, West Virginia contact www.womenandmotorcycling.com for info. Limited to 1000 participants, registration is $139 per person with AMA members getting a %39 discount. Call 1-800 AMA JOIN for more info

No July BMWMOC Membership Meeting - Go see some fireworks instead!

July 11-14th "Land O' Loon Rally" in Trenton, Ontario The first ever truly International Rally for the BMW Motorcycle Owners of America. www.bmwmoa.org/rally02/index.htm for info.registration fee $30 call 1-905-885-7354 Also happening at the same time in association with the national are the K-1 rally for info go to clyderomero@worldnet.att.net and the The Selected Friends O Wile E. Coyote club #100 will be meeting at the beer garden at 12:30pm contact 302-661-2789 or axlemak@aol.com for more info..

July 19-21st AMA Vintage Motorcycle Days Mid-Ohio Sports Car Course, Lexington, Ohio. Racing, Auction, Bike Show and Monster Swap Meet - Camping available Contact 1-800-AMA-JOIN or www.amadirectlink.com for info. (Our club may be having a table at the swap meet - contact club officers for details.) Read ROAD SIGNS in this issue for more details.

July 19-21st 13th and final "Last Edition" Broccoli Fest. Rolling Broccoli Riders Mental Health Spa near Wiarton, Ontario. No fees, no fuss, no frills and still no showers ñ bring a suit and jump in the bay! Bring food, dishes and flatware contact Helmut Haus, 484044 Cape Rd. RR#2 Wiarton, Ontario, Canada NOH-2TO 1-519-534-2598 or brockais@grey-bruce.net

July 25th BMWMOC Board meeting at Howard "Turp" Cobb"s house at 6271 Russia Rd in South Amherst Ohio 7:00pm All members are welcome call Turp at 440-986-5691 or 1800-225-9730 for more info

July 26th-28th BMWMOC Dealer Ride / Poker Run Campout at Whispering Hills Campground in Shreve Ohio. Get a card at Sills in Cleveland, Roman's in Austintown, Mathias in Dover and All Seasons in Wooster then end up in Shreve for your final card and campout. Read ROAD SIGNS in this issue for more details. Call Squeak at 330-657-2502 for more info.

July 26-28 Honda Super cycle Weekend at Mid Ohio Sports Car Course in Lexington, Ohio Big Race Stuff contact 1-800 AMA-Join for more info

August 1st BMWMOC Membership meeting at 7:30 pm at beautiful Huntington Beach Park on the Lake Road in Bay Village, Ohio Grill out and bring you swim suit! Contact Squeak at 330-657-2502 for more info.

August 1-4th AMA Crossroads Rally Fairfield County Fairgrounds Lancaster, Ohio $50 for AMA members -Seminars, vendors, BBQs and concerts, bonfires and classic biker movies, poker runs, bike show, top gun skills competition and field meet. Contact 1-800-AMA-JOIN or www.amadirectlink.com for info.

August 4-11th Stugis Rally & Races Stugis, South Dakota The Black Hills BMW Riders offer sanctuary for BMW riders at Whispering Pines Campground $9.50 per night - BBQ dinner on the 6th - No separate rally fees register early as camp spaces fill up quickly. Call 605-341-3667 or campresort@aol.com for registration Jim Hanson 605-642-1922 or Hansen@dtgnet.com for more info.

August 15th BMWMOC Newsletter Submissions Deadline - get all your road stories into Craig and pictures to Terry so that they can make a dynamite Fall newsletter - You columnists - and you know who you are ñ GET ON THE STICK! What about Classified Ads - has nobody got anything they want to unload? Contact Craig A. Webb at 216-398-8431, FAX 216-398-8421 or burningriver@mns.com

August 15-18th BMW RA's "Red River Rally" in New Mexico Lots of great scenery, demo rides, vendors and cheap hotel rooms but very little camping. High altitude should keep it cool even in August. Registration is $25, call 1-800-348-6444 or emailwww.bmwra.org for more info.

August 16-18th Four Winds BMW Riders Rally Redbank Valley Park outside Bethlehem Pa This is a new site! Contact www.4windsbmw.org for more info

August 17-18th MS "Pedal to the Point" charity ride see Road Signs article in this issue for more details. Call George Lopez at 440-884-4832 for more info.

August 23-25th BMW Riders of Toledo Campout at East Harbor State Park Finally a Rally where you can be on the lake! Contact Beth Schwartz at 419-836-3708 or www.bmwridersoftoledo.org for more info.

August 30-September 2nd 28th Finger Lakes Rally at Hidden Valley Campground Watkins Glen, N.Y. Registration $48 Read ROAD SIGNS in this issue for details. Contact Roxanne Jones at 315-891-3718 or rjones0844@aol.com or www.fingerlakesbmw.org for more info. Or call Squeak at 330-657-2502 if you want info

SCHIETS MOTORS

HONDA . YAMAHA

1557 Oak Harbor Rd., Fremont, Oh 43420
Phone: 419-332-9902 FAX: 419-332-1437
SUMMER hours; M-W-F 10 to 6. Tue - Thur 10 to 8, Sat 9 to 3, Closed Sunday,

WE SERVICE BMW's!

Your '02 BMW MOC Club Membership Card will still entitle you to 10% off any parts or accessories!
We will gladly ship UPS!

Certified BMW Technician (Eric Kimpl) on Staff
Please Call Jerry for an Appointment at
419-332-9902

Directions: Take the Ohio Turnpike to Exit 6 (Fremont.) Take SR53 south, just past the traffic light at Wal-Mart and Loew's (on your right) take US20 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

on the Ralph Maarsen Camp out.

August 31st BMWMOC Club Exclusive Experienced Rider's Course (ERC) using your own bike at Lakeland Community College SPECIAL ARRANGEMENT of Roger Prior and Jerry Bruce Contact George Lopez at 440-884-4832 to register or for more info Read ROAD SIGNS IN THIS ISSUE FOR MORE DETAILS.

September 5th BMWMOC Membership Meeting at Oak Grove Picnic area in the Brecksville Reservation of the Cleveland Metroparks in Brecksville, Ohio 7:30pm, come early and cook out enjoy the windy roads, (but watch your speed), and bring an offering for the legion of raccoons. Contact Squeak at 330 - 657-2502 for more info.

October 11-13th BMWMOC FALL FOLIAGE GATHERING OF THE OHIO BMW CLUBS - whispering Hills Campground in beautiful Shreve, Ohio. And I think there will be clams!

Motosapien Moments Summer 2002

PECKING ORDER

By Craig A. Webb

Ever since the untimely collapse of the eastern block, and the subsequent philosophical frontal lobotomy of the left, the pundits of hierarchical order have held supreme unchallenged sway.

After all, what is unfettered triumphant capitalism if not a fiscal survival of the fittest? This being so, it is odd that the conservative capitalists always seek to refute Darwin's theories of natural selection while at the same time championing their own theories of Social Darwinism.

Apparently it is not enough for them that the smart, strong and rich will ultimately crush and drive to extinction the stupid, weak and poor. They want it to be seen as "GOD'S WILL" that it be so. Aye now, John Calvin, will we never be rid of thee?

Notice all the new "reality" game shows where erstwhile companions and teammates compete, scheme, double-cross and cannibalize each other until the final "survivor", (demonstrably the lowest, scheming, back stabbing swine of the whole nasty bunch), wins the big money. Just what do you suppose these corporate sponsors and their pet media are trying to tell us - and our impressionable offspring?

At least in Golding's "Lord of the Flies" the surviving little savages weren't given a monetary reward for abandoning all civility. But then that was literature - this is television!

Anyway, it has always been so - at least in my lifetime. The same Alpha male type jocks and greasers who were trying to stuff my head in the toilet in Junior High School are still at it symbolically forty years later. Only now they are bosses, foremen, School System CEO's and unelected Presidents.

In Junior high my nemesis was named Bill Prochek. So now, rather than dignify each new tormentor with an individual record in my diminishing supply of grey matter, they are all "Bill Prochek" to me - and they are legion.

His latest incarnation runs the grinding crew on the I-71 resurfacing project I currently inhabit. He hates me because I provide all the traffic safety for him and his cowboy crew, and "safety" is SISSY STUFF.

He wants to see me shovel asphalt and suck fumes, drink hard and whore harder like the rest of his "boys". Most importantly of all he wants me to jump when he says jump - and I always do. Except I always ask WHY we are all jumping - and he hates that. He hates and fears that moment of thought. That flash of reason and motive that illuminates, however briefly, his dark little realm of intimidation and blind obedience. And so our struggle goes on.

Some say I struggle because I am an Alpha male also. This might have been so. I have often been forced to take charge by default. But the good Doctors Owlsley and Leary introduced me to the magic pill that ended all that for me. It blew the doors off - along with the walls, roof and windows of that little conceptual house of cards called "reality." Once you have seen the ALL and your small but exquisite place in it, you just can't take that "chain of command" bullshit seriously any more.

So I guess that makes me an Alpha - Omega male. Looking at all sides - but loyal to none - or perhaps to all. It is an amusing place to be. You get a reputation for being "diplomatic", "funny", "politically correct" or even "queer."

Sticks and stones may break my bones buy names will never desert me. Bill Prochek will never leave me ñ nor will he ever BE me. That is my blessing.

By the way, I've never met Bill Prochek in this club. No dictators, no bullies - perhaps a clique but I've yet to see anyone rejected from it. We're more like a family, and you know, no matter who you are or what you're like - you're still family! Itís a very "Omega" place to be.

MEDITATIONS

Adversity introduces a man to himself.

MOTOPORT

SAVE MONEY*
Don't Overpay for Other Brands
Now: Affordable, Highest Quality Gear

RIDING APPAREL FOR YOUR COMFORT AND PROTECTION WATERPROOF WINDPROOF BREATHABLE JACKETS, PANTS, RAINSUITS, GLOVES & ACCESSORIES OF THE HIGHEST QUAILTY, MADE WITH CORDURA TASLAN, AEROTEX, THERMOLITE, GOR-TEX, SCOTCHLITE, KEVLAR, TRI-ARMOR, THINSULATE, LEATHER

* FOR SPECIAL MEMBER BENEFITS AND YOUR MOTOPORT CATALOG:
CONTACT **Jerry Bruce** SOON. . .
440-247-5656 TOLL FREE PAGER/VOICEMAIL 1-888-940-9888

10th Anniversary BMWMOC Micro- Rally

June 7-9th at "THE PIT"
private motorcycle campground
New Haven, Ohio
$5 per person per night, chili pot, continuous coffee, pop, tea & hot chocolate
Pavilion, primitive camping and toilet facilities
Special Rally T-shirt by Craig & Terry
June BMWMOC Membership Meeting
4:00pm Saturday
Opening games of THE BOXERS vs THE BRICKS 2002 competition
Contact Road Captain Squeak
at 330-657-2502 for info

ATTENTION CLUB MEMBERS

VARIOUS NEWSLETTER ADVERTISERS, HAVED CANCELLED THEIR ADS BECAUSE THEY CLAIM THAT THEY DO NOT GET ENOUGH BUSINESS FROM OUR CLUB TO COVER THE COST OF THE ADS.

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

BMWMOC CLUB OFFICERS AND OFFICIALS

Ralph Crider, President	(440) 327-4893
	rcrider@stratos.net
Dan Frederick, Vice President	(216) 731-7047
	bmwdan@att.net
Marcy Lopez, Secretary	(440) 884-4832
Howard Loewenthal, Treasurer	(330) 220-4414
	howardloew@aol.com
Paul Shaver, Road Captain	(330) 657-2502
	cybersqueak196@hotmail.com
George Lopez, Director	(440) 884-4832
	george_i_lopez@att.net
Howard Cobb, Director	(440) 986-5691
Roger Pivonka, Director	(440) 543-8704
	rpivonka3@stratos.net
Bob Shelton, Director	(440) 937-6329
	nshelton@erienet.net
Stanley Kain, Director	(440) 842-2960
	bmwstan@aol.com
Bill Klima, Director	(216) 932-5705
Dan Frederick, Membership	(216) 731-7047
Bob Shelton, Quartermaster	(440) 937-6329
Karl Hoffman, Mister Sunshine	(216) 651-9099
Craig A. Webb, CCN Editor	(216) 398-8431
	burningriver@msn.com
Terry Taggart, CCN Designer	(440) 247-6990
	taggart@core.com
Dan Frederick, CCN Ad Sales	(216) 731-7047

ACHTUNG! (ATTENTION)

SUMMER NEWSLETTER DEADLINES
SUBMISSIONS DEADLINE AUG. 15TH
PUBLICATION DATE - SEPT. 1ST
NEW NEWSLETTER ADDRESS
CLEVELAND CLUB NEWS
C/O CRAIG A. WEBB
1601 COOK AVE.
CLEVELAND, OHIO 44109
(216) 398 - 8431
FAX 216-398-8421
burningriver@msn.com

LET THE GAMES BEGIN

The Cleveland Club News is sponsoring a season of friendly competition
Within the BMWMOC membership, (and possibly the larger BMW community)
Individual competitive events will vary wildly from athletics to academics
And will be reported in the new SPORTING PAGE of the Cleveland Club News
Two all-inclusive teams will be formed to compete in any event

THE BERLIN BOXERS vs. THE FLYING BRICKS

Special Team Apparel will become available
2002 Championship Trophy awarded at the BMWMOC Christmas Party
For info and registration contact
Craig A Webb, Sporting Correspondent, Cleveland Club News 1601 Cook Ave. Cleveland Ohio 44109 or Email burningriver@msn.com
Get connected to the Cleveland Club News
Members, (and others), may now contribute to the newsletter via his new Email address burningriver@msn.com or fax submissions to (216) 398-8421.

While these exciting new channels exist, there is still no guarantee that the neo- ludite editor knows how to use them. Assume competence at your own risk. Fortunately the 19th century venues still operate and submissions will still be gratefully accepted by phone, (216-398-8431) or by anthrax ridden snail mail at BMWMOC Cleveland Club News c/o Craig A. Webb 1601 Cook Ave. Cleveland, Ohio 44109.

The Cleveland Club News is published solely for the entertainment and education of its readers. The BMW Motorcycle Owners of Cleveland Inc., and the publisher assume no liability for the content or accuracy of the information contained in this newsletter, nor do we necessarily endorse or agree with the statements, advertisements, or opinions presented herein. The Cleveland Club News is published quarterly by the BMW Motorcycle Owners of Cleveland Inc. and is included with the annual membership dues. Revenues generated by the sale of commercial ads and non-member subscriptions are used solely to offset the cost of generating this publication. The BMW Motorcycle Owners of Cleveland Inc. is a not-for-profit corporation of the Great State of Ohio. A commercial advertising rate schedule is available from the publisher upon request. Non-member subscriptions are available for $6.00 per year. A complimentary issue may be requested on a one-time basis. To receive a newsletter or for change of addresses write to Cleveland Club News, c/o Dan Frederick, 282 E. 214th St. Euclid, OH 44123 or call (216)

S.W.I.F.B.N. continued from cover.

The road to Escanaba was an unusual place to understand that I was not above common life - that I was subject to the timeless recycling of matter and energy that probably would not leave an indication of my passing. Nor was I beyond the generalities that are attributed to men approaching certain times in their lives. If someone wanted to, they could point to my behavior as clearly indicative of mid-life crisis. So what?

The highway was blurring below me at about 60mph, (SPEED). The sun had been at my back for most of the morning and now it emphasized the green and white of the trees and low clouds which offset the brilliant blue of the sky, (WIND IN THE FACE). A nice place, this Ohio Turnpike. Is it where many men learn deep truths about themselves? Indeed, I was uncomfortable, but the pain would ease every time a rider coming the other direction would wave, (BEING NOTICED).

Through all of Pennsylvania and most of Ohio the comradeship was spotty. Maybe it was locals not traveling somewhere who couldn't be bothered. I suspected that some could make out my brand of bike from a distance and were snubbing my purchasing decision. Still others looked as if they were fearful of letting go of their handful of something so-so homespun.

It was about six hours into an effort that would end in a 12 hour day and log more than 500 miles traveled, that I realized I was getting tired. There was numbness in my butt and strain across my neck and shoulder from being constantly astride the motorcycle. It was clear that I was suffering from the aging process.

Although different from utile objects in that we have life, human beings are subject to the same deterioration as would be a cup, a simple garden implement or a garden tool. We become scarred and warn - even shiny in a few places. Rarely have I been more aware of my own grinding away than I was that afternoon of July 16, 1987.

These and other observations had to go into the mental memory bank, since I could not note them while riding. Some were pretty interesting vignettes. Sort of a collage of one man's adventure and, philosophically, a journey of enlightenment. I've already paid the price of admission, so why don't I share a few of my mind movies with you other SWITFBN addicts.

For example, there was Dundee. Within sight of State Highway 23 at an exit with the same name. I saw fuel for both the bike and body was available. I topped the tank but factory burgers could become a mainstay later in the trip, so I thought I'd try for something more nourishing in a place more memorable. I drove away from the highway and found a community quaint with a sort of triangular town park. One point of the triangle pointed to a bar through whose windows no eye could peer. Safer for a long distance traveler was the pizza shop with no customers a half block away.

I pulled up next to a band platform in the park, turned off the gas petcock, and heaved the bike onto the centerstand. A few teenaged boys were smoking or taking turns at performing stunts on a small bicycle. With both motor and helmet off, I was confronted by a man in a badly worn blue suit.

"Will you come and pray with us brother?" he asked.

I had the image of motorcyclists across the nation at heart when I accepted his offer, joined hands with the boys, and heard something like this.

"Let us pray that the Lord who watches down on all of those among us, who go about his business on two wheels, will remove dangers from our paths and keep us whole witnesses of his greatness and truth."

Well, I was sort of embarrassed about holding the othersí hands and sought retreat from my discomfort by uttering a perfunctory "Amen". Little more was spoken, and nothing by me. I walked over to the restaurant and partook of a hot sausage sandwich, (so much for nourishment). And why I had to part the curtains so I could keep my eye on my former and fellow supplicants, I cannot say. I hope those young and /or devout citizens if Dundee didn't witness my lack of trust. Back to the road.

To be continued in The Fall issue

Cleveland's Own Pizza & Ribs
Geppetto's
(216)
941-1120

Warren Village Shopping Center
3314 Warren Road
Cleveland, Ohio 44111

MATHIAS
BMW CYCLE SALES
After 28 Years We Are Moving
Route 416 East New Philadelphia
Complete Service & Parts Dept.
Check Out Our BMW Accessories
330-308-8868

www.bmwmoc.org □ voice mail 216-556-0196

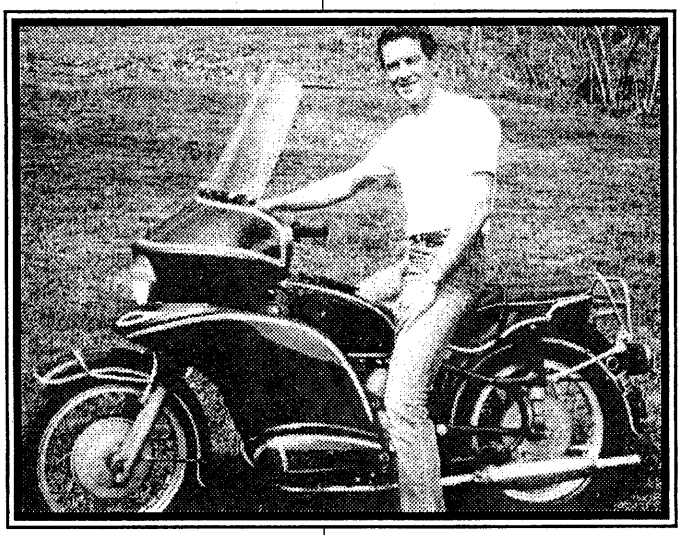
S.W.I.T.F.B.N.

(Truth in Riding)

by Don Poremski (reprinted from BMWON)

" All embellishment, rationalizing and exaggerations aside, why do any of us ride motorcycles? I thought I knew but then this summer and Northland Escape 87 came along, making more thought necessary.

Oh, I knew what my reasoning was way, way back when I first bought a Cushman Eagle while attending Syracuse University. Couldnít afford a car on Airman second pay, and the only other choice for the money was an old Harley-Davidson with a semi elliptical spring in front. It was, for a kid with 150 lbs of heft soaking wet in woolen clothing, not the thing to start with.



No, then the goal was inexpensive transportation. A very clearheaded choice for one only recently 18. This good logic would prevail for another 26 years. But things that occurred on the way to Escanaba made me probe for my true impulses. Now knowing them, I must admit they are the same as they were even before I got that first two-wheeler. I offer that they are valid for all motorcyclists.

The purchase of that Cushman had been festering in my soul ever since I cursed my family for living in Pennsylvania where no motor scooter license was available at the age of 14. I can trace it back even farther to showing off on tricycles and push scooters for whoever would watch. Back to stripping a "Roadmaster" and reversing the handlebars for better leverage while churning madly up Pittsburghís hills. Over all those years I have consistently concealed the real reason for riding: SPEED-WIND IN THE FACE-&-BEING NOTICED. Everything else is a refinement on those three.

Though false, the cheap ride was a very strong pitch for two wheels - whether to myself, my family, or later to my wife and friends. It was right when I needed a reason to buy a 98cc Parilla in Texas. It worked when I lost my convertible to the repo man and could afford only a 1961 former dirt track Bonneville. It fit nicely when I returned to school and recorded thousands of miles on the home-school-home circuit on a XLCH and Honda while my wife kept the car. I convinced all that it was the reason behind the purchase of my first BMW, a 1969 R60/2. It was the long commute to work that won my point and opened the bank account. Sensible, logical, and right for so many economic reasons.

Yet knowing the true motivation for all those purchases didnít come to me until this summer when I completed the longest one-day ride of my life astride the /2. To attain those three goals of speed, wind in the face & being noticed, (S.W.I.T.F.& B.N.), I was now experiencing pain, discomfort and fatigue.

It started with the resurrection of the bike from ten years of storage. The bubbling forth of SWITFBN made it easy to euphemize this as a "chore" long delayed by procrastination. I told myself that I had meant to do it ever since 1977. It was only February, but I was going to be ready.

Heritage BMW in Greensburg had reshod, replaced essential fluids, and removed mouse nests from the air cleaner and the right carburetor intake tube. Riding the machine 50 miles from shop to shanty in 30 degree weather was only an ìinconvenienceî forced by circumstances. Joining a motorcycle club was labeled "legitimizing a hobby".

Even the decision to ride to the National Rally of BMW owners seemed more like a protracted exercise session, good therapy, and not a test of my ability to withstand the rigors of the interstate. Of course thatís what it became. But, I was still cloaking the reality of having succumbed to a motorcycling syndrome to regain youthful goals - SWITFBN.

CONTINUED ON PAGE 15