Cleveland Club News

The Official Publication of the BMW Motorcycle Owners of Cleveland Summer 2005

Beemers Get Raves for Changes, Additions in 2005

By Don Poremski If you get any motorcycle industry magazines, you have seen the good press that has been given to the new BMW models for 2005. The June issue of Rider magazine cited the new R1200GS as the Motorcycle of the Year referring to it as the "Swiss Army knife of motorcycles" and indicating that they didn't just like it...they love it. Other mags found merit in different models.

The July Cycle World listed the R1200RT in their 10 Best list as Best Touring Bike. They're selling fast, too. Heritage BMW in Pittsburgh sold out their entire allocation and now borrow from other dealers. "The Bavarians have taken a nice bike and made everything about 15% better."

Motorcyclist in the July issue raved about the new K1200R as a "do everything naked bike" capable of 160 m.p.h. The stripped down version of the K1200S also brought out adjectives like: "mad, bad, crazy, excessive, outrageous and fun."

Nor has the R1200ST been left out of receiving kudos for the 2005 model. We highlighted it in the cover story in the Spring CCN, now Rider does so in the July issue, but its says pretty much what was already learned by others. This is a sport-touring bike that straddles the fence quite well. "Its lightness, power and handling make it one of the most balanced and well-formed packages in the genre."

To be sure, there's vitality in the BMW of the 21st Century and we followers of the marque are the beneficiaries of the latest efforts. No, you won't see Beemers in GP, but most of us couldn't keep up with Rossi on any machine. Go by your CCN supporting dealers and take a look at what you're missing. All those magazines can't be wrong. ■

2005 Micro-Rally a Fun-filled, Dry Weekend

By Don Poremski There is no such thing as a bad gathering of the BMW MOC, but there are some that are better than others. Holding the top slot so far this year could be the 2005 version of our Micro-Rally.

Held once again at The Pit, courtesy of the HRA and members Roger and Susan Schoenberger, the rally attracted more than fifty persons, not all of whom camped, but each person added an element of fun to the weekend.

Those of you who attend every year know the elements of the gathering, but for those who don't, let's make a quick review. Friday finds folks arriving and setting up camp. Not only are they greeted by the Schoenbergers and other HRA members, but there is a cauldron of hearty soup, coffee, tea and soft drinks to make them feel at home.

As the sun goes down, people start to gravitate toward the bon fire. Once again we were vying for recognition by satellite with the size of the fire, but it really works to establish that "tribal" connection among the members. A person could not only keep warm, they could hear the description of a Koala bear from Darwin. One story seems to propagate another and most cause chuckles and chortles as the night wears on.

Road Captain Darwin is good for more than bear descriptions. He also cooks a mean pancake. That's what greets us on Saturday morning before the group assembles for the day's ride. This year that ride was led by Mike Kiesel (rhymes with diesel) so we were able to score a state park (Malabar) and several memorials, all in the same town square. This time the girls saved us embarassment by not mounting either heroic lions or cannons.

When the ride returns to camp, the field events are set up and the spectators move from the shelter to the high ground. Competitors lined up for the Barrel Wrap, Slow Race, the ever popular Bagel Probe, and a new addition in 2005, Drive By. Pictures on page sixteen will help you understand what each requires to win. One half of the Dale and Turp team returned this year, but it appears Dale was hampered by distraction and lack of familiarity...with the bike used.

Drive By was the new and most popular event this year. Contestants had to hit targets with a paint rifle while seated on the back of a moving motorcycle. Kristin Pisarski has gotten new respect and perhaps a nickname. She might appreciate "Deadeye" the next time you see her. All the rest of us would answer to "Lucky" for being on hand for great fun, food and friends. ■

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The Turp Report

By President Howard "Turp" Cobb

Hello. To those of you who missed the club Micro-Rally at "the pit", I hope you did something equally enjoyable that weekend. Everyone I talked with was having a great time. The contests that Don and Darwin (with Megan and Charlie's help) came up with were a real "hit" with everyone.

We had a good turnout at the Pediatric Brain Cancer ride. The club donations for the entries and the sale of surplus T-shirts at the Micro-Rally totaled $1200, which was announced to the crowd at the finish. I'm proud of all who attended and bought T-shirts to support this worthy organization. I think we should try to surpass this goal next year at this event.

We have communicated with the MOA "club laison" about getting the club more actively involved with the MOA. We will meet with him at the national rally in Lima, OH. I hope to see a lot of members there. Roger Pivonka has coordinated with the MOA and has about 30 of us signed up to take on various tasks to help with running the rally, mostly checking IDs at the gate. Contact Roger if you would like to join us. I'm going to do it and I would like our club to have a good turnout.

Don't forget to wear MOC hats, shirts, for club recognition. Good riding to all!■

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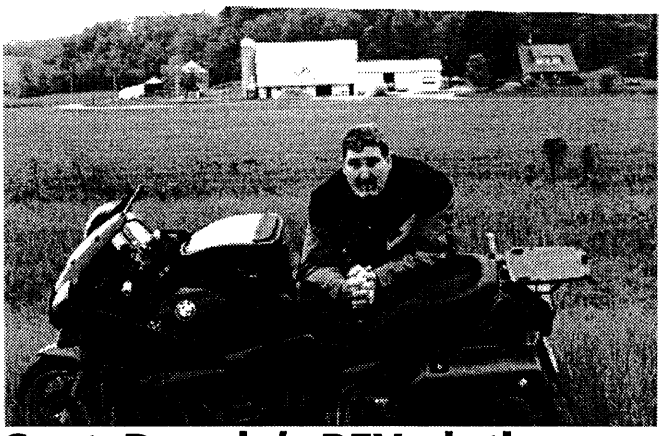

Capt. Darwin's REV-olutions

By Darwin McClellan

Hello everybody! Summer time is here, and we've had a good start to the riding season. The kickoff breakfast and ride to the Packard Museum was its usual success, this ride is three years old and seems to be one of the favorites with the club. Good food, good friends. Thanks to Mike Keisel for a good ride route and for leading it.

The Mini Rally in Sturgis MI was well attended by the club. We had approximately 25 members there and good weather this year. There was a ride on Saturday to some wineries "for the lucky ones that didn't have tire trouble". Roger Schoenberger and a few associate chefs prepared a great meal on Saturday night. Heck, we even had cake and ice cream for dessert.

The Micro Rally. What a great time this is! Every year it just gets better. This year we had a new dinner menu, hot showers and a new never-before-seen field event. The new event "Drive By" seemed to be a huge favorite. It was envisioned by "Handsome Darwin" and brought to reality by him, Megan and Charlie Junke. It consisted of 10 targets, a motorcycle, rider, shooter, and a paintball gun. Imagine the fun! Awards were earned for 1st and 2nd place to the very skilled participants in all events.

Dominic! Make sure you always stay in Kristin's good graces. I know I am. The girl can shoot! I also was amazed and amused at how much planning people can do when it comes to competing in the field events. I laughed until I cried at Friday night's strategy session at the pavilion. Mike Keisel came through with a great Saturday ride to war memorials in Mansfield OH and to Malabar Farm State Park.

Thanks to Roger, Susie and H.R.A. members for all their efforts and John Gerow for helping with registration. As in the past we received great support from our area dealers with door prizes. I want to thank Pam (Sills) Dale (BMWMOC) Rich (Roman) John (All Seasons) and Gene (Mathias). Remember when visiting these dealers to tell them you're a club member and thank them for their dedication and support. And don't forget to drop a few dollars on service or that needed accessory.

On June 12th Chloe, myself and about 10 other club members participated in the ride for the Pediatric Brain Tumor Foundation. I decided to do the ride because it's the first time that I have had a personal connection to a family that has been affected by an illness like this, the Ron Petras family, who are members of our club. Ron's daughter Amie was diagnosed at age 17 with a tumor. With the help of her family, The Pediatric Brain Tumor Foundation, the great medical community here in Cleveland and Amie's strength, determination, and fortitude, she has grown into an accomplished and lovely young lady. Amie is now 24 years old and has recently graduated from Bowling Green University where she majored in Early Childhood Education and is now trying to decide whether to go to work or return to school and work toward her Masters Degree.

Also unknown to me, I had another connection. Jim Hodges, one of the salesmen at Sills, has a handsome young grandson; Donald Joe Ragain (D.J.) who had a benign tumor removed from his head and is recuperating and doing quite well. Who would have thought that within our small community there would be two children who's lives have been touched by the Pediatric Brain Tumor Foundation and can continue to benefit from their research. The members from our club who either donated money or participated in the ride raised approximately $1200. I thought what a great job! Then I thought, what if more of us had gotten involved? I plan on attending the ride next year, and making a better effort to raise awareness and more funds.

I know that some of us don't consider these as rides, but sometimes, just sometimes, it's not about the ride. And Ron, forget the apologies. They're not necessary when it comes to loving your children. Ride on! ■

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Ramblin' with Don?

As most of the membership knows, Rose is a busy lady these days so the editor has filled in with a "Mars" question: What makes riders of either planet go out in the rain?

That very question came to mind when asked to partake in yet another Easter ride, the first ride of a new season, then write it up for club members' enjoyment. Most stories reporting on a group of motorcyclists organizing a weekend ride flow effortlessly from the author's pen. We grouped, we apexed, we smiled. Toss in some humor and some explicit route numbers, and, hey, the story almost writes itself. So, why the delay? Why did it take months to coalesce three days of riding?

Why indeed! It would have been hard to find a weekend with a gloomier weather forecast—cold, rain, even snow was predicted for the locus of our ride, Beech Fork State Park (www.beechforksp.com) near Lavalette WV, just south of Huntington. Yet none of us even considered backing out. That's what caused the story telling delay; trying to understand the group's motivations, its suspension of logic, common sense and, yes, the need for creature comforts. Well, the last was more than accomplished with the overnight accommodations. We rented a huge cabin equipped with four bedrooms, two baths, a complete kitchen and a very large deck.

There is usually a need to use the slab to get to the destination at a reasonable time then change out to new-to-us local roads for our jollies. So when Saturday dawned for the first full day of apex strafing, it brought cold rain. There was never a hint, however, that we would huddle in our comfy confines rather than ride. Into the rain suits and out to the road we went. Yes, we used more judicious lines, paid constant attention to the road surface and used greater bike-to-bike spacing, but the ride was ON!

The Saturday destination was the Pine Breaks (www.kystateparks.ky.gov/breaks/htm), the reputed Grand Canyon of the South, just across the border into Virginia. The closest towns would be Pikeville and Elkhorn City. We got there using WV 152 and 52 to Williamson, then KY 119, 23 and 80 to Elkhorn City. Riding in poor conditions occasions more frequent stops, and lunch provided us with some directions and cautions when it came to the approach road to The Breaks, so named because of the break in the mountains that allowed the laying of a railroad to take out the timber and coal. "Them coal trucks drops a lotta oil in them turns. Y'all be careful, ya hear!" That advice from the owner of the lunch stop cafe. We would have been careful anyway, but the first front wheel slide in a tight left hander proved the wisdom of advice received. Keeping to the inside of center in all turns was the ticket to and from Elkhorn City to Pine Breaks.

We rode to one of the observation decks and got the chance to look down one thousand feet to the railroad that gave the place its name. Then it was more wet roads back to the cabin and a home cooked meal by Chef "Speedo" Poremski.

To give an idea as to just how optimistically we dealt with the situation, "Cappy" Shinnamon informed the group on Sunday morning that yes, it was snowing—but it wasn't laying on the roads. We were thus homeward bound. First we had to test how far a GS could go while blowing oil out the filler hole. (See where Cappy got his handle?) As if our fellow breakfasters weren't amazed enough at our arrival, one of us was half covered with 30 weight. More amazing was that "The Seeker" Denison went the twenty miles back to the cabin and found the missing filler cap!

It was the Maryland guys who had yet another adventure in store; to find their way into, and eventually through, four inches of gloppy slush with temperatures dropping and rising depending on elevation.

So, maybe the ultimate explanation is just that; the need for adventure in the 21st Century American experience, mastery of equipment and all that. We went, we adapted, we returned safe, ice covered, dirty and a little stiff, but we returned. But you know, I wouldn't be bothered if the 2006 challenge was about dealing with unseasonably warm, dry weather. I could adapt. ■

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All Fives in Ferguson - or - Boost to the Roost

By Don Poremski

We've all noticed them –odometer moments. The Suvanuzzi (ZX-11D) on which I was mounted had such a moment as it was leaving the Riders Roost Motorcycle Campground near Ferguson NC. 55555.5 read the window under the speedometer. Well, actually, there's about 2,000 more miles on the bike that weren't recorded due to failed speedo cables. Still it was a moment, one small memory of a really enjoyable ride.

There are those times when an offer comes your way and it's most difficult to decline. Riding to North Carolina through Pennsylvania, West Virginia and Virginia with five friends most adept at motorcycling skills is at once exhilarating and daunting. Exhilarating because from previous rides with these fellows, the route was sure to be challenging, and daunting because the pace is always elevated and keeping up could be problematic.

The rendezvous went well. Three starting from Pittsburgh met two near Uniontown PA and the last of the group showed at the selected rest stop near Clarksburg WV. The livery was a Gold Wing, BMW's GS and K100, Suzuki GSX1000ES, Kawasaki's ZX9 and ZX-11. The Wing was in the capable hands of an ex-flattrack, enduro and motocross racer and kept up quite nicely, thank you. The general plan was to take slabs to get to what promised to be a truly skill-enhancing road, Route 16 starting just south of Beckley WV. Why this road doesn't get more mention as one of the most challenging roads in the northeast/nearsouth is curious. It's well maintained, traffic free and capable of removing those "chicken strips" from the sidewalls of your tires.

It gets its technical qualities by virtue of it hugging the Appalachian foothills with names like Micajah Ridge, Indian Ridge, State Line Ridge and, once into Virginia, through Baptist Valley and over Deskin and Paint Lick, Rich and Clinch Mountains. It was really easy to recall that Donovan song lyric, "First there is a mountain, then there is no mountain, then there is." And Oh, Juanita, were there CURVES!

You'll pass Hungry Mother State Park on this transit and continue through the Mount Rogers National Recreation Area. The only trouble with really interesting roads is they eat up time. The original plan was to test Route 88 that would take the group into Tennessee briefly, but we were coming up on twelve hours in the saddle already so we stayed with 16 all the way to 421. There we turned east toward Wilkesboro where we found the 268W that would take us to Riders Roost, our home for the next two nights.

Roy Yelverton is an owner of this motorcycles-only campground. He's cuts quite a colorful figure when you pull in to his resort well after ten p.m. Well, he does that at seven a.m., too. He's an avid motorcyclist and the subject of "Shovelhead Red", a book he'll gladly autograph for you upon purchase. Our group wasn't exactly "living the lifestyle", but his hospitality was just as warm. Our trip came fairly early in the riding season, so the nights were cool. We reserved the cabin "condo-minium" to accommodate our party of six so we wouldn't have to lug tents, (Continued page six)

The "condo" and assembled group of merrymakers in Ferguson NC at Riders Roost.

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All Fives Cont. from previous page

sleeping gear and such. There were three units in this minimalist building, well suited to the hardy folk that most riders are, four walls, a roof (but no ceiling), bed and linen. But, hey, $17 for each of two occupants per night ain't bad. A good bonfire helped get us drowsy enough for slumber. It was even better the second night when we added second blankets.

Day two would have us heading south from Ferguson with the intended turnaround at Mt. Mitchell, at 6,684 feet, the highest point east of the Mississippi River. On this day we'd have to contend with the closed sections of the Blue Ridge Parkway (BRP) damaged by last year's storms. Those come between mile markers 317 to 325 and 344 to 355. This wasn't as much of a burden as one would think since the detour routes for the former were equal or better than the parkway when it came to challenging curves. It's no wonder the area is known as Little Switzerland. The instruction sheet picked up at a BRP visitor center gave several options, but we combined two by getting onto 194 At Linville Falls, then 221 as per the sheet, but chose 226A in order to return to the BRP. Now, 226A is a shorter version of The Dragon...even better some said, so when entering, bring your concentration levels way up. There's even a place to stop and get rid of your grin just before getting back on the parkway. Definitely recommended.

Tom, Dana, Trent, Bill, Ed and author at the "top o' the world, ma". Mount Mitchell, that is.

We climbed the lookout tower when we got to the summit of Mt. Mitchell and recorded the event for all of our scrapbooks, then wound our way back down to the BRP and retraced our path northward.. We still hadn't made plans for the evening meal so we headed for Blowing Rock and the stores that could provide our needs. Spirits were running high after such a glorious day of riding, so some exuberance was to be expected. One of the party went off to the nearby grocery store and couldn't resist a first-gear-to-rev-limiter exit from the ABC up to the nearby light. Who knew there was a guard at the ABC? Who knew he was with the Blowing Rock constabulary? It appears a Polish person's patented pullout provoked the petulant policeman's pique. That's sort of like being P'sed off.

Because of the "wing" we were forced to park in the lot assigned to busses.

Another jovial bonfire, Subway sandwiches and assorted libations concluded our second day. Hoped to see some Northern Lights, (solar flares were occuring) but we were in the south and they didn't show.

Our return day was going to consist of a lot of the BRP, then some interesting routes in West Virginia before giving in to the inevitable slab and a drone home. Well, not quite, Skippy. Got off the parkway near Fancy Gap to use Interstate 77 to get to the next two lane. Traffic backed up at the intersection of 81 and we took that exit to re-examine the maps. We suspect that is where someone dumped or dropped some roofing nails, six of which found their way into three bikes' tires, four in the rear of one. We discovered this in Dublin VA when we refueled. After using all the plugs we had with us, the group soldiered on using routes 11, 100, 12 and 3. The plugs in the most punctured tire didn't hold and another stop was needed to buy more plugs to make it home.

The scales had to be balanced some way. The delays over the tires still couldn't take away the sheer joy the group experienced in the three days of riding and enjoying the comradeship of riders of like talents and temperaments. Yeah, it got nippy on the way home that night, but a quick reflection about 226A or 16 would warm the body and gritted teeth would overcome the boredom of the slabs used at (Continued on page 7)

All Fives continued from p.6

the end of the ride. Never thought the BRP would be described as a "yawn", but when you put that road back-to-back with 16 and others, it just doesn't compare. Just one more hint. Give the Gold Wing rider in your group plenty of space in front of you. Those pebbles that get kicked up when the floorboards touch tarmac sting when they hit you. ■

Can you say AuSable?

By Roger Pivonka

Can You Say AuSable? If you can, you are probably from Michigan ... or Quebec. This past weekend I went to the AuSable Adventure Rally in Grayling, Michigan.

There were three meals of good food and plenty of it, great roads and great riding weather, too. Only saw two police cars and they were out of 'Mayberry RFD' or 'Dukes of Hazard'. They actually had the 'gumball machine' on the roof instead of a fancy light bar.

The BMWMOC accounted for 10% of the tent campers. Donna Schetinne, Roger Pivonka, Karl (withakay) Hoffman, Carl (withoutakay) Anderson and his family, Amy, Aven and Mea. I was the first to arrive at registration on Friday morning because I awoke at 2:30 a.m. and decided it would be a waste of effort to try going back to sleep so I got underway at 3:30 a.m. WOW, is it dark that time of day (or night), and now I know that my headlight illuminates three lanes of the turnpike. Great! I missed the guided ride Saturday morning, but heard it took some great roads at a spirited pace for about 2 hours then joined up with an organized escorted Harley ride for a "Support the Troops" parade through Grayling. All the riders then came out to the rally at Wellington Farm Park to see the goings on and stay for dinner.

The organizers, Larry and Jim, managed to arrange a visit by a Black Hawk helicopter from the nearby Army base. When it arrived it did a flyover and some stunts I never would imagine a helicopter could do. WHOOWEE. Then he set it down in a field and stayed for two hours while young and old, civilian and veteran alike clambered over that copter. You could tell the veterans by their eyes...it appeared that they were looking at the chopper but their focus was 30 or 40 years ago when they were 'in country', praying every day that they would get home alive.

After the Black Hawk departed and the crowd dwindled, I organized a search & rescue mission (of sorts). Ilene, whose husband is in Iraq, lost her cell phone in the hip high grass while viewing the helicopter. When I heard of her dilemma I said "Lets sweep the area while Larry calls the phone!" Just 10 paces into the search, one of her kids yelled "I hear it" then "Here it is" as she raised her arm for all to see the recovered cell phone.

The purpose of this rally, besides the usual fun and riding and camaraderie, was to raise funds for the families of Michiganders deployed to Iraq. Some of the spouses were there and it was plain to see that they appreciated the effort. Larry and Jim are so good at promoting the 'Support the Troops' idea that they drummed enough door prizes so that EVERYONE got one. AND the local BMW dealer had his own bikes there for demo rides!! Come on up next year..it promises to be bigger and better. ■

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Eli Whitney's Genius

Submitted by Russ Davis from an article circa 1941, author unknown

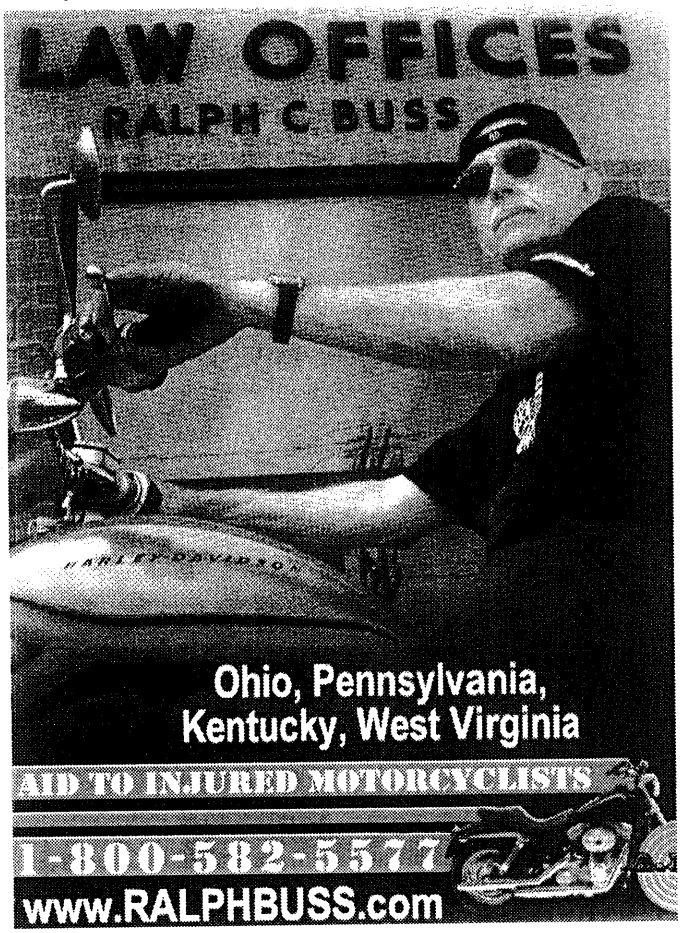
When the name of Eli Whitney is mentioned, most people think at once of the cotton gin, which revolutionized Southern agriculture by bringing to an end the laborious combing of cotton by hand. But as far as its effect upon the kind of world we are living in today is concerned, another achievement of Whitney's is far, far more important. The story of this lesser-known achievement is as interesting as its results have been far-flung.

In 1798, Whitney apparently was just beginning to recover his interest in inventive processes, which had been dealt a severe blow when his cotton gin had been pirated and he had failed to make money from it. So we find him applying to the War Department for a contract to make 10,000 muskets, and writing: "I am persuaded that machinery moved by water (mill races), adapted to this business would greatly diminish the labor and greatly facilitate the manufacture of this article. Machines for forging, rolling, floating, boring, grinding, polishing, etc., may all be made use of to advantage."

The inventor was given two years to fill the contract. At the end of that time, the government learned that there were only a few hundred muskets in Whitney's factory, plus a large quantity of mysterious machinery. Why had Whitney been making machinery when, according to the practice of his day, he should have been making muskets ? Up to that time, gunsmiths had made each part of each musket individually, over and over again, until the entire lot was completed. Figuring on that basis, as it was natural to do, it seemed that at Whitney's present rate of production the Army would have to wait about twenty years to get its 10,000 guns.

The Yankee inventor paid a hurried visit to Washington to explain the situation. With him on the historic trip went a mysterious and heavy chest. And at the proper moment, when a group of authorities had gathered to hear his excuses, he was able to produce from the box ten gunstocks, ten triggers, ten barrels, and an equal number of each other part needed for a finished musket. The rest of the scene may be visualized: "Will one of you gentlemen be kind enough to pick out one part of each type at random and assemble a complete gun?" asks Whitney smilingly. An expert protests: "But Mr. Whitney, that is impossible! If the parts are chosen at random, they won't fit accurately." Whitney continues to smile, and beckons him to make the experiment. Doubtfully, the expert begins to put parts together as directed. Soon he has assembled a complete musket, in perfect firing order. The others, incredulous, staart picking up parts and assembling them; it is not long before there are ten muskets on the table where there had been only a jumble of parts before ! 'You see now, gentlemen, that the parts are all exactly the same. I have been working on a new principle," Whitney began, and launched into anexplanation.

He had little trouble, after his dramatic demonstration, in convincing the government that the stage had been set for greater and faster production of guns than ever before. In the language of present-day manufacturing, Whitney had been "tooling up" during the first two years. Instead of setting skilled workmen immediately at the task of making parts for the guns by hand, he had been designing and building machines that would make those same parts many times faster, and he had been training his men to run those machines. Whitney's idea, applied in many of our American industries, has made it possible to sell goods at a lower price because they can be produced in large quantities at a low unit cost. And another principle, that of the assembly line, has been added so that the interchangeable parts can be brought together more readily. These two forces in combination have had a mighty influence upon our American standard of living. Without the idea of interchangeable parts, we would not have had today's low-priced automobiles, (Continued on p.9)



Whitney Continued from page 8.

refrigerators, washing machines, the electric light and telephone, or any one of the many hundreds of similar products and services which we have come to take so much for granted. Nor would it be possible blithely to leave a car in the garage for repairs, confident that it can be picked up the following day with a perfectly-functioning new part in place of the old one.

So Whitney's development has been a vital link between the "old world" of high prices and limited comforts and the new one of low costs and a wide selection of goods.

Whitney's idea also, 0£ course, finds wide application in industry's present production of defense equipment. And those who failed to understand why thedefense program seemed to be moving slowly during the first few months were thinking in the same terms as the government experts before they saw Whitney's demonstration of interchangeable parts. Today, now that preparatory work is over and production is riding into high, the same critics are likely to be befuddled completely by the quantities of equipment that appear. In the field of Whitney's own choice, the manufacture of guns for infantrymen, his pioneer work has been carried on. It was officially reported recently that production of Garand rifles had increased 419 per cent in eleven months. But this gain wasn't achieved overnight; back of it lay a long period of groundwork-building."

In sum, today's rapid production o£ rifles £or defense is the culmination of the work that Eli Whitney opened up for future generations when he decided that there was a better way to make guns. Whitney's vision has helped to give us the world of material goods that we Americans enjoy today. It is also giving us the guns to safeguard that inheritance. ■

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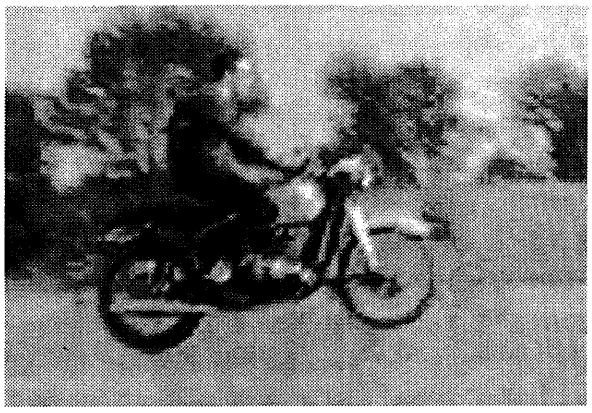


What? No one recognized Larry Cardo as the joyous jumper! Guess you've got 'em all buffaloed, Larry.

Breakfast Ride Dates:

East Location-- Bob Evans Restaurant, 6100 Som Center Road (Rts. 422 & 91)

April 9 & 24, May 14 & 22, June 11 & 26, July 9 & 24, August 13 & 28, September 10 & 25, October 8 & 23.

West Location-- Steak & Shake, 5300 Abbe Road (Rts. 254 & 301)

April 17 & 23, May 15 & 28, June 19 & 25, July 17 & 23, August 21 & 27, September 18 & 24, October 16 & 22.

South Location-- Farmer Boy Restaurant, 1324 Canton Road (Rts. 224 & 91)

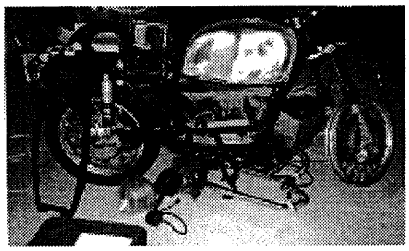
April 10 & 16, May 8 & 21, June 12 & 18, July 10 & 16, August 14 & 20, September 11 & 17, October 9 & 15.

Ride attendees should arrive in time to eat breakfast before departing at approximately 9:00 a.m. Rides are free-style with leaders volunteering their best/most favorite loop rides. Remember, the more riders, the more MOCal points for both leaders and followers. ■

Restoring the R90S

By Ken Claus Once or twice, who knows? Restoring R90S's is like an obsession that I have which started a long time ago. To this day I have restored five, and a 750/7 on the side. And a 1978 R100RS. I turned the 750 into a cafe racer and had it painted silver smoke.

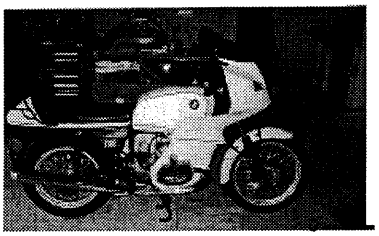
The owners of the bikes I buy usually give up on them because of their bad condition. It is due to the high cost of parts on one hand and maybe a lack of knowledge on the other. The R90s I am presently working on will be one that I have saved from the bone yard of bike heaven. This bike will end up as a show bike when I am done. At least that's what I am hoping.



To start with I was lucky enough to find an R90S frame, forks, handle bars, electrical harness and headlights among other items. Now where does one go to get all the parts needed to put the bike back together? The dealer, right? Wrong. You look at your inventory first, call all your friends who might have some parts lying around, and then of course you go to E-Bay. To this day, I have bought most of my parts there. I just keep looking and eventually the part I need comes up for bid. All the parts have to be between 1974 and 1976 vintage. Once I do win the bid and receive the part, I look it over and if it does not meet my standards and requirements I send it back to eBay for resale. But to be fair I have to admit that I had to do it only once.

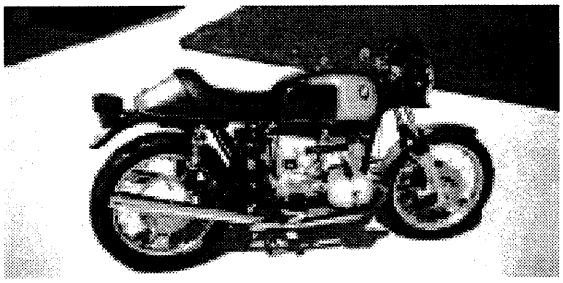
So far this is what I have: a gas tank from Chicago, transmission from Texas, motor from Oregon and so on.

Former successful rebuild.

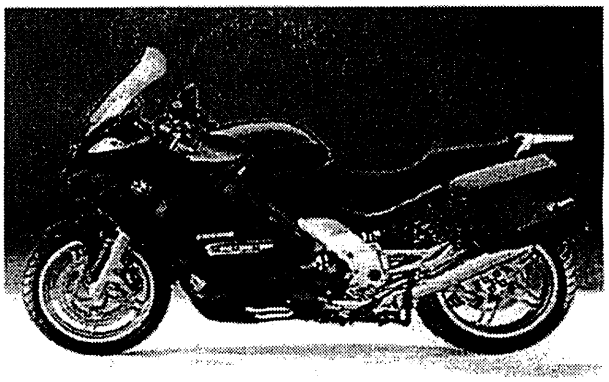


This is exciting to bid on items because I am a sniper bidder. This means that I do want the item and the price is right. Bidding too early and you end up in a bidding competition and the price goes up. So you check when the auction is over and you bid 7 seconds prior and nine out of ten, you win the bid.

Back to the R90S. at this time the frame is painted and body parts are in the process of being painted Daytona orange. The motor is apart and I am checking the valves and the heads. All the electrical has been gone over. Both switches were bad so I had to fix them. The switch for the headlights, the spring and the small valve were missing, but this is an easy problem to fix. As for the transmission, I am waiting to see if it is a good one but if it's not, I will rebuild it. Of course you always have to buy new items too like tires, tubes, battery, and Dellorto carbs. $$$, ouch! My project is right on time and I hope to put it in the vintage show at the National along with my R90S that I have had from day one. See you in Lima, Ohio! ■



Available for test rides. Are You?



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Harley-Davidson in Hot Water

It was reported in late May that shareholder class action lawsuits were filed in the U.S. District Court, for the Eastern district of Wisconsin, on behalf of all securities purchasers of Harley-Davidson, Inc. stock between January 21, 2004 and April 12, 2005. MIC is told the complaints allege that the company failed to disclose and misrepresented material adverse facts, which were known to defendants or recklessly disregarded by them. MIC is aware of at least six shareholder class action suits against the company. At July presstime the class action status has yet to be granted. ■

Up, Up and Away

Three motorcycle companies announced increases in sales recently. MIC is told Honda reported consolidated net income for the fiscal fourth quarter (ending March 31) as $876 million, which is up 26.9% from the same period in 2004. Honda says they sold 2.716 million units, due to sales growth in Indonesia, Thailand, The Philippines and Brazil.

And BMW reported an 18.8% increase in motorcycle units worldwide. In the first quarter of 2005, they say they sold 21,304 units, compared to 17,935 during the same period in 2004. BMW says over half of the first quarter units were sold in March alone, a 10$ increase from March of 2004. They tell MIC that the R1200GS was the best selling bike in the first quarter of 2005, selling almost 7,000 units. ■

Bad to the Beemer

BMW's ultimate street fighter, the new, 163-horsepower K1200R roadster was launched publicly at the birthplace of '60's bad boy cafe racers - the Ace Cafe on London's North Circular Road recently,

European magazines have raved about the stripped-down version of the new, four-cylinder K1200S superbike, which seems to have taken the motorcycling world by surprise. The K1200R goes on sale in early June with an MSRP of $14,250, and BMW says it's the most powerful "naked" production bike available.

BMW made the most of the Ace Cafe event held at a site they would have shunned in the heyday in the 1960's. The cafe itself represents the gentrification of motorcycling since the days that BSA and Triumph-mounted "rockers" raced through traffic to return before "Rock Around the Clock" had finished playing on the jukebox. (Did you know Bill Haley had an accordian in his original group? ed)

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Calendar of Events

July 7
BMW MOC Monthly Meeting
Big Creek Reservation, Parma, South of Snow Road, off Big Creek Parkway. Meet at Snow Road Picnic Area pavilion. 7:00 p.m.

July 10
Canton Motorcycle Club Poker Run
Take a scenic ride. Registration at 11:30 a.m., first bike out at 12 noon. All riders $5.00. Door prizes & trophies. Clubhouse located 1/4 mile south of Brewster on state route 93. www.cantonmotorcycleclub.com

July 15-17
AMA Vintage Days at Mid-Ohio
The popularity of this event just seems to grow and grow. Held at the Mid-Ohio Sports Car Course near Lexington, OH, the weekend includes racing, bike show, seminars and a huge swap meet.Ducati will be the featured marque and Paul Smart will be the Grand Marshall. More in the Spring CCN

July 15-17
Hocking Hills Rhythm & Blues Fest
Three days jam packed with music and fun. This event will feature ten outstanding Rhythm & Blues bands. Come and stay the whole weekend and enjoy what The Woods At Kaeppner Place has to offer. If you ride a motorcycle in, you camp for free. 34070 Sutton Rd., Logan OH 43138. Contact: William Kaeppner at 740-385-3885 or go to www.kaeppnerwoods.com.

July 21-24
BMW MOA International Rally
The rally will be held in Lima, Ohio this year. More information available at PO Box 3982, Tel. 636-394-7277 or on-line at www.bmwmoa.org.

July 22-24
AMA Superbike Racing at Mid-Ohio
Maybe some of the folks at the MOA rally will travel to Mid-Ohio to spectate at some excellent motorcycle competition. More as the season progresses.

July 28
BMW MOC Board Meeting
Held at Lopez residence, 5962 Chestnut Hills, Parma OH, tel. 440-884-4832. 7:00 p.m.

August, 2005
Annual March of Dimes Ride
Bikers for Babies, AMA sanctioned scenic 35 mile ride with fun, food, entertainment and sruprises at the end. Details to come.

August, 2005
Toledo BMW Riders Summer Campout
At East Harbor State Park (group area). Check their web site at www.bmwridersoftoledo.org.

August 4
BMW MOC Monthly Meeting
Huntington Beach Park, Bay Village OH. 7:00 p.m.

August 19-21
39th Annual Four Winds Rally
At Red Bank Municipal Park near New Bethlehem, PA. The longest continuously running BMW rally in the country. Rides, tech seminars, swimming, skating, Saturday meal, entertainment, field events and more. Additional info at www.4windsbmw.org or call Tom Primke at 412-828-3413.

August 21
1st Annual Relay for Life Poker Run
TJ Cycle and New Haven HRA will hold a poker run with all proceeds going to the American Cancer Society. First "hand" out at 11:00 a.m. Awards and prizes at 4:00 p.m. Unique run will cover approximately 100 miles. All bikes welcome. Donation $5. Food and beverages available. It all happens at The Pit behind T J Cycle, 5270 Rt. 598, 2 miles south of New Haven. Tels. T J 419-687-8855, Joyce McGahhey 419-933-4708.

September 1
BMW MOC Membership Meeting
Oak Grove Picnic Area pavilion. Located off Valley Parkway in Brecksville Reservation, Independence, between Chippewa Creek and Meadows Drives. 7:00 p.m.

September 16
Fall CCN Submittal Deadline
Forward all submittals to Don Poremski.

September 16-18
6th Last R90S Rally
A gathering of owners, riders & lovers of the 1974-76 R90S. Held in Jamestown NY. Preregistration $10 prior to 9/1/05. $15 at gate. Fee includes door prizes, two evening meal, Fri. night chili and Sat. night spaghetti. In last two years every rally attendee received a door prize. Saturday ride, R90S tech, events, bike judging, campfire etc. Motels in area. Tent camping and bike parking okay, sorry no RV's at rally site. Contact: Tony or June Lilley, 579 Orchard Rd., Jamestown NY 14701. Tel. 716-487-9809 or jalilley@madbbs.com. Checks made payable to: John Yee- 2005 Rally. Mail checks to: John Yee c/o Madern USA, 2445 Reliance Ave., Apex NC 27539.

Calendar of Events

September 25

Canton Motorcycle Club Dam Run

Registration 11:30 a.m. First bike out at noon.Door prizes and trophies. All riders $5.00. Clubhouse located 1/4 mile south of Brewster on SR 93.

September 29

BMW MOC Board Meeting

To be held at the Shelton residence, 5885 Case Road, N. Ridgeville OH, tel. 440-327-9289. 7:00 p.m.

October 6-9

BMW RA International Rally

32nd International Rally, 33rd Annual BMW RA Rally in Shelbyville, TN. Make your vacation plans now to "Ride with the RA" in one of the most interesting parts of the USA. Another true "Riders Rally" is in store. More information to come. See the BMW RA web site at www.bmwra.org for additional news releases.

October, 2005

Annual BMW MOC Dealer Poker Run

Starting at Sill's Motor Sales, 1901 Brookpark Road, Cleveland, OH, 44109-5811, Tel. 216-749-1363. First bikes out at 9-ish. We will visit all existing dealers. The run will take most of the day, about 300 miles in length, ending at All Seasons.

October 15

BMW MOC Membership Meeting

Held during the Fall Foliage Festival. Time to be announced.

October 14-16

Fall Foliage Folly

The "Gathering of the Clubs" at Whispering HIlls Campgrounds near Shreve OH during peak autumn color in one of the best riding areas of the state. All Ohio BMW Clubs are invited to join in for a "farewell to the 2005 riding season celebration" hosted by the BMW Motorcycle Owners of Cleveland. Camping fee is $8.00 per night. Cabins are available for $50 and up per night. Vor cabin and RV reservations and info call the campground at 800-992-2435. Self guided tours, hiking, nearby Amish restaurants and shops. Continuous free coffee, hot chocolate and beverages plus nightly bonfire and BS. Additional details forthcoming.

October 24-26

Ohio RA Halloween Campout

Trail Riders Campground, four miles north of Cadiz on SR9. Primitive camping, pit toilets and a paved road into the campsite. Look for a Harrison State Forest sign marked **Trail Riders Campground.** All interested BMW riders are invited to this end-of-the-season campout. Cindy Hoskey will be our food coordinator so keep a handle on the weekend feasting. E-Mail her after October 10th for potluck suggestions. Friday night chili pot. For more information, call Bob Wood at 216-252-7933.

November 29

BMW MOC Board Meeting

Held at Bob Wood's residence, 4257 W. 130th St. Cleveland OH, tel. 216-252-7933. Moved to Tuesday after Thanksgiving. 7:00 p.m.

AMA Efforts Overturn Chicago Bike Ban

From AMA News

The American Motorcyclist Association (AMA) has announced that the City of Chicago has significantly changed its recently announced ban on motorcycles in parades in response to AMA inquiries.

The ban came to light when Chicago Mayor Richard Daley's Office of Special Events sent a letter to various parade organizers stating in part: "effective immediately, the City Parade Regulations have been amended to include a ban on machinery potentially dangerous to spectators and staff working parades." That machinery included "motorcycles, (pocket) mini-bikes, motor scooters and three- and four- wheel ATVs."

The news outraged motorcyclists planning to ride in Chicago's parades this summer. They contacted AMA, which, in turn, contacted Chicago city officials. At first, officials refused to return repeated calls about the ban. A day later, Cindy Gatziolis, spokeswoman for the mayor's office, called to say the city had modified the ban.

Gatziolis said the now-rescinded ban had been a response to a motorcyclist who nearly struck a parade spectator. City officials felt that rather than waiting for someone to get hurt, they should address the safety issue, she said.

The City of Chicago will send a new letter to parade organizers, once again allowing motorcycles in parades. Under the new regulations, Gatziolis outlined, each parade will be permitted up to two groups of no more than fifty motorcycles each (?? ed.).

"When we first heard of these rules, we couldn't believe the city would make such a sweeping and discriminatory move," said Sean Maher, AMA Director of State Affairs. "We're glad to see Chicago back away from the idea of a total ban on motorcycles so quickly. We'll continue to monitor the situation." ■

Member(s) Snapshot

By Ron Petras Hello! we are Ron and Erica Petras. I joined the club about three years ago and Erica this year. I started riding in the early seventies. My first bike was a 65 Triumph, which became a rigid chopper. Then came a couple of Harleys which I worked on quite often. Not that I minded. I thought that was part of riding.

Ron's "evil" bike from the early days.

Well, then I ended up with an R75/5. What a cool bike! You could ride all over the place and only had to put gas and oil in it. That truly put a different perspective on motorcycling. I still hung around the Harley folks, but was quickly realizing that if that continued, there was a good chance that I would wind up in jail one day. As long as I rode I still hung around the same old crowd, so I decided to sell the bike and change some of my outlook on life. I led a very colorful childhood and realized that I needed to change some of my ways.

Well next thing you know three daughters and bills kept me away from motorcycling for a few more years. Then my ex wanted a divorce and I became a single dad with three daughters. They had grown and I had some money, so another BMW sounded good. I've been back in the saddle for a few years now, and I am making up for lost time.

Now Erica, also came from a Harley background. Her ex is in one of those "patch" clubs in Geauga county, which is were she is from. We met while her daughters were showing rabbits at a show. I was the judge. Sucking up to the judge worked for me. She has two girls which brings our total to five. She likes the K75RT that we now ride. Her words were,"It surely doesn't beat me up as badly as the Harley".

Ron, Erica, Judy and Roger doing fine work on the Ride for Kids.

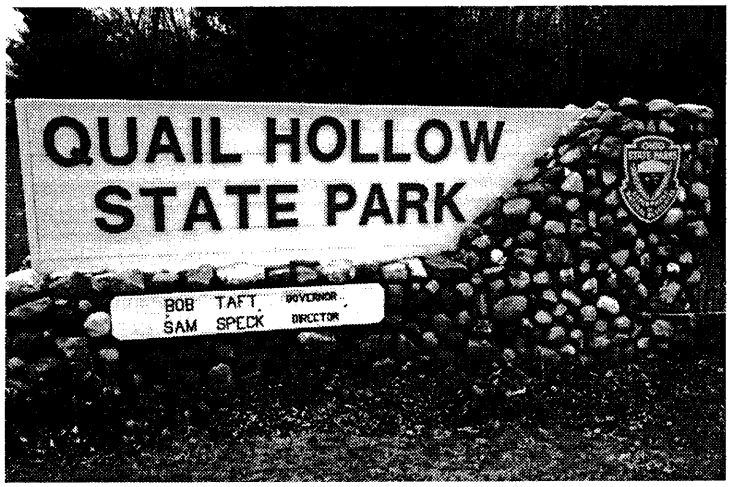
We have just celebrated our first anniversary. It was easier to marry her than go the sixty-five miles to go visit her in Middlefield. We still get out there, but you have to be very careful of the Amish "road apples".

As many of you know, we are on the task force for the Ride For Kids. The ride was held on Sunday, June 12th. We want to say thanks to those who supported us on this venture. I raised $610.00 and the Ride raised $27,204.

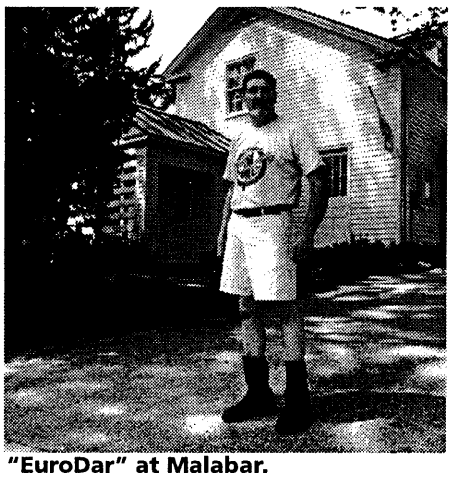
A special thanks to Roger Pivonka and Judy Gau for working registration. Thanks to Dale Wright, Bob Wood, Darwin (not the handsome one, the old one) and his grandaughter. The ride was fun and my daughter rode with Ann, a young lady from Akron that had a K1200 with a side hack. It was a bit emotional for me. As many of you already know, my daughter Amie has NF2. She has brain and spine tumors for which there is no known cure. I can freely talk about it to most anyone, but at the ride and club meetings at which I spoke it was hard to retain control. I'm not used to asking for help.

We have met some very nice people in the club and our hearts go out to all of you that (Continued page 16)

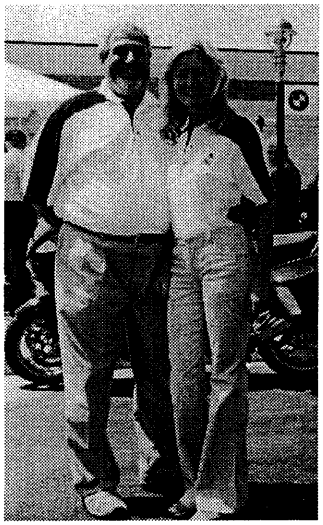
Put your bike in a photo like that above or below and you'll get three MOCal points for the effort. State parks should be fairly easy to locate, but memorials are going to require a sharp eye. Points pictures have been slow in coming so far, but don't wait to secure your slot as top point-earner for 2005.



The very happy group assembled after the Saturday feast, Micro-Rally 2005.



"EuroDar" at Malabar.

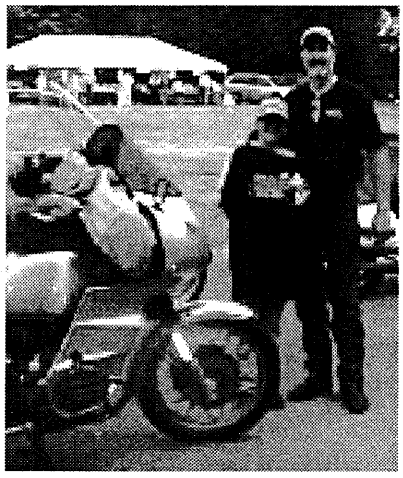


Dale and Nancy Kramer on the day of the Grand Opening.

The Saturday ride from the Micro-Rally (BIP) found its way to Malabar State Farm Park with the help of Mike Kiesel. Dale surely looks relaxed after a tough Friday night.

Springtime Photo Gallery

The Micro-Rally ride also found 3 each points-earning war monuments--all in the same town sqaure in Mansfield OH. The cannon got a bonus point for all in the picture.



Chloe and Grandpa Darwin get that good feeling from the Ride for Kids. Nice job by BMW MOC members raising money for the cause.

Continued from page 14. helped raise some money for the ride. BMWMOC was the third highest club money raiser with over $1200.00. And Dale delegated in fine fashion as he had me go up on the stage to speak for the club. What a hard working VP! So once again thanks to the entire club, Barb for the checks, and all others who helped.

Chloe and the "old one" taking part in the ride.

We have tried to make time for club activities, with each year trying to get more involved. The club has some very nice people and we enjoy spending time with the many we have met. We will continue to support the "Ride for Kids". Anyone who wishes to help, please contact us. Again, Erica and I thank you for your friendship and your support. ■

BMW MOC well represented at the Mini-Sturgis Rally 05. Seen in the shot are: Roger and Suzie Schoenberger, Pam and Tim Bard, Lucy and Mike Potisuk, Bob and Rose Wood, Zircon and Barb, John Gerow, both Darwins, and Carl Anderson. There are a couple of unidentified Klingons, too. (If you know them, let me know. ed.). Photo submitted by Tim Bard.

Corner Market

Back Issues of MOA-ON, 1977 to Present. Free to a good home. Take 'em all. Dan Frederick, 216-731-7047.

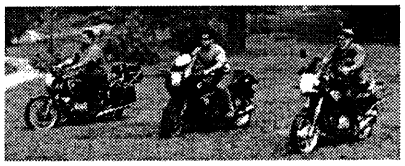
HJC Touring Jacket, 3/4 length, Red/Black, with thermal liner, ten pockets, freshly waterproofed. $75. Call Roger Pivonka 440-543-8704.

Field Event Photographs

George Lopez with unfair advantage.

Spectators crowded the shaded area for a better view of the action.

Past champs Melanie and "Handsome" show their form.



And the "Slow Race" is on!

"Now do it just the way we planned it last night, Dale. Dale!" Maybe DW just isn't a cruiser guy.

Charlie and Megan have it down pat.

Kristin maintains it was beginner's luck, but it took concentration to hit the mark while bouncing over the grass. So, Dom. Now what? Capture the flag?

Darryl and Don 2nd.

Photographs courtesy of Roger Pivonka.

Are we having fun yet? Kickoff Easter ride members contemplate going back out into the rain & cold. Photo by Steve Skupas.