"CCN" BMWMOC's Quarterly Newsletter

BMW Club
Motorcycle Owners
of Cleveland

Cleveland Club News

Summer 2020

Road Captain Wally Gingerich advises riders on the route at a pre-ride meeting before heading out. Following the Covid-19 shut down, club members were anxious to get out and ride. The day trip to Sandusky drew over 30 riders, perhaps a new record for club rides.

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(BMW MOC)

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President's Message

Dennis Owens

Here comes the Sun, thank you Beatles for that song, and I will say I am so happy to say it is almost Summer. Boy has this year been a strange one. We went from a fun riding season, then into winter, the spring lock down. The past three months or so, has given everyone time to spend more time with their families, and their own thoughts. I will admit, I was getting out almost everyday if not every other day, to go to the store for food, or for items needed to work on those long put off "honey do list" jobs. But it is now almost Summer.

Even though we really did not have a spring riding season due to COVID, I do hope each and everyone was able to get their bikes prepped for the riding season. As most of you know, the Wednesday "Romeo" rides have started, and so have the Westside and Eastside week-end rides, thank you Wally!

I do want to invite anyone who would be willing to take on the electronic publishing of the quarterly newsletter, to please step up, because if no one is willing to fill the shoes of Pat Corrigan, the newsletter will be put to rest, and we will be relying on our electronic social media only. So, if this is truly the last newsletter, all I would like to say, is thank you to Pat for all his hard work and dedication to the newsletter for our riding chapter. I would also like to thank all the previous newsletter editors for their work as well. If you have time, the older newsletters have been uploaded to our website for your reading enjoyment.

So, to all of you, I will see you on the road,

Dennis Owens

From the Editor

Pat Corrigan

For those of us who prefer a book to a tablet or a folding paper map to a GPS screen, this, our apparent final edition of the CCN, marks a turning point. That is not to say one that is better or worse, but rather different. It represents that one final step that commits us along the path upon which we have already been headed.

Ours is not the first, not will it be the last to succumb to such a fate. The dynamics of digital dominance has taken hold in the realm of information technology such that it would now appear that those once glorious days of a young child finding a treasure trove of old magazines or newsletters in a grandparents attic that would spark their imagination of embarking on a life of adventure on two wheels is long past. They will have to wade through the cluttered chaos of the internet in the hope of making such a discovery.

It was three years ago that I reluctantly raised my hand to offer to serve as interim editor of this rag, thus granting Dominic and Kristen a sense of relief that I unfortunately will not be able to experience. As it is now time for me to submit this, my last hurrah, there are no hands raised to carry on this proud tradition.

While we watch the effect of the coronavirus pandemic on society, coupled with the frenzy of the current socio-political landscape, we come to realize that the speed with which events occur and change is one with which the publication of a quarterly newsletter cannot keep pace, let alone stay current. Instead of the CCN (the Cleveland Club News), we now have the club website (complete with forum and google calendar), the club Shutterfly picture page and the club Facebook page. Coupled with mass email capability, and smart phones, we find we can obtain up to the minute news and information just a text message, e-mail or web search away.

So rather than bemoan the loss of this once useful tool of the club, I would like to thank and acknowledge those editors and contributors (both writers and photographers) who for so many years spent countless hours huddled over a typewriter (or more recently a keyboard) working to keep our members both informed and entertained, all the while recording the history of our proud organization. With sincere apologies to anyone who may inadvertently be omitted, our thanks go to those fellow club members Bob Woods, Craig Webb, Don Poremski, Paul Mitchell, Robin Bova, Dominic and Kristin Cioffi, George Lopez and Ed Desimone.

Pat Corrigan

CCN 2020

The CCN is published quarterly, at the beginning of each season. We welcome and encourage member submissions.

Deadlines for submissions are:

Spring CCN	**March 15**
Summer CCN	**June 15**
Fall CCN	**September 15**
Winter CCN	**December 15**

The BMW MOC is Chartered Club #196 with both the BMW MOA and the BMW RA national organizations. The BMW MOC is a Not-For-Profit Corporation of the Great State of Ohio consisting of about 175 riding enthusiasts mostly in the Northeast Ohio Area.

The Club is an active group with a common interest in BMW Motorcycles and the people who ride them.

Calendar of Events

Visit the Club Calendar at www.bmwmoc.org for an updated list of events

Please note: Whereas both national and local rally events are being cancelled, postponed or rescheduled for next year, there is no reason to post a printed calendar which will most assuredly be out of date in no time. Please refer to the club's on-line google calendar, or better yet, to the web page of the event itself, for the most up to date info.

The club website along with mass emails will be your best and most accurate source of information for club events as well.

Wednesday Morning Breakfast and Ride

Every Wednesday, rain or shine, riders meet for breakfast at **Bob Evans** located at:

266 Highland Road E, (Rt. 8 & I-271), Macedonia, OH 44056

Club members arrive before 9 to dine or by 10 when we are ready to ride.

If it's lousy weather, we just go home, or maybe not. We decide at 10.

Saturday Morning East Side / West Side Breakfast and Rides

1st Saturday of the month from **Bob Evans** located at:

3198 Center Rd, Brunswick, OH 44212

3rd Saturday of the month from **Bob Evans** located at:

266 Highland Road E, (Rt. 8 & I-271), Macedonia, OH 44056

Club members usually arrive before 9 to dine or by 10 when we are ready to ride.

In Memoriam

Howard "Turp" Jay Cobb, III

February 07, 1943 - May 19, 2020

Howard "Turp" Jay Cobb III, 77 years of age, and a resident of South Amherst, passed away on Tuesday, May 19, 2020, at his home due to natural causes.

He was born February 7, 1943, in Macon, Georgia. Howard lived most of his life in South Amherst. He graduated from Marion L. Steele High School with the class of 1961. Howard was part of the first graduating class to complete all four years at the new high school, and for the past several years, he was part of his high school reunion committee.

Howard was employed as an aerospace mechanic at NASA, beginning in the early 60's when NASA's main mission was to land on the moon. His work involved solving problems with rocket engine mechanics. He retired from NASA in the mid-90's. He also owned and operated Cobb H-D Repair in Lorain for thirty-three years, where he was able to continue his passion for mechanical problem solving. Howard was a Harley Davidson and BMW enthusiast who loved building, repairing, and riding motorcycles. He was a former president of Amherst Meadowlarks, a member of the BMW Motorcycle Club, and a previous member of Amherst Sportsman Club.

When he wasn't working, Howard enjoyed spending time with his life-long friends. During high school, Howard played football and continued to meet up with some of his old teammates until his passing. Howard was an avid Civil War buff. His friends describe him as knowledgeable on a wide variety of topics, but history and politics were among his favorites. Howard was very proud of his granddaughter being a professor, and he loved to watch his grandsons ride motorcycles. As a father, he could always be relied upon to give sound advice even during the most difficult of situations.

Survivors include his children Kelly Jo Cassidy of Lorain and Howard "Jay" Cobb IV of South Amherst; his grandchildren Melanie Henderson (Derek) of Dublin, Charles Cobb and Deegan Cobb of Amherst; his siblings Michael Cobb (Kim) of Amherst, Candy King (Kelly) of South Amherst and Kathleen Vandersommen of Norwalk, Ohio. He was preceded in death by his siblings Charles A. Cobb, John R. Cobb, Mary Helen Cobb, and his parents Howard, Jr. and Helene Cobb (nee: Katona).

Private family services will be held with public memorial services to be announced following COVID19 restriction.

Please visit the funeral home's website to share a memory and sign the guest register: www.hempelfuneralhome.com

Howard "Turp" Jay Cobb, III

February 07, 1943 - May 19, 2020

In Memoriam

Gary Thompson

It saddens me to share the news of the passing of Gary Thompson. I believe Gary has been a member of the club for almost as long as I have been, if not longer. Though Gary was not very regular in his meeting attendance or club participation, he was a real regular guy, always there with his hand out, willing to talk, share and listen. Perhaps we were drawn to each other as we both road Harley's in addition to our beemers. I was surprised to learn that Gary lived two doors away from me when Beth and I moved to Avon Lake a few years ago. I got to know Gary a bit better after that and learned that he and I attended the same high school as well (Cleveland Heights).

Over the course of the last couple years, Gary waged an ongoing battle with cancer. Yet, he was always up beat whenever we spoke, . He just took things in stride and went about living his life, enjoying his time with his lady friend and family members. The only thing that seemed to get him down was that his illness kept him from riding as much as he would have liked to, even to the point that just recently, he posted his 2009 RT for sale on the club web page.

Our condolences are extended to his family and friends. Gary was open and friendly to whoever crossed his path, without pretense or judgement. He treated others as he would be treated and he is already sorely missed.

Pat Corrigan

June 2020

TRIP REPORT

THE DEVIL AND THE NICKEL

Ed Desimone · RA 44542

It's the middle of February and my wife and I are on the final approach to Cleveland Hopkins International Airport, returning home from a Caribbean cruise. The plane banks and we look out the window at a world covered in snow. I ask my sweetie, "Explain to me again why we live in Ohio?"

The short answer is that even though we endure about a third of the year riding in frigid temperatures (with many weeks snowed in), when Mother Nature finally wakes up, Ohio transforms into a rider's paradise! Our state boasts 113,435 miles of beautiful, scenic, and often very twisty roads. Two such roads are the legendary Devil's Highway, SR 666, and the Triple Nickel, SR 555. You can easily make a day-long road trip riding both of them.

I start the trip from the top, in the little hamlet of Dresden, home of the World's Largest Basket! At about the middle of town, turn left unto East Muskingum Ave., SR 208, and follow it over the Muskingum River, where it will dead end into SR 666. This is a great spot to take a photo by the SR 666 sign to prove your biker cred.

SR 666 runs about 14 miles loosely paralleling the river and terminating just above Interstate 70 in Zanesville. This road isn't called The Devil's Highway lightly. Weird things happen on this road. Not quite Bermuda Triangle strange, but curious anyway. Once, traveling north on the 666 coming back from a rally in West Virginia on my R nineT Scrambler, I flew around one of the road's many blind curves and spotted a cow standing in the road. Grabbing a hand full of Brembo, I came to a quick stop. There we stood, glaring at each other like gun fighters at the OK Corral. After a second or so, that little nagging voice in my head started screaming, "Hey moron, this is a Kodak moment!" I slowly reached into my jacket to retrieve my Fuji XP 90 camera, but when Betsy saw that, she bolted into the corn field to join up with another cow I hadn't noticed.

Oh well, I thought, and started on my way again. Just up the road, a man was sitting in a pickup truck in front of a house, so I stopped to tell him about the stray cows. As I pull up to his window, about 50 pussy cats jumped out of the bed of the truck and scattered. I flipped up my visor and asked if he knew who owned the corn field and if so, there were cows running around in it. He looked at me like I just stepped out of a spaceship and nodded yes. At this point, I heard a chorus of "Dueling Banjos" and figured it was time for my 110 horsepower of Bavarian Bang Bang to quickly get me far, far away fast!

Entering Zanesville, you may want to avail yourselves of fuel and food. The further south you ride, the more remote Ohio becomes and services are few and far between. At about the midpoint of Zanesville, you pick up the Triple Nickel on the west side of the Muskingum River off SR 719, between SR 22 and SR 60.

SR 555 runs north to south and is close to 64 miles long. It features tight curves and many blind hills that you need to treat with extreme caution. I had a local tell me that the young guys in pickup trucks like to use the sharp hill crests to get all Dukes of Hazzard and try to get airborne. While dodging flying hillbillies, keep your eyes open for the Port 37 gas station in Malta, a fun stop to check out their 555 memorabilia and swag.

The Triple Nickel will leave you at its south-most point very close to Marietta, so why not spend the night at the Historic Lafayette Hotel on the Ohio River? This is one of my most favorite places to stay and reminds me of the movie, *The Shining*. But if you want to book it back up north, you can be a glutton for punishment and retrace your steps, take a somewhat less technical Route 83, a leisurely Route 60, or a claw your eyes out on boring Interstate 77. Whichever way you choose, I believe that like me you will fall in love with Ohio. Until it snows.

MSF MOTORCYCLE SAFETY FOUNDATION®

QUICK TIPS: MSF's Guide to Group Riding

Motorcycling is primarily a solo activity, but for many, riding as a group -- whether with friends on a Sunday morning ride or with an organized motorcycle rally -- is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

Arrive prepared. Arrive on time with a full gas tank.

Hold a riders' meeting. Discuss things like the route, rest and fuel stops, and hand signals (see diagrams on next page). Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.

Keep the group to a manageable size, ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

Ride prepared. At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.

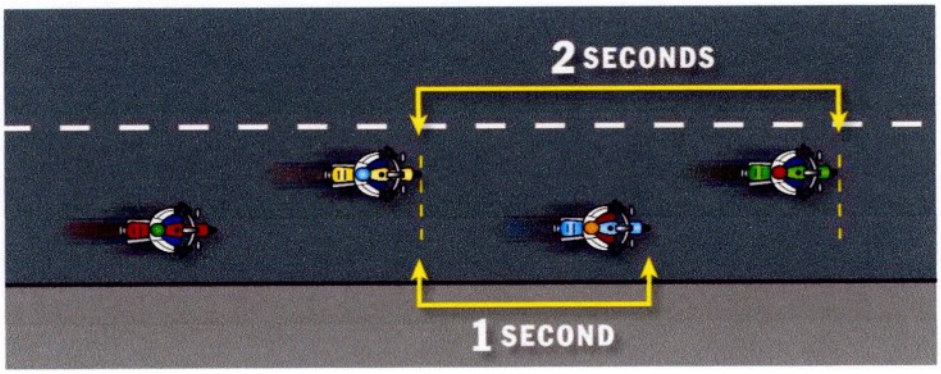
Ride in formation. The staggered riding formation (see diagram below) allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.

Avoid side-by-side formations, as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.

Periodically check the riders following in your rear view mirror. If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.

If you're separated from the group, don't panic. Your group should have a pre-planned procedure in place to regroup. Don't break the law or ride beyond your skills to catch up.

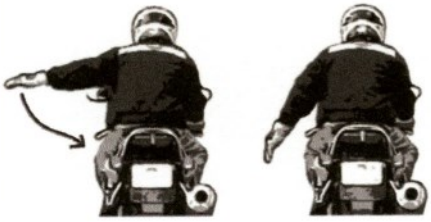
For mechanical or medical problems, use a cell phone to call for assistance as the situation warrants.



MSF's Guide to Group Riding: Hand Signals

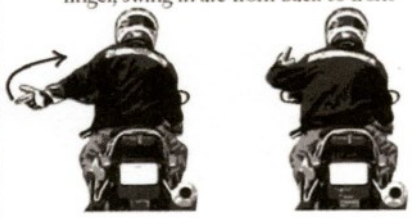
Stop - arm extended straight down, palm facing back

Slow Down - arm extended straight out, palm facing down



Speed Up - arm extended straight out, palm facing up

You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front

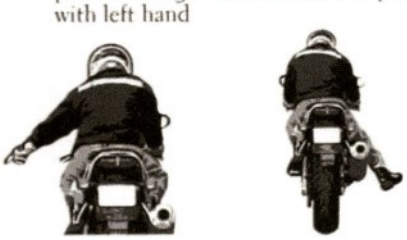


Follow Me - arm extended straight up from shoulder, palm forward

Single File - arm and index finger extended straight up

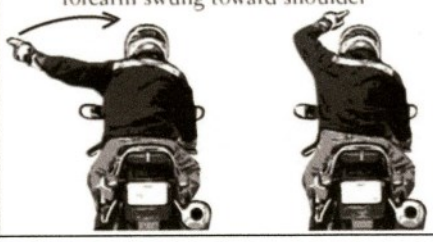
Double File - arm with index and middle finger extended straight up

Hazard in Roadway - on the right, point with right foot; on the left, point with left hand



Highbeam - tap on top of helmet with open palm down

Pull Off - arm positioned as for right turn, forearm swung toward shoulder



Turn Signal On - open and close hand with fingers and thumb extended

Fuel - arm out to side pointing to tank with finger extended

Refreshment Stop - fingers closed, thumb to mouth

Comfort Stop - forearm extended, fist clenched with short up and down motion

MSF MOTORCYCLE SAFETY FOUNDATION®

Cycle Safety Information

Personal Protective Gear

For the Motorcyclist

One of the things that makes motorcycling enjoyable is the freedom of riding in the open air. Unlike car drivers surrounded by a steel compartment, motorcycle riders feel as if they are a part of everything around them. Of course, sometimes being out there can have its drawbacks, such as when you are riding in extremely hot or cold weather, when it's raining, when insects are pelting you, or when debris flies up at you. It's for these types of situations, and possible encounters between you and the asphalt, that protective gear was developed.

Protective gear has two basic purposes: comfort and protection. Uncomfortable gear can distract you from riding. Properly fitting protective gear will help you stay comfortable when encountering various riding conditions. In the event of a crash, protective gear will help prevent or reduce injuries. Here is a summary of some of the important gear needed for comfort and protection.

Helmets

The most important piece of protective gear you can wear is a helmet manufactured to meet DOT standards (FMVSS 218). This was emphasized in the University of Southern California (USC) researcher Harry Hurt's federally funded study, "Motorcycle Accident Cause Factors and Identification of Countermeasures," also called simply "The Hurt Report". Essentially, an in-depth on-scene investigation was performed detailing the use of helmets and protective gear in 900 motorcycle crashes.

Additionally, researchers analyzed 3,600 police reports of on-highway motorcycle crashes. This and other research has established that helmets save lives by reducing the occurrence of head injuries, and wearing a helmet does not reduce essential vision or hearing.

This well-accepted motorcycle safety study's report has been corroborated since that time in many other research studies. In the 1990s, a number of studies on the value of motorcycle helmets were conducted and then published as part of the International 2001 Motorcycle Safety Conference Proceedings. Among them are: "The Snell Memorial Foundation – Past and Present" by Edward Becker; "Traumatic Brain Injury Associated with Motorcycle Crashes in Wisconsin, 1991-1997" by Wayne Bigelow; "Evaluation of Motorcycle Helmet Law Repeal in Arkansas and Texas" by Linda Cosgrove; "How Do Motorcycle Helmets Affect Vision and Hearing" by Scott McKnight; "Autopsy Study of Motorcycle Fatalities: The Effect of the 1992 Maryland Helmet Use Law" by Kimberly Mitchell, and, "Modernization of the DOT Motorcycle Helmet Standard" by David Thom. Copies of these studies may be obtained online from MSF by visiting www.msf-usa.org.

Helmets help protect your head in four ways. First and second, the outer **shell** resists penetration and abrasion. Third, inside the shell is the equally important **impact-absorbing liner** that absorbs more of the shock by slowly collapsing under impact. Fourth, the soft **foam-and-cloth liner** next to your head helps keep you comfortable and the helmet fitting snugly. The **retention system**, or chinstrap, is the one piece that keeps the helmet on your head in the event of a crash. Both shell and liner spread the forces of impact throughout the helmet material. That's why, in most cases, if a helmet has been damaged in a crash, it will not be protective in another mishap and should be replaced.

Consider how a full-face helmet makes riding more comfortable. It cuts down on wind noise in your ears and windblast on your face and eyes. It deflects bugs and other objects that fly through the air. A helmet even adds protection from inclement weather and reduces rider fatigue.

For more information on helmets, order the Motorcycle Safety Foundation's Cycle Safety Information publication, "What You Should Know About Motorcycle Helmets". It outlines helmet standards, construction, care and other important information. Single copies are available free of charge.

Face Protection

Any motorcyclist who has been hit in the face by a stone or an insect can tell you about the benefits of face protection. Windshields and most prescription eyeglasses simply do not provide adequate protection. Wind, insects and pebbles may be blown behind a windshield. Eyeglasses with shatterproof lenses may protect the eyes, but most don't seal out wind which makes your eyes water.

"The Hurt Report" states that motorcycle riders with shields covering their faces suffered fewer facial injuries than those without. It also reports that helmets providing full-face coverage with strong chin pieces and energy-absorbing liners are especially effective in reducing face injuries.

Face Shields

Face shields come in a variety of designs to fit most any helmet. Some flip up for convenience. There are non-flip types, such as the flat shield, that snap directly to the helmet. If you select a bubble shield (either a flip-up or a snap-on style) make sure that its compound curves do not distort your vision.

When using a face shield, be sure it is securely fastened to the helmet. It should be impact-resistant and free from scratches. Scratches can refract light and blur vision.

Tinted shields help avoid eye fatigue during daylight hours, but always wear a clear one at night. Make sure the shield you choose is designed for your helmet and does not interfere with any eyeglasses you may wear.

Face shields may be cleaned with a mild solution of soap and water or a quality plastic cleaner.

Goggles

Riders wearing goggles receive eye protection, but they are not protected from possible injury to other parts of the face. As has been emphasized before, full-face helmets and face shields provide better protection for the entire face.

Goggles should be securely fastened over the helmet so they do not blow off. Most frames have a rubber/cotton-fiber strap that resists tearing and stretching.

Maintain your goggles properly: dirty goggles can impede safe sight.

Whether you wear a face shield or goggles, tinted lenses may be used during the day, but you should use clear lenses at night.

Footwear

Sturdy, over-the-ankle boots can protect you from a variety of riding hazards. They protect against burns from hot exhaust pipes and impacts from flying road debris. Boots with oil-resistant, rubber-based composite soles will give you a strong grip on the pavement and help you keep your feet on the pegs. If the boots have heels, they should be low and wide. In case of a crash, boots help provide valuable protection against foot and ankle injuries.

Gloves

Full-fingered motorcycle gloves protect hands from blisters, wind, sun and cold and will help prevent cuts, bruises and abrasions in a crash.

Gloves that fit properly will improve your grip on the handlebars. If your gloves are too loose or bulky, you may have problems operating the controls of your motorcycle. If they are too tight, circulation will be restricted and your hands will become cold. Seamless gloves or gloves with external seams will help prevent blisters. Gauntlets will keep cold air from going up your sleeves.

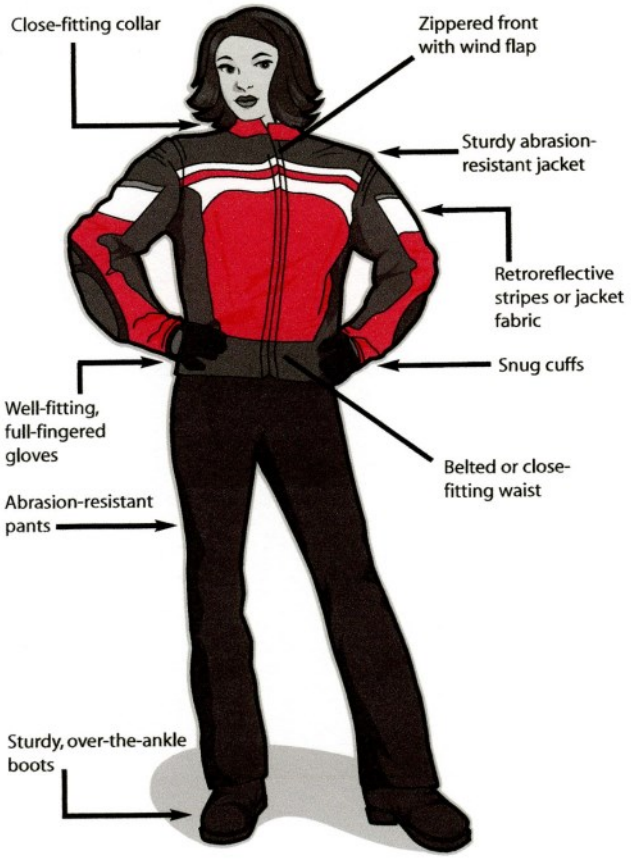
Motorcycle gloves are available in many styles, weights and thicknesses. Lightweight gloves may be more comfortable in summer warmth while heavier, lined and/or insulated gloves are available for additional protection from winter cold.

Jackets, Pants, Riding Suits

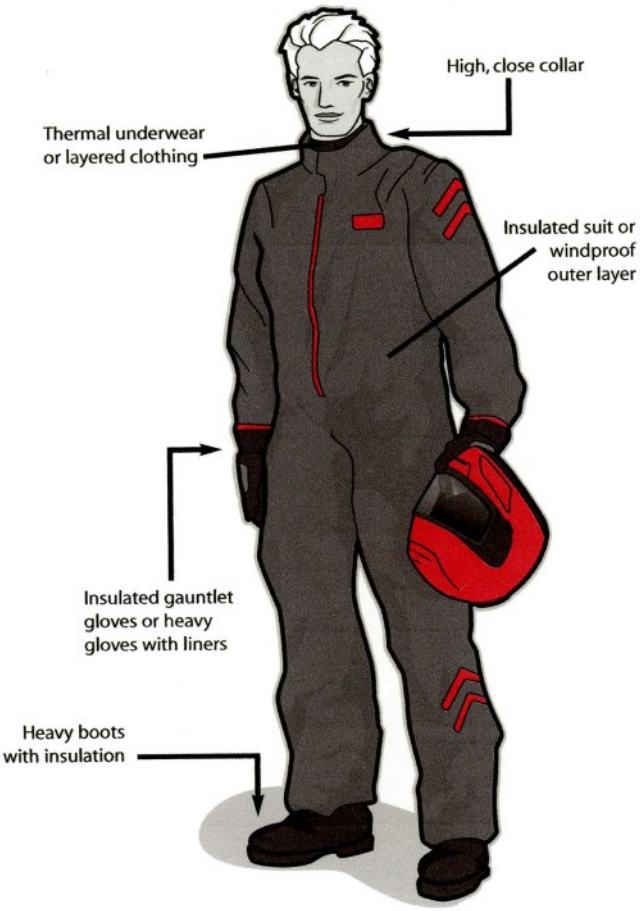
Protective gear will help you stay comfortable while riding in adverse conditions. In a crash, proper riding gear will help prevent or reduce injury. "The Hurt Report" states that covering the body with leather or an abrasion-resistant fabric (e.g., Cordura®, Kevlar® or ballistic nylon) also provides a high level of injury protection.

Protective apparel designed specifically for motorcycling will afford the best combination of comfort and protection. These garments are cut longer in the sleeves and legs, and fuller across the shoulders to

Basic Riding Gear

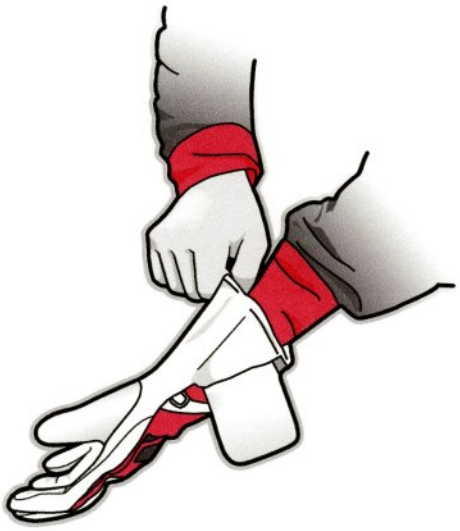


Cold Weather Gear



accommodate your riding posture. Special overlaps and flaps help seal out the wind and padding helps protect you in a crash.

Motorcyclists often wear leather because it is durable and abrasion-resistant, giving good protections against injury. Many modern fabrics, such as Cordura® and ballistic nylon, are also abrasion-or wind-resistant, waterproof or have high-visibility properties. Many motorcycle dealers carry a varied line of riding jackets and suits. Your riding habits, budget and local weather conditions will influence your choice of purchase. Shop wisely, making sure your purchase fits properly and is specifically made for motorcycling.



Your gear should fit comfortably without binding. However, wide-flared pants, flowing scarves and similar items should be avoided because they could become entangled in the motorcycle. A jacket with a zippered front will be more wind-resistant than a jacket with buttons or snaps. A flap of material over the zipper of a jacket gives additional protection against the wind. Jackets with sleeves tapering to fitted cuffs and waists are recommended to help keep wind from blowing into the garment. Be careful about collar style–a large, loose collar will flap when riding and may irritate your skin or distract you.

Remember that even in relatively warm weather, moving air is cooler and constant exposure to wind when riding may cause a chilling effect that leads to hypothermia. Hypothermia is a condition of sub-normal body temperature that can cause loss of concentration, slowed reactions, and loss of smooth, precise muscle movement. You may lose your ability to concentrate and react to changing traffic conditions. Proper riding gear, such as a windproof jacket and insulated layers of clothing, is essential.

Riding gear that is just right for cold-weather riding may be too hot once you stop. Dress in layers so that the outer clothing may be removed as necessary.

When preparing to ride in cold weather, several layers of clothing are necessary, usually starting with thermal underwear. Extra layers of pants, shirts and jackets should be worn to aid body heat in forming a warm insulation. Topping your clothing with a windproof outer layer will prevent the cold wind from reaching your body.

Another alternative when riding in cold weather is to wear a winter riding suit. These lightweight, insulated suits worn over your street clothes provide the warmth needed to prevent hypothermia. Another option available to motorcyclists is an electrically warmed suit or vest. These items can be quite effective.

Regardless of temperature, wearing proper protective riding gear, including a long-sleeved top and long pants, will reduce your chances of becoming dehydrated.

The gear you wear when riding can also serve to make you more visible in traffic. Choose brightly colored gear when possible. Only two riders of the 900 crash cases studied by "The Hurt Report" were wearing brightly colored clothing. If you wear dark clothing, retroreflective vests may be worn over your jacket. Also, it is a good idea to affix reflectorized tape striping to the gear you wear regularly when riding. Jackets made with retroreflective material also will help make you more visible at night.

Finally, there are gear enhancements available for even more crash protection such as body armor, spine protectors and kidney belts. These may be single items you wear under your gear, or they may be built into the protective gear you buy.

Rain Suits

For the avid motorcycle rider, a rain suit or waterproof riding suit is a must. A dry motorcyclist will be much more comfortable and alert than a rider who is wet and cold.

One- or two-piece styles are available in a variety of materials and colors, the most common being polyvinyl chloride (PVC) and nylon. High-visibility orange or yellow are good color choices.

There are usually only small differences in rain suit styles. The pants should have elastic at the waist and stirrups (or tie-strings) on the legs to wrap around the rider's boots. The jacket should have a high collar that is held closed by a snap or adjustable hook-and-loop fastener. The front zips up and a wide flap fastens across the opening. The wrist openings fit snugly with more elastic.

Also consider purchasing glove and boot covers. Most glove covers are large enough to fit over gauntlet type gloves without interfering with hand flexibility. The boot covers have tie-strings on top and should be worn under the pants.

For more information on the importance of protective gear and for answers to other motorcycle safety-related questions, visit www.msf-usa.org or call the MSF Order Department and ask for a Publications List.

The Motorcycle Safety Foundation is a national, not-for-profit organization promoting the safety of motorcyclists with programs in rider training, operator licensing and public information. For the Basic or Experienced *RiderCourse*℠ nearest you, call the national toll-free telephone number: (800) 446-9227. The MSF is sponsored by the U.S. distributors and manufacturers of BMW, Ducati, Harley-Davidson, Honda, Kawasaki, Piaggio/Vespa, Suzuki, Victory, Vengeance, and Yamaha motorcycles.

The information contained in this publication is offered for the benefit of those who have an interest in riding motorcycles. The information has been compiled from publications, interviews and observations of individuals and organizations familiar with the use of motorcycles, accessories and training. Because there are many differences in product design, riding styles; and federal, state and local laws, there may be organizations that hold differing opinions. Consult your local regulatory agencies for information concerning the operation of motorcycles in your area. Although the Motorcycle Safety Foundation will continue to research, field test and publish responsible viewpoints on the subject, it disclaims any liability for the views expressed herein.

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Would you like to lead a ride or suggest a ride for the BMW Motorcycle Owners of Cleveland? Do you know of an interesting place or some fun roads to ride that you think other club members would enjoy. If so, please share that info with the rest of the club using the top form if you want to lead a ride or the bottom to suggest one. Then turn the form into the Road Captain and get ready to ride!

Planned Ride Information Sheet

Name of Ride: _____

Ride Leader: _____ **Assisted by:** _____

Date: _____ **Departure Time:** _____

From: _____

Description of Ride : _____

_____

_____

_____

Estimated Total Miles: _____ **Meal stops included : Y / N**

Ride terminates at: _____ **at about** _____ **o'clock**

Ride Suggestion Sheet

Name of Ride: _____

Suggested Date: _____ **Departure Time:** _____

From: _____

Description of Ride :

_____

_____

_____

_____

Estimated Total Miles: _____ **Meal stops included : Y / N**

Ride terminates at: _____ **at about** _____ **o'clock**

Parting Shots

Special thanks to Roger Pivonka for scanning and posting all editions of the CNN from 1994 to 2020.

To take a ride back in time, check out the newsletters posted on the club website.

Best wishes for a speedy recovery to Dottie Buckon following her unplanned dismount while on the club ride to Sandusky. We've heard the best medicine is to get back in the saddle ASAP. We're rooting for you Dottie!

Last Laugh!

THE GLOBAL RECESSION

The recession has hit everybody really hard.

My neighbor got a pre-declined credit card in the mail.

CEO's are now playing miniature golf.

Exxon-Mobil laid off 25 Congressmen.

A stripper was killed when her audience showered her with rolls of pennies while she danced.

I saw a Mormon with only one wife.

If a bank returns your check for "Insufficient Funds," you call and ask if they meant you or them.

McDonald's is selling the 1/4 ouncer.

Angelina Jolie adopted a child from America.

Parents in Beverly Hills fired their nannies and learned their children's names.

My cousin had an exorcism but couldn't afford to pay for it, and they re-possessed her!

A truckload of Americans was caught sneaking into Mexico.

A picture is now only worth 200 words.

When Bill and Hillary travel together, they now have to share a room.

The Treasure Island casino in Las Vegas is now managed by Somali pirates.

And, finally…

I was so depressed last night thinking about the economy, wars, jobs, my savings, Social Security, retirement funds, etc., I called the Suicide Hotline. I got a call center in Pakistan. When I told them I was suicidal, they got all excited and asked if I could drive a truck.