Cleveland Club News

The Official Publication of the BMW Motorcycle Owners of Cleveland, Inc. Winter, 1996

...BABBLINGS from BARZELLA...

Queen Barzella

A great time was had by all at the Fall Foliage Campout. The weather was absolutely beautiful which attributed to the large attendance compared to last year, 59 adults and 6 children. The steaks were delicious and there was plenty of food to go around. The cost for camping and dinner was very reasonable and the accommodations at Whispering Hills were very good except the bathroom could have been a little closer. Many folks went for a ride Saturday afternoon to view the changing colors. Winding roads and large forested areas around Shreve were ideal for that. The club made a profit of about $150.00 which is the most we have ever made on an event. Many thanks go to the committee and Pam Kean for excellent planning. GOOD JOB GUYS!

Susan and Roger Schoenberger brought some friends and one of them joined, Jack Ramskill. They also brought Mike and Joyce who Bob and I have had the pleasure of knowing since last year when we attended the Shaker Fest at T.J. Cycle outside of Willard, Oh. It isn't often that you meet someone that makes something that you enjoy. Joyce is the lady who mixes the batter to make the Pepperidge Farm Cheddar Cheese Gold Fish Crackers. She also is a novice rider and has just gotten a street bike to practice riding. Good luck Joyce! We had a huge bonfire on Saturday night and lots of friends, laughter, and conversation. Many people lingered until afternoon on Sunday, enjoying the sun, mechanical/technical conversation, and just the atmosphere knowing the season was coming to a close. But, just think of it this way, the season is not over, it is a brief hiatus until Spring appears and we can start all over. It is the time we need to take care of our trusty machines, contemplate buying a new one, planning trips, renewing friendships lost over summer because we are gone having fun. If you don't have anything taken away from you, you don't appreciate it as much. Winter is time to regain our appreciation for riding and our club.

...Winter Meetings' Schedule...

(Mark your new calendar)

January 2 * February 6 * March 6

1997

Winter meetings are held on the first Thursday of each month, at 7:30 PM. This year our indoor meetings will all be held at the Country Kitchen, at I-71 and SR 82 (the Strongsville exit). Come early and dine with fellow riders in our private meeting room. The restaurant is open 24 hours. Restaurant phone (216) 238-0940.

The **January** meeting is the Annual Election Meeting. Come cast your vote for your favorite nominees. Members will find a ballot with this issue.

In **February** come out to kick some snow tires and hear some lies as the snow flies in Cleveland. We'll be talkin' twisties and plannin' our coming season of riding.

The **March** meeting will begin plans for the Kirt Zautner, Spring Tune-up Clinic and lock-in our Spring meeting sites. As always, members and their guests, as well as any interested riders, are welcome to attend the meeting. Dinner, of course, is on your own.

Shelly and Alex Borbely had a great party the end of October. They have a very nice house and property in Newton Falls. Alex has a GREAT garage for storing and working on his bike collection complete with a loft that Karl Hoffman and Greg Antolik found just perfect for sleeping. Watch out Karl, you might have some competition for tentless camping skills. There were about 12 members present and other friends. Only three people camped, Bob and I, and Ron Berry. I forgot the sleeping bags and blanket, but the weather was so warm that we were comfortable on the air mattress with our Aerostitches over us. The food was good and everyone had fun. Thanks for the hospitality Alex and Shelly. That's about it for this column for this newsletter. To break this up a little, I have written some other articles you will find throughout the pages that deserve their own space. So, see you at the January meeting. Until then, Happy New Year!!!

BITS & PIECES

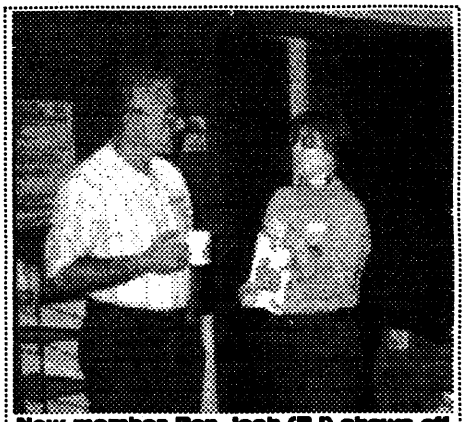
Karl (with a *K* on a *K*) Hoffman was appointed as the SUNSHINE MAN at the October meeting. The job will entail sending cards to people for congratulations, condolences, get well, etc.. It was brought to the Club's attention that a previous member had been hospitalized and was disappointed that no one from the Club acknowledged that fact by sending a card. He did not renew his membership and recalled this incident was part of his decision. What he didn't know was that the people who did know, did not make it common knowledge so nothing was done. To correct this potential problem in the future, Karl will be sending cards on behalf of the Club and informing the membership at meetings. Please let Karl know if there is someone in the Club who we can acknowledge. We can also make a mention in the newsletter if you call the editor or leave a message on the Club Voice Mail. Communication is the key.

Condolences to Orval Conley and his family for the loss of his mother. Orval called on Dec. 8th to tell us he could not join us for our party. He also said his Mother was 90 years old and was very active up until her recent stroke. We are sorry for your loss Orval. His address is listed in your membership directory if you wish to write.

Get Well wishes go out to Buckeye Beemer's, Charlie Smith and his wife Betty who were injured in a bike accident on the way home from the Sherando Lake Rally in September. They were pulling a trailer and were hit from behind by a woman who was trying to pass on the right on an exit ramp in Columbus a few miles from their home. We saw Charlie at the meeting for the Buckeye State Rally and he was in good spirits and recuperating. He said Betty will take a little longer to recuperate but her attitude and spirit were good. Both are looking forward to riding again. They are not Cleveland Club members but many of you know them from other rallies. Here is their address if you want to write: 5674 Sunbury Road, Gahanna, OH 43230. Charlie is on the NET at: charlie@elektro.cmhnet.org for you NET surfers.

There was a drawing at the Holiday Bash for the Elite Pin that the AMA sends us as an acknowledgment for our Yearly political fund contribution. All of the member names were put into a hat and the winner was Ralph Crider. Ralph has recently been busy putting together our own Club Web Page and is a past president of the BMW MOC. Congratulations Ralph!

Sandra Warren, member, and author of Arlie the Alligator book, tape and maker of the puppet, recently signed a contract for a "Movie of the Week". She said it will be awhile before it comes to pass, maybe years, but, it is a start. Congratulations Sandra! She also generously donates a portion of her sales of A R L I E from our Club members back to the Club. It is for ages 3-9 and makes a good gift anytime. Give her a call at (216) 238-9397 if you are interested.



New member Ron Jech (RJ) shows off his new BMW MOC Coffee Mug.

Holiday Bash surprise! Did you get mugged? This year members who attended our annual bash got back more than they paid for. Each member attending this event received a free holiday gift of a beautiful beverage mug with the latest edition of the BMW MOC logo artwork by member Terry Taggert (club artist) on it. The mug give-a-way was the club's way of thanking each member for their participation in our last event of the '96 season. Mugs will be available through the new Club Store (see later in this issue) for member who did not attend this years' bash.

The Cleveland Club News was mentioned in the November issue of On The Level, The RA publication. "Cleveland Club News, BMW Motorcycle Owners of Cleveland, recently contained a classified ad listing R60/6 carbs for sale by "Fast" Eddy. (Note to Eddy. If you are riding an R60/6, as I did for years, your fellow riders are more likely to know you as "Patient" Eddy.)". Little does the author, Irv Warden, know that if anyone could ride an R60/6 fast, it would definitely be Fast Eddy. He didn't get that name by following anyone. It is nice to know that other people are reading our newsletter. After all, it is the best newsletter I have ever seen. Kudos to the Wood Man!!! -Barb

CCN Election Issue- This is the annual election issue of the Cleveland Club News. Please note this year we have received not only position statements, but also, mission and physician statements from our candidates...H-E-L-L-O. Perhaps too much wind noise, ear damage, or maybe we partied a bit to hard last riding season.

Mid Ohio will schedule Super Bike and the AMA Heritage weekends back to back in the Summer of '97. The event are scheduled for July 11-13 and July 18-20, respectively. I have been told by track officials that no *open to the public* events are scheduled for the week in between. I can't help wondering where all those bikers will go for Four days. More info can be obtained by calling 1-800-MID-OHIO or at http://www.midohio.com on the WEB.

Chunx Award

by Barbara Cowan

An explanation of this prestigious award is probably in order for those of you who are new to the Club. *Ed. note- Please read the word "ingredients" in place of the word "rules" in the following sentence.* The rules are as follows: 1) You must be a party kind of person enjoying friends, food, and a large quantity of alcohol. 2) This combination leads to a physical imbalance producing a spasm of the stomach producing a release of contents known as CHUNX. 3) This physiological event must be witnessed at a Club sponsored event.

The award is a beautiful wooden plaque, finely finished, displaying a wonderful replica of puke in rubber and a brass plate stating "Chunx Award". This is to be displayed in a prominent place in your home, perhaps over the commode. On the back of said plaque there is a list of all the previous award winners. You would be surprised as to the previous owners, none of which are female.

At Holiday Bash '96, the current owner of the plaque, since the Fall Foliage Camp out in 1995, was able to pass this award to the new owner. Troy Stone passed the plaque to Greg Antolik. Greg overindulged at the Fall Foliage '96 Camp Out this year and was witnessed by myself and Ray Grodek who helped me get Greg into his sleeping bag.

So, how long will Greg have this honor? This is not an award you strive to achieve; it kind of sneaks up on you. And, only time will tell; right Woody, Karl, and others?

Ed. note- ingredient number three is not necessary according to Life Time CHUNX Award winner, Eric Graydon, who not only founded the award but mastered the techniques described, during the early years of the club. Someone please remind Queen Barzella she earned several Honorable Mentions which are of course never mentioned.

Troy Stone presents Greg Antolik the CHUNX Award.

Ohio Calendar of Events

Dec 26 BMW MOC Board Meeting - Bob & Barb's house in Streetsboro. Call 216-656-2440 for directions.

Jan 1, 1997 *Happy New Rally Year!*

Jan 2 **BMW MOC Eating/Meeting**, 7:30 PM, at the Country Kitchen Restaurant, I-71 & SR 82. Elections to be held.

Jan 23 BMW MOC Board Meeting - Call voicemail for location.

Jan 31-Feb 2 International Motorcycle Show IX Center, Cleveland. Call Advanstar for info at 800-331-5706. $1 discount to AMA members.

Feb 2 Vintage Motorcycle Swapmeet & Show - Richland County Fairgrounds, Fairhaven Building. US 30 to Trimble Road exit follow signs. Call 216-543-5034. $5 admin., early birds (before 9 AM) $10. $1 parking.

Feb 6 **BMW MOC Eating/Meeting**, 7:30 PM, at the Country Kitchen Restaurant, I-71 & SR 82.

Feb 20 BMW MOC Board Meeting - Call voicemail for location.

Mar 6 **BMW MOC Eating/Meeting**, 7:30 PM, at the Country Kitchen Restaurant, I-71 & SR 82.

Mar 1-10 Daytona Bike Week - BMW riders stay at Bulow Resort Campground, Bulowville Florida. $8/night/person. Exit I-90 at Rt. 100, head east to first light, turn right and go 3 miles. You must show a BMW MOA or RA card.

Mar 20 BMW MOC Board Meeting - Call the club voicemail for location.

CALL the Cleveland BMW HOT LINE at 216/ 556-0196 24 hours a day for the latest in local activities. Members are urged to access the Level II messages for detailed information regarding the club. Directions are on the back of your membership card and in your handbook.

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FAREWELL

by Pam Yek-Kean, Road Captain

Well, it has been a very busy year for this club. All our club events, Tune-up Clinic, Micro Rally, Fall Foliage Folly, and the Holiday Bash have seen record turn outs and great fun. It could not have happened without all of you, so thanks for making our events a success. I'd like to take this opportunity to thank the people that went the extra mile and took the extra time to help me get all this together.

Thanks for your help: Barb Cowan, Phil Danzy, John Gerow, "Fast Eddie" Gumuscian, Karl Hoffman, David Kean (double thanks here), John Roman, Alex Rossborough, Donna Schettine, Susie and Roger Schoenberger, Paul Shaver, Bob Shelton, Don & Patty Walker, Tom Wintering, Bob & Rose Wood, Bob Zronek, and Roger & Sandy Warren.

You can see that it takes a lot of people to make our events happen. (and here comes a commentary), but to get involved in a national advertised event it will take commitment from more than the handful of people listed above. (end of commentary).

Thanks for making my year as Road Captain interesting and full of good memories. And I'm very thankful that we all got home safe to see another riding season together.

Kirt Zautner Memorial Fund

by Barbara Cowan

As many of you already know, the Kirt Zautner Memorial Fund has been distributed. The AMA Museum will be notifying us when the memorial plaque will be hung and will send us a picture. The museum will do the same for Kirt's family which I requested. The remainder of the fund was sent to Gerry Zautner. Gerry sent the club a card and a written note which read as follows:

Dear Friends,

You have been most wonderful to our family since Kirt became ill last December. I am thrilled about the AMA Brick memorializing Kirt, it is a tribute to him and his love of riding. We have all missed riding with him this past season. Thanks for all you have done to keep him alive in our hearts.

Most Sincerely,

Gerry Zautner

Thanks to all of our members and friends who helped make this possible.

Holiday Bash '96

The party was a success! A GOOD time was had by all! We had over 100 people in attendance which is the best ever for a Club function. The food was great and the leftovers were donated to the St. Herman's House of Hospitality, 4410 Franklin Ave., Cleveland, which is a homeless shelter. Lots of thanks are in order to: Roger Warren for providing an excellent sight, and overseeing the facility which was complete with geese and deer as live entertainment, and to Pam Yek-Kean for shopping and organization of supplies. Pam, Ria Terranova-Webb, Rose Wood, and Donna Schettine came up with the idea of donating the food to the homeless shelter. Craig and Ria delivered it. Good idea! Thanks to Rose Wood for catering and organization, George Lopez for musical entertainment, Marcie Lopez, Karin and Don Thompson for decorations and all around assistance, and to Bob Shelton, Quartermaster, for keeping track of all our stuff and delivering it as needed. Thanks Bob Wood for organizing the mug project and writing all the checks. Thanks Santa, (Craig Webb) and his assistant, Ria, who passed out packets of Club business cards which Craig has provided for the last three years at his own expense. (The purpose of these cards is to let other BMW riders know that the Club is here. Most people put a name and address sticker or stamp on the back, or a phone number and name that the person can call for information. You can leave it in a conspicuous place on a parked bike or just give it to someone you meet. We have gotten new members this way.) Thank you VERY MUCH Craig. And finally, thanks to all of you who came early to setup and to Harry, Bob, and all those who helped cleanup. This is the one event for the year, that is planned so as many people as possible can come. It is traditionally on Sunday afternoon so people can get home before 11:00 at night. It is the end of the year celebration thanking our members for their support and help throughout the year. Tis the season to be jolly and I think everyone was. Thanks to everyone who came because you are what this Club is all about. Happy New Year!!! May next year be even better!!

Members brought some of their favorite cookies. The chocolate motorcycles were a hit too!

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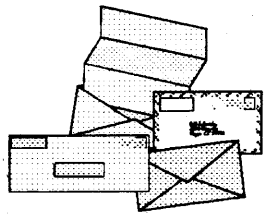
FOR THE WORLD AHEAD

Roger and Susan Schoenberger raid the deserts.

letters...



Ed. note- the following letter was addressed to the club and received mid September.

Dear Sirs,

I'm a young Italian BMW devotee and a new BMW MOA member #68793. I'm read on the BMW MOA organisation chart the your address. I would like to receive pins or rally patches or other gadgets on the BMW MOA events organized of you or of which you are parteciped, for to begin a small collection of BMW MOA events gadgets because for the Italian laws I don't to ride with motorcycle over 350 cc. and in wait of to reach the age, I console in this mode. Is OK also if the gadgets are oldies or two-of so I can trade it. Moreover, I'd like to know address of mens or BMW MOA clubs or BMW clubs not MOA, in all the world that can help me in the purpose. My BMW is a R 65 model of 1978, is in a very good state, but the engine is very bad, for this I bring it at original splendour. I wait with reliance a your positive replay. Excuse me for the bad English. I collected also motorcycle license plates.
Thank you in advance, Ride to safe.

Paolo Salviato
via Campanella 21
35044 Montagnana
Padova, Italy

To my friends and neighbors with whom I would spend my Christmas:

This year has been a gift in many ways. I have taken a sabbatical, compliments of an avaricious employer determined that I should not compete with the business I have engineered on his behalf. He will be allowed to keep the profits and the headaches. I consider it a trade. I win. We both lose.

Having the freedom to do what one wants is an awesome responsibility. There are places beckoning to be visited, sights demanding to be seen, things pleading to be learned, and people offering their friendship, comradeship, and competition. I have done my best to make the most of these, while watching the finances. If I were a responsible mule, turning the wheel of some mine, I would be unable to walk away for a day. I have trotted off for the better part of a year, without much remorse.

Motorcycling has been one central theme of the sabbatical, not just because I love it, but because it encourages travel, while keeping me close to the places I am visiting. As a somewhat "uncaged" transport, the machine makes you responsible to yourself for safety, while permitting on intimacy with new sights, sounds, and smells that can be equaled only by walking. I can't walk so far anymore.

In February, in Cleveland, there are not so many beautiful places to see, and the Southwest hasn't yet thawed.

letters...continued-

So, it was off to Florida to meet new friends, see the Keys, witness a space shuttle Columbia launch observe from an uncomfortable distance the antics of Bike Week, in Daytona, shake hands and laugh with some legendary race riders at Daytona, and to camp out through the vagaries of a Florida winter. These are all new and wonderful things to me, and I liked everyone I met. It was during this trip that the plot was hatched to join the Iron-butted motorcycle riders club by riding from coast to coast, essentially non-stop. I returned to Hinckley to prepare for this, but kept the attempt pretty much to myself and a couple of others. Another BMW rider and I rode again to Florida, then to Jacksonville, and then - nonstop except for fuel, to San Diego. The ride was completed in 46 hours, which meets the requirements of less than 50 hours. I became just the tenth rider in history to complete the ride, and I have a certificate to prove it.

From San Diego, I rode up past Los Angeles, along the magnificent Big Sur country to San Francisco Bay, then across to Yosemite for my first visit to this majestic park. Then it was east to Las Vegas, across Arizona, and south along what used to be Arizona route 666 - an exciting ride along twisting turns, against the edge of mountains with unguarded drop-offs of hundreds of feet. Arizona 666 allows you to take your life in your hands, and to hold it there for several hours. I held it somewhat carefully.

Not very long after that came an opportunity to visit Alaska. Since I had already committed to go to Maine, Nova Scotia and Quebec with Tom and Patty, the two plans were combined. The ride provided an easy paced tour of New England and the Coast of Maine, with visits to Tom's home in Boothbay Harbor and to Acadia Park.

We camped through Nova Scotia and rode the wonderful roads of the Cape Breton Highlands in the sunshine. Then, the rains set in, and travel to Quebec became the soaking experience that the Maritimes can so readily provide.

After Quebec, it was home for a couple of days to pay bills, and then off to Tobermory, Ontario, then across the Upper Peninsula of Michigan, and on to Mount Rushmore for the beginning of the Alaskan adventure.

Getting to Alaska is more than half the value of the trip, and the route takes you through Yellowstone and Glacier Parks, then up through the Canadian Rockies (much more beautiful than the US Rockies), then to Calgary, and on north to meet "Mile 0" of the Alaskan Highway.

I chose to travel from Whitehorse to Dawson City across the Top of the World Highway to Tok, Alaska, then up to Fairbanks. Much of this ride was accompanied by rain, and the riding conditions were challenging. Halfway across, you come to Chicken, Alaska.

Legend has it that the gold-panning residents wanted to name this tiny outpost after the Alaska State Bird, the Ptarmigan, but no one could spell it (an entirely believable circumstance), So, they named it after something they could spell. Chicken still has a small year round population, who live generally without the benefits of a water, electric, or television utility.

The Bay of Fundy, near Moncton, New Brunswick, where tides can reach as high as forty feet.

After a couple of days in Fairbanks (waiting for the weather to clear enough for a ride to Dead Horse), then it was south to Denali National Park for a bus ride amongst the bears, caribou, and sheep, and finally, a decent view of Mount McKinley, the highest (and most beautiful) mountain in the northern hemisphere. One of the beautiful aspects of the 20,000 ft. high McKinley is that you see it from an elevation of only about 2,000 feet. By contrast , most of the US Rockies are less that 12,000 feet high, and are seen from about 6,000 feet. Riding along the Fairbanks/Anchorage road, you can see Mt. McKinley for about 100 miles of travel - gleaming white behind a closer range of brooding gray foothills.

At a minimum, every Alaskan tourist must spend some laid-back time on the Kenai Peninsula. This is no time to get in a hurry, and to try to appreciate the gifts summer brings to Alaska. I remember spending the better part of an hour, lying on my back watching a Bald Eagle watching me.

If Mt. McKinley is spectacular, the ride through Denali Park is one of enjoyment of the more subtle aspects of this magnificent land. As the road climbs in elevation, and traverses the eighty or so miles of park road, the scene changes from one of tall trees and wild flowers to that of the tundra - miniature, slow growing vegetation which must tolerate a growing season of only six weeks per year. Many of the tiny trees grow less than an inch every decade. Conservators of this land emphasize this feature in their outcry against the invasion of man and construction. When you kneel close to a tree which is hundreds of years old, yet could be instantly decimated by a single footfall, you begin to understand their viewpoint.

The great BMW in Chicken, Alaska, about August 22nd, 1994.

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Letters...continued-

Homer, Alaska is an unusual mix of artists fisherman, and the early-retired. It is a wonderfully beautiful place, situated on a bluff overlooking some straits in the Bay of Valdez. It lies at the base of the Kenai Peninsula offering a myriad of wildlife varieties, fishing opportunities and elbow-rubbing at the Salty Dawg Saloon. Homer Spit is a sandbar of sorts which juts into the Bay, and it's the launch site for the Halibut fishing tournament, which was in full swing when I was there.

After Homer, the train and ferry ride took us to Valdez, by way of the Columbia Glacier. As much a tour as a ferry ride, the captain eases among the icebergs to get within a few miles of one of the western hemisphere's largest glaciers - with ice about two thousand feet thick at the water's edge.

After Valdez, it was back to Tok, then the mountain pass ride over to Haines (home of at least 1800 Bald Eagles), the ferry to Skagway, and another ferry ride to Juneau. At Skagway, I met another BMW rider, Paul Taylor of Virginia, who asked that we ride the Chilcoot Pass - the treacherous route of the Klondike gold rushers. From what I saw of this path, you had to want gold a lot to risk this hike, with the required two tons of "grubsteak." By the way, history shows that only a handful of Klondike Gold Rushers ever really kept much money through the ordeal.

From Skagway, the bike and I rode alone down the Cassiar Highway to the Yellowhead Highway in British Columbia, thence across this northern route back through the Canadian Rockies, past Edmonton, Winnipeg, Saskatoon, Thunder Bay, Mackinaw, and home.

Since arriving home, and being reunited with old friends in Ohio, travels have taken me to Chattanooga for dinner with 50 Internet friends, a camping experience in Northern Georgia, North Carolina, and Tennessee, and a quick 1,000 mile non-stop ride to keep company with Scott Adams, qualifying him to join the Iron Butt Club.

In many ways, it was a year and about 49,000 motorcycle miles away from old friends and neighbors. Not something I could do with them, it was an opportunity which will not present itself again.

Merry Christmas to you all. I hope and pray that your New Year will be a pleasant as this past year was for me.

© Jim Shaw, Hinckley, Ohio
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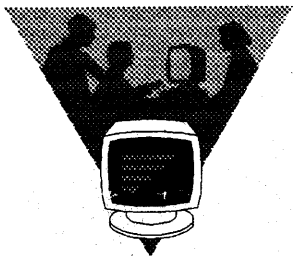
On the Off Ramp- /bmwmoc.html

by Ralph Crider



Hello, and welcome to another article about our trusty steeds on-line and how to access that information. As some of you may have heard, our club has a home page on the World Wide Web, the Web which is just a part of the Internet is what a lot of people think of when the term Internet is mentioned, but I won't go into that because that in itself could take up a whole article.

Our club's page, which is still under construction, or as H.W. says I'm still polishing the turd, will hopefully be a source for our club members to use as a starting point in exploring some of the exciting and truly interesting sites for information on what is going on... interesting how-to articles to aid in those maintenance tasks and a chance to go out in the cyberworld and explore. So far I have links, (which are pointers to different sites on-line) to the BMWMOA home page, the BMWRA home page and the Internet Riders, the last page has a very nice collection of links and a good on-line library of how-to's. Also there are links to various sites and things to do in Cleveland (after all we are the Cleveland Club) and I'm building a nice collection of links to different manufacturers, including but not limited to BMW, Bimota, Ducati, Harley-Davidson, LaVerda and even Royal Enfield (yes Dave ,they still make 'em over there in India). I'm trying to avoid the true mass manufacturers (except the H-D page, but it is a really cool site) and concentrate on the neat bikes. Also I've started an E-Mail listing of club members who wish to be included on our site so that they can receive E-Mail from club members with just a click of the mouse. I've even left space for any dealers who go on-line and wish to be included with a listing by our club.

/bmwmoc.html...continued-

I won't go into details of the construction of our clubs page except to say that I hope that everyone will bear with me as I learn how to write HTML (which is the language used to write Web pages) and that you give me feedback on what you would like to see more of on our site. I've included an easy to use mail feature so that you can send me mail for feedback.

As for the rules (you knew that was coming), they are very simple. Please don't abuse the members list by E-Mailing chain letters you might receive or passing on any "special offers" that come into your mailbox because while a nice way to see many different things the Internet does have a lot of junk mail floating around and the less we encourage these people the better. Also if you request a link to your home page it would be nice if you would reciprocate and put a link to our page on yours.

To view our page it is suggested that you use either MSIE 3.0 or Netscape 3.0, either one should work well and can be found for free on the Web (I do have a direct link to Microsoft on our page and will include one to Netscape in the near future) and that you view our page full screen to make it easier to read and to get the full effect

Well that about wraps things up for now gang, if you have any questions or comments please mail me and I'll try to get back to you with an answer.

PS. Oh yea, the URL (address) is: HTTP://members.aol.com/rkcrider/bmwmoc.htm put it in your bookmarks. Have Fun!!!!!!!

Tech Tips

Last time we talked about flats on tubeless tires. This time let's look at tube tires. We have a bunch of them here, 10 for 5 bikes, and one of the big problems with them is, if you pick up a nail, the air escapes faster than it does in a tubeless tire. Where does it go? You can't see it. Well, it escapes around the valve stem at the rim. Well, not good with only one good tire.

I have a tip to give you to allow a little more time to save your bacon. You have to do something before you pick up that nail. Go to your local parts store. Bring an old tube along and ask to see some "O" rings. Select a size that will fit over the stem. Put one inside the rim and one outside around the stem. When you screw down the lock nut, it will seal off the hole provided for the stem and seal off your air loss. You can still fill the tire as needed with your regular tire pressure check before going for a ride. If you experience your handling getting sloppy, pull over and check your tires. If you determine it is a puncture, pull out that spare tube I know you all carry, and change it. Do this and I know you will thank me. Oh, and remember that old Chinese proverb. Don't be a boob, new tires, new tubes. - *Zircon*

BMWMOC ELECTION POSITION STATEMENTS

In accordance with the election procedure, the following position statements have been received from the nominated candidates listed below for these offices.

NOMINEE FOR PRESIDENT-

Barbara (Barzella) Cowan-

It is difficult to write a position statement when you are the only one running. But, it gives me an opportunity to tell you how much I enjoy being a part of this Club. I joined three years ago in the Fall at a meeting at Raccoon Hollow. I was nominated for Secretary/Treasurer that October but I didn't have enough meetings to qualify until the following month. Then I was elected.

We had about 48 members then and about 15-20 at a meeting. The next year we grew to over 100 members and about 25-30 people at a meeting. This year we have 133 members to date. Our average meeting attendance is over 40.

The Club adopted an excellent logo thanks to Terry Taggart. We have a new banner that has traveled all over the country and Canada. We have increased our Director positions to one for every 25 members. Our Tune-up Clinic had about 20 people the first year at Kirt Zautner's house and about 65 at Phil Danzey's this year. All of our events have increased in attendance significantly this year.

The credit for all of this progress goes to each and every member of the Club. Without you, there would be no Club. We all share different backgrounds, financial situations, careers; but, we all share a common love of motorcycling. The camaraderie, friendship, laughter, and working together makes us strong.

Each year more and more new people want to get involved and participate in helping, planning, opening their homes for meetings, and spreading the word about the Cleveland Club. On a personnel level, I realized what a great community we are building when I crashed my bike at the Micro-Rally. No one laughed at me, criticized my riding skills or lack of, but they pitched in and helped me. They were empathetic to all of us who suffered a mishap. I was really touched by all of us who suffered a mishap. I was really touched by that. You all know who you are and I hope you are feeling the same warm fuzzy feeling I am.

There have been many instances in the last year that I could mention where a Club member has helped someone else either with bike repairs, advice, or just lending an ear.

Nothing is perfect and we have made some mistakes along the way, but the Board tries hard to meet the needs of the membership. We can only do our job with open lines of communication. You need to tell us what works and what doesn't. Everyone on the Board is accessible by a phone call.

I am proud to be the President of this Club even though I won by default. Default is that no one else wanted to do it. So, I thank all of you for being supportive of our Club. There will be lots of opportunities this year to get involved at a greater level. I am hoping that you will rise to the occasion. A lot of work

POSITION STATEMENTS ...continued-

divided by many is a little work for all. And remember, SIMPLE IS BEST!

NOMINEE FOR VICE-PRESIDENT-

Eric M. Simon-

I have decided to accept your nomination for Vice-President of the BMW MOC, primarily because nobody else seemed particularly enthralled with the opportunity, and I wanted to help ensure the continued existence of this organization. With your support, I will do my part, hopefully with the cooperation and assistance of other members, to expand the pleasure derived from the companionship and experience for each member from the cooperative association with a relatively large number of individuals with common interests in BMW motorcycles and motorcycle riding.

If that doesn't sound like the lawyer bullshit you expect from me, nothing will! Please vote for me (like there are lotsa other choices?), and I will do my best to make next year as good as 1996 was for our club. Thanks.

NOMINEE FOR SECRETARY-

Sue Davis-

NOMINEE FOR TREASURER-

Bob Wood-

As current treasurer this past year, I can tell you this is no small job. We have had several hundred transactions over the last 12 months and our books are in order. This was my goal for fiscal '96 and I attained it. All our bookkeeping is done on computer and can produce balance sheets, profit and loss reports, graphs, checkbook balances, and give up-to-the-minute accounting of all our activities. This is important in order to retain our not-for-profit status if the tax man were to ask to see our records. We need to be able to clearly prove our finances. As treasurer for another term I will be able to accurately determine a budget projection for the coming year, while continuing with our new accounting system. Thank you for your nomination and confidence in my ability to serve this fine club. I will happily accept your vote.

NOMINEE FOR ROAD CAPTAIN-

Russ Davis-

NOMINEES FOR DIRECTOR-

Greg Antolik-

Having the Right Stuff!! Having only been a member for five months, I am honored to be nominated for director. The members are so opened hearted. I feel as if I've been in the club for years. They just love to ride motorcycles and have fun. If elected, I will help do what it takes to make this club one of the best motorcycle clubs in America. Sincerely, *Greg Antolik*

Jerry Bruce-

I cannot emphasize enough how 'MOC membership has elevated the quality of my motorcycling experience. I first began riding in 1957, on a very experienced two-stroke Harley. Later came another like it, then an old blue "74(cu.in.) HOG". The shifting lever was on the left side of the tank; the clutch was a left foot treadle. I don't remember anyone who had electric start, then. Even a full size rider sometimes wasn't enough to start this bike. Still, you could retard the timing with the left twist grip, to prevent being launched. This concept usually worked. Then came my British period with BSA and Triumph, which includes memories of Amal, Lucas (bad), and Slick-Shift (good).

An R65LS in the late eighties opened a whole new area: motorcycles had certainly improved! In an MSF course, I was the only participant with a Beemer. The instructor asked if I belonged to "the BMW Club". Never having heard of one, my response was, "I'm not a joiner." He said they're a "good bunch of guys" (sorry, Barb, Rose, Donna, Amy, et al). Later he gave me a copy of the club newsletter; the rest is history.....

Having been a lone rider was one kind of trip; involvement with our club is entirely another. Riding is no longer an aimless pastime--when there is never enough time anyway. Owing to club involvement, riding has become for me, subtly at first, a different, more fulfilling experience. Now, there are rallies, tune-up clinics, dinner meetings, camaraderie, plus connecting with 'MOA, 'RA, Airheads, Oilheads; the list is almost endless. About motorcycling, generally, and Beemers, specifically, my level of awareness *and enthusiasm* has increased markedly. Beginning with my 'LS, there are now six BMW's in my family. Every rider's experience should be as positive as mine has been; our club has made the difference. Now, BMW riding is almost a culture.....

Club purpose can be summed up as "membership services." The ball goes both ways in the court, though. As the club is to serve it's members, it's members must also serve the club. I value that opportunity. There are some areas that can bear additional attention. I look forward to developing, with the board, concepts relating to more varied types of membership, incentives, recruiting, interaction with other BMW clubs, getting more information to the membership relating to safety issues and, perhaps, even accident reports. Should we have a "Safety Officer" to learn about and advise our members of accidents and their causes? This approach has helped increase awareness of safety issues in the aviation community for years. What else can our club do to better serve it's members? Is there something you also can do to serve the club's membership? What is our long term vision? Where do we go from here?

I ask for your support in helping to guide the direction of our club. For this opportunity to serve. "Thank You".... Jerry Bruce

CAST YOUR VOTE AT THE JANUARY 2nd MEETING.

POSITION STATEMENTS ...continued-

NOMINEES FOR DIRECTOR-

John Gerow-

I wish to thank the Club for allowing me to act as your Vice President for the last year. As I believe that these positions should rotate and allow others to become involved, I did not pursuit that position for the new term.

The Club has grown significantly over the last few years from a handful of dedicated people to over 130 members. The Board must reflect this change and move forward to service our changing membership needs. With the experience I gained from being an Officer member of the Board, I would like to continue on as a representative Board Member to continue our forward movement.

As always select the individuals who will do the best for the Club.

Sincerely, John Gerow

May all your roads be smooth and all your rides be safe.

Byron Luther-

Age 28; Motorcycles currently owned:

1. BMW R75/6 1976
2. Honda XL 500 s 1979
3. Bultaco 1969 Sherpa S 200

3-1/2. Honda XR 250 1980

Previous owned bikes:

1. 1980 YZ 80
2. 1973 Honda CB 175
3. 1976 400/4 Supersport Fire engine red. Sold it for a measly 400 clams.

I just bought a pair of dual sport boots and can be caught walking around the house in a T-shirt, boxers, and the boots. The only reason I'm building a house is to store my bikes. One of my first memories is holding onto the gas caps of my father's 1966 FLH and watching my mom's short legs fumble for the ground as she laid down her blue Honda 350 at a stop sign. My four sisters, two brothers and both parents all have motorcycle permits. I tour in the summer combined with the Friday night dinner cruise. I am one of the founding members of an elite group called the MOTO-FILES. I ice race in the winter, and dirt ride in the fall and spring.

Now I'll make my position statement. I'll make the meetings as both director and member. I have inhaled, several times to be exact. I originally joined the club because of peer pressure, but now find it to be a valuable guide in being cool when I get old (that's a compliment people!!). The reason I accepted this nomination was largely due to my perverted sense of responsibility. I'm not looking to change the direction of this club nor keep it stagnant like the mystery food in the orange Tupperware in the back of the fridge. As a director I will attend functions outside of meetings and Russ' house. I promise to stop by Barb and Zircon's house and Rock-N-Roll with Karl with a K. I promise to vote for a keg instead of BYOB. Listen folks, there's not much more to it. This isn't a political organization looking for a possible candidate in 2000. We are here to have fun, with a love for motorcycles, and that's exactly what I've been doing so far.

Amy Jean Nichols-

Gals & Guys- OK, I need to make a statement to be a director for the most fun group of three or two wheel adventures! For the folks who don't know me yet, here's some facts -- I own two (rather they own me) Beemers. My first one, I encountered nine years ago is a 1973 R75/5 with a sidecar. Since then together we raked up 104,000 miles, 33 states and Mexico. This past summer, we ('we' as in the rig and I) went on the Pony Express Tour 1996. This tour was sponsored by the Women's' Motorcyclist Fountain, plus many others. With more riders taking a leg around the edge of the US. I thank all those who helped to save breasts.

A special thank you to Zircon for his knowledge on timing chains and other such wizardry. The 2nd other BMW I got 5 years ago is a 1956 R69. This one needs the tool of money and time to get on down the road. I'm a glass artist by trade. Check out the hood ornament on the sidecar sometime. As ya all can see, in my spare time (ha ha) I have the 'wind-in-my-face' busy enough to do more for us. Signed, *Amy Jean Nichols upon my faithful Companion Rigadoon!*

Michael Rowell-

Mission Statement: I believe that we are a group of BMW owners with much in common yet rarely ride as a group. This is not to say we should parade around as a biker gang, but when there is an event or rally, we should have a meeting point for those who wish to join together.

I also believe that we accomplished a lot when we contributed to Kirt Zautner's AMA Memorial & family. I would like to keep a "charitable contribution" as part of our yearly goal e.g.. Pick a cause that is close to our club - where we can make a difference - and have a fund raiser. I would be proud to be part of a club that helped a cause, yet didn't have quite the financial statement if desired; rather than having a large balance and bickering about making a contribution.

I also find it strange that I belong to a club that is run professionally, provides a monthly newsletter, holds events, yet costs less than a good cigar. I don't believe I will push this issue but it may be a cause for discussion.

Parties are good.

Bikes owned: 1982 R100RS & 1973 MX250 Ice Racer

Prev. owned: 1973 R75/5, DZ750, RM125, TM75 & it all started on a Honda QA50.

Best Regards, Michael Rowell

Robert Shelton-

To Whom It May Concern:

I have examined Bob Shelton and believe he will make an excellent director for the BMW Motorcycle Club.

Sincerely, *Gilbert Lowenthal, MD., MBA, The Cleveland Clinic Foundation*

(Ed. note- I believe this may be a physician's statement.)

POSITION STATEMENTS ...continued-

Craig Webb-

Well here's my name on the ballot again. I guess you thought you'd never see it there again. Me too.

Did I miss the power and authority of high office? What power and authority? Was I unhappy with last year's officers? No way! But I was disturbed. Disturbed by talk of well established clubs that host a national event but can't get their members to get involved or hold office.

I enjoyed my year off, but I'm willing to do my share - occasionally. Let's hope others are also. That way nobody gets burnt out. Everybody gets a rest and a chance to watch how others do it. With a club this size, maybe you won't have to see my name on another ballot for a long - long time.

Thomas A. Wintering-

As a BMW/MOC Club member it would be my privilege to be director. I will do the task to the best of my capability, and enlighten all members on up coming club events and be a key link in the phone chain. As a matter of fact, just dial 226-8798 if I can handle the call, I will, or I will direct you to someone who can. Thanks You, *Thomas*

Bob (Zircon) Zronek-

Take Some Time to Smell the Yuccas!!!! It is time again for me to ask for your vote in the upcoming race for Director of the greatest family in the world, the BMWMOC. It has been a proud honor for me to be a part of it all. This is my second term and if I make it again, 1997 will probably be my last. This treat should be passed on for someone else to enjoy. I hope all of you had a GREAT year as brothers and sisters and enjoyed the total event, 1996. It was a benchmark year for me by which to gauge other seasons.

This Winter I am planning an outing to the Rock & Roll Hall of Fame. I am looking into group discount tickets for us. At this time I am planning it for mid-January and need your input. Please call me if you are interested (216) 656-2440. Also, we have members from Michigan who may need sleeping quarters for the event. This could become a Great Overnight Party. Let me know what you can do to make this a happening. This past year has had a great Board of Directors. All of the Officers did a Great Job. Our events went like clockwork, even the Micro-Enduro Rally at Little Beaver. That could only have been improved by some dry fill in the right spots, or less rain. Even the rain didn't keep people away.

I hope to see more of you take an interest this coming season to get more involved with the Club. We need homes for our meetings, or a camp out, or party. We had a great camp out/party at Alex and Shelly Borberly's house in October. I am sure that everyone who came would say "A good time was had by all and GOOD vittles."

This Club has a lot to offer and you have a lot to offer the lub, and you will love it!

Call me anytime. We need your input or just call to "BS." I like you guys and ladies!!! *ZIRCON*

Bad Cop - No Donut

by Zircon

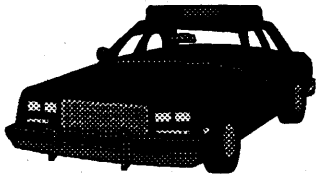
Take time to smell the Yuccas.

I had a major victory in my life this Fall. On our way to Athens for the Buckeye rally, we got a time distance award from the Highway Patrol. We were busted by an airplane for 80 in a 65 mph zone. I was shocked when the cop pulled us over and none of the cars. Believe it or not, some of the cars were going faster than us and we were going with the flow in the right lane. I think it is safer to speed with the crowd than do the limit and get run over. It turned into a heated argument with the officer who insisted he was just doing his job. I swore to him I would not plead guilty, waive the ticket and pay the fine. I would see him and the pilot in court.

When I got home, I called the London, Ohio Clerk of Courts to find out where the Courthouse was located. I asked her (a sweet, helpful lady) if I could avoid wasting a days pay to come down to plead Not Guilty. She said all we had to do was fax our wish to plead Not Guilty, waive our right to appear, and request a court date. You can only do that if you have already produced a valid driver's license and proof of insurance at the scene. We did that. (Note: It pays to carry those two things with you. We laminated our proof of insurance and keep each one on the bikes at all times.)

I called my hero, Bob Belovich, for advice as I wanted to be my own attorney. But, he wouldn't hear it. The pilot couldn't make the first two court dates so the State filed motions to continue. This is a pain for the court because they only hold traffic on Tuesdays. After that, Bob filed a motion to continue because we had to give advance notice to our employers to take the day off to drive from Cleveland to west of Columbus. This postponed the court date until the end of October. I wrote some notes for Bob about our excellent driving records, safety classes, and riding style. It was quite lengthy. I emphasized that we were riding at a safe and prudent speed for the conditions trying to maintain an assured clear distance between us and the cars ahead and behind for safety reasons. I think the spirit of the law is to keep us safe. The tool is the speed limit. We had to disregard the tool to stay safe. Bob Belovich called the prosecutor, a common sense guy, and explained the situation - that I had 147,000 accident and ticket free miles in the USA, proof my system works mixed with luck. The prosecutor wanted to make a deal and plead guilty to a non-moving violation, small fine, no points. I said, "NO DEAL!" I would not plead guilty to felonious jay walking or something like that. I couldn't speak for Barzella. So, Bob called the nice prosecutor back. The

No Donut...continued-



prosecutor talked to the patrolman and they filed a motion to amend the ticket to 74 from 80. The Judge agreed to throw it out so the end result was NO SHOW, NO FINE, NO POINTS!!!

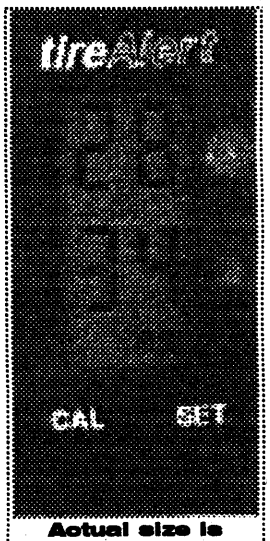
I say that if you think you are right, don't give in and do the easy, cheap thing and pay. As long as traffic tickets are easy money for the law, not time consuming, and no one puts up a fight, you can count on getting more. Keep your driving record clean if for no other reason than to keep your insurance rates down. As you may know, President Clinton wants to put 100,000 more cops on the streets to fight crime. Many cities do not want to be forced to take on new cops because the program only subsidizes their salaries for a short period of time. After that, they will be responsible for the salaries and benefits. Now they will have to generate revenue to pay for this. How do you think they will do this? Traffic tickets are the easiest way because the majority of people will *just* pay them. What happens to crime on the streets? It won't change but the revenue will be generated to pay salaries. It is another way to tax the middle income people.

So, fight the good fight. Follow your heart. You are a breed of adventurous people. Don't bend. Stand up for your rights. What have you got to lose, a day's pay? A small price to pay for your pride. RIDE WITH PRIDE. RIDE SAFE.
ZIRCON

product preview-

Tire Alert

How often do you check your tire pressures? This is a serious matter which most riders simply ignore. With today's tubeless tires, under inflation not only wears tread unevenly - shortening tire life, but also contributes to poor gas mileage and could cause expensive rim damage or loss of control if complete inflation failure of the tire is precipitated by striking a road hazard or chuckhole. I think we all know how important tires are and apparently so does Kisan Technologies of Sunnydale CA., who has introduced an aftermarket tire pressure monitoring system they call Tire Alert.



Actual size is 7/8" x 1 -3/4".

Member, Mike May (MR. Gadget) has purchased one and will be reporting his experiences with the installation, calibration, operation, accuracy, and reliability of this device during the next few months. I hope to keep you up-to-date on his findings. As most of you know BMW is installing a similar device on their new models.

If you were at the Holiday Bash '96 Mike brought the unit he recently purchased (about $250) so fellow members could inspect it. My impressions were positive on mechanical hardware, however, the electronics package could have been a bit more ruggedly designed bearing in mind the environment in which it will live. The transducers, which install to the tire valves, weighted in at about 20 grams and must be compensated by rim weights. There goes my no weight spin balanced Metzlers.

The theory behind the system, as it has been explained to me, is that you first must inflate the tires to their normal pressures and ride the machine to establish a calibrated reset condition. Then you set the particular reference pressures (front and rear readings) on the display unit. From that time on any decrease of four pounds per square inch (PSI) will cause the display to flash the lower pressure. Additional pressure loss reaching six PSI will add a flashing red LED which they claim can be seen in intense sunlight.

Kisan Technologies also distributed a headlight and a tail light modulator kits. There will be more on the Tire Alert in an upcoming issue.

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Your ad here would directly reach over 150 BMW MC Owners this issue
Call Bob at 216/252-7933 for details

House Bill 817

Authored by our Attorney General, Betty Montegomery, the bill is intended to crack down on urban drug gangs who identify themselves with a patch or specific logo. In a broader interpretation; these markings could be that of the Boy Scouts, the Hell's Angles, the Monarch Butterfly Society or the BMW Motorcycle Owners of America and could all, technically, be gangs with colors. If recognized, these criminal elements could be subject to elevated levels of prosecution and harassment by the authorities. If suspected, this law would provide the authority to confiscate the property of those suspected of membership or association. The Ohio Coalition of Motorcyclists (OCM) is currently investigating ways to either stop or modify this bill. They would like concerned organizations to get in touch with their local representatives in Columbus and express their concerns. This is yet another encroachment on your rights as an American, and a motorcyclist. For more on this call Dave Trebing, at 1-800-582-5577 at the OCM.

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Motosapien Moments

by Craig A. Webb

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

The Ghost of Christmas Angst

So here we are approaching another Christmas. A magical time indeed, so full of spiritual meaning and human fellowship. A time for families, for children, and for the spirit of giving.

Ah yes...the Spirit of Giving. But just what are we giving and to whom? Aye, there's the rub. Of course it's not the gift that counts, it's the thought behind it. Yeah right! But since "thought" is notoriously difficult to quantify it's always the "gift" that goes under the microscope.

The crassest sort of Yuletide inquisitor invariably focuses on the cost of the gift. Did the loved one spend sufficient cash on their token of esteem? More importantly, did they spend more or less than you did on them? A particularly materialistic relative of mine actually leaves price tags on gifts to facilitate the measuring of her devotion.

The shrewdest practitioners of this annual game score victory points by delaying purchases until after they receive your salvo. This way they can strategically up the ante or low ball their opponent without fear of reprisal - at least until next year. This leads to later and later gift exchanges among the veteran players. New Year's Day is the generally accepted deadline, however certain "hard cases" will fire off parting shots in the early Spring which gives them the unbeatable double advantage of your memory loss about exactly what you gave them and a chance to shop post New Year's sales.

Personally I disdain this Yuppie Scum Numbers Game and compete on a higher more excruciating plane. Here the Specter of Giving weighs not the cost but the appropriateness of each submission. The measure of affection is how well you know the recipient and the "creativity" of your shopping skills. Bonus points can be scored here by unusual wrapping techniques or the notorious "I made it myself" gambit. (How many of us have fallen victim to those hideous clay ashtrays proffered by innocent siblings? Dutifully hoarding them in some closet until well after the offending rug rat has graduated from college.)

Buying just the right gift is the very crucible of relationships. The timid among us stoop to actually asking each other for Wish Lists knowing full well that this is cowardice of the basest sort. More determined contenders interrogate family, friends, coworkers and even casual acquaintances to glean some clue to the hidden desires of their closest life partners. Luckily, failing the perfect gift, the exotic or bizarre offering can occasionally befuddle analysis and avert disaster.

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*For the New Year, **Schiets Motors** is serious about wanting Cleveland Club business so we have extended our purchase program. Whenever a **Cleveland BMW Club Member** buys a new BMW from **Schiets Motors**, we will donate $50 to your club treasury. If a used BMW is purchased we will donate $25. This program will be good through December 31, 1997. Call Lennie for details at (419) 332-9902.*

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Your BMW M/C Owners` of Cleveland Membership Card will entitle you to 10% off any parts and/or accessories purchased at our dealership. We will gladly ship UPS!

FOR THE WORLD AHEAD

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

Christmas Angst...continued-

Of course for those of us with overwhelming interests in something such as motorcycling, this process is more focused and therein lay its hidden pitfalls. For example, Harley-Davidson Paraphernalia is certainly motorcycle oriented but would constitute a major faux pas if given to a member of the BMWMOA. I personally would not look a gift Valkyrie in the mouth you understand, but then I don't have significant others in that tax bracket.

The real problem with Christmas motorcycle gifts in this climate is that they constitute delayed gratification of the cruelest sort. Kind of like getting ice skates in July. A free motorcycle magazine subscription is usually acceptable. However, if you're like me, contemplating the installation of floor jacks to support the groaning weight of those back issues you just can't part with - this suggestion might not be appropriate.

Still a good motorcycle read can go a long way in countering the effects of seasonal moto-deprivation. "Jupiter's Travels", by Ted Simon, could provide much needed therapy. "The Motorcycle Diaries", by Che Guevara, himself will certainly tickle the fancy of the former hippies among us while "Investment Biker", by Jim Rogers, may be more appropriate for the right wing rider. I personally can't resist tech topics like "Ultimate Motorcycling Detailing", or "The Motorcycle Restorer's Workshop Companion", which would happily gather dust among all those theatre volumes I no longer have time for. I imagine a real gearhead could actually make use of such a present.

For those searching for the perfect Seasonal Slam Dunk of Christmas Motomania let me suggest an all expenses paid trip to Daytona Bike Week for the love of your life and their favorite mount. The only possible topper to that is the Noel Nuclear Strike of two week's winter wandering through Mexico and Central America courtesy of Pancho Villa Motor Tours and your platinum Master Card.

Now that I've elevated everyone's expectations into the stratosphere, it's time to send each and every one of my readers a very Merry Christmas and a Happy New Year, (Which is much cheaper than mailing off all those cards), and to find a conspicuous place to leave this essay so my wife will read it before Christmas.

Kari with a K on a K, the Sunshine Man.

"Fast Eddie" seen at the Holiday Bash '96 registration table.

BMW MOC Hot Line (216) 556-0196

Club Officers and Officials ☎

Barbara Cowan, President,	.	656-2440
John Gerow, Vice-President	(216)	255-7016
Michele Stone, Secretary	(810)	797-4400
Bob Wood, Treasurer	.	252-7933
Pam Yek-Kean, Road Captain	(330)	667-2496
Russ Davis, Director	.	543-4083
Donna Schettine, Director	.	671-1847
Don Walker, Director	(330)	273-5026
Bob Zronek, Director	.	656-2440
Ralph Crider, WEB Page Administrator		961-3445
Karl Hoffman, Mister Sunshine		651-9099
Bob Shelton, Quartermaster	(216)	937-6329

A Special Holiday Thank You!

to all the vendors who supported the BMW Motorcycle Owners' of Cleveland this past year through their advertising in the Cleveland Club News. We hope your year was as good as ours was and wish you the best for the coming '97 riding season.

classified section

'87 Moto Guzzi Lario; 2,000 miles like new, Dyna ignition and coils, $3,500. Steve Dumek 216-428-6274.

K-bike hard bag, LF side with key #042. $100 Call Karl at 651-9099.

Men's BMW leather 2-piece suit navy blue & gray size 42. Women's BMW leather 2-piece suite navy blue & gray size: medium. $250 each or $400 for both.

Men's BMW leather boots - navy blue size 91/2-10. Women's BMW leather boots - navy blue size 7 1/2. $30 per pair. Call Rick & Kathy Manett at 216-285-3937 home.

Heine Gerke 2-piece leather riding suit. Red/black size 40. $500 OBO. Call Rose 252-7933.

Corbin Dual Canyon Sport seat, black, lowered 1/2", EC, fits '86-'91 K-bike and K75S. Call Mike May at 251-7623 days or 475-0400 after 4 PM.

Haro Elephant-Boy tank bag, good condition, univ. fit. $85

System I helmets size large, 1-white, 1-black. $75 each.

Ultratreck Cordura 1-piece riding suit. Removable Kevlar armor, size medium, Sells for $600 new, less than 1 yr. old, asking $300 call Gabe at 899-6780.

K-bike fuel pump $125. Call Bob at 252-7933.

'95 Honda Del Sol, 3k mi. $14,500. '94 Honda Civic 4-dr. 20K mi. $9,995. '93 Grand AM 4 dr. $8,400. "92 Saturn SL2, loaded, $8,900. Call Greg Antolik at 216- 235-1272 for details.

'90 Mazda Protoge, power everything, 5 speed, moon roof, new tires, dealer serviced $3000, OBO. Call Eric Simon at 514-1100 day phone.

Executive size desk, all wood with 34" x 60" Leatherette Formica top. Three drawers on right side, one center drawer & a left side compartment for computer, typewriter or printer. $200 or OBO. Call Rose 252-7933.

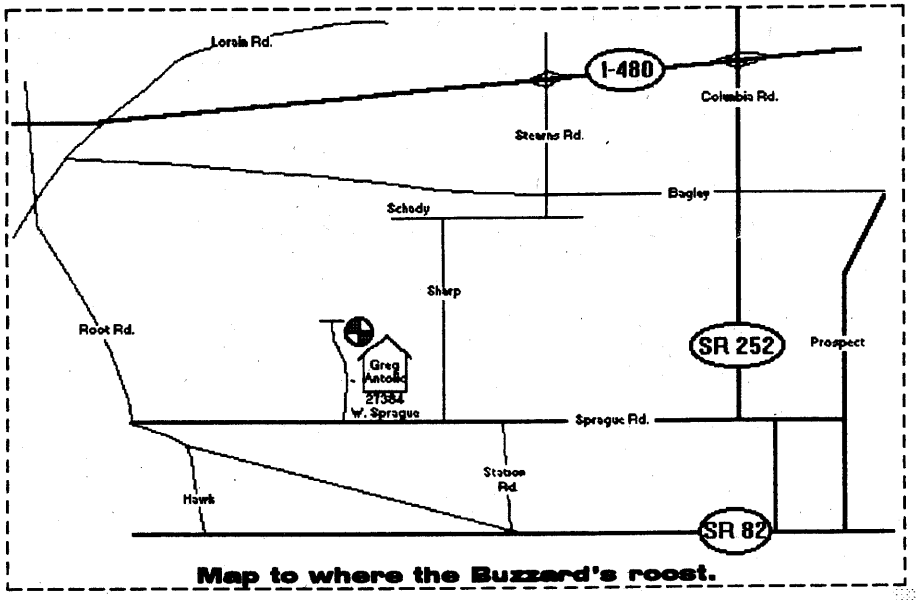
Wanted: /7 electronic tach., long mirrors, head light with trim ring, and final drive 33/11 ratio. Also need, /5 wheels, head light assy., and misc. /5 parts. Call Greg Antolik at 216- 235-1272

Wanted: K75 T, left front turn signal, shift lever, and saddle. Call Karl at 651-9099.

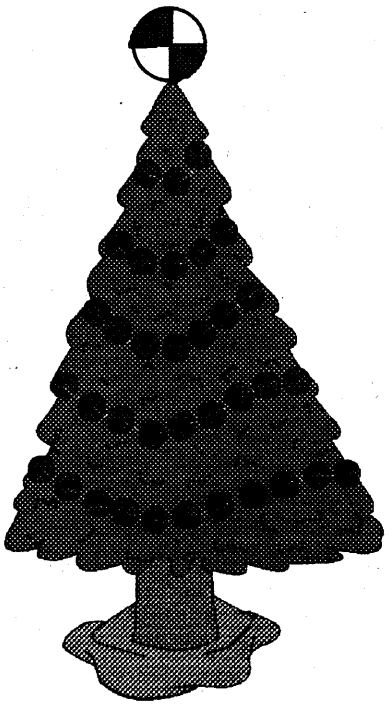
Wanted: Motobecane Mopeds. Call Alex at 671-7625.

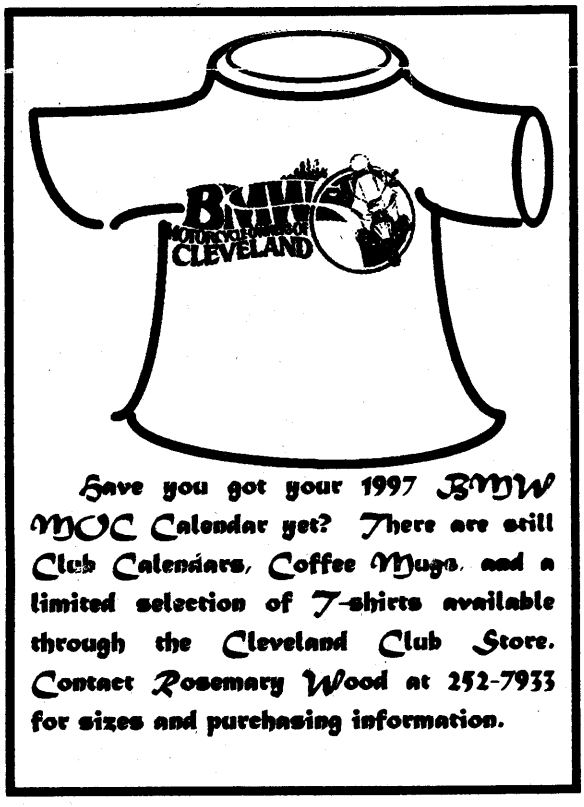
TELEPHONE NUMBERS LISTED ABOVE ARE LOCAL CLEVELAND CALLS UNLESS AN AREA CODE IS INCLUDED. CLASSIFIED ADVERTISING IS FREE TO CLEVELAND CLUB MEMBERS. IF YOU WOULD LIKE TO PLACE AN AD CALL 216-556-0196 AND LEAVE YOUR INFORMATION IN THE "BULLETIN BOARD" SECTION OF THE CLUB VOICE MAIL SYSTEM, OR MAIL YOUR AD TO: CCN CLASSIFIEDS, 4257 WEST 130th STREET, CLEVELAND, OHIO, 44135-4869.

You're invited to a Buzzard's Bash on March 15, 1997. This will be the 15th annual Buzzards' Day Bonfire Bash at Greg Antolik's, 27384 Sprague Road, in Olmsted Township, OH. For more information call Greg at 216-235-1272.

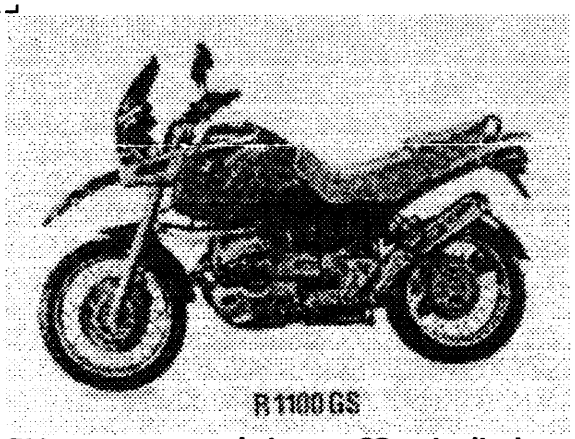


Map to where the Buzzard's roost.





Have you got your 1997 BMW MOC Calendar yet? There are still Club Calendars, Coffee Mugs, and a limited selection of T-shirts available through the Cleveland Club Store. Contact Rosemary Wood at 252-7933 for sizes and purchasing information.



Did you say you wanted a new GS under the tree.

Happy New Year!

Special Election Issue - Please read the nominee position statements and vote today by mail or at the January 2nd Meeting. Ballots must be received by January 2, 1997 to be counted.