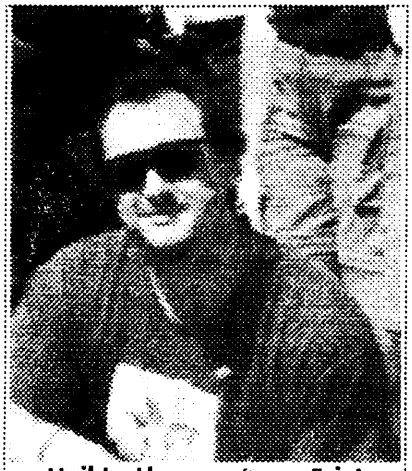
Cleveland Club News

BMW MOTORCYCLE OWNERS OF CLEVELAND

The Official Publication of the BMW Motorcycle Owners of Cleveland, Inc. Winter, 1997

Presidential Issues:



Hail to the new Prez, Eric!

First, I need to thank each of the prior members of our Board of Directors for their hard work and dedication during 1997. I'm hoping that some of that commitment to the BMWMOC will remain to help us along in 1998.

While your new Board has yet to hold its first meeting, and therefore most planning efforts for 1998 have not yet begun, members should begin thinking about which Club events they want to help with. As those of you at the BMWMOC Christmas Party heard, I would like to see us undertake some type of fund-raiser during 1998. I have in mind a non-profit medical practice as the intended recipient, but am very willing to listen to additional or alternative suggestions. I have no fundraising experience, and request members that can help with this project form a committee to begin planning this project.

Also on my mental agenda (a scary thought) is trying to implement an idea I raised last year: a Four Corners of Ohio Ride. Such a ride would involve traveling from Cleveland to Toledo (what a thrill), to Cincinnati, to Marietta, to Conneaut, back to Cleveland (or the reverse). In my mind, shooting for smaller towns in the general vicinity of these "larger" cities could create a more enjoyable ride, with a better chance of finding decent camping (unless you want to do it all in one ride, which reminds me of another idea, which I'll save for now). For instance, we could travel West to Pioneer, Ohio, near State Routes 15 and 20, in Northwest Ohio; head South to Miamitown, Ohio, near the Miami Whitewater Forest, on Route 128, in Southwestern Ohio; go East to the Vesuvious Recreation Area, near Ironton, in Southeastern Ohio (at Routes 93 and 522); and, heading North, I'm open to suggestions for alternatives to Conneaut. This very preliminary route, using the "Scenic" option in my Map n' Go program, is about 919 miles.

...BABBLINGS FROM BARZELLA...

'Tis the Christmas and New Year Season and I would like to wish all of our members and their families a Merry Christmas and A Happy New Year!

Reflecting on the past year, we have maintained our membership, some got new bikes, some learned new skills, some fell down and were able to get up, some made new friends. We had an average attendance of 40-50 people at our meetings and greater than 75 members at all of our special events. We have embroidered shirts, hats and patches, and vinyl stickers to meet everyone's desire. We must be doing something right!

Farewell to the Queen.

As you know, this will be my last article as President. I have truly enjoyed most of the time I have been in this position. The reason for this is the fact that I wanted to be Queen! I did this because I got back from this Club more than I gave. It was work and it was tempered with fun. I also had the support of my friend and partner, Zircon the Magnificent.

I want to welcome the new Board and Directors. This is a group of people that also want to be active in the Club. I urge all of you to lend them your support and physical help to continue in the tradition that has been established since our beginning, riding, sharing, riding, and having FUN!

We have renewed all of the government paperwork to maintain our tax status and Eric Simon has been appointed as the contact person. Our MOA Charter has been renewed. We have a spline clinic scheduled for February that should be fun. Our new President, Eric Simon has some ideas for next year too. We are going to arrange an MSF Experienced Rider Course again this year with the help of our MSF Instructor member Bill Murar. Look for details in the March

This Four Corners of Ohio Ride could be tightly or loosely organized. It could be by ourselves, or in conjunction with other Ohio BMW Clubs. It could be combined with the fund-raising idea noted above (or not!). I would like a few members to step up and help us organize this rolling rally project.

As always, members should feel free to contact me for any Club-related reason. My phone numbers are in the Handbook, or you can e-mail me at emsimon@multiverse.com.

Two time Iron Butt finisher Charles Elberfeld receives a plaque honoring his participation in the competition at our end of the season Holiday Bash '97.

...BABBLINGS continued-

newsletter. Be sure to check the calendar in this issue because days for meetings have been changed to accommodate the holidays.

The Christmas Party was a giant success. Most everyone liked the hats with our embroidered logo. Thanks to Jeff Shepard for putting us in contact with Jeff Prahst who made the hats and will be supplying the embroidered shirts. Thanks J.P!! Great JOB!! Many, many thanks to the committee, Sue Davis, Marcy Lopez, Penny Hissom, Karin Thompson, Rose Wood, Amy Nichols, and spouses. The food was good and there were 96 adults and 6 children in attendance. The silent auction went well and we raised $185.00. Thanks to everyone who contributed items to the auction. The Kermit chair was won by a new member, Tim McCormack. He was very happy to get it because he and his family are campers. He was surprised how small it was when I folded it up. The most surprised person there was Charles Elberfeld who received a plaque recognizing his two Iron Butt competitions. He announced that even though he was moving out of state, he wants to continue his membership and will compete in the 1999 Iron Butt. Way To Go Charles!!!

I have babbled enough. Thank you all for a great 2 years filled with fond memories. See you around the campfire Ride safe, ride long, ride fast, ride slow. JUST RIDE!!!!!
BARZELLA

BITS & PIECES

May God speed recovery for member Glenn King who suffered a heart problem this past fall. You are in our thoughts this Holiday Season and we all hope to see you riding again soon.

Seen at Fontana, Mike May tried on the new Cruiser for size. Could this machine be in his future. "I don't think so," says Mike, "it's just too weird for me." But maybe the K12RS if he can get a Chameleon paint job on it.

The new election process got it's first test this November and it seemed to come off without a hitch. Well except for King Ralph's ballot which was delivered by the USPS the week following the Election Meeting. However, the postmark was stamped timely. Seems that only the actual delivery was late , not the mailing. If you have any questions, comments, or complaints, please contact anyone on the Executive Board or leave a message on the club voicemail in mailbox number three.

Loosing a dealer in Ohio is not my idea of a good new from BMW. Well, it is going to be a reality. Schiet's Motors of Fremont, is going to relinquish their franchise with BMW NA and concentrate on their other brands for new sales. They are allegedly not moving enough product in BMW's. The plan is to continue to service on out-of-warranty Beemers if they can find a source for parts. This may be just the beginning of NA's plans to create exclusive BMW dealers in the US as they are mandating in Canada. The Cleveland Club will miss this dealer terribly since they were the only area dealer willing to create incentives for our members and club. It was my understanding this relationship boosted their BMW percentage. They always greeted you pleasantly because they love what they are doing at this dealership. I hope this decision may be reconsidered in the near future.

Rally Hat recall has been issued by our supplier, National Embroidery, of Berea, Ohio. If you were at the Holiday Bash '97 and got a free hat you may want to check it for a serious defect. Seems the machine which stitches the logo onto the hats clamps the material by the sweatband and some hats have a tear from the clamp. If you have a defective hat contact Rosemary Wood at the BMW MOC Country Store (216-252-7933) for an exchange. Additional hats, shirts, patches and stickers are available through the Country Store. There is an ordering form included in this newsletter. All items ordered by January 31, 1998, will be available at the March 5, meeting or can be shipped to your home for a nominal charge. See form for details.

ON THE LEGAL FRONT

by Eric Simon, President

No exciting legal developments that I am aware of. The Fontana situation appears to have gone nowhere, although coverage of this issue (i.e., heavy-handed police presence throughout the RA Rally) has been rather extensive, with many of the major motorcycle magazines covering the story. A column in the AMA magazine American Motorcyclist resulted in an "everybody is picking on me" response in a local North Carolina paper from Deputy Chief Jerry Crisp, the power-hungry local-yokel responsible for the police problems at the rally. Draw your own conclusions.

BMW MOTORCYCLE OWNERS OF CLEVELAND

BMW MOC Hot Line (216) 556-0196

Our New '98 Club Officers and Officials ☎

Eric Simon, President	(216)	382-5790
Craig Webb, Vice-President	(216)	949-5071
Penny Hissom, Secretary	(330)	483-3010
Roger Warren, Treasurer	(440)	238-9397
Greg Antolik, Road Captain	(440)	235-1272
Jerry Bruce, Director	(440)	247-5656
Russ Davis, Director	(440)	543-1457
Dan Frederick, Director	(216)	731-7047
Marcy Lopez, Director	(440)	884-4832
Bob Zronek, Director	(216)	656-2440
Ralph Crider, WEBmeister	(216)	961-3445
Karl Hoffman, Mister Sunshine	(216)	651-9099
Bob Shelton, Quartermaster	(440)	937-6329
Michele Stone, Membership	(517)	871-6129
Don Walker, CCN Ad. Mgr.	(330)	273-5026
Bob Wood, CCN Editor	(216)	252-7933

Bits & Pieces, continued-

Hot Grind from the Rumor Mill has our new Road Captain missing the first Executive Board Meeting and finding Sunday Morning Club Breakfasts at Eddie's Creekside Restaurant through the off season. Wow, what happened? This *new* No-Nonsense Executive Board (or NNEB) can, and will, function like a finely tuned R-bike.

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'98 R1200C	Black	287 miles	$11,957
'97 K1100LT	Gray/Red	001 miles	$15,370
'97 R1100RTL	Blue	050 miles	$14,490
'97 F650	Red	001 miles	$ 6,919
'97 F650ST	Orange	028 miles	$ 6,789
'97 F650ST	Blue	008 miles	$ 7,636
'97 F650	Black	1376 miles	$ 6,955
'96 R1100RA	Green	335 miles	$10,987
'96 K1100RS	Red	075 miles	$13,937

Certified BMW Technician on Staff, Call for Appointment

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BMW

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

Set your alarm clock, **every third Sunday**, so you will arrive in Brecksville by 10:00 AM. See detailed instructions and a map in Ohio Calendar this issue.

BMW Motorad has a new Web page on line for you Internet Surfers. It is much faster and easier to navigate and worth a look (http://www.bike.bmw.com/english/index.html). If you think our Web page calendar occasionally gets out of date surf over to the BMW MOA's *Where and When* on their page. Here it is the end of December and their last listing is the end of October.

Beg, borrow or steal the *January* Issue of *Motor Cyclist* and on page 58 you will find a scathing article written by Robert E. Higdon on the Fontana Affair. Fasten your chin strap, because the superlatives are flying. I hope he never gets stopped by Bubba in Graham County.

Ohio Calendar of Events

Jan. 8 **BMW MOC** Membership Meeting 7:30 PM., at the Country Kitchen in Strongsville, 1/2-mile west of I-71 on SR 82 (Royalton Rd). Come early and enjoy dining with <u>your</u> club before our first business meeting of 1998. Meet the new Club President and get in on the planning of the new riding season. We have a private meeting room, with a fireplace, and the restaurant is open 24 hours. Food is on your own. Restaurant phone: 440-238-0940.

Jan. 10-11 Ohio RA Winter Hotel Camp Out & Breakfast, at the Lafayette Hotel, Marietta, OH. Call Sheila (at 800-331-9337) for a discount reservation before December 28. There is a block of rooms (#93501) being held for Ohio RA Riders who want to spend Saturday night. RA Breakfast is at 10:00 AM Sunday morning in the Putnam Room.

Jan. 18 **BMW MOC** Breakfast, 10:00 AM., at Eddie's Creekside Restaurant, 8803 Brecksville, OH. To continue the Sunday Morning Breakfast Rides this will be a once-a-month get together (third Sunday of the Winter months) to drive/ride to. You make the call. Weather will dictate if this will be a *Freeze Your Nuts & Bolts Off* ride or just a warm drive in your cage to watch for crazies. See map this page. Restaurant phone: 440-526-9244.

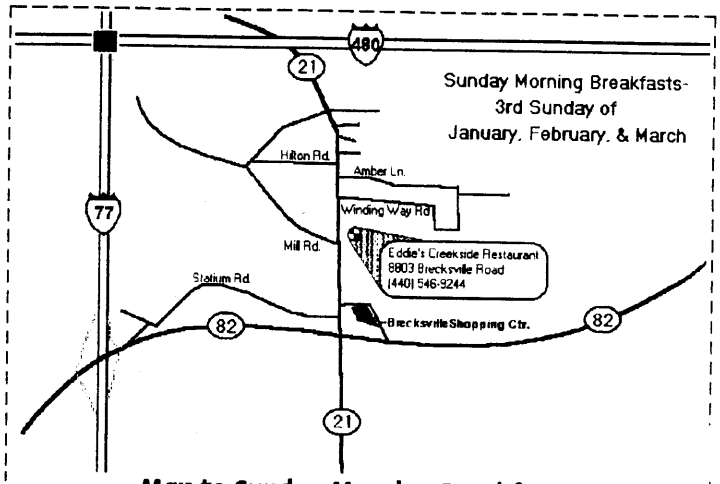
Jan. 29 **BMW MOC** Board Meeting at the home of Jerry Bruce in Moreland Hills, OH. For directions call Jerry at 440-247-5656.

Jan. 30-Feb. 1 International Motorcycle Show at the IX Center in Cleveland, OH. Call Advanstar for detailed information at 800-331-5706. $1 discount for AMA members. Call the Club Voicemail for possible discount ticket information.

Feb. 5 **BMW MOC** Membership Meeting 7:30 PM, at the Golden Corral Restaurant, 7325 Northcliff Avenue, by the Ridge Park Square Shopping Center, just south of I-480 at the Ridge Road Exit. This is a new location with a separate room and an all-you-can-eat buffet for $7.39, dessert buffet at $2.69 or tell them you're there just for the BMW Meeting. (If this restaurant/room works out, this may become our March location as well.) Beginning of the '98 Membership Drive, Spline Lube Seminar planning and a quick fund raiser. Restaurant phone 216-459 0330.

Feb. 8 Ohio RA Breakfast, 10:00 AM. at Jake's Stake and Cakes, near Zanesville, OH. Take the Airport Exit #160 off I-70.

Feb. 15 **BMW MOC** Breakfast, 10:00 AM., at Eddie's Creekside Restaurant, 8803 Brecksville, OH. To continue the Sunday Morning Breakfast Rides this will be a once-a-month get together (third Sunday of the Winter months) to drive or ride to. You make the call. See map on this page. Restaurant phone: 440-526-9244.



Map to Sunday Morning Breakfasts.

Feb. 22 **BMW MOC** Spline Lube Seminar & Invitational Ice Race at the home of Russ & Sue Davis in Bainbridge, OH. Sunday, 11:00 AM watch both a K-bike and an R-bike get stripped down to their clutch assemblies to be lubricated properly by a couple of experienced wrenches. BMW recommends this procedure be done every 25K miles. Have you done yours? Food and soft drinks will be available. For further information and directions call Russ Davis, *Road Captain for Life*, at 440-543-1457.

Feb. 26 **BMW MOC** Board Meeting at the home of Dan Frederick, Euclid. For directions call 216-731-7047.

Feb. 28-Mar. 8 Daytona Bike Week Campout in Daytona, FL Sponsored by the Space Coast BMW Riders. Free gourmet coffee. Johnny Holme's World Famous Hotcakes. Camping is $8 per person per night, no pre-registration, no rally fee. An RA or MOA membership card is required! Exit I-95 at SR 100, go east to first light, turn right and travel three miles to Bulow Resort Campground, Bulowville, FL. Info: 407-724-4939 or <u>72040.2156@compuserve.com</u>.

Mar. 2 **BMW MOC** Lunch at the Lighthouse Restaurant, 12:00 noon, Ponce Inlet, FL., 5 miles south of the Port Orange Bridge (SR 400) on SR A1A. The Lighthouse Bar & Restaurant is the best kept secret

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of Bike Week until now! Join your fellow BMW riders for a relaxing lunch on the Monday before the "200". For more information and directions call Russ Davis, *Road Captain for Life*, at 440-543-1457

Mar. 5 **BMW MOC** Membership Meeting 7:30 PM., at the Golden Corral Restaurant. Renew your membership before, during, or after the business meeting. Also, Kirt Zautner, Spring Tune-Up Clinic, and Spring meeting sites planning. **Check the voicemail, WEB page or call Road Captain, Greg Antolik to confirm this meeting location.** As always, members and their guests, as well as any interested riders, are welcome to attend the meeting. Dinner is on your own. Restaurant phone 216-459-0330.

Mar. 15 **BMW MOC** Breakfast, 10:00 AM., at Eddie's Creekside Restaurant, 8803 Brecksville, OH. To continue the Sunday Morning Breakfast Rides this will be a once-a-month get together (third Sunday of the Winter months) to drive/ride to. You make the call. See map this issue. Restaurant phone: 440-526-9244.

Mar. 15 Ohio RA Breakfast, 10:00 AM at Alice's Restaurant in beautiful downtown Navarre, OH., located at SR 21 and US 62.

Mar. 16-26 BMW Safari in Tasmania, Australia. Call Russ Davis before Daytona for details: 440-543-1457.

Mar. 26 **BMW MOC** Board Meeting at the home of Penny & Garry Hissom in Brunswick. For directions call 330-483-3010.

Apr. 2 **BMW MOC** Ride-In-Cook Out Membership Meeting 7:30 PM., on Strawberry Lane in the Metro Parks, Willoughby, OH. More next issue or call the Club voicemail (216-556-0196) for directions.

Apr. 18 **BMW MOC** Kirt Zautner, Spring Tune-Up Clinic - Phil Danzey's Garage, 625 N. Rocky River Dr., Berea, 440-234-8008. 8:00 AM to 4:00 PM. Bring your oil, filters, parts, and other lubricants, etc. There will be people available to help and teach. Don't be afraid to get your hands dirty. Food will be available with proceeds going to the club. It's a GOOD TIME even if you just kick tires, tell lies, and watch. See you there. Some tools will be available, but if in doubt, bring your own specialty tools.

Apr. 26 BMW Flea Market at the Winnebago County Fairgrounds in Pecatonica, IL. (New Location) The entire event will be inside. Facility includes kitchen so we'll still be having our famous biscuits & gravy breakfast, and a bigger lunch menu. Expanded Blackhawk club booth for consignment items. For dealers & vendors, there is electric at most spaces. Saturday afternoon set-up, and Saturday night camping with available electric hook-up, food and showers. We invite our friends, dealers and vendors that have visited us the past 12 years to this year's mega Flea Market--where the old and new come together for sale. Items include motorcycles, sidecars, parts, accessories and more! Other activities include 50/50 drawing and door prizes. Watch for our upcoming display ads. Info: Blackhawk Region BMW Assoc., PO Box 1823, Rockford, IL 61110. Phone: Earve Brauer, (815)962-8911.

Apr. 30 **BMW MOC** Board Meeting at the home of Russ & Sue Davis in Bainbridge, OH. For directions call 440-543-1457.

CALL the Cleveland BMW Hot Line at 216-556-0196, 24 hours a day to get the latest update or leave a message. Members are urged to access Level II messages for detailed information regarding our club events. Directions are on the back of your membership card and on the last page of the Handbook. **Remember!!! When in doubt, hang up!! Always respond with #9 to SAVE so you don't erase the message for someone else!!! It really is easy, just follow the directions!!! The Ohio Calendar of Events can also be accessed on our WEB page at - http://members.stratos.net/rcrider/index.htm**

BMW MOC ELECTION RESULTS

For the benefit of those of you who could not attend the November Election Meeting here are the results of the voting. About 49% of the club cast their ballots and participated in this annual event. -Ed.

Listed elsewhere, you will find the names and telephone numbers of your newly elected officers and directors. Feel free to call them if you need information or have a question for your *new* Executive Board. They have been busy formulating an agenda, adjusting to their new duties, completing the 1998 calendar, scheduling rallies and events, and more, since the election. A tally of the election is below.

The following votes were cast in the 1998 BMW MOC Annual Elections for the nominated candidates.

and THE WINNER IS...

PRESIDENT-	*	Eric Simon	69
VICE-PRESIDENT-	*	Craig Webb	68
SECRETARY-	*	Penny Hissom	66
TREASURER-	*	Roger Warren	65
ROAD CAPTAIN-	*	Greg Antolik	66
DIRECTOR-	*	Jerry Bruce	51
(5 positions open)	*	Russ Davis	44
	*	Dan Frederick	37
	*	Marcy Lopez	36
		Terry Philips	33
		Eddie Gumuscian	25
		Bob Shelton	34
	*	Bob Zronek	58

* elected nominee

Questions for Dealers

by Barbara Cowan

The average person buying a BMW motorcycle does so based on the quality of the product, durability, reliability, comfort, and style. It is a positive influence that BMW features women riders in their advertisements.

What is the responsibility of the dealer once the financing is completed, the trade-in obtained, the check is written? I have been riding BMW's for 5 of the 6 years of my riding experience and have spent many hours around the campfire, dealer show rooms, garage repair sessions, club meetings, etc..

I am employed by a service oriented business, healthcare. My company knows what is necessary to meet the needs of our clients and the importance of maintaining a positive reputation in the community. I know my responsibility in this process as a representative of my employer. What is the dealer's responsibility in these aspects? We have government controls, state and federal. BMW has BMW NA. They are our final access to questions, regulations, concerns. Do the dealers recognize this?

Over the years, these are some of the service issues I have heard about: arriving home with no belly pan after service, oiling a Teflon cable that is not supposed to be oiled, brush strokes of a spline lube indicating that it was not accessed to blow out any metal flakes or visualization of wear, fuel jet not tightened, tires mounted in reverse, ABS problems, dealer prep including a full gas tank that goes on reserve at 80 miles, etc..

It is common knowledge that the BMW mechanics have on-the-job trained help to perform the basic functions, but how are they supervised? What is the driver orientation to the new bike?

Selling a good product to someone who wants it is not a difficult task. Swaying the person to buy better is a difficult process. Salesmen are in tune with their customers and that is why they are good at what they do. Their efforts are hindered by lack of quality service for their product, follow-up care. Do the dealers realize this?

The saying goes that - **the cheapest thing on a BMW motorcycle is the rider**. I believe that the riders will pay for GOOD service if they are not mechanically inclined. Even if they are, they should expect GOOD service for their warranty work. Is that too much to ask?

As we now know, BMW has eliminated most of the free standing motorcycle dealers in Canada to incorporate them with the car dealers. Is this the future for the USA? Surely we will want to maintain our specialists, but are they? Capitalism dictates that repeat business is where the dollar profits are. What are the dealers doing to generate this?

These are issues. Will there be a dealer willing to respond?

Issues 1998

by Craig A. Webb, VP

As vice president next year I have a vested interest in resolving some issues that have begun circulating at various club functions but which never seem to get resolved. Ideally these decisions should be made before riding season begins next Spring. That is why I am putting them right "up front" in this Winter newsletter.

#1. Special mailings and the Newsletter Calendar.

We had a number of special mailings to the membership this year. Some of these were the result of an inability to plan far enough in advance to take advantage of the quarterly newsletter for purposes of publicity, reservation forms, opinion polls, merchandise offerings, rally maps, etc. At a cost of over $100 per mailing, this is a trend that I feel should be examined.

Of course, it's nice to be reminded about every upcoming event. Maybe the club can afford to do that now. Still, I felt pretty comfortable in past years using the three month newsletter

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calendar and occasionally calling the voice mail. My point is that I feel special mailings should be just that, "special" and infrequent.

#2. What is wrong with the voice mail?

Is it too complicated? Is it too expensive? Are we too boneheaded, lethargic or disorganized to use it? Several members have researched simpler plans which actually cost more! The cost of the current system is minimal, but so is current club usage.

Personally, with a little more organization and utilization the existing system works for me.

#3. Where should the meetings be held?

Somebody is always complaining about meetings being "too far away". I suspect somebody always will, but there is no doubt that a great LOCATION debate is brewing. Should they alternate from West to East side? Should they be at one permanent centrally located site? Should they be at member's homes, or in the parks, or at a restaurant?

We'll attempt to shed some light on this question with a Membership Distribution Map which I'll bring to the next several meetings. However, I don't see it providing any magic bullet.

Personally, I enjoy going to different locations and being at member's homes helps me learn where they live and remember their names. (I blew out the short term memory in '72.) Probably, (as with most problems), the answer lies in better planning and a little more flexibility.

#4. What about the Sunday Breakfast Rides?

Once again the issue of location arises along with the method and timing of publicity. Some members have advocated a single, permanent central location which could be easily publicized to our own and other clubs. Personally I would get bored continually riding to and from the same site. Familiarity breeds contempt.

I've suggested alternative East and West locations, but others have pointed out that this may "split" the club. My personal preference would be varied sites, publicized in advance through the Newsletter and the RIDES section of the voicemail, recommended and possibly hosted by interested members. It is not a new idea. However, the club has not been organized enough to pull it off - at least until now.

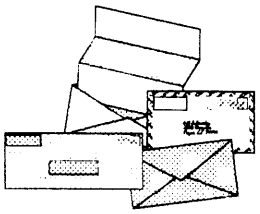
These four issues and their various ramifications will likely be discussed and hopefully voted on in the next few board and club meetings. Anyone with opinions, ideas or suggestions on these matters should seriously try to be in attendance or should at least express themselves by phone or mail to their elected board members.

This is your club - so you might as well have your say about how it operates.

Tim McCormack tries out his new Kermit chair won at the Holiday Bash '97.

What's Up With BMW Canada

There has been a great deal of speculation on the Web regarding the implementation of new dealer policies by BMW Canada. A source indicates that BMW Canada is in the process of "formalizing" their motorcycle dealerships. This will include mandatory signage (as in big roundels, uniform decorating for showrooms, and enforcement of requirements for dealers to maintain specialized equipment necessary to maintain increasingly-complex new bikes). BMW Canada may also undertake the formalization of dealer contracts and franchise relationships, which could result in the elimination of some dealers, and, potentially, the addition of dealers in the future. Why, you say, should I give a damn about what happens in Hoser-land? Remember that Ed Robinson, now a senior executive with BMW Canada, will soon assume his new role as the VP of the Motorcycle Group at BMW of North America—which includes us in the States. Changes may be coming to a BMW dealer near you. Just speculation, though. Sure.



letters...

11Nov97

To the Club-

This year I joined the BMWMOC. Unfortunately, my job, racing and teaching have prevented me from attending any of the club functions.

Hopefully, in '98, I'll be able to attend some meetings, rides, and camp outs. I may also take a trip to Nova Scotia and Newfoundland next year, as I did Alaska in '96. If you'd like, I could write a "travel log" of the trip.

Keep up the good work.

Bill Murar

PS I'm looking for an old /5 or /2 to race vintage with for '98. Cosmetics and road items (lights, horn, etc.) are unnecessary. I'll be running the 500 cc class, so R50 top ends will be needed, too. Please place an ad in the newsletter for this merchandise, Thanks. 216-739-9998.

letters... continued-

28Nov97

Dear Club Members,

This is to inform you that Schiets Motors Honda-Yamaha-BMW has decided to end its affiliation with BMW.

As of today, we have nine (9) BMW motorcycles in stock and they are priced to move. If you are interested in any of these vehicles, please contact D.A. Schiets at (410) 332-9902.

Also, all non-current parts (per our inventory list), will be sold at cost plus 10%.

AT this time, we expect to retain our franchise until the last motorcycle is sold, so if you need to order parts or have warranty work done on your motorcycle, please come in!

Even though we will no longer sell new BMW motorcycles, we will still be glad to service your BMW motorcycle.

Thank you for your patronage!

Darl E. Schiets, President

21Nov97

To the Editor-

A few words of thanks to Schiets BMW in Fremont, Ohio from Matt Kesti.

The drive shaft on my '92 R100GS was vibrating and I took it to Schiets for the repair. They were very appreciative that I traveled the extra distance and I met the mechanic, Eric, a BMW enthusiast, who showed me the Service Department (where I saw 5 other BMW's having drive shaft work). I asked Eric to see if BMW would help pay for the parts. The rear universal joint had failed and the drive shaft and pivot bearings were replaced. When I picked up the bike, I was informed that BMW would pay for half the price of the drive shaft. I also received the BMW MOC 10% discount. I feel Schiets is a class act and will take any future service work to them.

Matt Kesti

20Nov97

Hi All!

I have your e-mail address, so I guess you may want to know that Riding High, the 'sequel' to Jupiter's Travels will be available very soon. The book is currently with the printer, and I expect to have first copies on or about the 15th of December. I have added several chapters to the original including travel stories from various parts of India, a commentary, written at the time, on how my arrival in Los Angeles affected me, and some reflections on how to avoid sickness and other troubles on a long journey. There are 29 photographs, a few maps and, though I say it myself, a really attractive cover.

I will sell it to you directly, and sign it for you, if you wish. However, you would have to send me a check for $20.50 (the book retails at $16.95 - it is about three-quarters the length of JT).

The address is 25750 East Lane, Covelo, CA 95428. In a few days, I expect to have the cover and a few extracts on my web site. Obviously there cannot be another book like Jupiter's Travels, but if you bear that in mind, I don't think you will be disappointed.

Ted Simon
Look me up at- http://www.mcn.org/b/jupitalia

2Dec97

To the Club-

It's never too late to LEARN and LEARN and LEARN! After 160,000 miles on BMW's in 7 years, I had my first wreck, a new experience for me.

Dealing with the insurance company of the person who caused the accident is a story all by itself.

Dealing with the dealer I chose unwisely is my focus now. I did not go to the closest dealer as I do not care for their service department from experience. I went to the next closest dealer. Not only did they do some of the work, but they did it in an untimely manor. I got my bike back expecting to put four screws in the windshield and ride home. They didn't put the windshield base on; I think partly because it is a pain in the butt and a lot of the hardware was missing. I started it up, they closed the store and went home. I noticed that the headlight switch wasn't working, the running light was off and the volt meter was reading 17 volts (that's impossible).

I had no choice but to ride home. About a mile up the road, the bike quit. It acted as if it was out of gas. Barbara went to the gas station and brought back fuel. I went to the station and fueled up. The same thing happened again. I unscrewed the gas cap a little, it started, ran, I got home. As it turned out, they said the vented gas tank on my '91 R100RT was no longer available and they substituted an unvented tank. I plan to call NA and check this out.

When I examined my bike at home, I discovered the running light plug was hanging under the dash. I thought, fix this yourself, but why? It is related to the volt problem.

I took a day off work, unpaid, to get the bike back to the dealer. I blew a day to get this fixed which should have been right in the first place. The volt meter was trashed and the ground wires were melted. I hope the hole I put in the gas cap vents the wrong tank they put on.

Now I am home with my bike. I go to work putting the windshield base back on to discover that part of the hardware is missing. I called Parabellum and extend them my thanks as they sent me what I needed at no charge. In the process, I discovered more problems. While putting together the fairing, the dealer left out 6 screws that hold the side boxes in place and the bottom 2 screws are in improperly. Two bolts and nuts were replaced with sheet metal screws. I was pissed.

I took off work early to get the missing hardware. When I confronted the service manager, he gave me this bull shit answer that they weren't there when I brought it in.

When I got home, I checked the old parts and could see the indentations proving the screws were in place when I took it into the dealer.

In closing, after having the insurance company spend nearly $5,000 in mostly parts with a mark up of about 40%, these craftsman (tongue in cheek) didn't even wash the bike.

I know this dealer advertises with us and receives our newsletter. I hope that they will respond to this article and do something about this flaw in their operation.

I am reluctant to buy a new bike for fear of taking it in for service somewhere and not knowing how to fix it when I get it home. *Zircon*

Ohio BMW Rider's Association

Bob Wood has been nominated to run for the office of Director of the Ohio RA. This is a good, rider supported organization that often gets less attention than it deserves.

On The Level is the magazine produced by the organization for it's members. If any of you have read it, you understand that they have no respect for anyone or anything and basically tells it like it is. They have the latest news, facts, and rumors surrounding what is happening in the international arena of BMW motorcycles. I must admit that I do not always understand some of the humor, but I'm sure there are many who do. Regardless, it is a good magazine.

The RA campout in Loudonville is a really good event in a beautiful part of the country. We have attended for several years and have had a really good time. There are scheduled breakfasts throughout the year in different areas of the state to try and meet the need of all the members. I have been to just a few in the last five years. I feel that the newsletter could be improved, support for the organization increased, and the events need some stimulation.

We all know that Bob Wood has been very instrumental in developing this Club to the level it has achieved. He produces one of the very best newsletters in publication and has been given recognition in On The Level for this achievement.

The Ohio RA needs an injection of enthusiasm, dedication, and new blood. Bob Wood is the person who is willing to give that challenge a try. So, lend him your support. He WANTS to do this versus someone who will do it because the position is vacant. Barbara Cowan RA #63695 Dec. 2000

(HEY IRV!! HOW THE HECK ARE YA!!!)

Ed. note- Knowing her highness as I do, please understand the phrase, " they have no respect for anyone or anything" is a well meaning metaphor. She truly has a way with words and is also known to tell it like she sees it, as does Robert. I'm sure I speak for ma lady when I say, "No offense intended."

tech section...

Key to Tire Designation Codes

Speed Rating-

Sustained speed rating is designated by a letter code:

letter	max. speed	
N	93 mph	(150 km/h)
S	112 mph	(180 km/h)
H	130 mph	(210 km/h)
V	149 mph	(240 km/h)
Z	149+ mph	(240+km/h)

Tire Size

Wheel diameters are usually in inches and tire width in millimeters or a letter designation.

Tire Widths-

mm	letter	inches
80	MH	3.00
90	MJ	3.25
100	ML	3.50
110	MM	4.00
120	MP	4.50
130	MT	5.00
140	MU	5.50
150	MV	6.00

Shoulder Heights-

The shoulder height is stated as a percentage of the tire width as in the following tire designation:

100/90V18

Where the 100 is tire width in mm. The 90 means the shoulder height is 90 mm or 90 percent of 100. It is a V speed rated or 149 mph. And fits an 18 inch wheel.

DOT Number

The tire also contains a DOT number. The last three digits show the year and week that the tire was manufactured. e.g., a tire stamped 324 means the tire was made in the 32nd week of 1994. Hopefully, it will not be too difficult to tell the difference in a tire made in 1984 from one made in 1994. Tires suffer from sunlight, ozone and aging deterioration. You should choose the newer tire when the opportunity exists.

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tech...continued-

Bike Storage Information: For those of us wusses that switch to cages for the Winter, I ran across a good and concise summary of important bike storage, written by member of the staff of Gina's BMW:

SEASONAL STORAGE

Helpful Hints on Motorcycle Winter Storage-

Although there are many approaches to storing a motorcycle for an extended period during the winter, some don't bother, preferring to have the option of riding year round, weather permitting. For those who do not ride, here are some basic suggestions to insure your BMW will weather the storm and be in fit condition in the spring.

CLEANING: Storage is best done with a clean motorcycle. Wax all painted and chrome parts. You may consider spraying all unpainted castings and especially alloys and plated parts, with a preservative, such as LPS #3. WD40 and CRC 556 can also be used, however, WD40 is not recommended on cycles with the closed loop engine management systems. Lubricate chassis pivot points, and spray other pivot points with CRC 556 or WD40, i.e., Clutch and brake pivots, throttle body and linkage, arms and springs, switches, etc.

EXHAUST SYSTEM: The cycle should be ridden long enough to ensure no moisture is present in the exhaust system (at least twenty minutes).

ENGINE OIL: The oil and filter should be changed and clean oil circulated the engine. If the cycle will be stored more than 6 months, all other oils and fluids should be changed and circulated through the various components.

GEAR BOX: Many of you are using synthetics in your gear box --storage with synthetic gear lube is not a good idea. Synthetics will drain off and allow surfaces to rust. It is recommended to go back to mineral based gear lube or periodically rotate gears to recoat them (like rotating the rear wheel with the bike in 2nd gear).

BRAKE FLUID: Fall is a good time to do the annual brake fluid change, an often overlooked maintenance procedure with very costly consequences (if ignored).

FUEL TANK: The fuel tank should be drained, moisture removed, and tank refilled with fresh fuel. Additives (such as Sta-Bil) can be used but aren't necessary for December to February storage. Remove Carburetor floats and store upside down. New float gaskets may be necessary in the spring.

BATTERY: The greatest cause of battery failure is insufficient care during storage. Here are a few tips:

1. Maintain proper electrolyte levels, adding DISTILLED water as necessary.
2. Clean battery case and terminals.
3. Charge battery every two to three weeks for ten hours using a automatic charger with maximum 3 amps.
4. Remove cycle cover prior to charging to allow gasses produced to safely dissipate.

TIRES: The cycle should be stored with the tires properly inflated and with cycle blocked on the center stand to remove any weight from the tires.

Pray for a short and mild winter !

Julius Dusterhoft-Gina's BMW, Inc.- *used with indirect permission; the preceding is not a substitute for mechanical advice (especially from me); if you have any questions regarding the subject of this article, ask a qualified mechanic.*

TECH TIPS

Last issue 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 the 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

tech...continued-

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*

K-Bike Stand

by Don Eilenberger

Ed note.- Many K-bike owners have asked me how do I support my machine during a tear down for spline lube or clutch maintenance? My answer is simple. I use hold down straps hung from the ceiling rafters in my garage or basement. Some of you reply that this can not be done in your case due to the ceilings being finished surfaces. Well, here is an alternative solution. This article is written by Don Eilenberger and was found on the Internet.

The basic construction is a piece of 1/2" plywood 3'x2' with 4x4 pieces attached to it from underneath using 3" galvanized decking screws. The spacing of the two parallel 4x4 members is such that your front tire can just fit between them (in my case 4.5" apart). You can build this from one scrap of plywood and one 8' 4x4 and two large "eye" rings/bolts. The EYE rings/bolts are mounted to the cross member 4x4 by counter drilling a hole from underneath large enough for their nut and washer. I used 3/8" EYE bolts with 3" of threaded shaft (I would not use wood-screw based ones).

K-bike fully supported by stand built by Don Eilenberger.

To use it - I placed the front wheel of the K into the space between the two parallel members and used tie downs to hold it down while lifting the bike with a jack under the engine.

K-bike supported on center stand.

DETAILS on how I used this stand (see disclaimer at end):

1. I put the bike in the stand: To get the front wheel into the stand - while on the center stand, I had someone push down on the rear of the bike lifting the front wheel about 1". I could then push the stand under the front wheel.

2. I tied down the bike: Using suitable tie-downs, attach them to the bottom of your triple tree (at least on the RT and RS) and the EYE bolts in the stand. I had someone stronger than me pull them down, alternating from side to side, until the bike suspension is <u>almost</u> bottomed out.

3. I lifted the bike: Using a suitable jack (I have a 2-ton garage hydraulic jack) under the rear portion of the engine (I'd also used a block of wood to protect against metal to metal contact) - I lifted the bike.

It *did* feel unstable at one point during the lifting - in my case it started lifting the front end (and the stand). At a certain point - the weight transferred to the front wheel, the stand returned to contact with the floor - and the bike felt VERY stable. I **STRONGLY** like that during the lifting and lowering of the bike - I had at least two people available to help steady it.

If all this sounds like a chore - once we did it and realized how steady it was, it was a snap to raise and lower the bike using the floor jack. A scissors jack may be a suitable and lower cost alternative to the hydraulic floor jack.

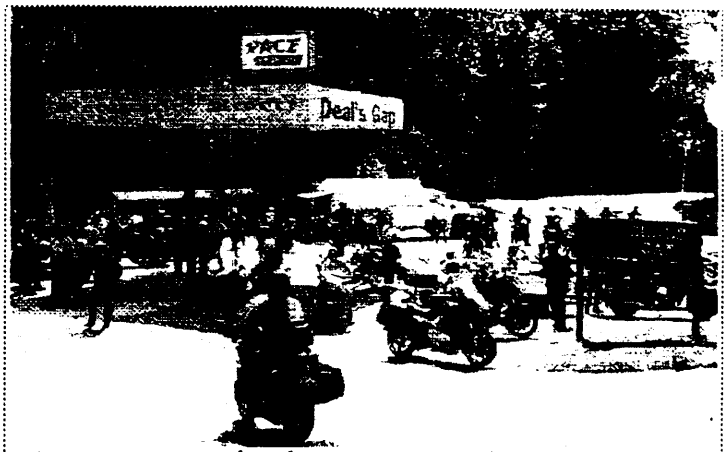
If I didn't use my hydraulic floor jack, I would want to make very sure that what I did use has a stable base/design and was rated for well over the weight of the bike.

LEGAL DISCLAIMER - What I did worked for me. You may be a klutz and kill yourself if you try this. If so - it's your fault not mine. I just told you what worked for me. I did <u>NOT</u> tell you to do it, nor do I encourage you to. If you do this it's your problem if you hurt or kill yourself or anyone else or break your bike or nuclear war starts. So there!

Jeeze - lawyers!

picture page...

Traveling the Cherohala Skyway during the Fontana RA Rally. Below - 12 happy riders enjoy the scenic view.



Beemers come to slay the Dragon at Deal`s Gap near the RA Rally in Fontana, NC.

Where is the CB and cell phone?

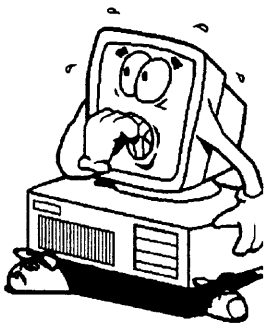
BMW MOC '98 Executive Board. (left to right) Penny Hissom (hiding), Eric Simon, Craig Webb, Russ Davis (with antlers), Roger Warren, Greg Antolik, Marcy Lopez, Jerry Bruce, Dan Frederick, and Bob Zronek.

internet news...

On the Off Ramp- /bmwmoc.html

by Ralph Crider, WEBmeister

Hello again from the edges of cyber space. There are a couple of exciting developments I'd like to report to our loyal readers and web surfers, yes the rumors are true, I am rewriting our club web page. I am making it a simpler yet more ambitious sight by changing its look and using some of the tricks available with the new language protocols that are supported by the newer browsers. Don't have one of the new browsers, you say ? Well take a mouse click over to Microsoft (www.microsoft.com) or if you think that Bill Gates is the reincarnation of the anti-trust , go to Netscape (www.netscape.com) both companies offer their newest browser for virtually free.



On the club news front I'd like to report that we have had our first Ohio dealer link.. Roman Cycles has an e-mail address (ROMANCYCLES@ aol.com) and is planning a web site I hear. Congratulations Rich, for joining our little corner of the electronic world. The advantage to our club members is now you can ask questions, get answers, and even order parts using Visa, MasterCard or Discover without leaving your garage where you keep the laptop while you work on your bike.

I also would like to report that I have found some new motorcycle related sites (thanks for the tips my fellow surfers) that will be posted on the new page so this winter while you daydream of that endless summer road you can take a virtual trip to see some of your favorite classics or even shop for camping gear. To our club members who don't want to get on-line but still want to be able to have e-mail access I am going to try to arrange for some discs to be available for some of the free e-mail services that are out there while you won't be able to use the club web page you can be listed in our club listing so that you can send and receive e-mail with our other members, all you need is a modem and some patience because the free services do carry advertising.

My new job is taking up quite a bit of my time lately but I do hope to have the new page up and running shortly after the holidays (it is in a beta mode right now while I figure out some of the scripts), and the address will stay the same so keep your monitor on the lookout. Thank you for your patience and support because the comments I do receive from our fellow members have been positive and as the Web evolves and matures it has become a useful tool for many purposes and I hope that you find a trip to the BMWMOC web page a gateway to many enjoyable motorcycle memories. The BMW MOC Web page address is-

http://members.stratos.net/rcrider/index.html

feature...

Motosapien Moments

by Craig A. Webb, VP

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

SO MANY CONSPIRACIES- ONLY ONE FOX-

In reviewing the bylaws concerning the duties of Vice President, I have discovered that unless Eric Simon takes a major dump I basically don't have to do diddily squat. Cool! Ride safe and watch your butt, Eric old buddy - old pal.

Within recent memory VP's have handled government regulations by surfing the internet for late braking scuttlebutt and juicy conspiracy theories. The problem is, my own personal learning curve falls largely before the cyber revolution and after serious recreational neuron abuse. Translation: (Craig don't do computers).

However, I do have a history of political activity and have the arrest record and cranial fractures to prove it. Therefore, as long as the cyber addicts feed me the current secrets from the M-files, I will be glad to mount my soapbox and do a little rabble rousing. I see manning, (and womaning), the political barricades as an activity that motorcyclists will have to do with increasing frequency in the coming years. The reasons for this are at least four fold.

#1 THE SAFETY NAZIS ARE NOT DONE WITH US YET. If you think the helmet wars are the end of official concern/harassment, your Prozac dosage may be too high. Lawsuits pending even now raise the specter of leg protectors, airbags and God knows what else. Noticed those glossy ads for the latest Hondabago upgrade? GIANT TRAINING WHEELS and a color coordinated trunk!

Even our beloved BMW has introduced an urban motor scooter with a roof! So for those of you who just love those fiberglass body panels - you ain't seen nothing yet!

-continued page 14

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Motosapien, continued-

#2 THE HEALTH CARE INSURANCE VAMPIRES ARE GETTING THIRSTY. While they absolutely love to raise our rates for any conceivable reason, they really hate paying off. Consequently, they are on a covert crusade to purge everyone from their customer base who might eventually actually need coverage. That puts motorcyclists right up there with demolition experts, tight rope walkers and kamikaze pilots on their blacklists. One can only guess what type of urine testing will be required to detect traces of motorcycle abuse.

#3 THE GLOBAL WARMING FANATICS ARE PICKING UP STEAM. While American consumers are currently bucking this trend, new global treaties are reviving the Ghosts of Emission Controls Past. Electric vehicles are also gaining ground. Initially motorcycles might be perceived positively on the efficiency/pollution continuum, but that mostly applies to small displacement bikes. American motorcyclists' obsession with ever increasing displacement and wheel base now renders the average Americade cruiser about as fuel efficient as your father's Oldsmobile.

Another aspect of the push toward high tech vehicles will be the dawn of the high tech highway. Computer controlled cars and "smart" roadways are already on the drawing board, but until very recent action by the AMA, motorcycles had not been part of that planning. Ominously, future auto/motorcycle accidents may be excused by the slightly altered mantra of, "Gee I'm sorry officer, my car's computer just didn't see him!"

#4 BIG BROTHER JUST DOESN'T LIKE US. As clearly demonstrated at Fontana, Spartanburg and other motorsport massacres there exists a powerful segment of American society that is anti-motorcycling. These forces obviously consider motorcyclists as sub-human or at very least sub-citizen which apparently makes us legitimate targets for all sorts of harassment and assaults which would not be accepted or tolerated by the general population.

What is worse, many of these people are law officers and government officials who should be concerned with protecting our rights not abusing them. Whatever stereotypes, misinformation or prejudices have led to this aberration - they must be reversed before motorcyclists become some sort of "fair game" on the highways.

For all these reasons and many more it is clear that individual motorcyclists and their organizations should devote a portion of their time, energy, and YES even finances to political action. Fortunately the AMA and many other organizations have long ago seen the wisdom of spearheading these efforts. There are also allies available such as the ACLU and motorcycle manufacturers and dealers, but this is no reason to be complacent.

Brand loyalties and club rivalries must not be allowed to divide us. It is reasonable to assume that the Big Four Bogeymen mentioned previously are quite capable of coordinating their attacks. Even motorcycle manufacturers and dealers may be coerced or co-opted into abandoning certain segments of our sport in order to supply greatly increased numbers of "New and Approved" machines.

Needless to say my personal paranoia meter is way passed its' red line so I'm probably the likely choice to start doing something about all these matters on the club level. I'll no doubt be pushing AMA membership, letter writing and all sorts of sixties political monkey business that you thought you'd grown out of. But humor me!

Just remember that even though we are delusional paranoid schizophrenics doesn't mean somebody isn't out to get us! ◔

Spine Lube Seminar & Daytona Warm-Up

Sunday, February 22, 1998
11:00 A.M. at Russ Davis' Club House
7177 Bainbridge Road, Bainbridge, OH.

FEATURING-
R-bikes: Bob Zronek
K-bikes: Bob Wood

Learn this critical and often neglected service procedure!

Food and soft drinks will be available

For further information call Russ at:
(440) 543-1457

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Cleveland Club Country Store for 1998

Item Description		Price	Notes
Multi-color Logo Vinyl Sticker (5x2½ inch)	5 for $5.00 or	$ 1.25 ea.	
Multi-color Logo Embroidered **Rally Hat,** khaki with black bill.		$10.00	
Multi-color Logo Embroidered **Patch**, white oval with black edging.		$ 5.25	
Golf Shirt (100% cotton) with Embroidered Logo	SIZE: S-XL	$30.00	
COLORS: white • gray • khaki (lt.brn./dk.beige)	SIZE: XXL	$32.00	
*Optional pocket (add $2.00 to price column at right)			
Denim Long Sleeve Shirt with Embroidered	SIZE: S-XL	$33.00	
Logo & pocket	SIZE: XXL	$35.00	
Henley Long Sleeve Shirt with Embroidered Logo	SIZE: S-XL	$22.00	
COLOR: oatmeal (light tan) 100% cotton	SIZE: XXL	$24.00	
Crew Neck **Sweat Shirt** with Embroidered Logo	SIZE: S-XL	$27.00	
COLORS: birch • khaki (lt.brn./dk.beige)	SIZE: XXL	$29.00	

*All items ordered by January 31, 1998 will be available at our March 5th meeting or can be shipped to you for an additional $4.00 for 1 to 2 shirts, $5.00 up to 4 shirts, and $.50 additional per shirt over 5.

CLIP & ----------

...'98 Winter Meetings' Schedule...

(Mark your new calendar)

January 8 * February 5 * March 5

January 8th, New Regime-Dinner-Meeting, Thursday, January 8, 7:30 PM., at the Country Kitchen Restaurant, 17090 Royalton Road, at I-71 and SR 82, the Strongsville exit. Come early and enjoy dining with your club before our first business meeting of 1998. Meet the new Club President and get in on the planning of the new riding season. We have a private meeting room, with a fireplace, and the restaurant is open 24 hours. Food is on your own. Restaurant phone 440-238-0940. As always, an open invitation stands for all BMW riders and their guests.

February 5th, Winter-Pig-Out-Meeting, Thursday, February 5, 7:30 PM., at the Golden Corral Restaurant, 7325 Northcliff Avenue, by the Ridge Park Square Shopping Center, just south of I-480 at the Ridge Road Exit. This is a ***new location*** with a separate room and an all-you-can-eat buffet for $7.39, dessert buffet at $2.69 or tell them you're there just for the BMW Meeting. (If this restaurant/room works out this may become our March location as well.) Beginning of the '98 Membership Drive, Spline Lub Seminar planning and a quick fund raiser. Restaurant phone 216-459-0330.

March 5th, Membership Month Eating-Meeting, Thursday, March 5, 7:30 PM., also at the Golden Corral. Renew your membership before, during, or after the business meeting. Also, Kirt Zautner, Spring Tune-Up Clinic, and Spring meeting sites planning. Check the voicemail, WEB page or call Road Captain, Greg Antolik to confirm the meeting location. 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.

For up-to-the-minute news call the
BMW HOT Line at **216-556-0196.**
Visit our WEB site at- **http://members.stratos.net/rcrider/index.htm/**

classified section

'76 R60/6 new paint, low miles large tank. '73 R60/5 toaster, black, 10K miles. '70 Triumph Trophy 500, excellent condition. '85 Denipre (Russian) side car rig, 650cc. These bikes are from the estate of Kirt Zautner. '78 (Mike Hailwood replica) Ducati, 900cc (RARE). Call Vince at 440-964-9812 after 6 PM.

Bates Custom Motorcycle Jacket, HEAVY gauge brown leather, zippered pockets and sleeves, side laces, removable fur collar, extra long arms. L to XL size. VCG $150. plus shipping or will trade plus cash for XL/XXL Darien Shell with ballistics. Call Ralph at 716-372-8350 (NY).

Corbin Dual Canyon Sport seat, black, lowered 1/2", EC, fits '86-'91 K-bike and K75S. BMW battery charger, never used, new in-the-box $50. Call Mike May at 440-884-6918 days or 216-475-0400 after 4 PM.

Heine Gericke 2-piece leather riding suit, GC. Red and black, men's size 40. $250. Call Rose 216-252-7933.

Homemade motorcycle trailer- the original "John Soltis Barrel" trailer. $350 Call Gabe at 440-899-6780.

Left side BMW hardcase, '70's vintage $75. Call Matt Kesti 216-941-1763 hm., or 440-962-2000 ext. 2964 wk.

Luftmeister fairing w/lowers, black fits R100/7 with all mounting hardware ~~$75~~ $50. Luftmeister top box ~~$30~~ $25 Bates bags, white, universal fit ~~$50~~ $40 pr. Call Greg Antolik at 440-235-1272

R75/6 spoked front wheel with Metzler ME 33 (90% rubber remaining) tire. Has "0" miles on new dealer-installed wheel bearings. (disc brake rim) $200. K-bike hard bag, LF side with key #042. $100 Call Karl at 216-651-9099

Wanted: /2 or /5 Vintage BMW to race in '98 season. Cosmetics and road items (lights, horn, etc.) are unnecessary. Also, need R50 top ends to run the 500cc class. Call Bill Murar at 440-734-9998.

Wanted: Motobecane Mopeds. Call Alex at 216-671-7625.

TELEPHONE NUMBERS LISTED ABOVE ARE LOCAL CLEVELAND (216 AREA CODE) 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.