BMW MOTORCYCLE OWNERS OF CLEVELAND

Cleveland Club News

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

winter 1998-99

ELECTION RESULTS

The ballots are in and the BMW Motorcycle Owners of Cleveland have a new slate of officers and directors for the 1999 season. The November meeting had a good turn out and 79 members cast either in-person or mail-in ballots. That's a pretty good showing for a club now consisting of 151 members, considering only 2 positions and one issue were actually contested.

ERIC SIMON - PRESIDENT

I look forward to receiving more member feed back to build around. I think we had a pretty good year. We got some new things done, but the one feeling I got was that the board and I were not connected closely enough with our members.

CCN - I'd like to say that I had a great time on the new Heart of Ohio ride.

ERIC - Thanks, I didn't know what to expect for the turnout and in retrospect I was satisfied by the number that participated. Hopefully all of us who had a good time will spread the word because I do want to do it again next year.

ROSEMARY WOOD - VICE PRESIDENT

ROSE - I can't say I really have any plans. It's more a case of coordinating with the other board members, trying to get the most out of our creativity. Trying to keep the club Fun!

I think that's what the club was founded on. I want to promote fun and stay away from all these political problems people are referring too. We just basically need to have a good time.

CCN - Do you have any female agenda for your vice presidency?

ROSE - No, sorry. I don't do that. But realistically, that's probably something I should take into consideration.

CCN - I think that would be a very interesting thing for you to do in this office. Make sure the club is connected to the woman's part of motorcycling.

ROSE - Well you know if other female riders in the club have some ideas, we'll look into it. If they want to do an all ladies event, we could try it.

CCN - You know there has been talk about a female sub-club, talk about an all girl campout, talk about female tech sessions. None of which has ever happened as far as I know.

ROSE - Yeah, you're right; they never got past the talking stage.

CCN - So I think you would be breaking some important new ground here if some of those things actually did occur.

ROSE - That would be interesting.

GREG ANTOLIK - ROAD CAPTAIN

We're gonna have more mystery rides next year. We're gonna do more racing. We're gonna push Mid-Ohio and Daytona more this year. Try to get more people out on the road to go riding.

I'd like to see more members at non-BMW events.

CCN - Non-BMW events?

GREG - Yeah, just motorcycle related but not so much BMW related. You know BMW events are all right but I'm not that partial to them. I don't get that much out of BMW events like rallies and stuff. I like the non-rallies; they're a little more exciting. We're looking forward to more entertainment in "99". Remember, your Road Captain is always on duty!

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ROGER WARREN - TREASURER

CCN - Well Roger, is their anything you are looking forward to in the next year?

ROGER - Probably to get more involved in it. I've been too busy to be very involved this year, unfortunately.

CCN - Anything else you foresee for your office?

ROGER - Just paying the bills.

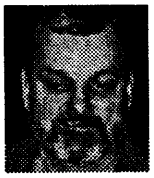
PENNY HISSOM - SECRETARY

CCN - Penny, anything new you're planning?

PENNY - To keep better records. Because I had to do these all at once to get them in my files. Now I have it all organized. I have an E-mail address now. I don't know how to use it - but I have it.

CCN - Just fax me the facts ma'am, just the facts.

PENNY - I can do that.



RUSS DAVIS - DIRECTOR

CCN - Well Russ, Do you have anything on your agenda for the next year?

RUSS - Yes I do. I attended the RA Holloween campout near Cadiz and I really liked that location. I'd like to see us move the Micro-Rally down there next year. It has some logistical drawbacks, namely pit toilets and no drinkable water, but I think we can overcome that.

The good things about it are that it's a nice campsite and very secluded. We,d have the place all to ourselves and the roads around that area are really fine for motorcycles. It's a great area to ride around.

CNN - Sounds good. Are there any things you would change about last year?

RUSS - Not really. I'm a realist. I know everybody doesn't want to do the same things or all show up at the same events. I don't think we should dwell on that. As long as the people who wanted to come, were there with their friends and had a good time what else matters?

JERRY BRUCE - DIRECTOR

CCN - Jerry, anything new that you want to do next year?

JERRY - We have some changes in the way we're put together, (as a club), but I think the idea would be to improve what we've already been doing.

CCN - Do you plan to have a least one cookout at the Bruce estate?

JERRY - I look forward to that and maybe we can plan that on our next meeting when we set out our calendar. I would say April through August would be good for me.

CCN - You're one of the people who took part in the racing course last year, are you planning to do any more of that?

JERRY - I don't know if I'm going to do that or not because I have to squeeze in some other things. I became an MSF instructor and I have to sign up to teach some courses or I'll lose my certification.

DAN FREDERICK - DIRECTOR

I plan to stay as active as I have been, participate wherever, help wherever. Basically I'm not going to change much from what I did last year.

CCN - One of your projects has been Wednesdays at Annabelle's. Are you going to try to get a little more participation in that?

DAN - Yes, and we're going to start a 50/50 raffle which will go toward different charities in the area. Things like that. I think we'll do a little better when we get into the raffle. Annabelle's is very pleased this year with the way it went. We're welcome back for next year.

MARCY LOPEZ - DIRECTOR

CCN - Marcy, is there anything that you are planning to try to do with the club?

MARCY - Yeah, I'd like to try to introduce maybe a spring campout. We've got the Micro-rally in June, and the fall campout, which is fun but usually, a little cold. I'd like to see a spring campout.

I'd also like to make sure we continue the progressive cookout. That was nice. I'd just like to see the club function more together.

JULIANE FOUSE - DIRECTOR

CCN - Juliane, do you have anything you look forward to doing for the club?

JULIANE - I guess what I would like to see is a little bit better turn out at some of our club events. But, I realize that other people have other things to do, because sometimes I choose not to go also. And then there is the Shreve rally. I don't really like the Shreve area all that much. I was hoping we could maybe find a better place.

CCN - Some of the other members have been saying that also.

JULIANE - Well there 's nothing to do around there. Shreve is just so blah.

JEFFERY SHEPARD - DIRECTOR

CCN - Jeff, is there anything you would like to see the club do in the coming year?

JEFF - Well, maybe I'd like to see more group rides. I suppose that is the Road Captain's area.

CCN - There is no reason you couldn't help him with that.

JEFF - I'd be willing to help out with that. I don't know how much time I'll be able to put into it - to be honest with you. But, we'll see. I'm kind of tied up with some other commitments - that's the problem.

Id like to try to get something together with the people I sail with. We'll do like a group ride down to Edgewater and then take everybody out for a sail.

CCN - On a sailboat?

JEFF - Yeah, I think I could involve maybe 2 or 3 boats. I'll work on that.

CCN - That would be a great summer event.

ISSUE ONE - PASSED

CCN - Well, Bob Wood, what do you foresee for this web site and when do you think it will take shape?

Motoman

BOB - Before the first of the year. It will be actually posted within the next 30 days. We've already got a web page that is running, and now we're gong to have an enhanced web page which will be easier to read, easier to use, and faster loading.

CCN - Do you think the club will use this new tool more than the voice mail is used now?

BOB - I think the current trend right now is toward electronic mail, correspondence and information gathering on the information highway. So I'd say, yes it probably is going to be used more. In fact one of the features we're gong to build into this one is called a hit meter. A hit meter actually counts the number of people who have visited the web sight so we'll be able to know how many have taken a look at it.

I hope we'll have people browsing in from all over the nation and even the world. So it's going to strengthen our presence as a strong viable club here in the Northeast Ohio area. It is also going to encourage other clubs to do what we have done in organizing BMW related riders.

CCN - There has been some dissension about the growth of the club. Do you think there will be any backlash to this next step?

BOB - That possibility certainly exists, but outreach has been one of the goals of the club and was set down by our founding fathers. I do feel that we can move on and stay in a positive growth situation at least for another year until we'll probably top out as far as membership in Ohio. But that doesn't mean we should stop our outreach effort because there are always new riders and there are always riders who fall from the ranks and move on to other brands or just get out of the sport altogether.

Simon Sez...

Don't worry, I won't waste your time with another lengthy, "what I foresee for the year", column. However, a few highlights are in order. In addition to our Micro Rally, Fall Gathering, Late Winter Care and Bleeding of Brakes Clinic, and the annual Kirt Zautner Memorial Tune-Up Clinic, I hope we can add our Heart of Ohio Ride to our list of annual events. Maybe even add to the number of participants that enjoyed a relaxed weekend ride within our home state. Perhaps with one test year under our belts we can plan to invite other Ohio clubs to participate in this event.

A few items should be of interest. Our World Wide Web site http://www.bmwmoc.org should be up and running by the time you read this, (or soon thereafter). Be sure to check it our, (every library has WWW access).

Expect to find an always current schedule of club events, (with maps to new locations), photo histories of club activities, membership sign-up and renewal forms, links to interesting BMW motorcycle related sites on the web, (including vendors of parts and supplies, mapping sites, revenant organizations and motorcycle E-zines), classified ads and a membership roster. Please let Bob Wood know if you don't want your vital stats listed.

We will soon be seeking advertising support through banner ads on our site from relevant Beemer related commercial sponcers. Also being considered will be a posting of current bylaws. We welcome your suggestions for additional ways to make your club's WWW site more interesting and useful.

In addition, we are continuing our efforts to improve this newsletter. This is a process that requires the contributions of our members. Even if you feel that you are not a great author, just scrawl down something that you want to say, (maybe a story or a trip report that you want to share), and send it along to our editor, Craig Webb. He will help craft your chicken scratch into a work of prose worthy of a skilled author.

I can't finish this article without complimenting Mother Nature for this fall weather. Yee-Haw! With these extra weeks of 60+ degree temps, I get to ride to the office several times per week and squeeze in extra miles each weekend. I've added hundreds of miles since the date that ended last year's riding season for me, all without really going anywhere special.

Remember, a cool damp ride is still better than taking the car! Gotta go. It's 58 and partly cloudy and I'm off again to put on some miles having fun going nowhere in particular.

Dear BMWMOC Members,

I had intended, upon joining the club earlier this year, to meet all of you this summer at the various events. As it turns out, a July third crash on the bike in Northwestern British Columbia has prevented me from doing any more biking. It's a long story, so I won't bother to tell it here.

Fortunately, I've just returned to work, so it could have been much more serious. It was actually a good feeling to return to regular employment. I'm feeling better now and the bike is being shipped down from Canada. When it's repaired, maybe I can ride before the first snow!

Next year has got to be an improvement.

Best regards to you all, I hope to see you soon.

Henry T. (Hank) Olden

It was a blast! From the time we left Amherst, Ohio, until we were back on old familiar routes Sunday night, 642 miles later, I had a blast.

A tent that didn't fit, no hot water in the showers in Van Buren, but a great ride to Portsmouth where we had excellent facilities. We got lost a bunch in the town with all the construction. I made some new friends and rode a lot of good back roads.

I can't wait until next year's "Heart of Ohio Ride".

Dale F. Wright

Dear Mr. McIntyre,

I just read your impressions of Daytona and Mid-Ohio. Damn, we both attended the same events but apparently we attended them on different planets! I attended Daytona and stayed at the Days Inn Speedway Boulevard for $89 bucks a night and would hardly call it a roach motel, but then I made my reservations in November, not at the last minute. I attended the vintage races as a racer and found the Daytona track and it's personnel to be reasonably accommodating. Incidentally, how does commenting on a Suzuki 1000TLR, a 250GP Aprilia and a Sundance Harley fit into a Vintage article anyway?

Swap meets are swap meets and for the most part "let the buyer beware" is the message most of us take with us to these

events. "As is" means just that. Most swap meets are treasure hunts and there are many jewels buried in that mess. If the old BMW you seek is one that has been parted together and you're happy with it - that's OK - as long as the price is right.

Now for the part of your article that really frosted my nether parts - your obvious ignorance and bias when it comes to vintage race machines. I own a number of vintage bikes and currently race a 1972-250CC Yamaha DS7. I was one of the racers who provided you and thousands of others with an afternoon of entertainment on a time machine. A bike similar, I'm sure, to one that many of the current members of this club learned to ride on. While my DS7 doesn't hold the same status that a BMW Rennsport or an old Kompressor might, it is a racer none the less.

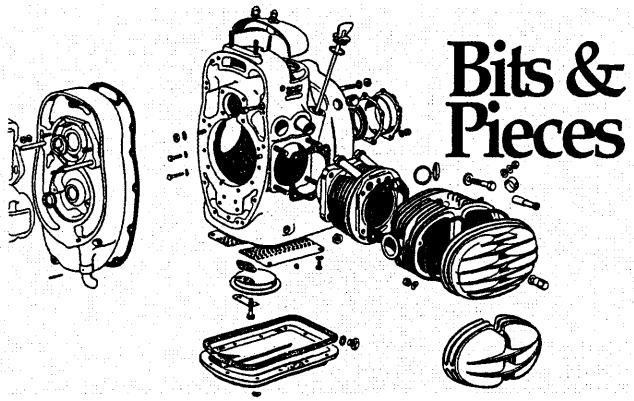
Vintage racers work on their bikes to make them the best that they can be. They are fast and demand more of their riders than most of the current crop of bikes. The vintage racer must contend with marginal brakes that fade to nothingness before the race is over, suspensions that are marginal at best, tires in sizes that are very difficult to find, etc., etc., etc. We do all this for your entertainment and what do you do? Bitch, bitch and bitch about "bomber" classes and "rat racers".

Bob, next time you're at a vintage event, try to look past the bikes with the blue and white propeller. Never scoff at a finely prepared motorcycle just because it comes from Japan. Many European bikes show up at races and are filthy, poorly prepared and unfit for competition.

Mr. Bob, I've vented quite enough. I'll continue to race my DS7 (which, incidentally, won the WERA Vintage Classic Lightweight Class in 1997). I'll continue to contribute to the enjoyment of many unbiased fans who applaud what we do and I hope that maybe you'll reconsider your viewpoint on vintage racers who happen to be sitting upon a bike manufactured outside of Germany. If you're ever available, meet me at a race. You'll witness the unbiased camaraderie and friendship most vintage riders share. Everyone else, bring out your old iron, wherever it may be from, your tatty leathers and your new Dunlops and Ill see you at the track. We'll have a ball!

Sincerely, Bill Murar

(Yeah - yeah, that's the ticket! Let's have some controversy, a lively exchange of differing viewpoints, a clash of fundamental values and lots of plain old-fashioned namecalling!- CCN)



Perseverance pays. After ten years of staging motorcycle swap meets on a part time basis Will Stoner has finally hit pay dirt. The AMA has just hired him as Special Events Coordinator. He will continue his swap meets at Mansfield Ohio and York Pa. and his new gig at the AMA Heritage days plus the California Heritage Days and other racing events. We wish him well in this motorcyclist's dream come true.

John Kean, had a stellar time at the fall gathering. First he was nominated for Vice President and had the wisdom to decline. Then, he won the coveted "Chunks" award during vociferous all night festivities around the bonfire accompanied by Gen-X sirens Katie and Colleen on the bongos from hell.

Learning of his son's achievements Dave Kean could only comment...

"It makes a father proud."

Rumor has it that certain malcontents in our ranks have gone underground christening their rebel alliance with the potent acronyms ASSCOC, (anti-social sub club of Cleveland), or IFOKU, (international friends of Karl unlimited). May the force be with you.

More storm warnings from the Western Reserve Club, David Ellmers and Kelly Mikolajczyk have resigned as newsletter editors. Too bad, I'll really miss the wrenchin' wench. Steve and Betty Dumek are the new editors and can be reached at 1917 Bathgate Road, Madison, Ohio 44057, (440) 428-6274. *(Mikolajczyk, isn't that the name of that little imp from the sixth dimension whose always giving Superman such a hard time? CCN)*

JUST YOUR AVERAGE MOTORCYCLE RIDER? Preliminary results from the 1998 survey show the typical rider to be a 38-1/2 year old male who is married, has attended college, and earns $44,100 a year. For comparison, the average age of the U.S. general population is 34 years old and median income is about $36,500.

Compared to the average rider of the 1980s, today's rider is better off financially than ever before. The average rider's income has

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D.A. Schiets

increased by nearly a third (30%) since the 1990 survey, and 75% of today's riders paid cash for their motorcycles. Along with an increase in income has come an increase in age. In 1990 the average rider was 33 years old. More women are also enjoying the motorcycle experience than ever before. (Motorcycle Industry Council) *(YA THINK THOSE NEW YUPPIE BIKER'S HAVE ANYTHING TO DO WITH THIS? - CCN.)*

If you feel our club has a low percentage of member participation, consider this tidbit from the newsletter of the BMW Bikers of Metropolitan Washington. In their recent election only 50 members bothered to vote. Total membership in the club is over 550 members.

In the same newsletter the treasurer reported an income from January through August of $25,684 with expenses of $21,392 and a club account balance of $18,556.

Imagine the keg party Karl would want to throw with that!

All right you slackers! Harry Wagner, Susie Schoenberger and Mike May earned their 100,000-mile awards and Don Walker is working on his 200,000-mile award. All the rest of you - get cracking!

Rosemary and Bob Wood are Grandparents! Sullivan Williams was born to their daughter Gretchen and Jano Williams weighting in at 8lbs., 10 ozs. and 20-1/2 inches in length. Definitely a keeper!

The Airheads Beemer Club is still looking for a new Ohio Airmarshal. If interested, contact Airmarshals Dave Rankine (NV) or Sam Tabor (TN) - their contact info is listed inside the cover of the monthly Airmail publication.

If you think Fast Eddy was missing from the rally scene this year, you are right. Fast got engaged to Alicia while we were looking the other way. I wonder what other tricks he has up his sleeve?

Did Ray and Fran find the perfect rally site for the R.A. National 2000? We are looking at a site in the Hocking Hills Area which just might fit the bill. Meanwhile, the '99 R.A. National is still a myster. We'll keep you posted.

The November issue of the OTL again gave mention to the Cleveland Club Newsletter. Thanks Irv - and yes we do get excited about flush toilets. Also the OTL reports there may have been some Interned-derived unsanctioned modifications done to some oilhead engines which may have led to failures. Maybe one of you Net-surfers could do a follow up on this one.

The new K1200LT is causing quite a stir amongst Beemer enthusiasts. As with any other new intro, there are proponents and opponents. But how could you not like a bike with a top box which will keep your Jagermeister chilled while it's seat is keeping your buns toasty. Has our marque lost its mark?.

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The Western Reserve Club is now under a new regime for '99 with Barb Bester as President ousting Jeff Kaplan. Rumblings from within are calling to bring back some of the many events the group used to sponcer. Side note - I noticed Kelly's F650 was for sale in their adds. Does anyone know if Dave and Kelly really went to Austrailia?

Mid-Ohio's '99 scheduale is out and they will again be having the AMA Vintage Days (July9-11) and The Honda Super Cycle Weekend (July 16-18) on back to back weekends.

Will BMW once again sell helmets here in the U.S, and how badly will they gouge us, remains to be seen? The threat of our blood thirsty US lawyers originally drove them out of the States, but the lure of profit may have enticed them to re-enter our market. NA has been counting their beans.

Dec. 29, 1998 BMWMOC Board Meeting at Czech Inn 9729 Granger Rd. in Garfield Hts. 7:00pm

Jan. 7, 1999 BMWMOC Membership meeting at Country Kitchen 4601 East Royalton Rd. Route 82 & I-77 at 7:00pm

Jan. 9-10 1999 R.A. Ohio Hotel Campout at Lafayette Hotel in Marietta, Ohio. Reservations via Sheila at Lafayette Hotel 800-331-9337, Reservation #115375

Jan. 10, 1999 Walneck's Swap Meet and Show -American-British-Japanese-European, Clark County Fairgrounds - Springfield, OH I-70 & Charleston Pike Rd. (exit #59)

Jan. 17, 1999 Will Stoner Swap Meets - Tenth Season "All Brands 1980 and Older" York Fairgrounds - York PA "Old Main Bldg." U.S. 30 to Carlisle Ave. & follow signs.

Jan. 28, 1999 BMWMOC Board Meeting at Cezch Inn 9729 Granger Rd. in Garfield Hts. 7:00pm

Jan. 29-31, 1999 Cleveland Bike Show - IX Center next to Cleveland Hopkins Airport - Noon until late. Check with your Road Captain for any freebies or group outings.

Feb. 4, 1999 BMWMOC Membership Meeting at Country Kitchen 4601 East Royalton Rd. Route 82& I-77 at 7:00pm

Feb. 7, 1999 Will Stoner Swap Meets "All brands 1980 and Older" Richland County Fairgrounds Mansfield, OH "Fairhaven Bldg." U.S. 30 to Trimble Rd. exit & follow signs. Call Will Stoner at 440-543-0632 for information

Feb. 14, 1999 R.A. brunch 10:00am at Village Restaurant in Upper Sandusky, OH

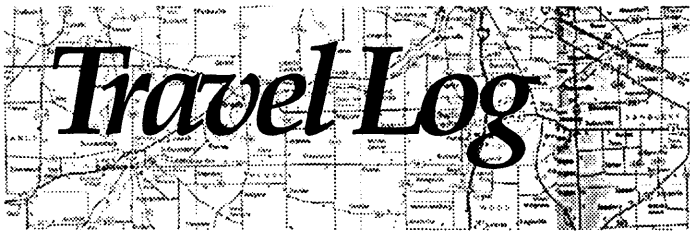
Feb. 21, 1999 The Care and Bleeding of Brakes clinic at Russ Davis' clubhouse. Demonstrations of new one way valve, new vacuum pump system and old standard 'hard' way. Photos, videos, refreshments and Ice Racing if the weather permits. 7177 Bainbridge Rd. in Bainbridge Township, Starting 9:00am call 440-543-1457

Feb. 25, 1999 BMWMOC Board Meeting at Czech Inn 9729 Granger Rd. in Garfield Hts. 7:00pm

Mar. 4, 1999 BMWMOC Membership Meeting at Country Kitchen 4601 East Royalton Rd. Route 82 &I-77 at 7:00pm REMEMBER MARCH IS MEMBERSHIP RENEWAL MONTH!

Mar. 14, 1999 R.A. brunch 10:00am at Alice"s Restaurant in Navarre, Ohio call Bob Wood for More information on R.A. events at 216-252-7933

Mar. 28, 1999 Walneck's Swap Meet and Shows Springfield, Oh (see Jan. 10) Call Walneck'sInc. at 630-985-2097 for more information



BLASTING OFF TO FLORIDA

By Dan Frederick

It was October 25th at 6:00am and 42 degrees as I climbed onto my trusty K1100LT. I was on my way to see friends in Orlando and to see the Space Shuttle blast off on 10/29/98.

As I rode south on I-271, RT 8, and I-77 it was cool but I was dressed for cool ridding. The farther I got from South Euclid, the less I thought about the weather because the sun was bright and the traffic was heavy. By the time I got into Virginia it was time to shed some of those heavy clothes.

I was surprised that the speed limit was 65 or 70 as I traveled along I-77 south. I looked for a rabbit as I rode because the rabbit would get the speeding tickets not me. (A rabbit is someone going faster than I am.) I keep them in sight so I can slow down if a policeman gets behind them.

By the time I got to Columbia South Carolina, I had over 600 miles under my belt and butt. I stopped for the night at a motel and ate at the Lizard's Thicket restaurant. The lizard was a good cook.

The next day I left Columbia and took I-77 to I-26 to I-95 south and finally RT50 west to Orlando. I arrived at my friend's house in about 9 hrs. from my departure from Columbia. I had a good visit with Don & Phillis and then left early on the 29th to go to Titusville to find a good spot to watch the liftoff scheduled for 2:10pm.

In Titusville, I parked next to a vender who promised to watch my bike for the whole day for $10. I parked the bike, walked across the street and through the parking lot that was charging $15 for a similar service.

As I walked to the water's edge I saw a picnic table under some shade trees. Boy was I lucky to find that table because I had no chair to sit on while waiting the 6 hours until the liftoff of the space shuttle.

John Glenn was aboard that space shuttle of course, along with the other astronauts. I met people from all over the country that had come there to see John Glenn roar back into space and into our history books again. The launch was spectacular. If you've never seen one go up, you kind of owe it to yourself to check it out. After all, you're paying for it - might as well enjoy the show.

After the launch I headed back to Don & Phillis' for two more days. On the 30th I rode back toward Titusville and took an airboat ride through the swamp and along the St. John's river. It was a great ride and I saw bald eagles, alligators, turtles and wild pigs. The airboat ride was as much fun as riding my BMW on twisty secondary roads.

I left Orlando on the 31st, stopped in Savanna Georgia to visit another friend and then pushed on to Columbia South Carolina. I had fog from Orlando to Savanna but nice sunny weather from Savanna to Columbia.

I stopped in Wycheville Virginia for the night. As I left the morning of 11/2/98 it was cool enough to wear my cool riding gear. As I came out of the tunnel from Virginia to West Virginia it was raining and it would rain on and off the rest of the way home. I added the rain suit to my other clothing and stayed relatively warm and dry. I got home about 2:30pm on 11/2/98.

My blast off to Florida was enjoyable, but was nothing compared to the ride taken by old Senator Glenn!

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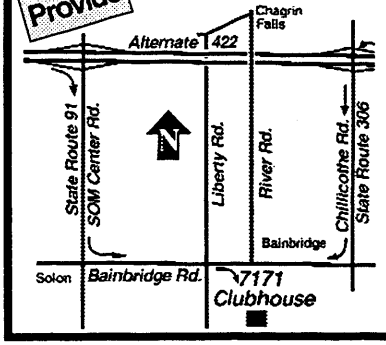


Ice Races (Weather Permitting)
Russ Davis
rdcapt4lyf@aol.com

FALL GATHERING REPORT

By Barb Cowan

The total attendance this year was down a little from last year. I attribute this to the weekend weather report, which may have scared some people off. Having ridden down alone after dark myself, I can understand this. However we did have some wonderful sunshine and warmer temperatures late Saturday afternoon and Sunday morning. It did get pretty cold Friday and Saturday night. I guess we know who the real diehard campers are now!

There were 89 adults, 5 children and a toddler camping over and 19 day pass people who made it down to Shreve to make this event a success. Eighteen people ate chili and 40 dinners were sold. As usual the food was good, although there were some communication problems which caused some delay in the dinner lines.

Several members took the opportunity to renew and we gained a few new members also. The campfire was wonderful and roaring hot, (we burned up several old picnic tables Saturday night), and many gathered there all night to talk and listen to the Indians battle the hated Yankees in the playoffs.

I want to thank all those people who helped make this a truly successful event, Susan Schoenberger, Fran Grodeck, Bob Shelton, Donna Schettine, Craig Webb, Greg Antolik, John Kean, Marcy Lopez and anyone I have forgotten. Pat yourselves on the back and thank you very much. Thanks also to the attendees for coming. We did it all for you!

There were rumblings on Sunday about having a clam bake next year at this campout. We could call it "The Gathering of the Clams." That's actually a pun on the name we wanted to give this event, "The Gathering of the Clans". However, because of the multiple meanings of the word Clan and the current climate of political correctness, we decided to can the concept. Kind of a shame isn't it?

Women of the BMW Motorcycle club

AMY NICHOLS

AMY - I got started n motorcycling when my mailman asked me if I knew anybody who wanted to buy an old BMW with a sidecar. At that time I don't think I had ever even seen a sidecar, but I had heard of them.

BARBARA COWAN

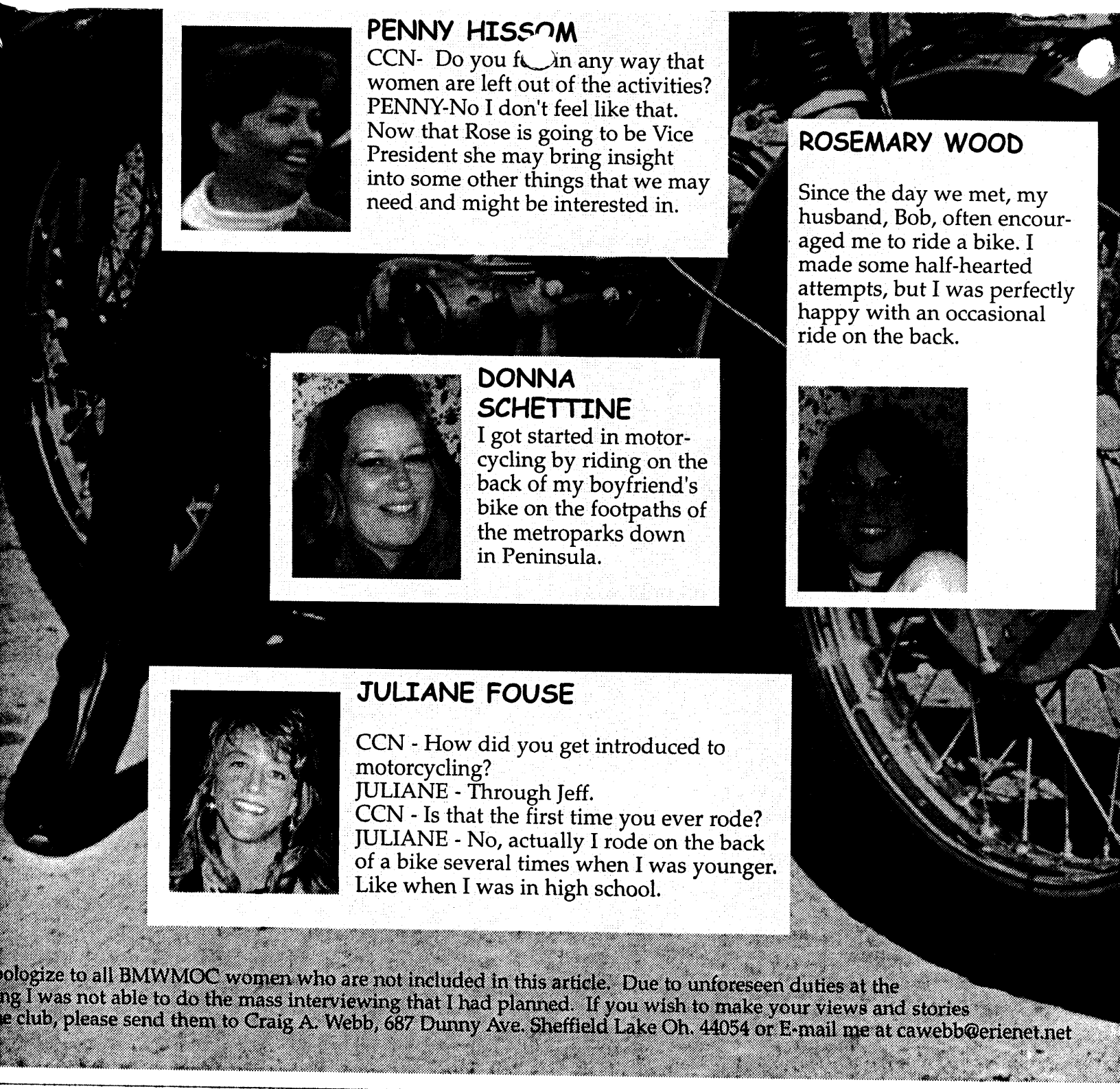
I was introduced to motorcycling by riding on the back of Bob Zronek's bike to a poker run. I'd ridden on the back of a bike maybe 3 times in my life and I was always

RIA TERRANOVA WEBB

I've always thought motorcycling was a romantic thing to do.

MICHELE HAZINSKI-STONE

I was never allowed to be around motorcycles when I was growing up. According to my mother, motorcycles are very dangerous and the people who ride them are of questionable morals.



PENNY HISSOM

CCN- Do you f[illegible]in any way that women are left out of the activities?
PENNY-No I don't feel like that. Now that Rose is going to be Vice President she may bring insight into some other things that we may need and might be interested in.

ROSEMARY WOOD

Since the day we met, my husband, Bob, often encouraged me to ride a bike. I made some half-hearted attempts, but I was perfectly happy with an occasional ride on the back.

DONNA SCHETTINE

I got started in motorcycling by riding on the back of my boyfriend's bike on the footpaths of the metroparks down in Peninsula.

JULIANE FOUSE

CCN - How did you get introduced to motorcycling?
JULIANE - Through Jeff.
CCN - Is that the first time you ever rode?
JULIANE - No, actually I rode on the back of a bike several times when I was younger. Like when I was in high school.

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BARBARA COWAN - *Cont. from centerfold*

One beautiful Saturday morning I woke up and I thought that I'd have to call up my boyfriend, to take me for a ride. Then I thought, wait a minute, I can do this. So I went out and bought a 400 Yamaha, bought a set of red leathers, a helmet, gloves, boots and took the Motorcycle Safety Class without ever having driven one. That was six years ago. I was 44.

CCN - Interesting, and now you ride coast to coast.

BARB - We haven't gotten to California yet, but we'll go this summer.

CCN - Do you have a most memorable experience?

BARB -I have tons of memorable experiences. My first solo ride was the RA rally at Logan.

I stopped in Loudenville for a late breakfast and when I took my helmet off there was this guy walking out. He said, "Aren't you supposed to be on the back of that thing?" Then I said, "No this is 1993 and things don't work that way anymore." He was real surprised.

CCN - Do you get what you need out of this club?

BARB - Considering the third meeting that I attended, I was elected Secretary/Treasurer. I held that position for two years and then I was President for two years. I'd say it met my needs.

If a club doesn't meet your needs, don't join. If you're going to join, then help. If you're not willing to help, then don't criticize.

If you look at the history of this club for the last 5 years, there has always been active women as directors and in higher positions. Without them I don't think the club would have taken some of the turns that it has. I doubt that many men on the board would dispute that the women do the majority of the work organizing the events.

I think some people may have seen me as being a dictatoress, but somebody has to be. Somebody has to take control and make a decision about what you are or are not going to do. CCN Are you presently happy with the way the club's going?

BARB - There is closeness among the women riders that is very special to me. We talk about the mechanics of riding, the skills, the oil/gas things and the emotional roller coaster of riding. We respect each other's abilities and lend moral support to all of the new riders. How many times have you sat around the campfire and heard one of the men say they fell down and how they felt about it? NEVER! The women discuss this openly, laugh about it and learn from each other. It's pretty neat.

JULIANE FOUSE - *Cont. from centerfold*

CCN - Do you think the club satisfies the needs of its female members?

JULIANE - Yes I do. I really do! You know I think they welcome them very much. I felt totally welcome when I first came into the club, and I didn't even ride my own bike to that event. I was just a passenger. Not that I feel there is anything wrong with being a passenger.

I think it has more to do with the women themselves. They can get themselves more involved if they want to just like I did. It's their own choice. If they want to get more involved they need to make that decision for themselves. I think the club does a very nice job in accepting new members. I felt very welcomed when I came here.

PENNY HISSOM - *Cont. from centerfold*

Like that "Women in Motorcycling" conference she went to. That's something I would have liked to have gone to.

CCN- Do you think there is any kind of backlash about the amount females are involved in the club?

PENNY- I don't think so. I think there is confusion in the club. Confusion about whether this is a social club or a riding club. Some people think this is a social club and other people think it's a riding club. Those two types of people just aren't mixing well. The way I understand it, we are a social club for people who own BMW motorcycles. It's not billed as a riding club.

CCN- What do you mean by a riding club?

PENNY- Getting together and riding as a group.

CCN- Do you feel that being involved in this club has improved your appreciation of motorcycling?

PENNY- Oh yeah, definitely. I would never have gotten a BMW unless Gerry had joined this group. Now I'm into looking for an older BMW. I think the older ones look neat and I'd like to get an older model to just ride around home. Keep my K bike for long trips. Actually, when I'm in Europe next summer I'm hoping to find someplace where I can take a day ride over there.

AMY NICHOLS - *Cont. from centerfold*

CCN - Is this the same bike that you have now?

AMY - Yeah, the white /5 with the sidecar. I've had that bike for 12 years. I've ridden it for 139,000 miles, been in 35 states and one foreign country, and won 52 awards.

My most memorable experience was having my first accident. It was actually a blessing in disguise. I got $25,000 in pain and suffering. That's what built my shop, bought my R69 and paid for my trip to Mexico. So I was really glad that lady pulled out in front of me.

I learned how to work on my own bike for major service because in Arkansas the nearest dealer was 200 miles away. Now I believe a woman should really know how to work on her motorcycle. There are some things I don't know how to do on a bike. If I don't have the knowledge or the tools to fiddle with something, I find someone who can.

My nicest experiences are about going to rallies and meeting people. Most of the people have been really decent to me.

There's been a few jerks of course. It's almost a hassle being a single woman on a motorcycle because of the sexual harassment a person gets. I've known married men to get downright verbally abusive with me. Then other women overhear that stuff, get the wrong idea, and I get harassed from the other side.

I've found that most men I go out with get turned on by the fact that I ride my own motorcycle. But afterward they change their minds. They are not scared that I might get hurt riding alone, they're scared that some other guy might be attracted to my riding alone. One guy said that he wanted to keep me in a closet. I'm like, "See Ya!" I don't do well in closets.

DONNA SCHETTINE - *Cont. from centerfold*

When we came off the footpath on the bike, (it was a 360 Honda), a ranger was waiting for us. He busted us for being on the footpath. He had an arrest warrant on my boyfriend from North

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Olmstead so he just took him away leaving me with the bike.

I had to learn how to ride to get the bike home. Nobody even told me to put the kickstand down when you kick started it! Of course, I stalled it at every stoplight. I nearly had a heart attack. After that I never wanted to ride ever again.

CCN- But obviously you did ride again, because you ride your own bike now.

DONNA- Oh yeah. Now I ride a K1100LT. I've been riding for 21 years.

CCN- Do you have a favorite motorcycle memory?

DONNA - I like'm all. All of them.

CCN - How do you feel about the club and women's participation in it?

DONNA - Oh, I don't think it would be going as far as it has without the women. I think they hold it together like a glue.

Michele M. Hazinski-Stone - *Cont. from centerfold*

It took Troy 3 years of subtle hints until the rebel in me said - okay we'll try it. I spent one season riding behind that big melon head struggling to see before I decided this was for the birds.

I started on my own with a MSF class. Troy bought me a VFR 750. I spent all summer going around the block. In September I proceeded to put 4,500 hard miles on in a month.

On the back of my helmet and bags are the words NASTY GIRL in tribute to my mother and her misguided views.

I have tons of memories and this sport is still new to me. I think I am still waiting for a favorite moment to occur. Motorcycling gives you a whole new perspective on life.

My feelings about the club are mixed. For me, the club is a meeting place, not a place for political advancement. It is a place to learn about the sport and get great tech tips. It's a place to relax and forget about the drudgeries of everyday life.

I'm glad there are other female enthusiasts involved with the club. We help balance out the politics and provide another perspective.

RIA TERRANOVA-WEBB - *Cont. from centerfold*

Way back in the 70's I spent a summer in Texas. The family I stayed with had a little Honda 60 that they kind of buzzed around on out there on the farm. I really wanted to learn how to do that. But I was a dismal failure because I couldn't clutch with my hand and shift with my foot. I thought to myself, " I'll never be able to do this."

Then many years later, when I was married to Craig, he came home one day and said that he wanted to buy a motorcycle and, "would that be Okay with me?" I was thrilled!

I took the motorcycle safety course. It was just awful, but I passed it. Then it took me two times to pass the license test. So now I actually know how to ride a motorcycle by myself. I enjoy doing it but I don't do it very much.

CCN - Do you find that being in the BMW club helps you with motorcycling?

RIA - It keeps it in my face. When I go to the meetings, it makes me think more about riding. I enjoy talking with the other women in the club about riding. They are all very encouraging. The more I go the more I think, "Ria, get on the bike and ride!"

CCN - Do you have a favorite motorcycle memory?

RIA - I think one of the best things was the first rally that I actually rode my bike too. It wasn't very far. It was just out past Port Clinton. When I rode into the rally campsite with my gear strapped on the back of my bike some of the members cheered for me. They cheered because I had actually ridden to a rally and was going to stay overnight. That was kind of neat.

Rosemary Wood - *Cont. from centerfold*

Later on I was listening to a radio show as the DJ happened to be discussing the delights of motorcycling. The DJ said, "you will never understand the excitement of motorcycling until you are in control of the handlebars. You have to ride it yourself!" I never forgot those words.

Then one day back in 1989, somewhere on the freeway halfway across Pennsylvania, two black K75 beemers passed us by and waved. The second bike was piloted by a woman! I thought, "How could she do that? How long would it take me to learn to ride?" The following spring I took a free MSF class. What could I loose? A weekend of time and a bruised ego? Been there before once or twice.

The class was ok. If it wasn't for the encouragement of the two best teachers in the world, Gloria Cole and Al Butterfield, I may not have finished.

Soon after the class I bought a Yamaha 450. I practiced through the summer. At the end of the summer, Bob surprised me with my very own caribou blue, BMW K75C. And that's the story of Little Rose Riding Wood! And you know what?? That DJ was absolutely correct!

Legal News

NHTSA, (National Highway Traffic and Safety Administration), is seeking to amend the daytime running light standard, (on cars), to reduce glare. No data is currently available to determine if daytime running lights are reducing accidents or if they are having any positive or negative impact on motorcycle accidents. The AMA is in the process of requesting that a study be performed on this issue. Additional information can be found at www.ama-cycle.org.

The AMA is currently trying to foster better cooperation between international and national motorcycle clubs. Regulatory threats against motorcyclists are beginning to take on a more global nature. The AMA hopes that coordinated efforts between international clubs will be more effective against these threats.

WE SHOULD BE SO LUCKY DEPT.

Wisconsin Governor Tommy Thompson led 200 Wisconsin riders on a cross-country ride to promote his state's 150th birthday. The ride left from Madison Wisconsin, stopped at four other state capitals and ended in Washington DC. Tompson has been riding motorcycles four years and has lead a ride each year to promote his state and its famous product, Harley - Davidson Motorcycles. *(Do you think we could get Bob Taft on a Goldwing? - CCN)*

Earlier this year, officials in the Daniel Boone National Forest in eastern Kentucky shut down some 700 miles of the forest's trails to all motorized vehicles. The decision closed nearly 90% of Daniel Boone trails and eliminated a large portion of the motorized trail system in the entire Eastern U.S.

The AMA has been working to prevent this closure, and in the next few weeks will be filing a lawsuit against the U.S. Forest Service to get it reversed. A militant environmentalist group known as Heartwood threatened a lawsuit over off-highway vehicle use in the forest. Individuals active in this group have previously had a hand in closing down motorized trails in Hoosier National Forest in Indiana and Shawnee National Forest in Illinois.

"It seems clear that forest officials took the threat of a lawsuit seriously," says Eric Lundquist, the AMA's senior legislative affairs

specialist. In announcing the closure, Forest Supervisor Ben Worhtington admitted that the remaining trail system would not adequately provide for off-highway motorized recreation. Whatever the reasoning, the closures stand.

"Challenging this decision in court will not be quick or inexpensive," says Robert Rasor, AMA vice president of government relations, "but we feel that it is necessary. We hope that motorcyclists around the country will join us in this battle."

If you would like to help, send your contributions to: AMA Open T5rails Fund, 33 Collegeview Rd. Westerville, Oh 43081-1484

After announcing the toughest emissions standards ever set for road motorcycles, The California Air Resources Board (CARB) has backed off - slightly. CARB's latest proposal will still set stringent standards - six times the federal level - but represents a moderation of the agency's previous draconian proposal.

"This CARB proposal still represents a very strict emissions standard for road motorcycles in California," notes Robert Rasor, AMA vice president of government relations. "But the fact that CARB listened to our concerns is an encouraging sign."

In addition, CARB has also opened the door to a return of two-stroke motorcycles on the state's trails - at least during some parts of the year. CARB officials announced that they would amend a controversial set of emission regulations that have prevented the use of two-stroke motorcycles and ATV's for recreational use on public lands. Those vehicles will become legal again in various riding areas, but only during times of the year when good air quality is expected. The amendment will also allow non-complying motorcycles to be used in competitive activities like enduros and desert races.

The plan would open up several riding areas in Northern California for extended periods of time. However, riding opportunities in Southern California where overall air-pollution problems are more serious, will still be significantly curtailed. "We are pleased by the progress that we have made on several fronts with this CARB ruling," says Robert Rasor. "Opening up competitive events to non-complying motorcycles is an important breakthrough."

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LOCKED-IN ON THE R1100S

By Tim McCormack

Last week I rode down to All Seasons in Wooster, Ohio to pick up a couple of sets of oil-changing crush washers and to order a three position electrical switch for my latest lighting project on my 1997 R850R. While Charley, the parts guy, and I were rummaging through the computer files looking for the right switch to order, Joe from sales came over to say "hey". I told Joe, who is a big Indians fan, what a great time I had at the Whispering Hills camp out listening to (and watching) the playoff games. We chit chatted awhile about camping and baseball until I happened to mention what a nice looking bike the new R1100S is. Well, Joe asked if I wanted to try one out. I said sure. He said he had one out back ready to go. I filled out a waiver form at Joe's' desk, went out front to put on my gear, went around back and I was alone with the hottest oilhead BMW makes.

Now, before I continue with my thoughts on the R1100S, I must let the reader know that I am a novice rider with limited hands on knowledge of bikes other than my own 850 and my sisters' 1200 Sportster. That said, let's continue.

The first thing I noticed when I threw my leg over and flipped up the kickstand was how light the bike felt. Next, I took some time to check out the controls and instruments. I adjusted the brake lever position for comfort (the same as on the 850). But I could just reach the clutch with my fingertips! Then I noticed that the clutch lever was unlike my 850 and had the same type of adjuster as the brake. This adjustable clutch lever is very nice. I set it close enough to work it easily with one finger. I fired up the engine, watched the ABS lights wink off, watched the tachometer for awhile (I don't have ABS or a Tachometer on my bike) put her in gear and moved off. The riding position was completely new to me, not ever having ridden a sport bike before. I went out Route 585 toward Smithville to put her into the turns that I know well. From Smithville I went to the Wayne County airport and back to All Seasons. The ride lasted about half an hour.

Riding Position: As I said, the riding position was new to me but I would call it "The Jockey Perch." It feels like you are leading with your head with the handlebars below you. Most surprising was the lightness of the steering and the lack of weight on the handlebars. I expected to feel more weight forward, almost like doing pushups. But the rider's center of mass is balanced back off the handlebars.

Power: Yes!

Sound: A low rumble at idle that says "STRONG ".

Clutch & Transmission: In one word I would say seamless. The clutch is almost too easy to use; it's so smooth. The transmission glides so quietly that it feels like you are shifting from one neutral to another neutral position. If you could not feel the power curve you would not be aware of changing gears. Really quiet.

Handling: Now, my 850 is a very good handling bike. I can lean-it, hip-it, sweep-it or counter steer-it into turns and it holds a line like a slot car. This new oilhead does all this faster, quicker and without thought. Without thought? By that I mean the "S" bike puts the rider into a more instinctive mode of riding. The low speed performance of this bike is superb, crossing Rail Road tracks, making U-turns, etc. Again the word smooth comes to mind.

Overall impressions: After a short time on the "S" bike I felt locked-in. Do you know what "locked-in" means? Locked-in means sitting on the ground, cross-legged on the two hundred yard line at Camp Perry with your strap tight around your left arm. The buttstock of your M1 Gerrand is in the pocket of your right shoul-

der, left elbow against inside knee, right elbow positioned against right shinbone, right cheek tight against the stock, and your target centered in your peep sight. You squeeze the trigger. The recoil rocks you backward like a weeble that wobbles. You roll forward again and come to rest; your target still centered in your peep sight. You squeeze the trigger seven more times with the same results because shooter and rifle have become one. A smile comes over your face. You are "locked-in" brother.

I watched a C-172 pilot make a smooth landing and I think that's the word that sums this "S" bike up best - smooth. I fired her up again (love that rumble) and left the airport for Smithville and the curves on 585 on the way back to All Seasons. I can't get over how light and responsive the steering is. I just felt like no conscious effort was needed to make this bike go where I wanted it to go. Coming out of the last curve on 585 I noticed I had that big grin on my face. Locked-in.

OIL IS OIL, RIGHT?

By Zircon

"Hey what kind of oil are you using?"

"I got this great stuff at K-mart cheap."

"What a deal!"

Did you ever have this conversation with another bike rider? It seems there is some confusion over oil these days. What to use, ABC or DFG? Some guys say, "oil is oil". I say, "wrong". The right oil, even if it costs more is cheaper in the long run than using the crap they sell at K-mart for cars. Take out your owner's manual and read it. That's the stuff you want. It's a lot cheaper than camshafts, valve lifters, rings and all those other fast moving parts. I don't think you can find the right oil at K-mart, but I may be mistaken.

As some of you know, last spring I did some work on my R100RT, which I purchased new, with zero miles in 1991. Therefore, I know it never got Quaker State, Pennzoil or any other of the bargain basement oils put into it. I used only SPECTRO products and went to GOLDEN SPECTRO, the synthetic blend, at 12,000 miles.

I wondered if I was throwing my money away on what I thought was better oil. But, to my surprise, I was not! At 76,000 miles, I found NO discernible wear on my piston rings or cylinders. The extra money I spent on oil was worth it. I consider it a bargain.

Most of the damage done to an engine is at cold start and while sitting at idle. At cold start there is little oil covering wear surfaces like cam lobes and cylinders. If you stop to think about it, at idle speed of 1000 RPM or so, those pistons still are moving at unreal speed.

Consider those pistons traveling approximately four inches, stopping, and returning the same distance at the same speed for each complete stroke. In real numbers, estimating the piston travel at 4 inches in one direction, 8 inches a full revolution times 1000 such revolutions, the piston will have traveled a distance of 8,000 inches or 222.2 yards or 2.2 times the length of a football field in ONE minute. Now that is speed!

Meanwhile the cam is moving at 1/2 that speed or 500 RPM at idle, but it has the valve lifter pressed against it under the full pressure of the valve springs, which creates significant resistance. It takes a good oil on those cam lobes to stop friction from wearing off the bumps that open your valves and we haven't even taken into consideration the considerable heat generated in this whole process.

So treat you good pal to an oil change. Read your manual. Better yet start using SPECTRO products. BMW oil is manufactured by SPECTRO. Remember, GOLDEN SPECTRO should not be used until you have 10,000 - 12,000 miles on your new engine.

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WEBB'S NEWEST FOLLY

Well, I don't seem to be able to get anyone to bite on the "changing the newsletter name" idea. Even Terry now feels comfortable with Cleveland Club News as long as he can fiddle with changing the landscapes behind it. So how about this equally wacky concept?

I want to make up a Photographic Membership Directory to be distributed to all club members after the March 1999 Membership Drive. The idea would be that all membership renewals would be accompanied by a photo, allowing other club members to match up those names and faces. Of course many of you have had your mug shot at various rallies and events, and we do have the ability to crop and enlarge portions of photos that may contain extraneous people and objects. However, some of you are seldom seen at club events, (or maybe I just haven't learned to place you yet).

Wouldn't it be great to walk up to that well known face at the next rally and not have to dance around the fact that you can't quite remember their name! Somehow I don't see us ever wearing the dorky, "Hello my name is _____", name tags. Do you? Couples who are listed together could do cute family shots, maybe stick your favorite bike in there. This would just be a once a year thing with the month by month roster remaining in its current abbreviated form.

If this works, who knows, maybe a Person to Personals section next year!

MORE NEWSLETTER CHANGES

Your editor Craig A. Webb has arranged for a faster more reliable E-mail connection. I can now be reached at cawebb@erienet.net. I still do not have fax ability, but I'm working on it.

In the interest of maximizing the publicity functions of this newsletter I am changing the publishing dates of our quarterly schedule. I do not know the history or rational of the original new-age oriented solstice dates of March, June, September and December 21st but they regularly played havoc with the club's schedule of events, typically falling well after the planned dates of events they were supposed to promote.

The new publication dates will be; March 1st, June 1st, September 1st and December 1st.

This ought to position the newsletter to be much more effective concerning the March membership drive, the June Micro-Rally, the October Fall Gathering and the December Christmas Party. Unfortunately it will not improve coverage of the Club Elections, but it will allow Terry Taggart and I the luxury of a Christmas season without the impending newsletter deadline.

Speaking of deadlines, the new deadlines for submissions will be February 15th, May 15th, August 15th and November 15th. I hope these changes will not inconvenience anyone or further dis-

turb the traditionalists amongst us.

MOTOSAPIEN MOMENTS Winter 98

Ju-Ju Bawana

By Craig Webb

Think back to those 50's Tarzan movies staring Johnny Weissmuller and Maureen O'Sullivan in leather swimsuits. The greedy white hunter is hacking his way through the undergrowth when he comes upon somebody's skull impaled on a pointy stick with feathers stuffed in its mouth. Registering disgust, Sir Reginald starts to hack the thing down when some black guy from back down the conga line, carrying 500 pounds of ridiculous Victorian camping gear on his head, runs up and yells, "Ju-Ju Bawana, Ju-Ju!"

Now this is a pivotal moment. Nobody in the audience speaks Swahili but everyone knows what the brother is saying. Everyone except Sir Reginald. He laughs haughtily, makes some insensitive remark about local belief systems, hacks down the skull and steps forward into the quicksand pit, alligator pit, snake pit or fiendish primitive mousetrap where he abruptly receives a pointy stick of his very own.

This is why I never ignore the Ju-Ju. I'm not taking the pointy stick for anybody. The difficulty comes in identifying the Ju-Jus in our modern world as we don't see too many feathered skulls now days. However, in the Clymer BMW repair manuals where it states; "Be careful to retain ALL the VERY small NUMEROUS shims that are critical to . . .blah, blah, blah." That's a Ju-Ju. Huge snake pit there.

Other Ju-Jus are intuitive and personal. Like changing to a different Chief Wahoo hat whenever the tribe looses a payoff game. I own eight different hats that should be just sufficient to see them through the World Series. Then there's turning off the game when things look bad because my pessimistic vibes are putting the Ju-Ju on the team. Saturday night at the Fall Gathering I knew it was time to kill the radio but the Sir Reginalds around the bonfire wouldn't hear of it. Finally my truck battery went dead divinely providing the needed relief. But some Sir Reginald went and found another radio! What a *Bawana!

*(Commonly believed to mean "Master" or "Boss" but correctly translated as "Bonehead" or "Asshole".)

Then there's the guy from Columbus who rode the lone Guzi to the Fall Rally. This particular mechanical Italian stallion is inflicted with multiple Ju-Jus like mysterious exploding hard bags and an intense aversion to crossing state lines. It also is prone to inexplicable breakdowns if he chooses to ride with someone else, if he changes travel plans abruptly, or if the moon is full, etc. etc.

There are those among us who would honor the Ju-Jus on this silly goose and figure it's time for a new bike, but not Sir Reginald. Reggie is not the type to give up easily. He also is not unaware of the power of the opposing spiritual forces having survived numerous fiendish pits. What he's looking for is a Bike Exorcist.

What a concept! Part mechanic - part witch doctor, a mechanotherapist with Vatican connections. Is this a potential new age moneymaker or what? I'm already working up an infomercial and a 900 number.

Unfortunately I can't ever recall meeting such a talent. The best I can do is offer certain personal rituals which while seeming vaguely scientific and practical are actually thinly veiled sacrifices to propitiate the motorcycle Gods.

#1 Wash the bike carefully removing all dead insects from vital surfaces.

#2 Check the tire pressure, always replace the plastic caps on the valve stems, and wiggle the wheels thoughtfully even though you have no idea how much "play" should be present.

#3 Check the oil level and top off with religious attention to NOT cross threading the dipstick.

#4 Stare intently at the brake fluid level in the master cylinder but NEVER mess with anything hydraulic!

#5 Look at the battery. Don't try to take it out because that's a damn pain in the ass on a BMW. Just show appropriate concern.

#6 Fill with the highest test gas legally available. Bikes are like beautiful women - they like to drink first class.

#7 Take along two keys, a first aid kit, a flash light, all available tools (whether you know how to use them or not.), spare bulbs, spark plugs, inner tubes, string, duct tape, fresh condoms, a cell phone and several major credit cards.

Lastly, it is important to depart on you travels with a minimum of false bravado. High expectations and idle boasts are the devil's playthings. The ancient Greeks called it "hubris" and it is the principal reason why Ulysses, Oedipus, Achilles and all their gang had such a major bummer on their Mediterranean tour. A little prayer, a rabbit's foot and a Saint Christopher medal are the least you could do to show those in charge that you are aware of your own limitations.

However, even after doing all this, you still have to read the signs and beware the evil omens.

DO NOT PROCEED ON PLANNED MOTORCYCLE TRAVEL IF;

A. The bike refuses to start even with a new battery, full choke and open petcock.
(The bike is having a bad day)

B. You drop the bike in your own driveway while trying to get on.
(You are having a bad day)

C. You see 3 really gross squashed cats on the road within 1/2 mile of your house.
(Death is on a roll)

Ju-Ju Bawana, Ju-Ju!

MEDITATIONS

Sometimes I go about in pity for myself,
And all the while
A great wind is bearing me across the sky.

Traditional Ojibwa saying

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Help Craig buy a Cruiser! 1979 R65 35K, faring, city bags, new back tire, great condition.
1964 R60/2 49K, large seat, good condition. /5 front brake assembly, good shoes. New set of Hippo Hands! Make me an offer I can't refuse. Call Craig 440-949-5071

Jerry Bruce is looking for someone interested in repairing a 1982 R65 LS which sustained front end damage while kissing a buick. If you're mechanically inclined and are looking for a profitable winter project give him a call. (440) 247-5656

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Corbin Dual Canyon Sport Seat, black, EC, fits86-91 K100's and K75's. Call Mike May at 440-884-6918 days or 216-475-0400 after 4:00pm

CLUB MEMBERSHIP NEWS

If you were contemplating sending in that ominous looking membership form from the LAST newsletter, PLEASE don't. If you are a current member who has paid for his past '98 season you are a "Member in Good Standing", until the end of March of 1999.

If you desire to become a new member call Bob Wood at 216-252-7933 for the correct form.

Our annual club membership renewal time is the month of March. Please renew promptly with the "Renewal Form" in the Spring issue of the CCN. Our membership year runs from March to March regardless of when you originally joined. However dues can be paid from January 1st, through the end of March and will be applied to that year.

Welcome new members Tom Weber, Jeff Sanson and Eric Probst. We hope you find the BMWMOC to be the club you have been looking for.

R	S	A	T	B	R	A	C	K	E	T	E	G	L	P	T	O	R	S
I	E	M	F	O	S	T	R	L	Q	S	H	K	L	I	O	R	Y	I
C	A	J	U	D	L	H	C	R	O	D	O	M	E	T	E	R	L	T
V	L	E	M	I	C	Y	L	T	Q	F	U	S	H	I	T	S	D	O
A	G	U	O	V	C	M	E	T	S	R	D	R	A	U	G	D	U	M
R	U	N	T	R	A	N	S	M	I	S	S	I	O	N	H	O	R	S
P	T	U	O	C	G	L	O	V	E	G	B	R	I	N	G	J	E	D
O	B	T	S	A	H	O	V	E	W	H	N	R	L	A	R	T	K	O
T	O	A	M	F	I	L	T	E	R	J	A	I	A	C	K	E	B	S
M	Z	C	C	L	G	R	E	A	S	E	O	Y	T	K	N	T	E	P
G	E	H	B	Y	C	T	C	A	B	L	E	S	C	I	E	K	I	A
A	B	O	T	W	L	L	R	R	O	W	H	O	L	C	O	S	J	R
S	U	M	U	H	S	I	A	L	T	A	R	P	Y	P	Z	N	Y	K
O	S	E	B	E	R	K	N	M	O	S	S	O	S	L	A	Y	S	P
L	H	T	B	E	E	I	K	D	P	H	T	O	M	O	R	A	P	L
I	I	E	Y	L	H	O	S	P	E	E	D	O	M	E	T	E	R	U
N	N	R	I	O	R	H	H	T	H	R	O	T	T	L	E	G	I	G
E	G	N	A	L	F	O	A	S	C	L	U	T	O	B	R	U	N	E
O	E	O	L	D	O	G	F	D	Y	Q	A	B	R	I	N	G	G	S
M	A	T	B	A	R	K	T	O	C	B	R	A	T	O	L	M	I	T
A	R	B	U	R	E	T	O	R	L	I	U	N	H	I	F	C	Z	O
I	S	C	R	E	W	R	X	Y	M	O	S	H	R	A	K	R	E	B

TECHNO-SEARCH

SEARCH FOR WORDS FORWARD, BACKWARD, TOP-TO-BOTTOM, BOTTOM-TO-TOP AND DIAGONAL.

MOTORCYCLE
TRANSMISSION
CYLINDER
VALVES
IGNITION
THROTTLE
MAGNETO
CAMSHAFT
GEARS
CLUTCH
FLYWHEEL
CRANKSHAFT
RODS
CARBURETOR
FILTER
FLANGE
SPEEDOMETER
TACHOMETER
SPOKES
BRAKES
BEARINGS
MUDGUARD
BATTERY
CABLES
CLAMP
SPRING
BRACKET
SPLINE
HUB
BOLT
WASHER
NUT
BUSHING
GREASE
BRAKELINE
ODOMETER
SEAL
SPARKPLUG
SCREW
TIMING
OIL
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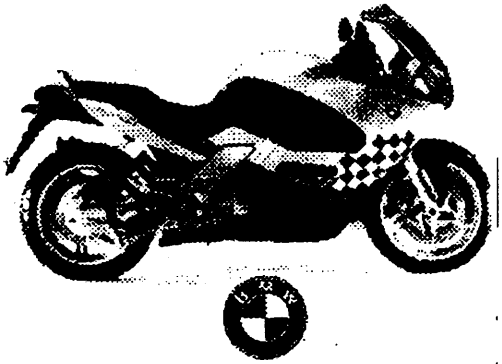

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HOLIDAY BEEMER BASH

By Marcy & George Lopez

Can you believe it - a Holiday Party without a blizzard! Better yet, a Holiday Party on a night warm enough for many of you to ride!

I hope everyone enjoyed the Holiday Party held on Saturday December 5th at Camp Corde Hall. We had approximately 80 adults and 10 children in attendance. Penny and I would like to take this opportunity to thank everyone who showed up early to help set up and those who stayed afterwards to help clean up. This event takes some planning ahead of time but the day of the party is hectic and a lot of you, as always, chipped in.

Thanks so much to Greg "Santa" Antolik for passing out the gifts to the members and the kids. The Board thought the flashlights would be a handy and useful item and we hope you will get plenty of good use from them. These lights were sold to the club at a discounted price by Sill's. Thanks, Pam!

I'm sure the pictures Bob Burley and Eric Simon took of Santa with the club members will be fun to see! For many of us this was our first chance to meet our youngest (and cutest) member - Benjamin Simon. I believe dad said the visit with our Santa was Ben's third that week, (or was it that day?). We can't forget Sue Davis for putting together yet another profitable Silent Auction. Your donations and bids were appreciated by everyone involved in the club.

Congratulations to Donna Shettine and Greg Antolik for matching all 14 bikes with their riders from the pictures taken at the Fall Gathering Campout. The fact that Jerry Bruce had two bikes at the campout confused just about everyone who played. Congratulations are also due to Gary Pope on winning the 50/50 raffle.

A very special thanks to Craig Webb for, once again, taking the leftover food to St. Herman's. Craig also took them all of the canned goods that were donated at the party. We have Jerry Bruce to thank for the good idea of bringing canned goods to the party. I'm sure your generosity will be greatly appreciated by those who are served by St. Herman's.

Lastly, I'd like to take this opportunity to wish everyone a safe and happy holiday season and Happy New Year!