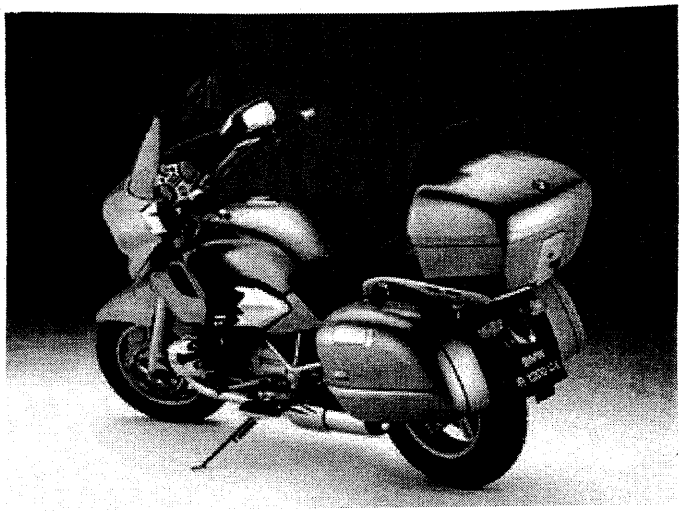
Cleveland Club News

BMW Motorcycle Owners of Cleveland **WINTER 2002**

BMW Invades Milwaukee in Time for 100th Anniversary

Bayerische Motoren Werke GmbH has entered the market that has been dominated by American motorcycle manufacturers. The 2003 **R1200CL** is positioned to compete with Harley Davidson, Polaris and Indian for the long – distance, luxury cruiser segment of motorcycling. It will also have to contend with Japanese cruiser clones which have shown more originality and strength of late.

If Max Friz, the creator of the BMW motorcycle, were alive today, would he approve? The man who was intuitive enough to switch from airplane engines to the more marketable "motorad" would no doubt welcome the opportunity to be included in this popular and profitable motorcycling segment, regardless of sniping by traditionalists.



Top trunk provides back rest and can be removed. Saddlebags are permanently mounted.

The reaction by the motorcycling press has been generally positive, even while carping over extra weight and ergonomic annoyances. Why wouldn't BMW take a fresh look at the scenery-over-speed ride for "older" buyers. The R1200C was the second best selling machine in the US in 2001. In doing so, BMW brought expected features to the new machine like heel-toe shifters, floor boards and handlebar mounted fairing. But, just as the R1200C was unique among performance cruisers, the R1200CL exhibits several special Bavarian touches. The "M" shaped windshield makes riding in the rain safer without squinting through the windshield and shorter riders can order shorter shields.

The design changes are there in enough numbers to dissuade consumers from thinking that this model is simply an R1200C with accessories. The goal was to blend characteristics from both the cruiser and the popular K1200LT. There are departures never used on two-wheelers to date such as the headlight assembly. Two standard lights are arranged horizontally with two projection beams that make a cruciform pattern, both original and controversial, but effective.

Low saddle height and high bars are rider-friendly.

There is an upgraded CLC version available, too. The extras include an FM radio/CD player with a six-CD changer, cushier saddle with two-stage electrical heating. Pricing for the two versions are $15,900 and $16,490; quite a bargain for those recently snooping in Harley - Davidson showrooms.

Will the new model gather a following similar to the GS aficionados? Will BMW offer "Schreier Adler" performance upgrades? The success or failure of the R1200CL will be known sometime mid 2003, but don't look overly hard for them in Wisconsin next summer.

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The Ralph Report

By President Ralph Crider

Hello, all. I'd like to welcome you to the Winter issue of The Cleveland Club News. I'd also like to say hello to our new news letter editor, Don Poremski and hope you like the new look he brings to the table. In my conversations with Don he has promised to bring his personal style and life-long love of motorcycles to our waiting eyes.

I'd also like to express a sincere note of THANK YOU to Craig Webb and Terry Taggart for their previous efforts on our club's behalf. The style and look they brought to our club newsletter was always welcome in my mailbox.

At the last club meeting, club elections were held and we have several new members to help guide and lead our club for the next year, some are new faces and some are members who have moved into new slots. As returning president, I'd like to express my thanks for the club's vote and say welcome to the new board. Please welcome them and let them know that their service is appreciated. It is a tough job at times with little reward other than personal satisfaction, and a complimentary word or two goes a long way.

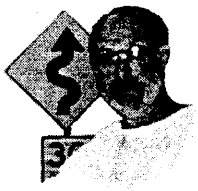
While the next year's agenda hasn't been set in stone yet, there are several ideas being tossed around and it is important for club members to show up and express their thoughts as the year starts. In conversation with the new road captain, Darwin, it does look like we are in for a good year with old favorites and a couple of new twists thrown in. I'd also like to say that the member participation award system being brought forth has real potential to increase turn out at several events and hopefully lead to new events and ideas in our club.

We do have some motivated members showing up and presenting ideas that sound interesting and exciting. Remember, the more ideas we have, the better input and direction the club will have. While not every idea presented is accepted by the board and membership, they all get some discussion. This is one of the few organizations where your direct vote will have a true meaning as to your intentions. Since the early days of our little group we have relied on the membership to decide what we want to

do and how it gets done and the board has been given the task of getting it done.

I won't babble on much further, and will leave you time to read the eye candy Don has planned in his first issue and hope that the rest of the membership enjoys Don's wit and intelligent writing style that has been published in other magazines and newsletters and that is now in your hands.

Road Signs – Winter 2002



by Paul Shaver

Well, here we are, fellow club members, it is the end of the riding season for 2002. When the leaves have fallen and our nemeses, the deer, are out and about, It's time to think about putting our mechanical steeds away for another year. But before putting your bike away for the winter hibernation, there are a few things you should do.

Change the oil and filter to get rid of the acids that come with use. Get the engine to operating temperature first (last ride of the season). Now is also a good time to drain the transmission and final drive. Fill your gas tank completely to eliminate condensation and add Sta-Bil. Do so before your final ride, then top up to insure the fuel stabilizer is also in the carburetors or injector bodies.

Remove your battery and refill cells as needed with distilled water only. Fully recharge it as well (be aware that some batteries have special charging rates) and store in a cool place. Outside is fine because a fully charged battery won't freeze in our climate.

Check and clean the air filter and, if you have a rodent problem, cover the air intake to keep them from nesting. (Like they did in my R60US. ed.) If your bike is liquid cooled changing the coolant isn't a bad idea either. If your bike is stored on concrete place wood under the tires or set the bike on blocks so the tires are clear. Inflate to the tire pressure usually used in season. Clean and polish the bike to resist corrosion and to keep rubber surfaces from breaking down. WD40 or ArmorAll would help. The last thing could be to fog the engine if it's stored in a high humidity area or for an extended time period. So much for Squeak's tech tips for this issue.

By the time you read this, we will have a new Road Captain, Darwin McClellan. I'm sure that with his personality and passion to ride that he will make a fine Road Captain for 2003 and possibly beyond. This has been quite an experience for the past three years. One of my main goals was to come up with an Annual Club Calendar of Events for which the theme was "What is the Club Doing?" with emphasis on the last weekend of the month.

FEBRUARY.....Cycle World Show & Dinner
APRIL.....Tune Up Clinic
MAY.....Club Ride to Brunch
JUNE.....Summer Comfort Ride
Micro Rally
JULY.....Club Dealer Ride & Poker Run
AUGUST ...Club Ride to Finger Lakes
SEPTEMBER....Brunch and Ride to Scott & Jo Farnham's in Kirtland
OCTOBER.....RA Halloween Campout in Cadiz
Fall Foliage Rally

Another suggestion is to have a "special interest" calendar in which a member takes the lead for the club to participate such as Stan Kain's Mohican Indian Pow-Wow. Saturday or Sunday free style rides with a standing gathering point could work, too. Also, I'm sure the new board will provide direction for fresh activities, making things more event-full. It would be helpful to have the E-Group post and remind members of upcoming events, perhaps as much as two weeks ahead of time, so their schedules can be checked or changed.

Well, that's my farewell address and the last edition of Road Signs by your Road Captain, Squeak.

May all of you have health, peace and happiness in your life and others near to you. Ride safe and have fun. By the way, when you see me next I went back to my 20th Century look. (Had to go back to being a baldy.)

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JAN 2/FEB 6/MAR 6 MEETINGS

MOC meetings for the first quarter will be held at Jimmy J's Bar & Grill, 1854 Snow Road in Parma. Map in Darwin's column. Call (216) 351-9798 for info.

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Ramblin' with Rose by Rosemary Wood

The struggle between Mars and Venus crosses many aspects of our lives, including motorcycling. Regardless of your seat position, traveling with the 'other side' poses both challenging and humorous moments. There are few opportunities, in this world of wrenching and riding, to address these special moments that we share. BMWMOC has a large Venus connection with many lady members riding their own machines "Ramblin' with Rose" creates a forum where the questions of traveling couples can be addressed for both men and women. Questions or comments are welcome and should be sent to ramblinrose@adelphia.net or mailed to the CCN editor.

Dear Ramblin' Rose,

I am a new rider, and two months ago I bought my first bike. I've been practicing short rides with my boyfriend whenever I can. We have disagreements as to who should take the 'point'. He often gets frustrated with me because I go too slowly, and he says it's better to watch my 'behind'? Who do you think should take the lead?

Signed-Who's First?

Dear Who's First,

Men won't always admit it, but the reason they like their lady partners to 'take the point' (take the lead) is because they are just so tickled with watching the 'scenery'. He's watching your behind all right!

I think a new rider should follow the experienced rider, regardless of the gender. You have enough to think about in becoming familiar with operating the machine, let alone watching for every road and traffic hazard out there, particularly if you are traveling short distances on city streets. He can alert you to the potholes, the squirrel darting across the road, and the van swerving over the double yellow.

His actions will draw your attention to any dangers up ahead leaving you to concentrate on the functions of your new bike. This isn't to say that you don't have to be aware of your surroundings, but you'll have a few more seconds to respond to things he sees first. You will gradually get a 'feel' for the speed limits and finding your comfort level.

Following a more practiced rider on curving country roads also has its advantages. Tracing the path of a skilled rider can teach you how to approach the curves and sweepers by finding 'the line'.

Freeway riding up front would pose the least trouble, but you may still not be comfortable at higher speeds. At 65 mph you may be wondering when this thing is going to go airborne. The rider on the 'point' should also be scouting for the occasional 'bear' traps and can assist in navigating through unusual construction patterns.

Bring these points up to your boyfriend in a way that focuses on his prowess and riding expertise. He can only use one head at a time, so if you swell up the top one, the 'scenery' may seem less important. If he still insists on lagging behind, find yourself a girlfriend to practice with until you are at ease with the experience.

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REMEMBER – When visiting our advertising vendors, mention you saw their ad in the CCN.

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"Feeling the Pull" by Don Poremski

Yes, there could in fact be some collusion afoot. Checking the Four Winds BMW Riders message board has shown several entries hawking classes there and touting its easy availability. Riders who have partaken of it laud its ability to teach and improve skills. Cycle magazines provide aerial shots to prove its existence in Southwestern Pennsylvania. **BeaveRun Sports Complex**.

There it lies just a bit north of exit 2 of the Pennsylvania Turnpike. It rests out of sight of the passing masses, the unimproved road giving no hint of the smooth tarmac that beckons perhaps a mile away. Its magnetism draws from hundreds of miles away into the Akron, Ohio area.

Sure, curiosity was mixed with philanthropy when the decision was made to see this wonder in person. The Octoberfest entry was $10 and another sawbuck got you three laps of the track, albeit behind a pace car. Yeah, it was a Ferrari, but it was still slow. The visitor went away unslaked. But then the network of the diseased came into play and a friend called to tell of another opportunity to lap the, you know, track.

The North Eastern Sport Bike Association (NESBA) was offering a chance to circulate with the Beginner class on Oct. 26th and 27th and the cost.....zilch, nada, zero, goose egg! Guess they figure that such exposure will lead the afflicted to the conclusion that membership was a must. Jump on line, register, agree to conditions and voila, two riding sessions with control riders, but, hey, they were a lot faster than that Ferrari. The downside? Get up at 0500, wrestle into four layers of clothing and hit the road in 40 degree temps for an 0730 sign-in and inspection.

Glad I opted to go on Sunday. Saturday was raining and the track had sections where drainage cut across the asphalt. Evidence of the mud on the track was still there on Sunday, but the day was dry and the clouds would relent occasionally so as to provide a little warmth. The Advanced and Intermediate guys went first to clear off any lingering loose stuff and it was our turn, Beginners and Intros. Watch the flagman at the end of the pits to be certain you didn't pull out into someone coming hot off the front straight, get the green and let the grins begin.

It's no surprise that racers, especially good racers are compensated well. The track humbles like no other experience. "Man, I got a great drive out of that turn, but YIKES! What's beyond that rise?" The mental aspect of controlling a motorcycle at speed meets or exceeds the physical element in my experience. BeaveRun improves one's ability to turn right and to look where you want to go rather than where you're at. I kept waiting for the peg feelers to touch down telling me that perhaps there was club racing in my future, but, alas, twas only an errant boot that would occasionally brush the surface. The "Suvanuzzi" probably had another 5 or 10 degrees of lean at my disposal, but we weren't going there today.

Got the "chicken strips" to disappear from the rear tire, but the front still mocks me. The best thing about the entire experience was that the corner workers are not equipped with on - the -move radar. Thanks, Ed Tatters. I owe you big time.

X X X

New BMW Dealer Plans Moving Forward

"The most difficult part of establishing a new dealership is the start up phase." says Dale Kramer, the principal behind BMW Motorcycles of Cleveland or MOC. "I have my letter of intent and I'm receiving assistance and guidance from BMW."

Dale has been a motorcycle enthusiast for more than 25 years and is anxious to establish an enthusiast-friendly dealership in Eastern Cleveland. If the analogy of a new dealer "clock" was used, "I'm at about ten to midnight now." said Kramer.

Dale goes to the zoning board in late December and once over that hurdle, things will accelerate. "The proposed building is in Bainbridge and we'll have about 7,500 to 10,000 square feet for the business." he continued during a recent telephone conversation. "If all goes well I'll have access to the building in February, 2003." He went on to say that a lot of renovation must be done including a totally new façade and major interior work. His goal is to have one of every model of BMW on display plus emphasize clothing and accessories from BMW and other selected manufacturers.

"I'd be really pleased to interact closely with the Ohio BMW clubs and establish kind of a clubhouse atmosphere at my dealership." Dale would also like to spread the word that he'll need personnel to help run the business in a variety of areas: sales, service and administration. Those interested should contact Dale by calling 440-893-0901 to talk it over.

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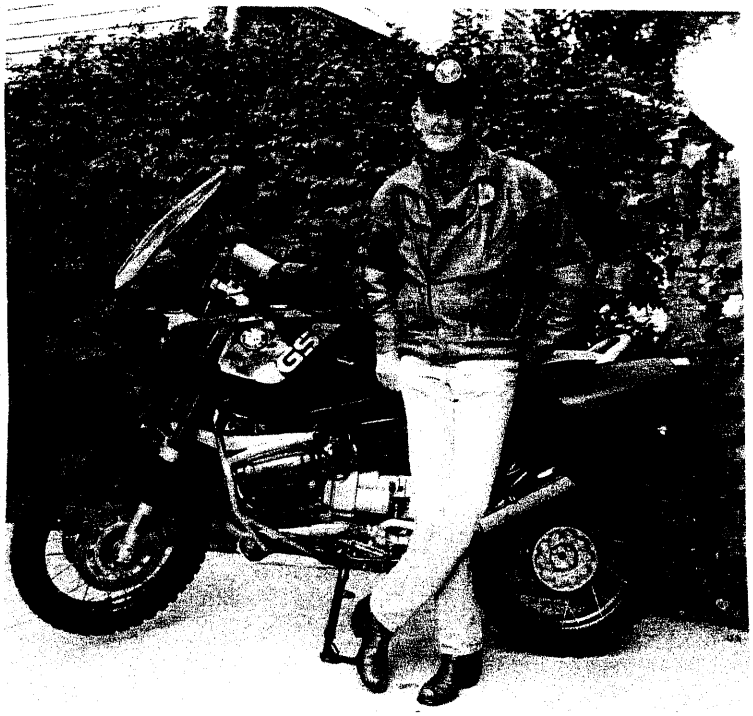
Ed's Big Adventure by Ed Fitzwater #111



I couldn't sleep, so here I am at 4:30 a. m. pushing my R1100R out of the garage. It's only an hour and fifteen minutes to "All Seasons" dealership down in Wooster, but I figure I can take a ride through Amish country to calm down. Ever since I made up my mind to take early retirement at the end of the year, I've known I would do this. My retirement bike had to be special for me, and for the way I plan to ride.

Two weeks ago I went down to All Season just to look around. I never dreamed there would be one of the new GS 1150 Adventures standing on the showroom floor. I had really loved the 1988 R100GS I had owned years ago. Being able to keep going when the road ran out had led me to some great rides. Well, within three hours I was at home explaining how I had outgrown my R1100R. All Gayle asked was, "How much?". I guess I should have lied, but, knowing the truth would be written in black and white within days, I TOLD HER. Believe me when I say it really wasn't that bad. By late evening she even asked , "What color?".

Two weeks can really drag sometimes, but today is the day. I took the long way on the R1100R. I love riding the roads down in Amish area. The young boys and young men respond to motorcycles in a very positive way. I just wonder what it's like to have to look, but not touch. I really respect their way of life, but we "English" cannot, and maybe should not, understand their way of life. It is a better world for the vast diversification of people and ideas.

It must have been about 9:30 when I walked into the showroom. There sat the bike. Only now it had system bags mounted. Damn! It looked even better than before. In less than 45 minutes the paper work was done and it was official, this was Ed's Big Adventure.

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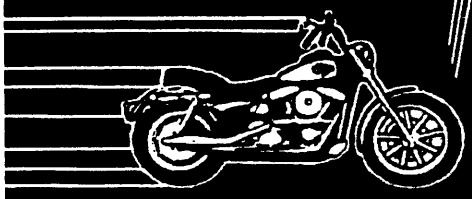
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Huge may have been a better word. At slightly over six feet with a 34 inch inseam, I still had to do the tippy toe thing. With almost fifty pounds of fuel in the near 8-gallon tank, it was a little spooky pushing the weight around. All I need to do is drop this thing and make a big fool of myself, not to mention the cost of bent and scratched expensive parts. I swing my leg over the too-tall saddle, touch the starter, click into low and off we go.

The bike changes from huge monster to smooth monster the minute forward movement starts. The shifter proves to be less error prone than my earlier BMW's. The close ratio transmission has to be experienced to be believed. This is one real world motorcycle. I am happily surprised at how good the windshield smooths the airflow. I am a bit put off by the block tire tread. I can feel the slight vibration from the tires at slower speeds. Can these tires stick in corners as well as I have read? I decide to head south and get in some break-in miles before heading north to Avon Lake and home.

The first hour is gone before I know it. I've been riding some really nice country roads. A good mix of curves and straights makes for a nice paced ride. The steering is quicker resulting in an extra grin per mile. A little push on the left grip and right now I'm headed that way. Also, the tires are really sticking quite nicely. Until I get a thousand miles or so on the bike, I won't be pushing the envelope a lot. I like to break the bikes in "by the book" mostly. It looks like I made the right choice, so off I go on the next turn off that shows gravel. At first I'm a little shaky, but real soon I start getting the old gravel-riding feeling back. After almost twenty miles of dirt and gravel it ends on a paved section. I like this kind of riding...and knowing that next year I'll be free of the working life so I can travel is great.

Turning north toward home, I decide to hit Interstate 71 for a few miles to see how that part works. At speed everything works as advertised, but interstates are boring, so I'm soon back onto the country roads in the area. When I pull into my driveway, Gayle is waiting. She knew from experience that I would be as late as I was. She remarks as to the necessity of a small ladder so she can climb up on the pillion. A half hour ride proves that she can get on, but results in a promise to rework the seat height or perhaps replace it. I had figured on that for safety sake. It is a big bike, but it handles like a lightweight when you're moving. There are a couple of things to be addressed in the near future. The seat height, the windshield could be slightly higher and add a GPS unit. I must admit that heated grips (for wimps) are now a necessity.

I'll be working on the bike over the winter to prepare for my first year of freedom from an employer since I was fifteen years old. That and my Bid Adventure make life GOOD! Look for updates as I pile up the miles.

Fall Foliage 2002 Draws Crowd

Bob Wood mans the steamer for the 2002 Fall Foliage Festival.

The weather wasn't absolutely perfect, but BMW riders are a hard y lot. Attendance was estimated to be 130 & a good time was had by all.

"Fall Foliage" also includes the "Gathering of the Clams" as presented by caterer extraordinaire Bob Wood, family, and able volunteers. The clams were good enough to prompt 28 dozen in additional sales to compliment the 69 dinners.

The gathering was held once again at the Whispering Hills Campground near Shreve, Ohio. Campers paid $8 per night and cabins went for $50 per night.

What happened to the extra 14 pounds of freshwater mussels? The volunteers got 'em, which makes a person think about helping out next year.

Winter Weather Holds Hazards for Die-Hard Riders by Don Poremski

Can't bear the thought of enduring the entire winter without a few putts on "Ol' Paint" or whatever you call your favorite scooter. A ride in the cold months can be a hazard as well as a relief.

Hypothermia is actually a medical term to describe the process of artificially lowering body temperature to slow metabolic processes, usually during heart surgery, but we have begun using it in place of "freezing your buns on a bike". We should be calling it exposure. It happens well above freezing and, to motorcyclists, very often.

The most common danger signal is shivering. Next come: drowsiness, weakness or clumsiness and confusion. Most of us try to tough it out when we experience this discomfort, but you are gambling with your life if you don't stop your body's loss of heat.

We can lose heat through:

- RESPIRATION – taking in cold air and breathing out warm (breathe through a warm scarf)
- CONDUCTION – contact of our skin with things metallic (keep your body from touching the tank or other bike parts)
- RADIATION – exposing skin to the air (dress in in layers, especially wool, which keeps its heat retention properties even when wet)
- WATER CHILL - everything above gets worse when you're wet.

Your body's vital organs stop functioning when you're only three degrees (3) below normal, and once at that point, it tends to continue because your body can't burn fuel fast enough to turn things around. So, if you've GOT to ride when it's cold or damp, or both, don't chill out about being chilly.

The line forms in front of the steamer as diners queue for a hearty meal.

MOCal! Wazzat?

Sometimes, a little recognition can go a long way toward making a tough job more palatable. So, with this in mind, the MOC is starting a new program to recognize those members who exceed their share of club administrative and organizational tasks. Being active doesn't just involve running the club, and those who are the zealous riders and trippers should also be recognized.

MOCal is a combination of MOC and decal. The symbol shown here, and that we all recognize as our club logo, will be done up as a sticker that can be affixed to helmet or bike. It is shown twice the size of actual and it's done on a reflective base that will show through in all the white areas providing added conspicuity at night. The other colors from the logo are retained, but the number 196 got a little too small.

Members who earn ten points as seen on the chart below will receive a MOCal at the next meeting or club function. Amassing 20 points gets your second decal, etc. At the end of the calendar year, the person with the most points will receive a cash award that could be as much as $200. The first and second runners up will get trophies. But, getting at least one decal (ten points) means your name goes into a drawing to be held at the Holiday Party. The "DOER" prize will be a gift certificate from a local dealer worth $100 in merchandise. With 20 points your name goes in twice, 30 points thrice and so on. **Winner must be present.**

A similar program has been in place at a nearby BMW club with very positive results. Meeting and ride attendance is up and more participation always means your club is responding to what **YOU** think it should be. Most of the line items are self explanatory, but elaboration helps for a few.

- Bicentennial Barn Photo – submit a photo of yourself standing in front of the barns that have been painted to celebrate Ohio's 200th birthday. If a group, all get points, include names.
- Capital Photo – Take a picture of any town road sign that bears the name of a capital such as Berlin, Cairo, London and so forth. All persons in the photo get the same points. Include names.
- Rally Flag Bearer – Take the club flag with you to a rally and immortalize yourself with it. Groups are okay, just as above. Names, please.
- Regular Breakfasts - Regular Sunday and Saturday restaurant meeting places are going to be identified in the North, South, East, and Western quadrants surrounding Cleveland. Attend and you get one point. If the gathered group takes a ride, report it and extra points come your way. If all you do is eat, that's okay, too. The point stands.
- Motocache – also a successful event where a cache (usually a Tupperware container) is hidden in a public place. GPS coordinates and general orienting directions are given for those who want to find it. When you do, you'll find objects left in the container. Finders *take* an object and *leave* one. They also sign a register that is left with the container. That gets you 2 points. ***For this the club needs a volunteer to "set" the caches.*** For that, he/she will get 3 points for each effort. These are recovered in November and recorded.

MOCal Pts. (10 points= 1 MOCal)	
MonthlyMeeting Attendance	1 point
Rally Chairman (micro or clams)	25 points
Rally Task Chairman	5 points
Rally Task Volunteer	2 points
Monthly Meeting Organizer	5 points
Officer or Director	10 points
Newsletter Editor	25 points
Newsletter Story/Report	2 points
Ride Leader	3 points
Ride Participant	1 point
Residence Meeting	10 points
Monthly Meeting Activity (50/50)	2 points
Board Awards (as merited)	? points
Bicentennial Barn Photo	3 points
Capital Photo	3 points
Rally Flag Bearer Photo	3 points
Regular Breakfast North	1 point
Regular Breakfast South	1 point
Regular Breakfast East	1 point
Regular Breakfast West	1 point
Motocache Set	3 points
Motocache Find/Sign	2 points

"Resistance is Futile" by Don Poremski

BMW riders in the Northeast hear about it sooner or later because they ask each other about such things. "What rallies are you planning to attend this year? The MOA National? Daytona? Honda Hoot? With little vacation time available and an overlay of family demands on Labor Day Weekend, Watkins Glen, and the Finger Lakes BMW Rally (FLBR) never made the "A" list. Even as far back as the Escanaba MOA National in 1987, my first ever rally, FLBR was touted as a fun event to attend.

The planets finally aligned this year and Central New York would be a September destination. Having waited 15 years to attend, I was sure to know some other attendees because now I belonged to two BMW clubs whose members often went. Even better, the MOC offered a neat alternative to a straight-in ride.

Prez Crider sent an e-mail about what was becoming a tradition with the Cleveland club. It started about ten years ago when Ralph Maarsen came to the rescue of two members stranded en route to the rally. Ralph lives in Olean, NY, which turns out to be a good evening ride from the Cleveland area. He throws open his house, yard and garage for present and former MOC members. Beer, pizza and a bonfire never fail to generate a good time.

I was one of the first arrivals this year because I burned a vacation day to lengthen the holiday break. The weather wasn't supposed to be as good as it was and made for a truly pleasant approach to Olean from PA to the south. I was going to use the occasion to get to know my new fellow members and there were plenty. On hand: Ralph and Marcia Crider, Tom "Q" Wintering, Russ Davis and his friend, Charlie, Heather Gerow, "Fast Eddie" and Gabe Gamuscian, Dave and Pam Kean, also Karl Hoffman. When the beer, pizza and fire were consumed, it was time for bed in either tent or house.

Breakfast next morning came at a local restaurant, then six bikes trekked on to the FLBR rally site. There I met: John and Deb Gerow, Barb Cowan, Bob Zronek, Jackie Kean, Jerry Riha, Mike and Lucy Potisuk, Turp and Dale, Bob Burley and two guys named Ron and Brillo.

Too bad I haven't gone to this happening before. It has a great location, ample facilities, many vendors, great meals, talented musicians with good dancing room and a woman named Solange from Canada on whose feet it was impossible to tread. Go again? Why not? Now, especially, I just can't resist.

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Capt. Darwin's REV-olutions

By Darwin McClellan

For this issue I'm going to roll the Up-coming Events into my column.

December 7th –
BMW MOC HOLIDAY PARTY
6 p. m. until Midnight at the Victorian Party Center, 373 East 200th St., Euclid, Ohio

December 8th-
OHIO R. A. SOUTHWEST REGIONAL MEETING AND BRUNCH
10:00 a. m. at the Old Country Buffet, Washington Square Shopping Center, Dayton, Ohio
Directions: From I-675 take Miamisburgh - Centerville to exit 2. Go East on SR 725 to Lyons Road and the shopping center. Restaurant tel. no. 937-438-3075.

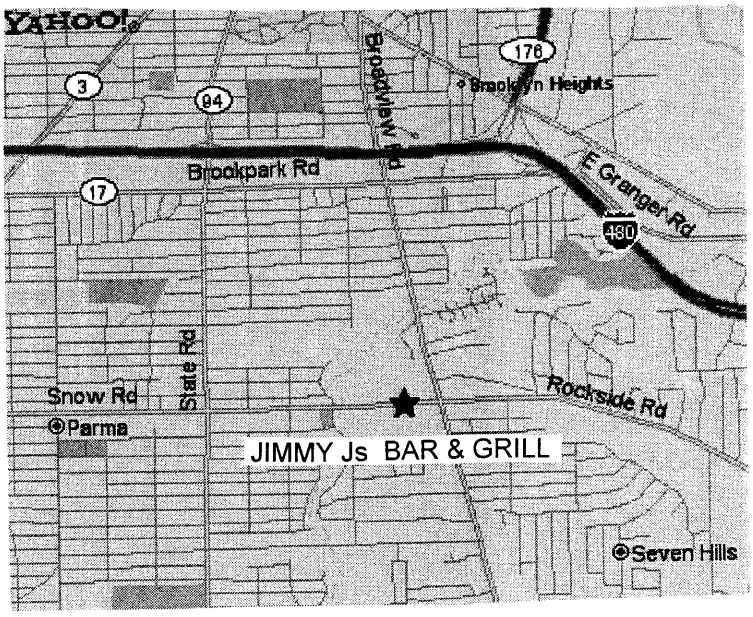
January 2nd, 2003-
MEMBERSHIP MEETING
7:00 p. m. at Jimmy J's Bar & Grill, 1854 Snow Road, Cleveland, OH, Tel. No. 216-351-9798.

January 11th & 12th-
OHIO R. A. WINTER HOTEL CAMP OUT, SE REGIONAL MEETING & BRUNCH
See Ohio RA web site for details or call Bob Wood, 216-252-7933.

January 30th-
BMW MOC BOARD MEETING
To Be Announced

February 1st-
CYCLE WORLD INTERNATIONAL MOTORCYCLE SHOW AND DINNER @ IX CENTER
(Show runs from Jan. 31st to Feb. 2nd.)
Dinner Saturday at 4:00 p. m. at CHIOS Restaurant, 804 Front St., Berea OH, 1 mi. south of IX Center. Tel. No. 440-891-2233. Show follows. Advanced show tickets recommended. Car pooling/parking at restaurant okay.

Claire, are you aware that I own and ride a motorcycle?



February 6th-
MEMBERSHIP MEETING
7:00 p. m. at Jimmy J's Bar & Grill, 1854 Snow Road, Cleveland, OH, Tel. No. 216-351-9798.

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Calendar of Events (Continued)

February 9th-
OHIO R. A. NORTHWEST REGIONAL MTG. AND BRUNCH (Near Toledo)
10:00 a. m. at Wally's Restaurant, 7250 Avenue Road, Wallbridge OH, Tel. No. 419-661-2655

February 15th-
CCN NEWSLETTER DEADLINE
Send material to D. A. Poremski, 1290 Desert St. NE, Uniontown, OH 44685 or E-Mail to: strutguy@yahoo.com

February 16th-
AMA WILL STONER SWAP MEET
8:00 a. m. until 3:00 p. m., Richland County Fairgrounds, Mansfield, OH.
Directions: US 30 to Trimble Road exit.
Admission: Non-members $6, AMA, AHRMA and AMCA members $5.

February 22nd-
RUSS DAVIS' PRE-DAYTONA TUNE-UP CLINIC
Date tentative – watch web site for details.

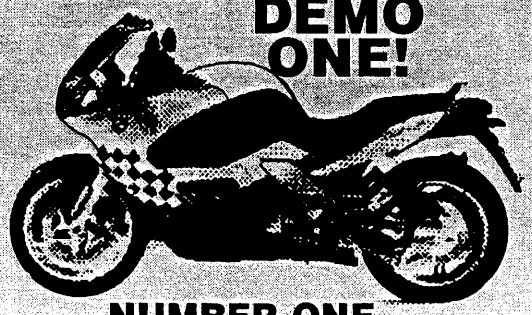
February 27th-
BMW MOC BOARD MEETING
To Be Announced

Feb. 28th thru March 9th-
DAYTONA BIKE WEEK

March 6th-
MEMBERSHIP MEETING
7:00 p. m. at Jimmy J's Bar & Grill, 1854 Snow Road, Cleveland, OH, Tel. No. 216-351-9798.

March 16th-
OHIO R. A. CENTRAL STATE MEETING AND BRUNCH
10:00 a. m. at Pioneer Restaurant, intersection of SRs. 62 & 13. Tel. 741-892-2087

March 27th-
BMW MOC BOARD MEETING
To Be Announced



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