Cleveland Club News

The Official Publication of the BMW Motorcycle Owners of Cleveland Winter 2004

Kiesel Comes from Behind to Win 2004 MOCal Prize

Mike Kiesel, new member late in 2003 and 1st Runnerup for the MOCal prize that year, must be a fan of AMA Grand National Championship flat track racing. He was back in the pack as the year came to a close, but using a draft pass, he zoomed past George Lopez for the win.

George had been leading the points-gathering competition most of the year until Mike submitted 121 bridges in November to bring his total to 1,558. Lopez will be the 1st Runnerup for 2004 with 960, and new member this year Carl Bork takes the 2nd Runnerup trophy having amassed 628 points.

Mike gets a check for $200 for his efforts along with the 2004 MOCal medallion. Runnerups get trophies, and those who earned at least one MOCal are eligible for the DOER prize to be chosen by raffle at the Holiday Party (winner must be present).

The MOCal program will continue in 2005 and the new "targets" will be Ohio state parks and war memorials. Different for 2005, there will be no points awarded for displaying the club bandana in the verifying photos.

You ***will*** get points for doing so at rallies anywhere, extracurricular club functions such as the Packard Museum ride, Poker Run, and Cycle World exhibition lunch. We had a lot of fun gathering points this year and will again next year. There is a complete list of how points can be earned elsewhere in this issue of the CCN. Mike's MOCal story is inside, too. ■

Mike and his trusty K1200, both MOCal stalwarts.

New Beemers Generate Excitement in 2004

Beemerphiles tnroughout the world have been getting a lot to talk about lately. First there was the buzz over the reworking of the very popular GS model. Among the changes were: higher displacement and compression, larger throttle bodies and airbox, bigger valves with revised porting, new camshafts, and an active backpressure system in the exhaust.

2004 R1200GS, Motorcycle of the Year

It was lightened and equipped with a counterbalancer for the first time. Zero to sixty time is now reported to be 3.62 seconds, nearly half a second faster than the previous model.

All these changes were enough to have the machine voted as **MOTY**, Motorcycle Of The Year, by Motorcyclist magazine. They referred to it as an "indisputable,all-surface uberbike." The brainchild of Rudiger Gutsche a quarter of a century ago, this BMW model now has a rabid following. It garnered those fans through off road competition, yes, but the idea of a "go anywhere machine"-- that also performs very well on pavement-- taps into and provides a bridge between dirt and street riders.

After delighting GS fans, BMW also threw a bone to the sport bike crowd with the introduction of the new K1200S, a bike with a transversely mounted four and a new fork design (see test report inside).

Latest news from the Intermot show in Germany has another version of that machine as a "naked" bike, the K1200R. It appeared for a scant two hours during the show and was then whisked away from salivating show goers. It appears to be the K1200S with minimal bodywork and perhaps some engine changes for mid-range grunt over top speed. One gets the feeling that we'll learn more about it mid-2005. Patience! ■

Availabe in 2006? We hope.

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A commercial advertising rate schedule is available upon request. All communications for CCN should be addressed to: Cleveland Club News, c/o Donald A. Poremski, 1290 Desert St., Uniontown, OH 44685 or call 330-877-0582.

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The Turp Report

By President Howard "Turp" Cobb

I'd like to thank everyone who has taken the time to serve our club in any of the offices and committees that made this a great year, and the members that have taken the time to attend our meetings and events. I hope everyone has enjoyed the club this past year as much as I have.

Our paid membership has grown from 96 to 159, thanks to everyone who has invited fellow riders to join us, and to membership chair Judy Gau's enthusiasism for the club and motorcycles in general.

Our club events have run smoothly, sometimes despite the weather, thanks to the committees running them and a lot of members who have pitched in and helped where they saw a need without waiting to be asked.

Our meetings have been well attended and we have had suggestions on how to improve them and our events. I'm happy that members feel they can discuss concerns with the officers.

Our club newsletter has been interesting and informative. It has had many great articles written by members. The MoCal program administered by Don Poremski has added a new dimension to the club--competition for money and glory! The discussion over next year's goals has been lively and shows an ever increasing interest in this club program.

Our recent election had several positions with more than one nominee and more members willing to serve as directors than there are positions. This shows we have a healthy interest in the mechanics of the club and a willingness to invest time in helping it run smoothly.

Our club treasury is healthy and well-documented, with detailed monthly reports available to all members.

Rose Wood has, besides keeping the minutes accurately and efficiently and contributing a column to the club news, kept the club store well stocked and has, with imput from the members, introduced new items that help make our membership more visible at our events and others' throughout the year.

Did anyone else notice that several members were mentioned in the BMWMOA ON?

I believe we have a strong and healthy club and I want to express my appreciation and admiration to everyone who has helped make this happen. ■

Capt. Darwin's REV-olutions

By Darwin McClellan

Hi everyone! As I write this, I see the 2004 riding season coming to a close. The temperatures have dropped dramatically and the snow has started to fall. The holiday party is the last club event of the year and then all we have to look forward to is 2 months of cold and snow. Yes I said 2 months! Then things start to warm up with the Cycle World International Motorcycle Show at the IX Center and the BMWMOC pre-show brunch at the Station Restaurant in Berea on Saturday, January 29th. Then before you know it, the snow will be melting, the sky will be bluing, the grass will be greening, and the rain will be falling!

The last events of this year were a good time and as usual, attended by the hearty. The Ohio RA Clam Bake Hosted by Bob Wood was another great one. There were about 50 people that braved the elements (high winds and some rain) and camped for the entire weekend. On Saturday morning we experimented with a pancake breakfast that seemed to go very well, once we figured out the combination to cooking them on the grill. It made it a lot easier once we got a couple of skillets. I then led some brave and adventuresome souls on 90 mi. ride through the winding back roads around the Shreve area. We did encounter some wind and rain, but the most heart-pounding and gut-wrenching part of the ride was the 60 miles to the gas station that was supposed to be no more than 30 miles away. Dale Wright, Charlie Junke and I were all relieved when we pulled into that gas station in Warsaw. I was relieved because Dale and Charlie didn't run out. Dale was so excited that when we got off the bikes he ran over to me and grabbed me by the jacket and shook me violently. I don't know why, I still had a half a tank! Well at least now they know how far they can go on a tank. We then had lunch at a small diner and rode back to the campground.

By the time we arrived it was time to get the bake going. As in the past, Woody started barking orders and giving directions to a small, well-drilled, army of volunteers. He always does this but we don't mind; he's the only one that knows what he's doing! It only took six of us to level and set up the steamer, I'm sure glad we don't work for NASA. If you have never been to the bake before, the bantering and comic relief are worth the price of admission, not to mention the excellent job Woody does, and all the help he gets. I think everyone who attends gets involved, and that's what makes the weekend so enjoyable.

I want to thank you for voting me back in as Road Captain. I might have to deputize a few members for those occasions when my job interferes, but I'm looking forward to a great season in the new year. You'll be there too, right?■

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Ramblin' with Rose

by Rosemary Wood

Interplanetary relations must be going well these days. I had no questions about one planet interacting with the other so this issue I have chosen to pass along some humor in the form of songs. Enjoy!

Up on a Hilltop

(to the tune of Up on a Hilltop)

Up on the hilltop, click, click, click,
Johny's aimed his laser stick.
Down on the road a rider's picked,
My, oh my, I think I'm dicked.

Oh, oh, oh, who would have known
I got caught in a construction zone.

Looked in the mirror at the flashing lights,
I think he has me in his sights.
"Let's see your license out here, buddy,
I checked you going 'bout a hunnert and twenty."

No, no, no it wasn't me,
Must have been that Du-ca-ti.
He must have bought my sorry tale.
"Cause I'm back on the road
Instead of jail.

Rally Rats

(Sung to the tune of "Jingle Bells")

Speeding through the hills,

On my trusty set of wheels.

Leaning in the curves,

Exciting all my nerves.

We've got a way to go,

Cause the rally's in Ohio.

What fun we'll have on the camping grounds,

And hear that happy sound.

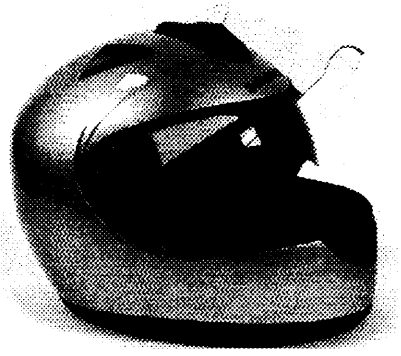
Ohhhh, rally rats, rally rats,
C'mon and join the fun.
We ride and eat and ride and sleep,
And then we start again!

Have a great holiday season, eveyone!

Schuberth Intros S1

From Motorcycle Industry Magazine

Schuberth says they have introduced the most advanced integral helmet in the world: the Schuberth S1. The company says the helmet was crafted and designed in Germany and uses Formula 1 technology and high-speed aerocoustic wind tunnel testing to achieve the lowest noice rating of any helmet. They say it uses aramid composite fiber shell construction and modular EPS inner lining to maximize protection and is certified by both DOT and stringent ECE 22.05 safety standards. It is also reportedly approved for professional racing by all racing organizations including FIM, AMA and WERA. Even noise levels from venting have been addressed. It still has the retractable sun visor and features superb fit for various head shapes through adjustable crown and sweat pads.
Listening Santa? ■



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A Year of Covered Bridges

By Mike Kiesel

I let him do it to me again! Don Poremski that is. He has lured me into another year of putting thousands of miles on my cycle without even leaving the state. It has been quite some ride. There are some people I have to thank along the way.

First and foremost is a guy I've never met named Dale Travis. I found his covered bridge list at **http://www.dalejtravis.com/cblist/cboh.htm** and it has been a godsend in helping me find more covered bridges than I'd like to admit. If I could only make one suggestion to Dale it would be to include GPS coordinates. About 25% of his location descriptions were either not detailed enough to find, or gave misleading (wrong) directions. I sometimes spent up to an hour trying to find a bridge only to give up.

The next person I have to thank is my wife, Sharon. Although I tried to utilize days when she had other things planned, often I would spend a beautiful day on the bike knowing she would rather that I was spending the time with her. On several occasions I found couples riding two up spending quality time at a covered bridge and was so envious. I wish she could ride with me!

Next on my list is George Lopez. My BMWMOC hat is off to him. He had taken on the goal of visiting all the covered bridges on the Ohio barns website. That has taken him into faraway parts of the state that I have not visited this year. Along the way he has given me incentive and intense competition by racking up an impressive amount of MoCal points.

Lastly, I'd like to thank all the countless local people along the way who were kind enough to help:

* Those who gave me directions when I was lost,

* Those who allowed me to photograph their private bridges,

* The golf courses that gladly provided me with a golf cart to get to their bridges,

* The guy near Fredericktown who first told me, "Nope, there's no covered bridge around here." only to relent a few minutes later and lead me about a half mile down a deer path to a very private bridge and take my picture,

* The cop in Sidney who first told me, "No, the park is closed. Come back tomorrow" only to wait a few minutes at the park gate to let me take a quick picture and then let me back out.

I rode to covered bridges in all kinds of weather, from sun to dark, in rain, fog, sleet, and snow. There were many beautiful rides to wonderful places that I would never have experienced without the MoCal challenge. Ohio is truly a great state in which to ride with many varieties of scenery. However, my experiences this year haven't been without a downside.

Back in May, while photographing private bridges near Ashtabula, I stopped to get my bearings at an empty parking lot at 9:30 on a Sunday morning. About two minutes after leaving the parking lot I remembered that I had left my camera bag with $4100 worth of camera equipment sitting in the empty lot. I made a U-turn and went back to discover that my bag and equipment were already gone.

Another time, (on my very last bridge), while trying to get my motorcycle in position to be in the picture, I pulled off the road next to a guardrail. The ground was very uneven and I lost my footing. Over went the LT. Everything missed the guardrail except the windshield. I was amazed that it almost folded in half but didn't break. When a couple of good Samaritans helped me right the bike, the windshield unfolded right back into place, (oh well, I was interested (Continued p. 6)

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A Year of Covered Bridges (Cont.)

in getting a shorter windscreen anyway). The only parts that broke were parts of the windshield adjustment mechanism. I was able to fix those.

I invite everyone to join in next year's MOCal challenge. It is a worthwhile endeavor. I'll probably get a bunch of War Memorials and some State Park entrances, but for the most part I plan to spend more time with my wife. ■

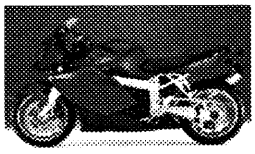
I Faced the Power of the K1200S

By David Razorsek

Sales Manager at BMW Motorcycles of Pittsburgh

For years BMW has built the world's best touring bikes. No matter what your style of touring was, BMW had it covered. The only question was which bike fit your style. Unfortunately if you were a sport bike rider and like to be competitive on the track you had no choces. Sport bikes were not something BMW wanted to pursue.

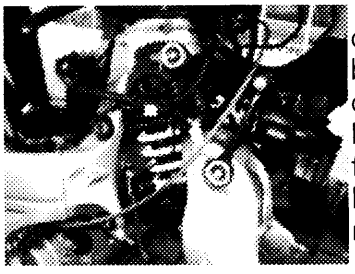
Well BMW loyalists I can say that is about to change. This spring, BMW will bring the same level of great handling, safety, technical innovation, and reliability to the sport bike world with the addition of the all-new K1200S!



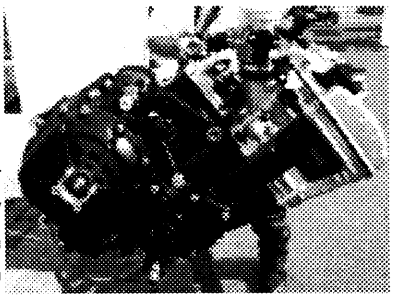
The all-new K1200S

Unless you have been living under a rock the last month or so, you can't pick up any one of the mainstream motorcycle publications without seeing a picture and brief write-up of this yet-to-be-released sportbike. While these articles were all very exciting to read at first, I quickly grew tired of reading and re-reading about speculated facts and figures. I wanted to know how it rides!

About then, Lee Marks, the owner of BMW Motorcycles of Pittsburgh, presented me with the opportunity of a lifetime. Because of prior commitments he would be unable to attend a special dealer presentation of the K1200S in Germany and appointed me to go in his place. Not only was I going to be one of the first in the world to ride the most powerful BMW of all time, but I was going to get to do it on the very same race track that the bike was developed on, the infamous Nordschleife!

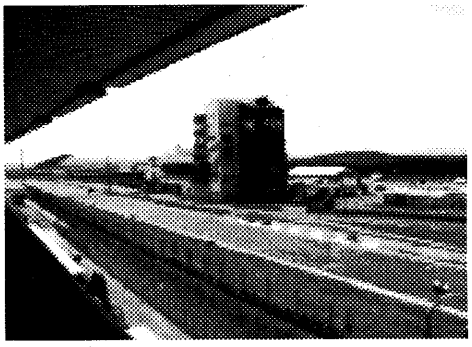


Now, I can go on and on about the truly ground-breaking technical details of this all-new bike, things like the incredible duolever front suspension shown at left (a lighter and more responsive version of the telelever suspension), the very handy and easy to use electronic suspension adjustment, and the all-new transverse K bike engine (which for BMW produces an unheard of 167 horsepower), but I thought it would be more interesting for you to hear how they work on the road than how they stack up on paper. So let me begin my adventure.



A transverse engine on a BMW!

Day 1 - It was such an unusually early rise in the morning for me. I just knew something special was going to happen. It was 5:30 a.m. and I was VERY restless. I am not a morning person and usually prefer a mid-morning wake-up call to getting up before the sun. But today though was different. A quick morning breakfast with the group and you could feel everyone's tension. About fifty of us arrived in Münich a few days earlier to watch a special BMW Rider's Wear fashion show and it was time to load our gear on the bus and begin the 6-hour trek to the track. We arrived late in the afternoon and received our room assignments for the next two days. As I opened my room door I heard the unmistakable sound of roaring motorcycle engines. I thought some one had left my TV on Speedvision. As I opened my door it hit me. My room overlooked the start/finish line of the Nürburgring! We had about an hour or so to unpack and get ready for the big presentation. And big it was! Our group quickly grew to about one hundred sixty riders as a few stragglers from BMW and "locals" joined us.



My room "with a view"

After we had the chance to unpack and don our riding gear, we were loaded on to several tour buses that had blankets covering the windows. It was pitch black on the bus and we didn't know what to expect. After a short ride the bus stopped and that is when the tension really began to rise. We all thought now we are going to see the bike! But no, the bus dropped us of at the end of a long corridor; we still couldn't see where we were or where we were going. I was beginning to wonder just what was in store for us. The corridor emptied in to a huge tent with no doors or windows. Against the back end of the tent there was an empty stage.

Now before I go any further you (cont. next page)

K1200S (Continued)

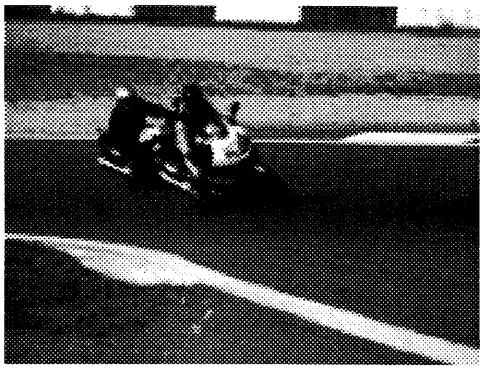
you have to understand something. Events like this are done to get the dealers excited about new products. So far their strategy was working. Once we were all in the tent Peter Müeller, Executive VP of Sales and Marketing for BMW, took the stage to begin the presentation. Never before has BMW built a true sport purpose bike. And they were pulling no stops announcing to the world that it is time.

About half way through a short movie, a K1200S ripped across the stage. Until this point no one had actually seen the bike in person and no one's attention was focused on the stage for our first opportunity. Cameras flashed but no one caught a picture. Just as the tension was about to make me scream "I can't take it any more! Show me the bike!", several appeared and "stopped for photos". That's when the back drop curtains rose to reveal we were actually just off of the Formula 1 track and overlooking a fleet of K1200S bikes.

After the presentation our first journey on the bike was a short one with a few warm-up laps of the test track and the first of many product knowledge seminars. My first impression of the bike was how light it was. Being the owner of a K1200RS myself, I am used to a much heavier motorcycle. The weight and balance was closer to an R1100S than a typical K. Unfortunately our speeds on day one were slow and it was difficult to get a true feel for the bike's capabilities. Many questions were left unanswered: would this thing actually hit the 260 kph indicated on the speedometer, does the duolever increase feedback from the front tire, does the electronic suspesion work or is it just a gimmick? Dinner was served at the end of the session and we were rewarded with the rare opportunity to walk up the track to the hotel to retire for the evening.

Day 2- Rise and shine, breakfast is served, lets go riding! The day started with a few warm-up laps on the same circuit we were familiar with from the day before. Once the instructors felt we were comfortable with our rides they decided to open it up a little. Several cones were placed along the course for weaving and braking exercises. I couldn't believe how well the bike handled. Working it through the slalom was effortless. The all new engine is mounted transversely, opposite of the "flying brick" design of the current K-bikes. The cylinders are banked at a 55-degree angle that lowers the center of gravity. The result is a balance and feel equal to or better than the best of the super sport bikes. Very impressive indeed!

The second portion of the track day was focused on the all-new duolever front suspension and partially integrated anti-lock brake system. The cones were setup to alternate bikes left and right down a straightaway where we could practice a full-on panic stop from 80mph. Would you believe me if I said the brakes were the best I have ever experienced? The whole system seemed to be setup just perfectly. It took real effort to activate the ABS system, and I believe that the only reason the ABS was activated at all was because of irregularities in the track surface. I was able to feel these irregularities thanks in part to the all-new duolever. As BMW states, the new front suspension really does allow the rider to feel how the tire is reacting to the road surface like conventional forks at the same time preventing front end fork dive as the current telelever does. And, according to BMW, the duolever is also lighter than the telelever system it replaces.



Once we were done with our track exercises it was time to go indoors and learn a little bit about the competition and how the new K 1200 S stacks up to it. BMW is expecting 60% of sales to come from current Suzuki Hyabusa, Honda CBX1100XX, and Kawasaki Ninja ZX-12R owners. Although no price has yet been set, the K1200S target is to be slightly above a comparably equipped Hyabusa. BMW IS ready to play with the big boys!

After the classroom exercises and lunch we finally took to the road. For the first time we were off in our groups traveling through the Bavarian countryside. This was the first opportunity I had to test the new Electronic Suspension Adjustment or ESA for short. ESA as the name suggests allows the rider to adjust the suspension, electronically, by a push of a button. Before the ride begins the rider first sets the bike up for one of three possible scenarios one rider alone, two riders, or one rider with luggage. This must be done while the engine is running but before the bike is put in to motion. Once the bike is in motion the rider can then choose between sport, comfort, and normal modes. While I have never been a big fan of fancy suspension adjustments like this on cars, I can testify this system does make a difference. I personally reserved the comfort mode for "legal" road speeds. For anything a little faster I preferred the suspension set to normal or sport. I was also amazed at the ergonomics and aerodynamics of the bike. The riding position was very comfortable and reminded me of an R1100S. The bike itself spent countless hours in the wind tunnel and it shows. Even at autobahn speeds the bike was very stable and showed no signs of buffeting.

Speaking of speed, the last ride we did was on the granddaddy of closed loop tracks, the Nordschleife or as

K1200S (Continued)

the locals refer to it, "Green Hell". The Nordschleife is a 12.9-mile course featuring 40 right-hand bends and 33 left-hand bends. The change in elevation from the highest point on the track to the lowest is 300 feet and the steepest grade is 17%. The benchmark lap time for the track is 7:49 and that record has stood for 11 years. Markus Barth recently tried the same course on a stock K1200S and recorded an incredible run of 7:57! We were going to get our own opportunity to experience how impressive a run like that is!

That's me on the black and gold bike.

I am very thankful that I have had the opportunity to participate in a few BMW Motorcycles of Pittsburgh's track days at Beaver Run. I learned a lot of good pointers from the parts manager and part-time professional racer, Glen Pison. I learned a lot of skills that made me a better rider on the street and learned how to push a bike a little bit harder on the track. At the track we were broken up in to three groups beginner, intermediate, and advanced. Since this was my first time on the "Green Hell" and I was riding a motorcycle I was somewhat unfamiliar with, I decided to go out with the intermediate riders for the first run of the day and never regreted it. Wow was this track fun! I did go out with the advanced group on my second run only to find that our fastest run of the day was a full three minutes off of the record. Although our times were "slow" my nerves were just about shot!

The Nordschleife is a huge track that runs through the German countryside. The track itself runs through several small towns and at times I felt like I was traveling the back roads of West Virginia. The only difference was I could go as fast as I wanted and not have to worry about traffic or the police. The bike was incredible to say the least. I left the bike's electronic suspension set to sport mode therefore handling was very crisp but was never too choppy. I noticed right away that this bike would lean over much more than any other BMW without scraping something. (Note there is no centerstand on this bike!) The lightness of the bike allowed it to glide effortlessly through some pretty tight and hairy turns. The bike "wanted" tight turns whereas the current crop of K bikes would have to be "pushed" through anything this difficult. The duolever provided excellent feedback from the front tire and never once did the bike hesitate or give any indication that it was at its cornering limits. This bike will make good riders great riders. And the power? Wow, I never realized how intoxicating 167 horsepower is. I've never been a "speed" kind of guy but having this kind of power available is amazing! For insurance reasons BMW does not want us to state what the top speed of the bike is but I will tell you on the track I went "much" faster than any other BMW to date and probably ever will go in the foreseeable future.

Having ridden many of the competitors super sport bikes that have come through our shop over the last two years, I was put off by the whole notion of owning any bike in this category. Poor ergonomics, twitchy throttles, harsh suspensions, and the lack of available anti-lock brakes were all valid reasons for not owning a sport bike. BMW has broken all of the sportbike stereotypes and produced a product that will do well with those of us who expect more from their bikes. For those of you who

(K1200S Continued)

never ridden a sportbike before, please stop by our showroom in spring. You'll be in for a treat.

For complete and up-to-date information on the K1200S and to see video from a run on the Nürburgring, please check BMW's official site at http://www.face-the-power.com. ■

Some names translate better than others.

Don't forget your dues!

2005 dues may be paid to Judy Gau as soon as you remember to do so. Thanks!

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Take OH turnpike to Exit 91 (Fremont)-Take SR53 south-Just past the traffic light at Loew's (on your right) take US20 west-Get off at the next exit (Stone St./Oak Harbor Rd.)-Turn left (south) at the traffic light-Proceed to the second traffic light and turn right and right again.

www.schietsmotors.com

Motorcycling Addiction Explained

By Don Poremski

There is little doubt that some members of our club have heard this theory in the past. It usually bubbles forth at the eleventh hour of a good campfire when embers are coned and mesmerizing, accompanied by just a few active flames. Perhaps it is the motion of the flames that brings the theory to mind at that point, or it could be that the night has attained just the right degree of mellowness and the ranks of the flame-adorers has dwindled. To those of you who have been regaled by this theory, no alerting the other members. You who haven't heard it are about to be given no less than a transcendent revelation.

Let's start by returning to the Salacious Seventies during which one could subscribe to Mother Earth News. In an article by Gerry Mander (a nom de guerre, perhaps) one found an article about how Homo sapiens is attracted to movement. Although each of our senses can be superceded by some other member of the animal kingdom, we have sufficient binocular sight and hearing to be able to detect movement , track it and kill it, at least in the early days. A more modern proof of this comes from the entertainment industry, especially the "small screen", television.

As an exercise, the next time you are watching a commercial on TV, try to count the seconds between what I'll refer to as movement changes. They would be: pans, zooms in or out, scene changes. If you are able to count beyond one second between those events, it is a bad commercial. Also note how TV shows tend to have a lot of chase scenes, crashes, jumps from one character to another. All these amount to movement and we are drawn to that movement from years of evolution and thereby given an excuse for being a couch potato.

So, we agree that the human eye is drawn to movement. We laud those of our kind with superior visual acuity. A successful batter has a "good eye". Businessmen with the ability to predict events have "good vision". We "keep our eye on the prize". A femme fatale is a "good looker". Well, maybe not that last one, but you "get the picture". See?

Now put that human eye/brain (Cont. p. 10)

Motorcycling Addiction (Continued)

combination in a situation in which there is constant motion and what you get is *mind candy*. We feel alive when riding because we are using that most treasured human capability. We are less restricted in this enjoyment because the scene is unfiltered by any other frame of reference. There are no "A" posts, rear view mirrors, sun visors, windshield wipers to dampen the motion input. We are moving through space and our eyes are hard wired to the brain to manipulate the other control inputs, which are immediately processed by the eyes....ad infinitum.

The biggest addicts in our sport must be the Iron Butt guys. They just can't get enough while others are satisfied with more modest bursts of eye-evo-enjoyment. How many times have you expressed your delight when riding on a two-lane road through a virtual tunnel of trees on a warm summer day? Who among us doesn't enjoy an occasional tunnel to sharpen this ocular input? Even riding through the "tunnel of night" created by your headlight beam can be appreciated.

So, there you have it. Your addiction explained. Well, some of us are more addicted than others by another element which can be introduced by velocity, but that's another article. Now if I hear another Harley rider tell an eager reporter that the reason he rides is the "freedom, the smells, feeling one with nature" I'll just add, "Hey, brother. Open your eyes!" ■

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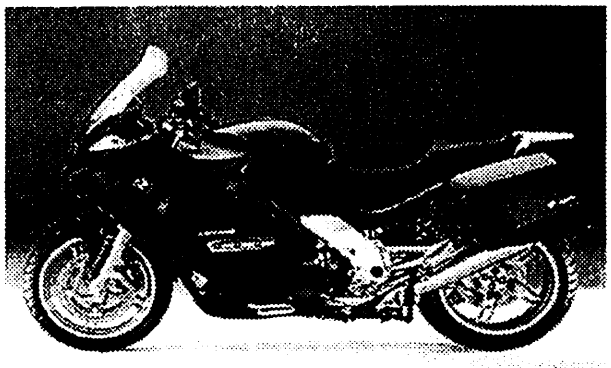

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BMW MOTORCYCLE OWNERS OF CLEVELAND
Donald Poremski

Yamaha Paving the Way

Reprinted from Motorcycle Industry

Yamaha Motor Corp. announced it is going to fund the track safety improvements required by the FIM (Federation Internationale de Motorcyclisme) to homologate the Mazda Raceway Laguna Seca track for the 2005 Red Bull US Grand Prix, round nine of seventeen in the Moto GP World Championship.

Yamaha is serving as the official motorcycle maker and sponsor of the race through 2007. Work on the track began last month and involves increasing runoff area in Rainey Curve (turn 9) and the bridge in that area will be moved to and area between turns 8A and 9. The track remains open during construction. ■

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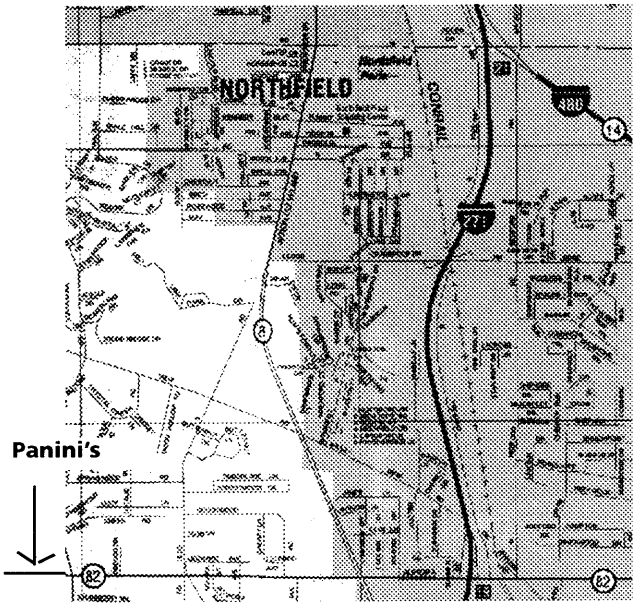
Calendar of Events

January 1
Mon Valley Polar Bear Ride
Meet at Molnar's Lounge at the intersection of routes 51&48 in Elizabeth, PA at noon. Police escorted ride leaves at 1:00 p.m. Call 412-384-3442 or go on-line at www.monvalleyabate.org.

January 6
BMW MOC Membership Meeting
7:00 p.m. Held at Panini's, 480 West Aurora Road, Sagamore Hills (Northfield) OH 44067-2199. Tel. 330-468-6200.

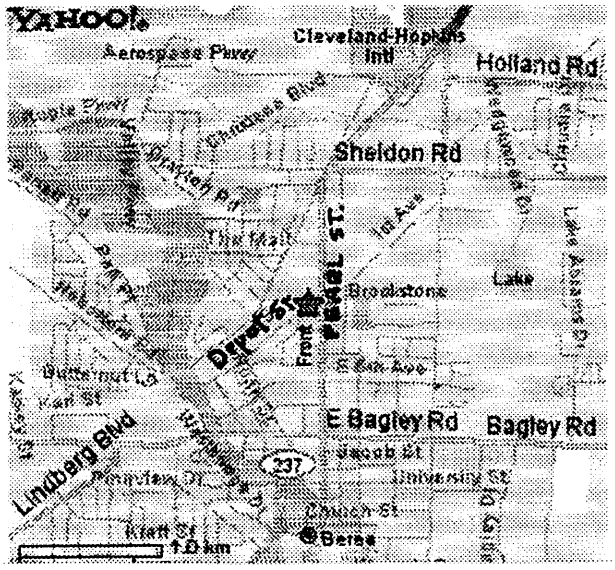


January 7-9
Int'l. Motorcycle Supershow
Held at the Toronto International Center, 6900 Airport Road. Tickets available at Ticketmaster. Info, $2 discount coupon on-line at www.supershowevents.com.

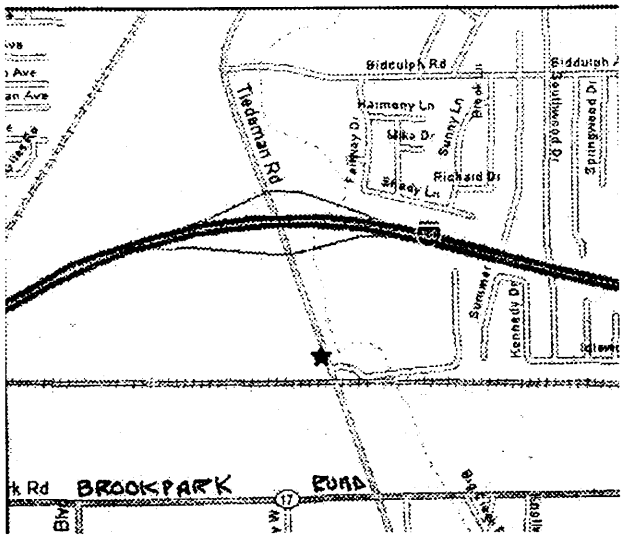
January 14-16
22nd Winter Rally
The BMW Owners of Northeast Florida return to Camp Blanding on the shores of beautiful Kingsley Lake. Pre-reg $30, $40 at gate. Friday night bratwurst, Saturday night steak, pin & door prizes. All dinners served indoors. Hot showers available. Limited RV sites. Pre-reg ends 12-31-04. Visit www.bmwnef.org or call Chris Hiday at 904-260-4030.

January 27
BMW MOC Board Meeting
To be announced.

January 29
Cycle World Int'l. Expo and Lunch
We suspected last year that we might have created an annual event and so far it's true. We'll be gathering once more at the Station Restaurant before attending the Int'l Motorcycle Show at the IX Center. We gather at noon for a meal, then car pool to the show. The restaurant is located at 30 Depot Street in Berea. Meals range from $5 to $14. Tel. no. 440-234-1144. Check with your local dealer for discounted tickets or purchase on-line prior to the show.



February 3
BMW MOC Membership Meeting
7:00 p.m. at Panera Bread, 5090 Tiedeman Road, Brooklyn, OH. Tel 216-362-8130.



February 20
Chester WV Motorcycle Swap Meet
Held at the HARV Building at Mountaineer Race Track from 10:00 a.m. to 4:00 p.m. Admission $5, under 16 free. Call Gary Waxler at 724-573-1459.

Calendar of Events

March 3
BMW MOC Membership Meeting
7:00 p.m. at Panera Bread, 5090 Tiedeman Road, Brooklyn, OH. Tel 216-362-8130. Map same as page 12.

March 6
Boxer Cup Races at Daytona Speedway
Bike week in 2005 falls between March 6th through the 12th. Major changes continue to be made to lure Bike Week attendees to the track. The 200 mile race will be held on a modified track this year and will be the 600 cc machines, not the Superbikes. That race will be shortened. Check with the AMA web site for more information as the date approaches. Go to www.ama-cycle.org.

March 31
BMW MOC Board Meeting
To be announced.

April 9
Breakfast Rides Return
There are three locations that act as the meeting spots for pickup rides on the weekends. They always fall on the 2nd, 3rd and 4th weekends of the month. April 9th will be the start for 2005. This has become the ride to the Packard Museum in Warren in past years. If the museum holds another bike display this year, we'll go and maybe pick up a state park or memorial or two along the way. That will be at Bob Evans Restaurant, 6100 Som Center Road, Cleveland, 440-248-4045. Look for the balance of the schedule in the Spring CCN.

April 16-17
International Motorcycle Supershow
Same location as the January event shown on page 12.

July 15-17
AMA Vintage Days at Mid-Ohio
The popularity of this event just seems to grow and grow. Held at the Mid-Ohio Sports Car Course near Lexington, OH, the weekend includes racing, bike show, seminars and a huge swap meet.Ducati will be the featured marque and Paul Smart will be the Grand Marshall. More in the Spring CCN.

July 21-24
BMW MOA International Rally
The rally will be held in Lima, Ohio this year. More information available at PO Box 3982, Tel. 636-394-7277 or on-line at www.bmwmoa.org.

July 22-24
AMA Superbike Racing at Mid-Ohio
Maybe some of the folks at the MOA rally will travel to Mid-Ohio to spectate at some excellent motorcycle competition. More as the season progresses.

October 6-9
BMW RA International Rally
The 2005 rally will be held near Shelbyville, TN this year. Mark the date on your riding calendars. I'm sure we'll hear more about this from Bob Wood as the date approaches.

2005 MOC Board Elected

The elections for the 2005 board were concluded at the Novermber meeting at Der Braumeister and the following are the results:

President- Howard "Turp" Cobb

Vice President- Dale Wright

Secretary- Rose Wood

Treasurer- Barbara Cowan

Road Captain- Darwin McClellan

Directors- Rick Matisak
Roger Pivonka
Don Poremski
Mike Potisuk
Bob Shelton
Bob Zronek
George Lopez

Special Recognition

It should be noted by all members that two in our midst were especially generous in 2004.

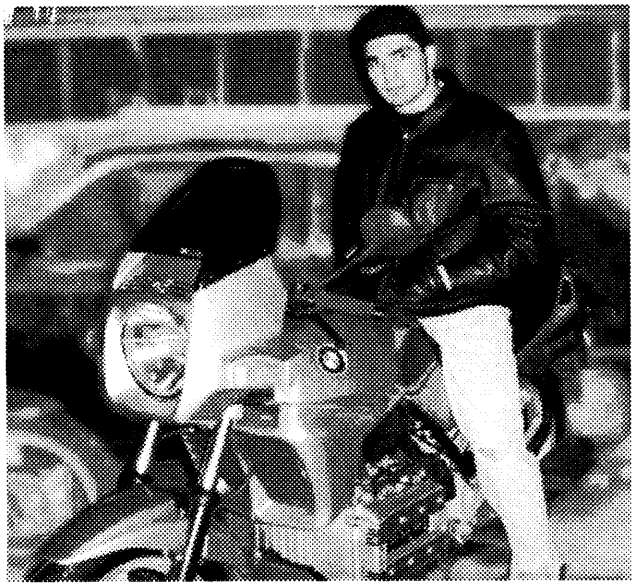
Craig Webb donated the sales of spare parts as vended by Turp Cobb at Vintage Days to the club coffers.

Paul Wheeland took the winnings from the 50/50 raffle at the Fall Foliage (Freezing?) Festival and donated them to the club. I knew we kept him around for more than keeping the bonfire going. A tip of the helmet to both.

Member Snapshot

By Darwin C. McClellan

Hello, my name is Darwin McClellan. No, not Road Captain Darwin, but his son Darwin. Handsome Darwin, as my member badge reads. Not that our beloved Road Captain isn't handsome, but there needs to be some distinction to avoid confusion.



Well, maybe modest he ain't, but he's looking cool on his first bike.

My first interactions with motorcycles began as most do, as a small child in the garage with my father. I was very young; maybe 5, and can only remember two things. One is taking short trips around the block sitting on the gas tank of one of his bikes. Those trips are very vague and although I found them fun, they weren't enough to sway my opinion on motorcycling one way or the other.

The second memory is more of a ritual that left a lasting impression on me that definitely affected my opinion on motorcycles. THE BIG BROWN HARLEY.

Here I am just a little kid, and my father would bring out this huge cool-looking motorcycle that, to me, was the toughest thing on the planet. I remember just being in awe looking at it. And every time he straddled it, turned the key and fired it up, it produced a roar that was so mighty it would shake the walls of the garage. And every time that bike came to life I turned tail and ran away into the house, crying, looking for mommy, because the noise scared the hell out of me. Those experiences with that bike definitely changed my opinion on motorcycling. Motorcycles were loud and scary, and I wanted nothing to do with them.

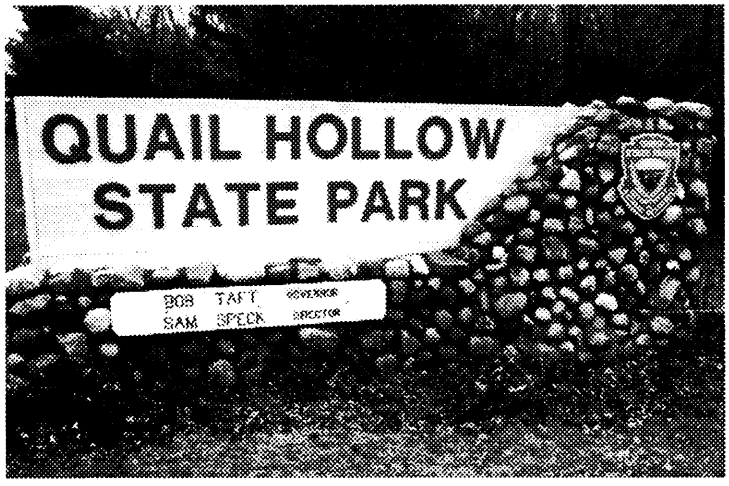
Skip forward to the year 2000. After seeing the joy that my father got from his BMW K11RS, my curiosity began to stir. The motorcycle itself didn't interest me; it was what he did with it.

Going across the country, climbing Pike's Peak and earning an Iron Butt certification were all aspects of motorcycling that I didn't even know existed. Still, it wasn't enough to actually get me on a bike. I started telling myself I would, but maybe later.

Dad had a different idea. He signed Mom and I up for the MSF course in 2001 and that was all it took. By the end of the year she and I had a brand new Suzuki SV650 that we shared until the end of 2003. Sharing, however, wasn't working anymore and it was time to get my own.

I found a used '86 K75C in June. My goals in the 2005 riding season include a MOA membership, getting mention in the mileage contest, earning my own Iron Butt certification, and not crashing as I did this year. I have much to learn about motorcycling and am always looking for information about my bike and how to use it. So if you see me, say hello. Just look for the K75C with the bulls-eyes on the mirrors and Melanie, the "Bagel Probe Queen" on the back. ■

Put your bike in a photo like that above or below and you'll get three MOCal points for the effort. State parks should be fairly easy to locate, but memorials are going to require a sharp eye. Points for 2005 start with the Holiday Party, so keep your bike at the ready for those "thaw" days, and GET OUT THERE!



State Parks and War Memorials Are Targets for 2005 MOCal Program

By Don Poremski

There has been a twenty per cent increase in the number of persons who are actively participating in the club's incentive program known as MOCal. That name is a combination of MOC & decal. Members receive points for being active and for each ten points they earn they receive a MOCal, a reflective decal for motorcycle or helmet.

While at the AMA Vintage Days this year a fellow saw my helmet and asked jocularly if those decals indicated "hits" like Ohio State University football players. The response was, "No. They indicate 'misses'". Whichever, it is great to be recognized for generating the fun and travel that is part of the BMW Motorcycle Owners of Cleveland.

In 2003 there were one hundred forty persons who earned at least one MOCal point. There were fifty seven who had earned ten points, therefore had one MOCal and were entered in the DOER prize drawing held at the Holiday Party. More on that later.

In 2004 one hundred sixty nine persons earned at least one point and sixty nine were eligible for the raffle drawing.

But the best part of getting the stickers and points is the grand prize of $200 and a "gold" medal for highest points. First and second runners up get trophies that attest to their effort. The DOER prize is a raffle with a persons name being included for each ten points (or MOCal) they've piled up. Ten points, in the drawing once. Forty points, in the bin four times and so on. The DOER prize is a gift certificate good for $100 in purchases from one of Ohio's dealers.

What is a target for 2005? Drive to any Ohio state park, stop and photograph your bike or you and your bike in front of the entry sign and presto, 3 pts. A war memorial must have the following: public recognition for those fallen in battle, any battle. Recognition can be for individuals or groups. There is a bonus if there is a major weapon used as part of the memorial. No, a musket is not a major weapon. A cannon is. A tank is. An airplane is. Go with a group and get even more points. Look to the right and you'll find all the specifics as to how points are awarded. Good luck in beating Mike next year. ■

Mocal Point Activities- 2005

Board Member: 10 (officers/directors)

Rally Chairman: 25 (Micro, PowWow, Clam)

Rally Task Leader: 5 (Cook, clean, games)

Rally Task Helper: 2 (Help with above)

Mthly Mtg. Organizer: 5 (Set mtg. place)

Ride Leader: 3 (Lead any reported ride*)

Leader Bonus: 2 (Lead 3 or more bikes)

Group Bonuses: **More than 5 bikes: 2**
More than 8 bikes: 4

Ride Attendee: 2 (Follow ldr. on club ride)

Attendee Bonus: 1 (When 3 or more bikes)

Breakfast Only: 1 (Eat, no ride at 3 loc.s)

Club ride defined as at least two club members and two motorcycles.

Committee Head: 5 (Ads, Membership,Club Store)

CCN Editor: 25

CCN Story Submittal: 3

Regular Meeting Attendance: 1

Ride to Meeting Bonus: 1

Bring Guest to Meeting Bonus: 1

War Memorial Photo: 3

Memorial Bonus: 1 (for major weapon)

State Park Photo: 3

Rally Banner/Bandana Photo: 3

New Member: 5

New Member Sponsor: 5

Board Awards: ? (As voted at November board meeting for outstanding effort during year)

Dynojet Offers New Product for BMWs

From Motorcycle Industry Magazine

Dynojet says they are pleased to announce a new Power Commander module for BMW applications featuring "Wide Band" integration. They tell us the new Power Commander offers the same high resolution tuning as the current Power Commander, combined with the ability for one-step adjustment of the fuel mixture for the steady state cruise areas.

Dynojet says they replaced the less accurate "narrow band" oxygen sensor with a Bosch 5 wire LSU4 "wide band" oxygen sensor. This, they say, ollows the user to select the exact air/fuel ratio setting for the "closed loop" area, eliminating surging and poor running at constant highway speeds.

They note that outside the "closed loop"area, fuel adjustments are made in the same manner as a regular Power Commander, accomplished through dynomometer testing and mapping with their patented Tuning Link software. Dynojet says they also provide maps for common modifications. The complete kit, including the Wide Band oxygen sensor, is reportedly available for most BMW fuel-injected models including the F-650, "R" series Boxers, and "K" series. ■

Dynojet
2191 Mendenhall Drive
North Las Vegas NV 89081
(800) 992-4993
www.dynojet.com

Turp's Tip for Storing Your Bike for Winter

By Howard "Turp" Cobb

Here are a few suggestions for storing your bike during the inclement weather ahead.

Minimum: 1. **Add** Sta-bil or Seafoam, top off tank, run at least five minutes to get preservant ito carbs/injectors.

2. Park bike on centerstand with ten pounds extra air pressure in tires. Bike should be placed over wood or carpet, NOT CONCRETE.

3. Cover with breathable cover or sheet. Plastic should never be used and will cause lots of problems.

4. Remove battery, check levels, store in warm place and charge one day per month or use battery tender.

Advised: 1. **Check** brake pads/shoes and condition of cables and hoses. Never store bike for winter after washing without riding to dry out brakes. Repair and replace needed parts now.

2. **Preserve** painted parts with wax. Preserve chrome parts with WD40, not wax. Oil will penetrate and preserve metal beneath, wax will seal and promote rust.

3. **Change** brake fluid and bleed system.

4. **Change** all fluids, oil, trans, final drive, driveshaft, antifreeze after running bike to get contaminants into suspension so they'll drain completely. Refill.

5. **Remove** spark plugs and squirt oil or fogging vapor into cylinders and turn engine over to distribute. Replace spark plugs.

Let me know if you have any questions about these procedures or would like to discuss some other problem or situation with your machine(s). April is a long way off, so let's do good things to our bikes while they are "in the barn". In other words, "Don't be a dupa!" ■