



Volume 13 Issue 1, January 2016



Editor's Corner

The world is back in order again! After unusual warm November and December of last year, we now are back to winter temperatures. It seems we are setting records. While the last few weeks of 2015 helped making that year the warmest in history ever, the first few weeks of 2016 bring us unheard of snow and blizzard conditions along the East Coast I-95 corridor from Boston to Charlotte. Even our friends who snowbird to Florida had their share of weather turmoil in the form of a tornado ripping through the Tampa/Clearwater area.

I heard Sarah Palin said it was Obama's fault. I guess, it is good to have someone to blame it on!

It seems like Akron/Cleveland is a fairly safe place to be this time – although we had to postpone our January club meeting by a week due to snowfall.

Enough of the weather and back to motorcycles! The annual show at the Cleveland I-X Center is upon us. To be precise, it is January 29-31. I am sure, we will get a bunch of us together going, maybe, after breakfast that Sunday. From what I can deduct so far, be prepared to see a plethora of electric concept bikes. Seems like every manufacturer has one cooked up. Unless the low gas prices will make all the MBA's in the marketing planning departments change their minds about what we want.

In the "car department" we most certainly see several entries. The Tomahawk Indian Roadmaster, the Polaris Slingshot and maybe even the Honda Neowing will be shown. Get this: They have even coined a new name: "autocycles" See you around!

Mike

Stay warm and safe out there! While the real nasty winter storm has passed us by so far, you never know what's in store for us here in Northeast Ohio the next couple of months. You have seen it before.

Watch your e-mail inbox or any other of your favorite communication devices for a message regarding the February club meeting, which will be held in form of a brunch at a location tbn – most probably the Galaxy in Wadsworth. You will be required to RSVP to get an approximate count to have a table set up.

The central issue of the discussions during the January club meeting was the direction of the club.

The question about what to do as a club is mainly based on our members' motivations to join in the first place. Whether we want to be a "services" club that supports causes and charities or just a simple "riding" and "socializing" organization will largely depend on what our members' main interest is. Maybe we should conduct a little poll. Let us know.

Jack Akers stepped forward and announced he will prepare a list of Sunday ride destinations for 2016 and he may select one each week and send out information by Wednesday or Thursday for everybody to be prepared and/or decide if they want to go or not. This will not necessarily require one specific person to elect the destination and lead the ride. A large number of participants could be split into smaller groups, which may be a safer way.

One thing we definitely need to address is membership in general. We have to make an effort this year to recruit new members, if at all possible.

We suffer from the same problem as most motorcycle clubs (except for those, who feature a "lifestyle" theme), membership is declining. Current membership is aging and younger riders who are interested in joining a "club" are scarce. Nevertheless, we have to think about ways to promote the club and attract new members. Ideas?

Who would support having a bike show at a dealership? This will require quite a bit of preparation and dedicated planning. Together with a few knowledgeable guys who could serve as judges.

Some of us are interested in vintage and classic motorcycles and there should be some reason for concern, following the recent motorcycle auctions in Las Vegas. Here is a quote from an observer which sums it up:

There seems to be no middle ground in the moto-auction world today. The line in the sand is \$100,000, which sets the truly collectible apart from the ordinary riffraff. The majority of bikes sell for under \$30k (about the price of a new Harley dresser), while the fat-wallet boys push everything else into six figures, with almost nothing in between. Collecting bikes has become a two-tier system...which looks a whole lot like our current economy. Similarly, a small number of buyers dominated the Vegas proceedings, snagging dozens of bikes over the week; some for resale, most to bolster already large collections. What's the ideal size of a motorcycle collection?

Years ago, when I was still more involved in cars, I experienced the same there. Suddenly, vintage cars became the "in" thing and people with more money than they know how to spend, drove the prices into the stratosphere. People who don't know what a valveshim is, were the ones who owned all the good stuff. The highest results of the Mecum:

- No 1: 1912 Henderson Four \$165,000.-
- No 2: 1946 Vincent Rapide Proto \$152,500.-
- No 3; 1955 Vincent Black Prince \$120,000.-



And Bonham's set a new record for a Vincent motorcycle sold at auction with \$434,000.- for a 1951 Series C "White

Shadow" in Chinese Red.

While none of these bikes may actually be "on the radar" for anyone who buys bikes to ride and not store in a museum, a 1977 MV Agusta 750S America sold for \$120,000. I guess, I have to take this off my "short list" of bikes I would like to own.

Maybe, in my "old days", I have to take on a new hobby. Going back to collecting stamps?



You! Yes, you! You know who you are! You have not renewed your membership yet. You better get to it and get your dues in to John Bebout, or we will ignore you from now on....



**BMW Motorcycle Club of Akron,
BMW MOA Charter No 21. 1972**

President: Jeffrey Summers Vice President: Dana McMahan
Treasurer: John Bebout Secretary: Leigh Summers
BoD: C. Austin, B. Damron, J. Fetzer, M. York, F. Metcalf
Newsletter Editor: Mike Simon akronbmwnews@yahoo.com