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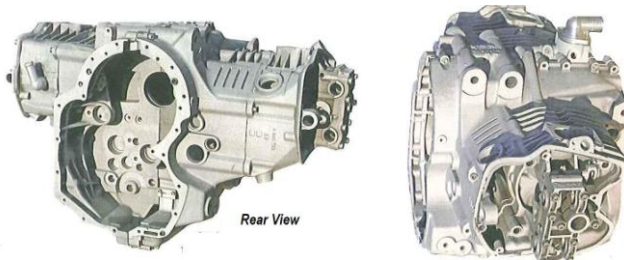
Here we are, waiting for the riding season to start and the weather is setting another April Rain Day Record! The first group ride for 2011, scheduled by Jack to take us to Oglebay has already been cancelled .

So, it's no wonder that all who attended the social weekend trip to the Shaw's Inn in Lancaster made the trip by car. Nevertheless, it was fun again! Thanks to Jack again, for taking the initiative and making arrangements. It was a small, but very merry group!



Staying on top of this, Jack has proposed a ride for the **Memorial Day** weekend for those who are not going to the Chicken Rally. It will be a 3-nights-at-one-place trip to Virginia with excursions from the hotel Saturday and Sunday. And it promises to be a great event with a lot of things to happen, even at the hotel. Talk to Jack if you would like to go.

A BMW-focused magazine in Germany has released first pictures of the engine castings of a new BMW liquid cooled Boxer motor. Rumor has it, it will debut in 2013.




Events:

Georgia Mountain Rally Hiawassee, GA **April 29-May1**

12th Riding Into History St Augustine, FL, **May 20-21**

Rocket City Chicken Rally in Huntsville, AL, **May 26-28**


Akron BMW Motorcycle Club, BMW MOA Charter No 21 est. 1972
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A Presidential Address:

Hello club members:

I wanted to share a few of my comments and thoughts from the April club meeting, in case you missed it. If you saw my address from the March newsletter you know bike safety and maintenance was on my mind. This time, I wanted to present some recent experiences with local motorcycle dealers. In addition to trips to our three local BMW dealerships I have had cause to visit nearby multi brand dealerships due to my acquisition of Jack Fetzer's Honda VFR800. Some of these experiences were good and some not so good. Remember that positive feedback can be as good if not better than complaints. That brings me to my point: Being motorcycle enthusiasts I believe we should provide both positive **and** negative feedback to ownership and management of the dealerships that we frequent. I challenge all of you to do this in hope of improving service that all of us can benefit from.

As far as club business, it looks like we will have to reconsider another month for our annual fundraiser (Poker Run) due to the Moose club not being available for the date we targeted, June 26. We are now considering the first Sunday in August (the 7th) as an alternative date. Further discussion will commence at our next club meeting on May 10th at 7:00pm. Please come out and voice your opinion and show your support at this meeting.

Julie and I, along with a few others are riding to attend the Chicken Rally in Huntsville over Memorial Day. We plan to leave Wednesday the 25th after work to the Cincinnati area. From there we will proceed via the Dragon and arrive at the rally site Thursday night. Please let me know if you would like more information.

Editor's Corner

Some of you know, that I have an eclectic collection of motorcycles from a Vintage Harley to a Ducati repli-racer and most everything in between.

This means, that the correct engine oil for a specific bike is an issue I am paying attention to.

I am not going to start another oil discussion here, as any publication, either in print or on the net, usually has one and you are all familiar with the controversies and opinions.

Conventional wisdom has it, that you should NOT use Automotive spec oil unless it is API SF,SG or SH. Problem is, you can't find that stuff anymore. Most automotive oils available are SM, a few are still SL and some are already SN. So, what's behind it? Here is the deal: It's Phosphorus and Zinc, or better the absence of it. Due to the effect these additives have on catalytic converters in cars, the EPA has mandated a reduction of these anti-wear additives, however, only for 0W20 through 10W30 oils. Thicker oils were not required to meet this.

Looking at that, I found two oils of interest for us: Although both rated SM, Mobil1 15W50 with 1200 ppm Phosphorous and 1300 ppm Zinc, for high temp and FLAT TAPPET (Motorcycle) applications, suitable for R and Flying Brick K bikes **and** Mobil 1 Racing 4T 1600ppm P and 1700ppm Zn. Ideal for wet clutch applications, means all other BMWs, including the new Ks.

Get lubed properly!

Mike

Dana