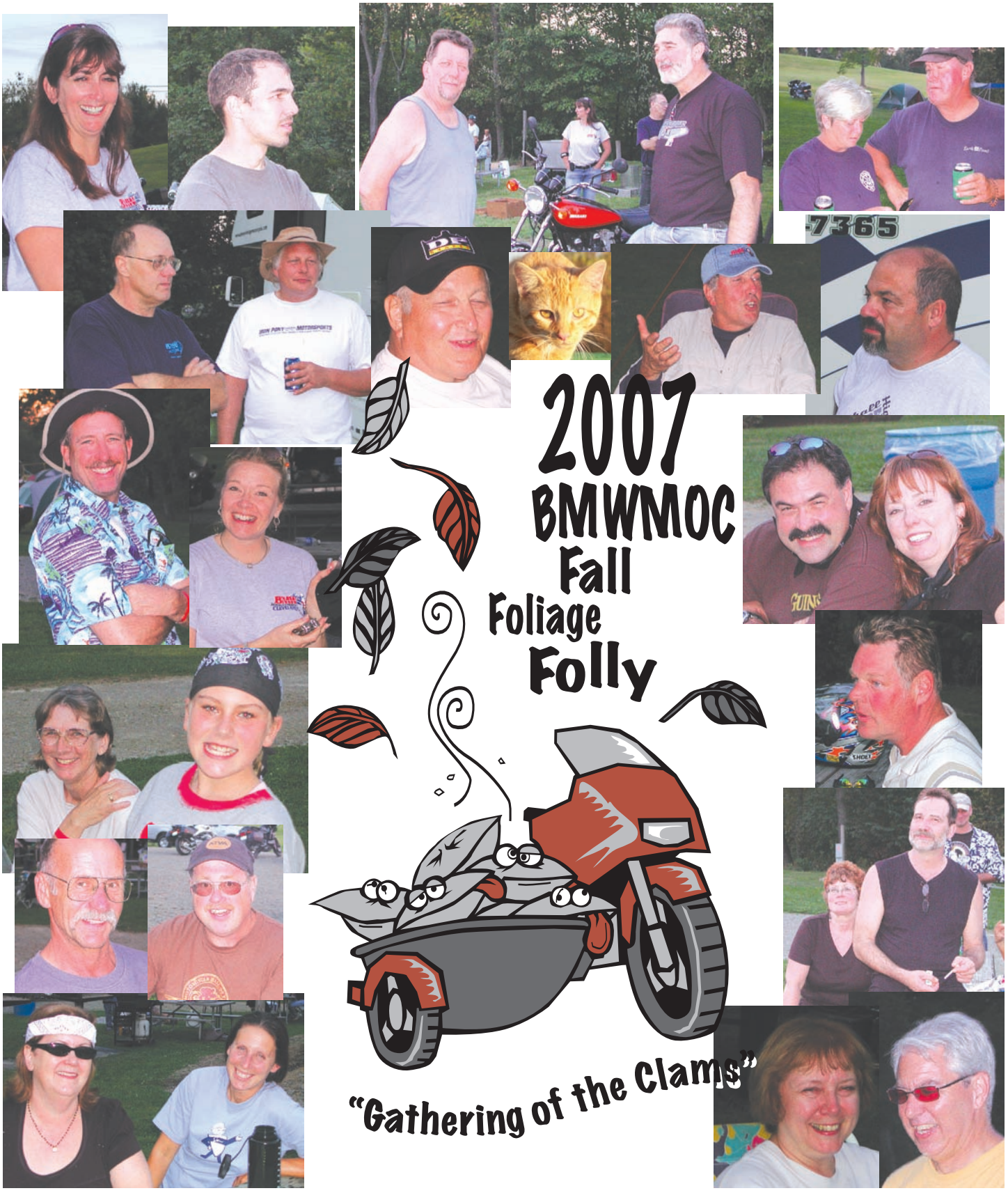
Cleveland Club News

Fall 2008



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The Gau Gazette

By Judith Gau

Our riding days are slowly winding down from a year of rallies stacked one on top of another. It seemed almost every weekend there was some event I wanted to ride to, and I took advantage of as many of them as I could. The RT didn't want to stay home for long. For a while I was living out of my side cases, and have become an expert on packing for my needs on the road, which isn't easy. Coming home was to plan the next week's trip and pack up again. Someone told me that I seem to wear the same shirts to each rally, and joked that they would see the same shirts again at the next one. Yes, it's called wear, wash, pack, and repeat, especially the moose shirt, and ride. Any problem with that?

It's been a fun season riding with so many of you. I can't think of it being any other way. Ride Safe—Judy ■

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Darwin's REV-olutions

By Darwin McClellan

Greetings everyone,

It's been a very good summer! The Weather Gods have smiled on us (except for Ike). Unfortunately, I missed the M.O.A. Rally in Gillette so I will let the attendees give their report on Wyoming. I'll start with the Coudersport ride. We all met in Chardon for breakfast and Jim and Becky lead us out of town at about 9:00. Jim as last year, planned a great route but due to some leg related pain reluctantly had to do it in the cage. We spent the day winding through the Pennsylvania countryside making stops for Courthouses and in general just enjoying a perfect day for a trip. We also made a stop at a hotel (Riverside Inn in Cambridge Springs PA) which appears to be a great spot for our first spring trip of next year. You know the expression, "It's a small world"? As we stopped for lunch at an ice cream/hotdog stand, who pulls in behind us but O.J. and Nancy Simpson, heading for the same destination but leaving from Washington PA. Timing is everything!

We arrived at the lodge about an hour before dinner and saw that the Borks and Viibergs had just popped in ahead of us after leaving several hours later. There's that timing thing again. After showers and some loafing around we sat down to a great meal of Chicken al la ronge. Guess that's how the culinary set says chicken with orange sauce prepared by our hosts Carol and Ed. After dinner we retired to the fire with libation, conversation and hijinx.

Saturday started with breakfast and a ride to the Grand Canyon of PA where we traded some banter with a Harley group and enjoyed the beautiful views. The roads and the weather were really good also. Next it was on to Wellsboro where we had lunch, strolled the streets, hit the shops and enjoyed some classic cars. Oh, we also found a liquor store. We then rode the countryside back to the lodge and sat down to a prime rib dinner and a repeat of socializing at the fire.

Sunday started with breakfast, a good bye to our hosts and a country side ride to the north end of Kinzua reservoir, (ask mike Sikora about our ride along the reservoir) to I-86. We stopped at Lake Chautauqua for lunch, then slabbed it back home arriving in a light drizzle.

Bob Gibbs and I rode to the Indianapolis Grand Prix and enjoyed a dry ride down on Thursday evening arriving at our hotel at about 11:00 pm. Friday we went to the track. Upon arriving we were directed around some parking areas then & there we were on the backstretch of the Indianapolis Motor Speedway! I wanted to drop to my knees and start chanting we're not worthy. We're not worthy as names like Unser, Andretti, Foyt, Dallenbach and other open wheeled drivers flashed through my mind. I could hear their engines as they closed and screamed past me! Oh, that was Bob! He couldn't resist the opportunity to be able to tell our friends that he passed me on the backstretch at Indy (at a blistering speed of 40 MPH). Security was watching since they had the track lined with people.

We enjoyed the atmosphere of the event, the venders, Indy Museum, celebrities and displays. Racing practice Friday was fast and dry and we enjoyed the show. After a full day of practice we went to dinner and returned to the hotel where Bob's brother in law, Hans from Chicago, joined us.

Saturday started with clear skies but the rain came and went most of the day but qualifying still continued on with displays of masterful riding. Saturday evening the rain subsided in time for the AMA mile flat track races at the fairgrounds. I haven't seen a flat track race in 30 years and can't understand for the life of me why I haven't. What a wild and entertaining night!

Sunday started OK but as the rookie cup 125cc race was finishing, the rains came then went again. They ran the 125 cc GP and again the rain came and went. Then they cancelled the 250GP and went straight to the GP. It started in the dry, errr, damp with Nicky Haden in front with guess who in second, Valentino Rossi. It stayed this way until the rains and wind came, then Rossi took the lead. Disappointing but the guy can ride! The rain became harder, the wind grew more fierce, (gusts of about 60 mph). but amazingly they raced about 10 laps in these conditions when they finally called the race.

Bob and I started home about 6:00 in medium rain to the state line then rain again to about Dayton. Passed Poremski (if you can believe that) just south of Columbus and got home about 11:00. All in all I had a great %$#*ing time, rain and all. It will be happening again in August next year. Our room is reserved. Come with us and you'll have a great time.

The Fall cool down is upon us which means the club indoor schedule will be coming soon. See the calendar or web site for information. Ride On,—Darwin ■

ABC, Easy as 1, 2 & Rt. 3
(The mental meanderings of a tribal newbie)

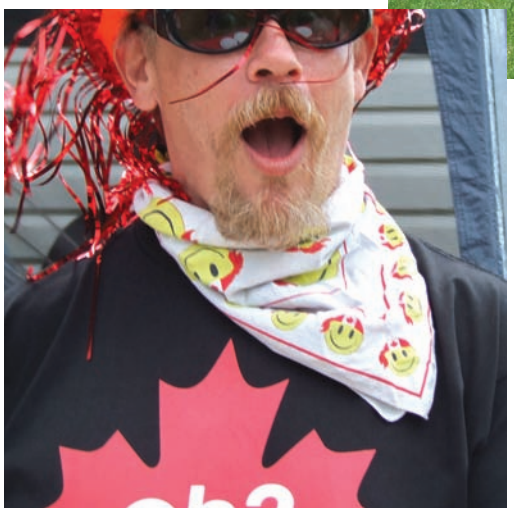
By Don Poremski

Reports on several rallies north of the 43rd parallel have been tempting me to attend ever since I moved to Ohio and became a member of the BMW Motorcycle Owners of Cleveland.

Theme rallies! What a concept. Broccoli Riders?? A man named Helmut Haus sponsoring such frolics and strange gestalt broccoli decals. The ABC rally was one of those gatherings so that, and the personal agenda adopted for 2008, NRR&E (new roads, rallies and experiences), found me packing Beeming Bettie for a trip northward. Heck, it's just on the other side of Lake Erie, right? (Wouldn't it be great to have an Ashtabula to Port Stanley ferry?)

The weather forecasts were not supportive for the ride or the weekend, but with the proper gear one should have no fear. Thought this one should be done now while I could still cross the border with a driver's license and a birth certificate. The rain abated just south of Erie and the balance of the 374 miles to the Springwater Conservation Area was dry and relatively warm. Arrived in daylight, set up camp and dove into the Biker Stew.

The gathering was not totally made up of strangers. I knew Terry and Darryl Cainey from the Four Winds rallies, Donna Schettine, Karl Anderson and John Gower were there from the MOC, too. It really wouldn't have mattered much had they all been strangers. First of all, you never stay by yourself much at any BMW rally, but the Canadians are just chock-a-block full of hospitality. My first contact was with the man collecting the money and the current president of the club, Hubert Laurin. Like most bear/men, he was full of warmth as soon as I ponied up my rally fee. He also taught me some new terms specific to Canadian argot.



So, how is it that the Forest City BMW Riders put on the ABC Rally? Back when the club started putting on rallies there was a charity support aspect to it. Proceeds from the "run" were directed to the London Community Center. The ABC comes from that observation run that had riders getting at least ten cities that started with an A, B, C…you get the idea. The name stuck even though the observation run has been replaced by a dice run and the charity is now the Brain Tumor Foundation of Canada.

Dave "Hoovy" Hoover guided four bikes out to breakfast in Aylmer on Saturday morning. After the meal it could have been the trolley museum, but in keeping with the BMW mold, we went for a ride to a couple of ports instead. That allowed Hoovy to show me all seventeen of the turns that occur in this southern tier of Ontario. Yeah, we got wet, but not for long. Then it was huge windmills, one after the other supplying "hydro" to hungry Canadian consumers and, by extension, the whole northeastern grid system. But, dinner awaited us back in camp so we found the seventeen turns for a second traverse on the way.

Maria and Rich Stevenson are the commandants of the Canadian Catering Corps. I haven't seen a dinner presentation with that much flair since a BS rally, all the presenters wearing

the red and white of the Canadian flag and maple leaves very prominent. Roast beef, potatoes, coleslaw and more topped with two desserts. Oh, Canada! Oh, and thanks to Patrick Castel for expanding my limited French. Going back for thirds on dessert won me the moniker of "giff a suc" or "sweet tooth".

The bonfire brought out some things that were missing from the weekend. On this side of the border the rally games tend toward weenie bites and bum darts, but those were absent. Guess we needed a bit of Helmut to get them started. The rally really draws from the entire North American continent. Past events have welcomed Guy from Alberta and Marty the bike detailer was present this year from Tallahassee.

Sad to say that I missed one other very important person. Not sure of the gender, but the last name is Phakall. Apparently if you don't know Phakall, you're in a definitely negative situation. Guess I'll just have to put that in my O-Pipe and smoke it during the next safety meeting. To get the true meaning of that 'inside" humor, you'll just have to attend the ABC in 2009. ■

BMW Admits Quality Control Problems

by Steve Farrell, MCN
September 2008

The quality of BMW motorcycles has suffered due to a massive boost in sales, the firm has admitted. The German motorcycle manufacturer, which has a strong reputation for reliability and quality, has failed to maintain standards while struggling to meet a rise in demand of over 40%, according to bosses.

Around 7,000 motorbikes have been sold to UK customers with potentially faulty immobilisers, the firm has announced. Models across the range are affected by the fault, which could leave owners stranded by preventing them starting their bikes.

The firm is also dealing with a second fault, affecting fuel pumps on R1200GSs. The fuel pump relay can fail, halting fuel supply to the engine, BMW said. Adrian Roderick, the firm's UK general manager, said the two faults were just the latest problems to arise following a sales boost. "They're the two we've had to deal with most recently," he said.

In both cases the firm has decided not recall potentially affected bikes but to replace faulty components when they are next being serviced.

Roderick blamed the problems on the firm's struggle to build 15-20% more bikes each year for four years to meet the surge in demand. "We were growing so fast we were sort of tripping over ourselves," he said. "We're well over 40% up on four years ago. With any product, when you suddenly increase volumes quite quickly you are prone to things going adrift." He put the sales boost down to the shedding of the firm's image as an "eccentric or quirky choice", helped by Ewan McGregor and Charley Boorman's use of BMWs in their TV adventure series Long Way Round and Long Way Down.

Hendrik von Kuenheim, the head of BMW's motorcycle division, said: "We're selling a lot more bikes so there are bound to be some problems." Von Kunheim said a trouble shooter had been appointed to report directly to him on quality to help resolve the issue.

Roderick claimed the firm was now getting a grip on the problem with the help of the new appointment. He said progress could be charted through warrantee costs. "As sales went up the warrantee cost per bike went up slightly," he admitted. "Now it's dropping back down again." ■

To Denver and Back – Some Observations

By Patrick Bohan

In the latter part of this past May, I drove my trusty 2003 R1150RT out to Denver to visit some relatives. Some observations follow:

First, it was a short time frame, nine days, so I had to use the Interstates going and coming . . . a boring, uninteresting option.

Second, I came close to failing to make a left hand turn from I-70 onto a bypass around Indianapolis. Prior to this turn, while in slow speed, I had been turning the bike using the handlebars. For some reason I forgot the need for counter-steering at high speed. Just barely made the turn without crashing into a wall. Felt scared and stupid!

Third, I was cut off twice by drivers changing lanes without checking for my presence in their target lane.

Last of all, as I travelled through the wind corridor of the Great Plains, I realized the great force of the wind while on the bike. It must have been blowing 35 mph for mile after mile. I also noticed that a few farmers had already replaced their old "circle fan" windmills with the new propeller driven ones. This was an example of the future where we too will see that there is some environmental and economical sense in producing at least some of our power from wind energy. ■

Looking for something? Have something for sale? Post it here in our CORNER MARKET by emailing your information to Paul Mitchell at mitchellrrc@att.net and we will feature it in our next quarterly CCN.

For Sale:

1982 Honda CX500 Custom Classic, 11,400 miles, excellent original condition, grey on grey with chrome fenders. Water cooled with shaft drive. $1,850. Call **Don 330-877-0582** or **330-704-1680**.

For Sale:

Aerostich Darien pants, custom fit 38 waist by 32 length. Minor scuff mark above left knee, does not affect function. Asking $100. Contact Robin at **zzum@aol.com** or **216-410-4640**. ■

Corner Market

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Season of the Bike

By Dave Karlotski with kind permission of the author, Editor of The Wire, Portsmouth, NH

There is cold, and there is cold on a motorcycle. Cold on a motorcycle is like being beaten with coldhammers while being kicked with cold boots, a bone bruising cold. The wind's big hands squeeze the heat out of my body and whisk it away; caught in a cold October rain, the drops don't even feel like water. They feel like shards of bone fallen from the skies of Hell to pock my face. I expect to arrive with my cheeks and forehead streaked with blood, but that's just an illusion, just the misery of nerves not designed for highway speeds.

Despite this, it's hard to give up my motorcycle in the fall and I rush to get it on the road again in the spring; lapses of sanity like this are common among motorcyclists. When you let a motorcycle into your life you're changed forever. The letters "MC" are stamped on your driver's license right next to your sex and height as if "motorcycle" was just another of your physical characteristics, or maybe a mental condition.

But when warm weather finally does come around all those cold snaps and rainstorms are paid in full because a motorcycle summer is worth any price. A motorcycle is not just a two-wheeled car; the difference between driving a car and climbing onto a motorcycle is the difference between watching TV and actually living your life. We spend all our time sealed in boxes and cars are just the rolling boxes that shuffle us languidly from home-box to work-box to store-box and back, the whole time entombed in stale air, temperature regulated, sound insulated, and smelling of carpets.

On a motorcycle I know I'm alive. When I ride, even the familiar seems strange and glorious. The air has weight and substance as I push through it and its touch is as intimate as water to a swimmer. I feel the cool wells of air that pool under trees and the warm spokes of sunlight that fall through them. I can see everything in a sweeping 360 degrees, up, down and around, wider than PanaVision and higher than IMAX and unrestricted by ceiling or dashboard.

Sometimes I even hear music. It's like hearing phantom telephones in the shower or false doorbells when vacuuming; the pattern-loving brain, seeking signals in the noise, raises acoustic ghosts out of the wind's roar. But on a motorcycle I hear whole songs: rock 'n roll, dark orchestras, women's voices, all hidden in the air and released by speed.

At 30 miles an hour and up, smells become uncannily vivid. All the individual tree-smells and flower-smells and grass-smells flit by like chemical notes in a great plant symphony. Sometimes the smells evoke memories so strongly that it's as though the past hangs invisible in the air around me, wanting only the most casual of rumbling time machines to unlock it. A ride on a summer afternoon can border on the rapturous. The sheer volume and variety of stimuli is like a bath for my nervous system, an electrical massage for my brain, a systems check for my soul. It tears smiles out of me: a minute ago I was dour, depressed, apathetic, numb, but now, on two wheels, big, ragged, windy smiles flap against the side of my face, billowing out of me like air from a decompressing plane. Transportation is only a secondary function. A motorcycle is a joy machine. It's a machine of wonders, a metal bird, a motorized prosthetic. It's light and dark and shiny and dirty and warm and cold lapping over each other; it's a conduit of grace, it's a catalyst for bonding the gritty and the holy.

I still think of myself as a motorcycle amateur, but by now I've had a handful of bikes over a half dozen years and slept under my share of bridges. I wouldn't trade one second of either the good times or the misery. Learning to ride was one of the best things I've done.

Cars lie to us and tell us we're safe, powerful, and in control. The air-conditioning fans murmur empty assurances and whisper, "Sleep, sleep." Motorcycles tell us a more useful truth: we are small and exposed, and probably moving too fast for our own good, but that's no reason not to enjoy every minute of the ride. ■

BMW International Ladies only!

The London Metropolitan Police Service (MPS) is famed around the world and has a unique place in the history of policing. Founded by Sir Robert Peel in 1829, it is by far the largest of the police services that operates in greater London, covering an area of 620 square miles (1,000 square kilometers) with a population of 7.2 million.

The Metropolitan Police Service's motorcycle division was strictly 'ladies only' at a recent event in London. In an attempt to increase the amount of female officers who use motorcycles as response vehicles, the MPS dedicated an afternoon to demonstrating what it's like for a woman to work in this specialist area. Throughout the day, female officers interested in becoming police motorcyclists were given the chance to quiz

senior female officers about day-to-day operations, and try out the motorcycle fleet for themselves on the training school's roads.

Those in attendance took to the tarmac – many for the first time – on a mixture of BMW Motorrad machines that make up the Metropolitan Police's driving school fleet. The models used on the day included the R 850 R, R 850 RT, R 1100 RT, R 1150 RT and R 1200 RT. The reason for this mix was to give students a cross-section of the bikes that would be available to them on operational duty.

Sergeant Chris Latham, Head of the Motorcycle Wing of the Metropolitan Police Driver Training School explains: "BMW Motorrad is, at the moment, the only manufacturer that makes a motorcycle that is deemed 'fit for purpose' within the uniform patrol role. I received very positive feedback in relation to the ladies' day event, during which we used all of the types of bike on the driving school fleet."

Chief Inspector Don Smith, Head of the Driver Training School explains why it was important to give female officers the chance to sample motorcycling: "Historically, the number of female motorcyclists in the Met has been low – currently only about one in every 30 motorcycle officers is female. The event was about redressing that balance and dispelling the macho myths. We held this event to try to encourage female officers to find out more about this specialist area and the career opportunities that exist for police motorcyclists."

The driving force behind the event is Sergeant Eugenie Brooks from the Royalty Protection department, which is responsible for – among other things – personal protection for the Royal Family, both nationally and internationally; protecting royal residences in London, Windsor and Scotland; protecting members of the public who visit royal residences; and personal protection for European Royal Families visiting the UK.

"My career at the Met has involved motorcycles since 1990, and I absolutely love it," said Eugenie. "I got the idea for a 'Ladies Day' when I was working in the traffic division and was approached by a new female officer asking how to get into the specialism. From that I became a kind of mentor and that's when a female colleague and I thought about doing this for a group of women. So we approached the Driving School and the women's motorcycle day was born. The day was aimed at getting more women into this area and simply encouraging them to have a go in a safe and stress-free environment."

With the help of BMW Motorrad, the MPS enjoyed a massive success with its ladies' day – so much so that another similar event is planned for next year. ■

Make Your Own Manometer

by Wally Gingerich

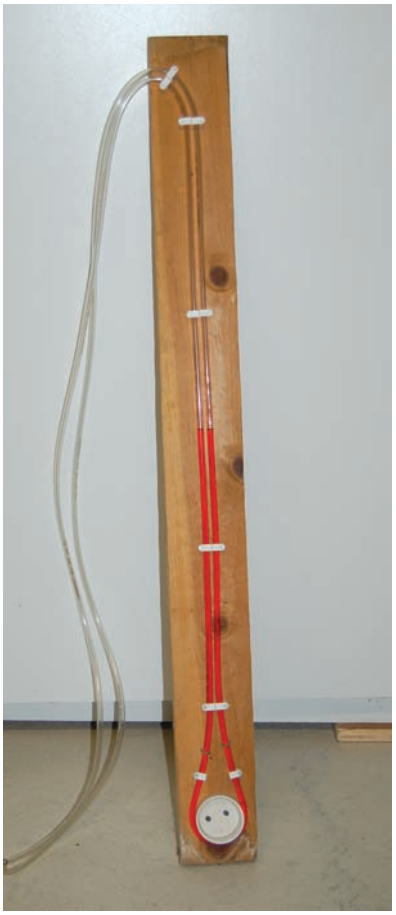
If you own a single spark oilhead, and have obsessive tendencies like me, this project may be for you. Oilheads are susceptible to surging around 3500 rpm, most noticeably in 2nd and 3rd gear. Surging can be greatly reduced or eliminated entirely with a careful tune-up, with particular attention to the valve adjustment and throttle body sync. I like to work on my bikes myself, and since oilheads need a valve adjust and throttle body sync every 6000 miles I decided to learn how to do the TB sync myself. There was just one catch – I needed a manometer.

A manometer is a tool that measures differential vacuum, and is needed to balance the vacuum in the two throttle bodies. Many Beemer owners use the TwinMax, a handy but expensive ($100) electronic instrument. Others have used "carb sticks." I found instructions on the Internet for making a simple U-tube manometer for just a couple of bucks, so I took the challenge.

Here is the list of things you'll need:

- 12-14 feet of 3/8 inch clear vinyl tubing – readily available at Lowe's and many other places
- A 1x4 inch board, about 3 feet long
- A dozen small staples – I had some lying around that were intended for video cable
- A couple of ounces of automatic transmission fluid
- A lid from a jar or bottle, about 2 inches in diameter

Nail the lid onto one end of the board. Find the exact middle of the tubing and position it at the bottom center of the lid. Run the tubing around the lid and attach with several staples. Extend both ends of the tubing up along the board parallel to each other and about an inch apart, and attach it using a few more staples. This should leave you with about 3 feet of tubing



on each side that hangs freely from the top of the board. Stand the board up, with lid on the bottom, and with a funnel or syringe pour enough automatic transmission fluid into the tubing to create columns about 12 inches high. This completes your manometer! It's a good idea to insert a golf tee into each end of the tube to keep dirt and moisture out, and be sure to store your manometer upright so the fluid doesn't drain out. Now it's time to sit back, grab a beer, and read up on how to use it.

Instructions for syncing throttle bodies are available online at IBMWR.ORG. The ones in the Oilhead Maintenance Manual edited by Carl Kulow are detailed and easy to follow. You'll need to study these on your own to make sure you do the sync correctly and precisely. In a nutshell, you will attach the ends of the manometer to the vacuum ports on the undersides of the throttle bodies. With the engine running at normal operating temperature you will adjust the big brass TB screws for equal columns at idle, and then adjust the right TB cable for equal columns of fluid at 3000-3500 rpm's.

I can't stress enough the importance of following the syncing instructions meticulously. With a little practice you'll be able do a sync in just a couple of minutes and keep your oilhead running optimally all the time. Plus, you will have expanded your wrenching skills, and satisfied your compulsive tendencies all at the same time. What a deal! Now get the stuff together and get started…■

Wishes, Dreams and Bucket List

by Lili Martinez, BMWMOC European Correspondent

{Editor's note: I met Lili on a BMW/Ducati tour of Tuscany in 2006. She is a linguist from Portland OR that does instantaneous translation for the court system and was also brushing up on her Italian. Since we were on only 'Singles', we became bike buddies for a week and have corresponded since then. I asked her to contribute to CCN as a European Moto Correspondent since she now lives in Italy as well as Portland.}

Enjoying a gelato in Sienna

We all know what they say, "Be careful of what you wish for, you just might get it"… or that it is never too late to make your dreams come true. Mine started after my divorce in 2002. I made a list of things I wanted to do before kicking the good old proverbial bucket.

Among the items on my list: A new BMW, nothing fancy mind you, just a little 325i… done! Then came traveling, lots of traveling. It is an on going work-in-process. I know, I know it's a dirty job but someone's got to do it. Well I am working on it and loving it!

Did I mention my passion to acquire a motorcycle? I rode with my father and my brothers as a teen. Then life explodes, you get married, have babies and all that good stuff. Then the babies grow up, your life changes again and then find you wondering if it is time to take yourself out to pasture after the end of a 22 year old marriage, or sqeeeeeze a little more out of this wonderful and challenging journey. I decided to do the latter.

Now, back to the bike! I wasn't sure which brand but I did know I wanted a sport bike. I took the basic Team Oregon Basic Safety Course and got my "M" endorsement. The year-- 2005. The class was held at one of our local Harley Davidson Dealers and I almost bought a Buell. Anything else at the shop was too big and too heavy for me. I opted for something else, a Kawasaki Ninja . . . a little 250. I thought it would be good to try and to start with something small and simple. After all, I am 5'3" and tip the scale at 125lbs. It was great! I loved it until I heard the unmistakable roar of a Ducati. At first I thought the bike was broken. It sounded sick. My friend Jason, who happened to be the owner of said bike, informed me that it was Ducati's signature sound. I started to surf the Internet and research this Italian Moto and soon fell in love with the darned thing. Jason was in the process of purchasing a 999 Ducati Superbike. I was to purchase his 759 Dark Monster with Termignoni pipes. I gave him a $1,000.00 deposit.

A week later, while riding my Monster for the last time, Jason, who is a Deputy DA and prosecuted felony drunk drivers

International Moto enthusiasts

at the time, was hit by one. The Monster was gone. Jason was saved by a miracle. He flew 30' in the air before landing on his back.breaking his neck, but with an Angel on his shoulder, he survived. He convalesced for three months. The doctors told him he might never walk again. When I went to see him at the hospital that first day, he could only move a finger and smile. Four months later, with a neck brace still on, I took him to pick up his new Acura TL. The following year he went hiking in the Swiss Alps with Kate, his girl friend. . . . a true testament to faith and to the man's sheer determination to get his life back.

I sold the Ninja and I waited until Jason got back in shape and then I told him and my children that I intended to buy a bike and wanted like their blessing. My boys said, "OK Mom, we love you and will worry about you but we want you to do whatever makes you happy." Jason also said OK, but he would also worry about me but he had only one condition; that he

Ducati Lili

would take me to the dealer to pick up my bike. I said yes and then asked if he could be the executor of my will. He agreed. I asked him that if anything ever happened to me, to just give me three months and then pull the plug. He joked and said he would pull the plug even if it was only a morphine one. I told him he would have to leave that one alone!

We picked up my Monster in August of 2005. It was love at first sight. She was still in her crate fresh from Italy. I called my little 620 Dark Monster Giovanna. The following spring, our local club was born, Ducati Pacifica.

We were informed at the first meeting of an up-coming trip to Tuscany, Italy in the summer of 2006. I signed up right away! This is where I met Paul, your beloved Editor. While in Tuscany, my second grand-child was born. Paul was kind enough to loan me his phone so that the kids could call with an up-date. When little Nadia was born, we were at dinner. Everyone was so sweet and kind, they all bought me a round (or was it two or three?) of that wonderful Italian Sangiovesse which has become favorite libation Needless to say, the following morning I rode two-up with Alberto, one of our two tour guides and who rides the amazing BMW 1200GSA. Gorgeous bike! Great rider! Unforgettable trip!

Wonderful friends were made to last a life time. Even if only via virtual reality as some are in South Africa, Venezuela, Ohio, etc. My second trip back to Italy last summer was to attend World Ducati Week, bringing a radical change in to my life. I am now residing most of the time in Italy, near Bologna. I bought my second Monster a couple of months ago.

This one is the bigger and meaner sister to my Giovanna. This one is an S2R 800 and I named her Federika…. But that's another story for another time, along with my recent trip to The Annual Stelvio Pass Event, or last weekend's visit (by bike of course) to Venice. For now suffice it to say, that at least for now, my biggest wishes and dreams continue to become a reality. If anyone had told me as a child that I would go from my native Mexico, to the USA as a very young person, and then to Italy for my "second wind", I would have not believed it!

Come and visit anytime, we can sit down with a nice glass of Sangiovesse or your favorite wine and I can spin some stories the way only a grandma can!

Ciao tutti e a presto!—Lili Martinez ■

Calendar of Events

October 31 - November 2

Ohio RA Halloween Camp Out

N40 20.484 W81 01.463
Trail Riders Campground, 4 miles north of Cadiz on SR 9. Primitive camping, pit toilets, and a paved road into the campsite. Look for a Harrison State Forest sign marked "Trail Riders Campground" http://www.bmwra.org/~raOhio/cadiz.htm . All interested BMW riders are invited to this end of season the camp out. RA-Ohio coffee, tea, etc., Sam Hill Memorial Ride at noon, "bring a dish if you wish" potluck on Saturday evening and more. Ghouls and gobblins welcome. Contact the RA Ohio Region Rep for details.

November 6th

BMWMOC Membership Meeting

7pm – 8pm Panini's, 480 West Aurora Rd., Sagamore Hills, OH 44067
Restaurant number: 330-468-6200

November 20th

Board Meeting

Rick Matisak's
6901 W. Clinton Ave. Cleveland
216-631-6595

December 4th

BMWMOC Membership Meeting

7pm – 8pm Panini's, 480 West Aurora Rd., Sagamore Hills, OH 44067
Restaurant number: 330-468-6200

January 17, 2009

Holiday Party (More info to be posted)

Diamond Event Center
1480 Pearl Rod
Brunswick, OH 44212
330-225-1915

January 31st

International Motorcycle Show-IX Center

Pre-Show Lunch, Time & Place TBD

February 5th

BMWMOC Membership Meeting

7pm – 8pm Panini's, 480 West Aurora Rd., Sagamore Hills, OH 44067
Restaurant number: 330-468-6200.

Date TBA

Cuyahoga Valley Scenic Railroad Wine Train

Enjoy an evening out aboard Cuyahoga Valley Scenic Railroad while experiencing five choice wines & appetizers. All of this while traveling through the beautiful Cuyahoga Valley National Park. Ages 21 and older. Coach. All trains depart at 7 PM and return 9 PM. Reservations and payment required by January 15. Email Robin Moss zzum@aol.com or 216-410-4640

March 5th

BMWMOC Membership Meeting

7pm – 8pm Panini's, 480 West Aurora Rd., Sagamore Hills, OH 44067
Restaurant number: 330-468-6200

March 6th

Daytona 200 at Champps Restaurant

Champps Restaurant 5989 Canal Road, Valley View, OH. Club gathering to watch the races at 12:30 PM, This was another fun event last year except that we had a blizzard! Champps is complete with a cozy fire, good food and a winning rider pool. The time above is based on last year and is tentative. The television schedule has not yet been announced. I will keep everyone informed. – Darwin.

March 21st

Winter Bowling Nite!
Fairview Lanes, 21847 Lorain Road, Fairview Park, OH. Bowl from 9:15 PM to 11:15 PM. Be there about 8:45 to get rentals and get organized. Cost is TDB per person, payable at desk on arrival. This will be a pot luck event, bring a small dish. Plates and tableware will be provided. Beverages must be purchased from Fairview Lanes! Please R.S.V.P. to Road Captain Darwin by the 17th. darvroom@sbcglobal.net or 216- 631-0851. I need to be sure we have enough lanes.

April 2nd

BMWMOC Membership Meeting

7pm – 8pm Panini's, 480 West Aurora Rd., Sagamore Hills, OH 44067
Restaurant number: 330-468-6200

April 18th

Annual Kirt Zautner Memorial Spring Tune Up Clinic

1301 Brownell Avenue, Lorain, OH 9:00 AM until ?? at Cobb's BMW & H-D Repair, 1301 Brownell Avenue, Lorain, OH. Hosted by Howard "Turp" Cobb. Coffee, soft drinks and grill available for you to burn. Spectrol oil, tranny and final drive fluids, Fram and K&N Filters available for all bikes. Other needs? Get with Turp beforehand to order. 440-244-6881 ■

A Perfect Long Distance Bike?

by Larry Cardo

My preferred type of riding is long distance travel. I never use my bike for local errands and avoid rush hours like the plague. Last year my K1100RS was getting a little long of tooth (118,000 miles) and figured now is the time for a newer bike—before I get any older.

Looked at Yamaha's FJR, Kaw's Concours, Honda's ST 1300 and naturally BMW K1200GT.

I've been looking for over a year. If the decision was only on price, BMW would have easily come in last. But, I finally decided on the 2008 K1200GT. There were design issues with the earlier models that were reported to be fixed in the 2008. Ask Don Walker about 2007 issues!

After spending that kind of money, I hoped I had made the best decision? Now have about 12,000 miles on it and I can easily say it is the best bike I have ever ridden. To be specific:

- Absolutely no vibration can be felt in the grips
- More power that I figure I'll ever need. I say that this year…
- Had to add an AeroFlow for great wind protection
- Adjustable windshield. I used to have to adjust my top wing by hand (with a screwdriver) to clear my visor of rain. Now I just push a button.
- An HID headlight which is a must for my old eyes. Great except on left turns.
- Cruise control. In addition to aiding my carpel tunnel, it also serves to keep me from getting traffic tickets—when set to 9 over.
- Good seat from the factory—but not great. I plan to upgrade over the winter to a Russell.
- The bike handles like it is on rails—best handling bike I have ever ridden. Plus you can adjust the suspension damping on the fly—and adjust the preload while standing still and pressing a button.
- I felt the looks left a little to be desired. Mathias added decals that I feel made the large flat front more attractive.
- This is the first bike I didn't have to purchase new bars or bar backs—and adjust cables and brake lines. Plus, they are adjustable for height.
- No engine heat. I have received 2nd degree burns on my thighs from the K1100RS. I have not felt ANY heat from the GT.
- Lower center of gravity and less weight than my K1100.
- Heated grips and seat. I did not care about this option, but now I like it. I no longer have to change gloves as the temperature drops. They say a heated seat makes long rides easier??

- The instruments are nicely arranged. The ability to check the oil level while riding is extreme laziness ?
- The range is much better than my K1100 and the gas mileage is also better (typically 46 MPG). There is a feature that shows miles to empty, but it is not accurate.
- Brakes are great—back brake is significantly better than the K1100's

I have had to add a few items.

- A larger foot on the kick stand
- A nicer sounding exhaust and 20 pounds lighter
- AeroFlow windshield
- Givi Top case
- Tank bag
- Additional LED brake lights
- 3 high current BMW outlets
- Lowered passenger pegs for Candi's long legs (not cheap)

Next year:

- Russell seat
- Auxiliary lighting (HID)

Poor features:

- BMW outlets have insufficient current to power electrics. Outlets cannot be used by a typical battery charger—but BMW will sell you one!
- Tall windshield was too short for 6'5" people
- Seat is good but not great
- Kick stand foot way to small. Just stupid!

In summary, I am extremely happy with my purchase. Now if the final drive will only…■

The 6th Annual Road Runner Akron Marathon

by Mike Sikora

The 6th Annual Road Runner Akron Marathon was Saturday morning September 27 and five members and their passengers were at the starting line ready for their assignments – but only

Roger Pivonka provides a ride for Akron U camera man

after facing a few challenges. Mike Sikora managed to fall off a dock and bruise his leg so his spot with the Men's Marathon announcer was filled in with Mr. Roger Pivonka who has carried a cameraman in earlier marathons. Arp's R1200RT suffered a fuel pump failure on Friday, so Mike's R1150RT was called in as a worthy substitute. The announcer for the primary event, the Men's Marathon, developed a bad case of flu and his replacement showed up just 20 minutes before the start of the race!

It was around 5:30 A.M. and the streets were dark, but standing in the middle of South Broadway Street in downtown

Marsha Bedford, hit of the event astride K1200LT with Hannigan sidecar rig

Akron were five members of BMWMOC .

Arp Viiberg , Roger Pivonka, and Rick Sessions all waited for the sun to rise and the 7:00 start of the Road Runner Akron Marathon and Chase Relay. Arp was providing transportation for Nelsen Petersen of KIBO productions for filming of this growing event. Rick's passenger, Pooky, was providing live on-course radio coverage of the Women's Marathon and Roger rode around with a student from Akron U to provide live coverage of the Men's event back to the announcing crew at the finish line in Akron Aeros Stadium.

A Women's National 8K Race was added for third year and a 7:30 start was planned for these Olympic hopefuls. Marsha Bedford provided a gorgeous BMW K1200LT with a HUGE Hannigan sidecar for announcer Ann Durr. Marsha's side car was the HIT of this year's event ! Paul Koontz brought has K1200LT in for Peter of Kibo Productions for video coverage.

Arp Viiberg and Nelsen Petersen of KIIBO Productions

10,000 runners filled the streets and the sidewalks were jammed with spectators as the races progressed. Arp, Rick, Roger got to run red lights, totally ignore stop signs, ride the wrong way on one way streets, and run through the University of Akron Student Commons where vehicles are not allowed. Marsha and Paul travelled over the 8k course which turned off from the beginning section of the Marathon and the returned to Akron Aeros Stadium for the Women's National 8K finish. We never saw Paul again as he travelled with Peter to film additional footage of the Marathon! The Akron Police just stood back and smiled as all just rode around having a great time while our passengers filmed the event and sent info back to Akron Aeros

This year's event featured BMWMOC member Susie Sikora on a Women's Five-person Masters Relay team and they once again took 3rd place in their division! Team members are Barb and Marti Wendel, Pat Marchand, Jennie Tuckerman, and Susie Sikora. (Not shown: Pat Marchand)

Stadium for the crowds waiting at the finish line.

This is the third year that BMWMOC has provided transportation services to the Road Runner Akron Marathon and it sounds like we'll be invited back for next year. Circle Saturday, September 26, 2009 for the 7th running of this fun event. Last year we provided 3 bikes to cover 8,000 athletes. This year we had 5 bikes as the event grew to two events and 10,000 runners. Race Director Jim Barnett will be needing help for the 2009 event and I'll post it in the CCN as the date gets near. It is a really fun time- maybe you'll join us? ■

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A Coudersport Caper

by Jim Sedivy

On Friday Aug 22nd, our journey to The Susquehannock Lodge started with a breakfast rendezvous in Chardon at the New York Deli. Bill, Roger, Judy, Sue, Mike, Judy, Mike, Jim and Becky had their carbs replenished and were ready for a ride. Darwin and Margie arrived and we were on our way. We started out and after less than a mile on the road arrived at the courthouse in Chardon for MOCal's and then continuing along SR 166 into Jefferson. We meandered along lightly traveled 2-lane roads with great weather and waves from the Amish farmers. A stop at the Hotel in Cambridge Springs PA provided welcome relief for our bodies from the heat and hydration. We continued along SR 6 thru the Allegheny Forest and had a lunch stop in Mt. Jewett along McClellan Ave. Upon arrival in Coudersport, a stop at the beverage store was made to ensure all had enough to rehydrate at the Lodge. We arrived at the Susquehannock Lodge and Carl, Rosemary, Arp and Sharon were there to greet us.

A fine meal was prepared by our hosts Carol and Ed. As the evening wound down we sat around the campfire and enjoyed the beautiful night. Music was provided by Carl's LT radio.

Saturday after breakfast we rode to the Grand Canyon of PA and then into Wellsboro for another courthouse Kodak Moment and lunch. Many of the ladies shopped in the quaint town. Darwin led an afternoon ride to a few lakes and then back to the Lodge. We enjoyed another fantastic prime rib dinner in the evening. Ed sure knows how to cook! Another campfire, music and a few songs to dance to were happenings in the evening under the starry skies of Potter County, PA.

Sunday after breakfast Darwin led the group back home thru part of the Allegheny Forest, and then we slabbed it back to NE Ohio and home. A splendid time was had by all!

Come join us next year! ■

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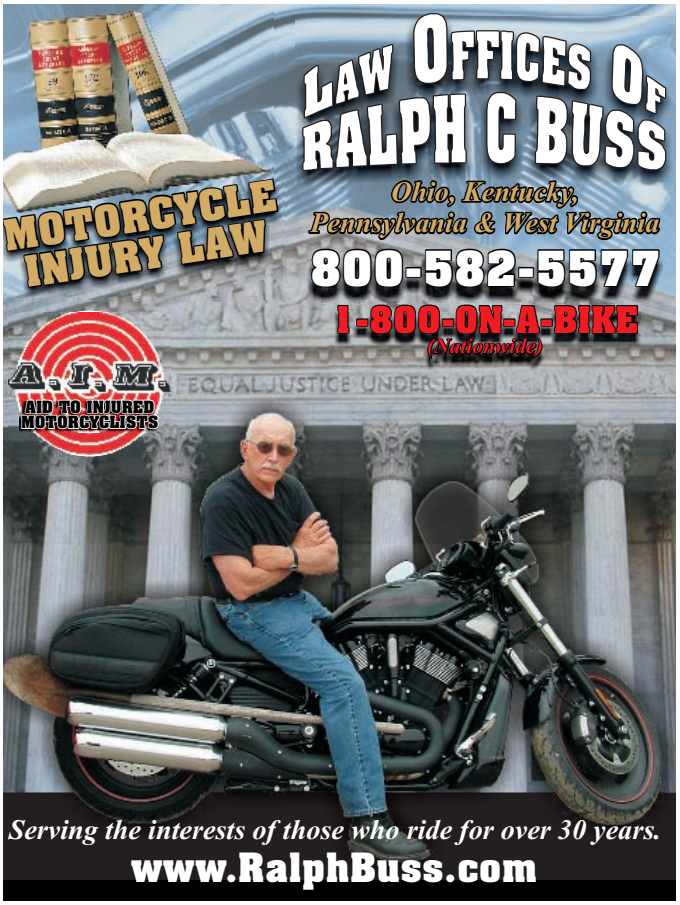


Highlights of the "Long Way To Gillette"

by Larry Cardo

Long distance scenic riding is my preference. In 2006 riding with Wayne Slepecky, we completed a Four Corners ride along with an Iron Butt certified, 43 hour, coast to coast jaunt.

In 2007 I visited St. Louis for the start and finish or the Iron Butt Rally, and then visited Bike Speed Week at Bonneville and on to a trip to the west coast.

In 2008 Wayne wanted to visit Glacier National Park (which we missed on our Four Corners ride) and again visit Yellowstone. I was looking for an interesting route to Gillette. By combining our objectives, we planned what turned out to be a wonderful adventure.

Day 1—Mentor, OH to St Ignace, MI (496 miles)

Although Michigan is basically straight and flat, the Northern Michigan pine forests are scenic. And a loosely enforced 70 MPH speed limit makes it even better.

Day 2—St Ignace to Thunder Bay, ON (500 miles)

The ride on 2 lane highways across the northern Lake Superior is highly recommended. Great weather made this leg significantly better that the Houghton BMWMOC group's trip.

Day 3-4-5—Thunder Bay to Edmonton, Alberta (515, 500, 350 miles)

We took the "Yellowhead Highway" (RT 16) across northern Canada. This is a great route! Unlike how the US routes with Interstates directly through cities, Canada routes their Interstates primarily around cities. Thus grid lock, rush hours, etc. are non existent.

I believe the highway gets its name from the canola fields adjacent to the highway which appear as an attractive florescent yellow. The speed limits are a little low, but enforcement was sparse and frequent 120-130 MPH speeds were reached. ? In Edmonton, we met up with Anna Slepecky, who flew in for the remaining trip.

Day 6—Edmonton to Hinton, AB (200 miles)

Hinton was at the start of the Canadian Rockies and the last place to acquire reasonable lodging (Jasper $300+, Lake Louise $450 & Banff $200+), thus a short day. After 2300 miles of relatively flat land, we finally reached real mountains.

Day 7—Hinton to Banff (250 miles)

What ever it takes these 250 miles may be some of the best around. Glaciers, rugged snow capped mountains and rivers and lakes turquoise colored - almost the color of a crayon. Met bikers from all over the world. Lake Louise was especially beautiful, but way too many tourists! And Banff is very scenic, surrounded by snow covered mountains—but also tourist trap.

Day 8—Banff AB to Whitefish MT (300 miles)

Scenic 2 lane roads, good scenery but commercialized unlike the NPs. The plan was to position ourselves close to the West entrance of Glacier NP, but far enough away to keep lodging prices low.

Day 9—Whitefish to Helena, MT (300 miles)

The "Highway to the Sun" road at Glacier is an engineering wonder . . . narrow (crowded) road with 2000 foot drop-offs. Construction projects caused numerous stop and goes—but gave extra sightseeing time. Mountain animals were abundant. This is a park not to be missed. Upon leaving the parks east entrance, we entered the Black Foot Indian Reservation. We found deserted, very fast roads, as we took mostly 2 lane roads to Helena.

Day 10—Helena, MT across the Beartooth Highway to Cooke City, MT (300 miles)

Today's objective was to move toward Gillette and close to Yellowstone. A slight detour and we have the Beartooth Highway.

The road and scenery even surpassed Glacier. The road scales a mountain range and crosses Beartooth pass at 11,000 feet. This is about 2000 feet above the snow line. The views are breathtaking, as well as the turns. The switchbacks are like something you see in the Alps. They take a fair amount of concentration, as the winds were very strong especially near the summit. Passing is difficult - but not impossible.

We stayed in rustic cabins in Cooke City at nearly 8000 feet- just far enough from Yellowstone to be low cost. Tomorrow Wayne and Anna would head off to Yellowstone and I would be off to the BMWMOA Rally in Gillette. Thus, we had our last meal (not supper) together—for this trip.

Day 11—Cooke City, MT to Gillette, WY (350 miles)

After 10 wonderful days with Wayne and Anna, it felt a little strange riding alone. But I soon started the Chief Joseph Highway. The Chief Joseph Highway combined with Rt 14 across Wyoming had it all; Scenery, mountains, tight constant radius curves, 100 MPH sweepers and 130 MPH straights. These roads were made for bikers -- and some very confused RV'ers. The two high passes (over 8000 feet) had the morning ride at a nice temperature. Roger Pivonka, who had been monitoring Candi's daily messages, recognized that I was heading his way and recognized me as we passed, going in opposite directions. I was oblivious. Sorry Roger!

Day 12-14 BMWMOA Rally Gillette. WY (few miles)

At the rally I noticed my rear tire was down to the wear bars—after only 8900 miles. I was hoping for at least 12,000. Had to stand in line 2 hours to purchase a new one. ?

Gillette or at least the part I experienced appeared to be a dump. Junky motels at $135/day. Coal is their big product. Motels are filled with construction workers. Everyone who can walk and chew gum at the same time now have jobs in the mines. You can guess the quality of restaurant staff?

BMWMOC only club members I saw at the rally was Roger Pivonka, Eric Simon, Mike May and John Gerow.

Attended the club presidents meeting, with about 40 clubs represented. The MOA agreed that they were not effective in helping local clubs—and wanted to improve. The biggest issue most clubs had—the burn out of club officers. No one had any good solutions.

Attended an interesting seminar on a ride to Prudhoe Bay, Alaska via the "Haul Road". The difficulty of the trip will keep me from that ride w/o an off-road bike!

Day 15-16 Gillette, WY to Mentor OH (1550 miles)

Two long days in the saddle crossing the Midwest on boring Interstates. Canada was so much more interesting. Broke the boredom racing a new shiny Corvette. Pulled 3 car lengths on him at 140. The engine in my new K1200GT is wonderful!

Continued on page 20

I was planning on my Chicago by-pass, which adds about 2 extra hours to the trip. But at the rally I heard that construction was completed on I-80. I verified this with a trucker just before Chicago. For the first time in my life I flew through with only a $0.60 cent toll. Now instead of 2 lanes of gridlock, there are 6 lanes of trucks all moving at 70 MPH. I think this is an upgrade?

There seemed to be a significant amount of trucks on I-80/90. I started counting cars and trucks. The result was MORE trucks than cars! Arrived in Mentor about 10 PM.

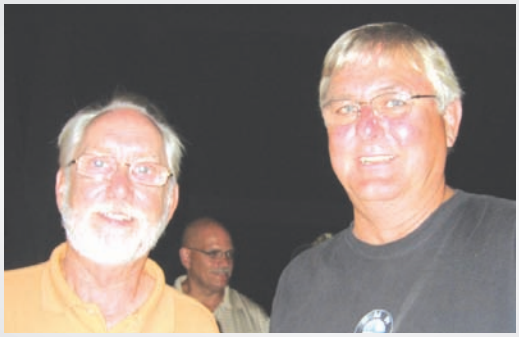
Candi always worries about my safety on long trips, especially when I ride alone. For this trip I purchased a $200 device called SPOT. It provides satellite tracking and reporting of location (even in areas of no cell phone reception). I can have it send a location every 10 minutes or the way I used it, every hour. Interested parties can view your progress on a Goggle map or be notified by e-mail of every location transmission. An

added feature is the ability to communicate road trouble or automatically have 911 transmitted to the local emergency group.

Next year Wayne and I are considering the long way to the BMWMOA 2009 Rally in Johnson City, Tennessee, via a slight detour to the Gaspe Peninsula and Nova Scotia. ■

Welcoming Our New Members!

Tim Karas



Al Scheider, Paul Koontz

Dave and Nancy Laboy

BMWMOC Club Store Price List

Contact Cheryl Fallis **cheryl_fallis@yahoo.com** for sizes and availability.

"PIT" T-Shirts	**$10**
"PIT" Long-Sleeve T's	**$15**
Club T-Shirts	**$10**
Club T Shirts XXL	**$10**
Clambake Long-Sleeve T's	**$15**
Club Sport Pants	**$15**
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Towels	**$5**
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Enamel Pins	**$3**
OR 2 for	**$5**
Name Badges	**$4**

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Have You Seen These?

Across the Pond . . . the Atlantic, That Is!

by Paul Mitchell

Earlier this summer, I had a surprise business trip to London and a one day sojourn to Paris. Unfortunately, there wasn't an opportunity to ride a two-wheeled vehicle but many moto observations are included in this journal.

I arrived on a Sunday midmorning after a red-eye via Newark and navigated the way to my hotel via the very efficient subway system commonly known as the Tube to Victoria Station. This district is customarily called the Westminster borough of London. From there it was a short London Black Cab hop to my digs at the Astors Hotel. This was a "Boutique Hotel" without an elevator and I counted 62 steps to my 3rd floor chamber! If you check their web page, it says CHEAP! {Only $240 a night!}

Settling in, I started to plan my business (and of course pleasure) activities for the next week. On Monday morning I had a short breakfast meeting and the rest of the day was free. I decided to take one of the famous Double Decker bus tours of London to see if there was any place I wanted to re-visit in detail later if I had the time.

Monday morning after coffee and biscuits (butter cookies), I headed back to Victoria Station which is a major transportation hub in London with the National Train depot, the Tube (Victoria & Piccadilly lines) and jump-off points for many of the local tour operators. London is truly an international city and I heard many languages on the 4 block walk through the labyrinth of flats, offices and small businesses.

I charged the Double Decker bus tour to plastic and got a front row seat on the upper deck for photo ops. As we approached the Big Ben Tower at Parliament I noticed a number of R1200RP bikes with flashers on stopping traffic in the opposite lane. A five-vehicle caravan passed unimpeded escorting a large black limo. The chase SUV's had the back windows open and automatic weapons were visible! I realized that I just witnessed a Presidential convey since GWB was in town! The rest of the tour was a series of drive-bys of The Royal Museum, Windsor Castle, Tower of London, Marble Gate, London Bridge, the "London Eye", Piccadilly Circus (a madding traffic circle) and a series of parks such as St. James and Hyde Park as well as other tourist haunts. I spied a BMW dealership adjacent to Hyde Park and made a note to return for a friendly chat with our British cousins.

The second day was just as exciting because I was to visit Paris with a scheduled late afternoon appointment. I had made a reservation via the Internet before I left Cleveland on the Eurostar Train that goes through the Chunnel at 200+ mph. I

booked the earliest departure so that I could maximize my attempt at French conversation since studying this language in high school over 4 decades ago! I found my way via the Tube to the at St. Pancras International Terminal in the north of London, had another cup of java, and boarded my car for the quick trip to Paris. The train ride was way too cool with breakfast service like the airlines used to offer! Champagne was offered as we approached Paris! At the Paris station I had to exchange British pounds for EU Euro's and then attempt to navigate the Paris Subway. That was a challenge! Even the visiting French folks had a difficult time trying to decipher the information on the ticket machine. The line to the agent windows was almost out of the station. With a little help of a very attractive young lady, I bought my ticket for the île de Paris

or business district on the Seine with the nearest attraction . . . La cathédrale de Notre Dame.

My intentions were to visit the Musée de Louvre early afternoon since my late afternoon appointment was across the street, but dontcha know the only day it's closed is Tuesday. It was now late morning and I decided to have lunch, people

watch from a sidewalk café and then explore the area around the cathedral.

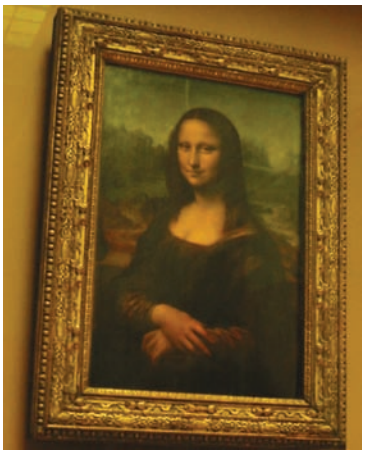
BMW's . . . I saw, LT's, RT's, RS's, GT's, GSA's, K75's R60's and these two gems that were not generally exported to North America.

This in the BMW C1 Executive which was designed for city commuting with a double roll bar and shoulder harness safety belts. It was available in either a 150 or 200 cc. engine. Also included were a windshield wiper and washer! There was an ongoing controversy with regard to wearing helmets and other safety issues and was dropped from production in 2002.

This is a R850 RT which was sparsely imported to the US but has found use in the "P" version in Denmark and Hong Kong!

I enjoyed the architecture of the Cathedral and then prepared for my late afternoon meeting longingly wanting to visit the Louvre just across the street from my final Paris rendez-vous.

My meeting with the Paris City Director of the Clinton Climate Initiative was successful from a gut feel (now confirmed by some recent e-mail exchanges) so I headed back to the Nord Paris Chunnel station at the peak of the Paris rush hour. This time my "lessons learned" experience and a couple of questions to choice Parisian mademoiselles brought me back to



the train depot and the quick trip across the French countryside and then under the English Channel to London.

The rest of the week was filled with interesting work experiences with my UK colleagues and some great culinary delights in the restaurants and pubs of London as well as more BMW sightings. I did have a break one afternoon after an appointment and headed back to Hyde Park to find the BMW dealership. Unfortunately, I came up for air at one of the park Tube stations on the opposite side from the BMW integrated dealerships of Bikes, cars and Mini's. The park is 350 acres and I had to check the map stations numerous times to find the dealership on Park Lane. Guess what? They don't have local London BMW goodies only the corporate clothing lines. The equivalent price for bikes was: K1200GS $22,000, K1200GT $27,000, R1200GS 23,000, K1200S $25,000 and gas was around $7.50/gal

So for this trip across the pond, no riding but an interesting experience in varied modes of transportation.

HOWEVER, watch for the Winter edition of CCN with real riding across two ponds . . . the Atlantic & Mediterranean on a R1200RT, Quads and perhaps a camel or two. ■

Annual Elections of Officers & Directors

BMWMOC By-Laws

Well, BMWMOC members, It's that time of year again! Think about your involvement in the club as well as those currently serving as Officers and Directors. As you read the Annual Election requirements from the By-Laws consider whether you want to make an active commitment to our organization. In September, our current President, Judy Gau will appoint the Election committee to start the process for 2009.

From the By-Laws:

5. ELECTIONS

a. A summary of the election process will be published in the Club's newsletter serving as notice to the membership prior to opening the annual officers election nomination window. During the September meeting, the President will appoint a three member Election Committee from the general membership and declare the nomination window open.

b. An individual must meet all applicable membership requirements, must have attended at least three monthly meetings during the current year, and must expect to be able to attend all Board and monthly meetings during the coming year to be eligible for nomination.

c. Nominations must be seconded by another member.

d. Individuals may be nominated for more than one position, but can only accept one nomination.

e. The Election Committee will confirm that each nominee is willing to serve. Nominations of unwilling nominees will be withdrawn.

f. At the end of the October meeting, the President will make a final request for nominations and then declare the nomination window closed. Additional nominations are prohibited prior to and on the Election Day unless there are no nominees for a particular position; then nominations will be accepted only for that position. The President shall appoint any additional directors as needed to address the growing membership per Section IV, Part 2.

g. The Election Committee will compile an Annual Election Ballot and a document containing nominee position statements. The Election Committee must receive all nominee position statements no later than thirty days following the October membership meeting. The Election Committee will mail or distribute with the club newsletter one ballot per member and the nominee position statements at least thirty days prior to the January membership meeting. The ballot will provide: a list of nominees, a space for write-in votes, an address where the completed ballot must be mailed, and a deadline date after which ballots received will not be counted.

h. Members who cannot attend the January membership meeting to vote in person must return the completed ballot in an envelope with the member's membership number on it per the included instructions for such vote to be counted.

i. The actual election will be held at the January membership meeting with both the mail-in ballots and the in-person votes being counted.

j. Determinations:

(1) Except for directors, the nominee with the greatest number of votes for a particular position will assume the duties of that position at the February meeting. Nominees determined to have won the election for their respective positions shall endeavor to attend the January Board meeting along with the current office holders for that term.

(2) For directors, members vote for the mandated number of the director nominees as stated on the Official Ballot: -if the out-going president is re-elected, elected to another position, or declines to become a director for the year following presidency, the highest tally of votes cast for director nominees shall determine the director electors. -if the out-going president exercises his right to become a director for the year following his presidency; the past president and the highest tally of votes cast for director nominees shall determine the director electors.

k. If a member is elected to a position by write-in votes, the Election Committee will confirm that that member is willing to serve in that position before finalizing the results for that position.

Your Club Needs Your Help...

QUARTERMASTER UPDATE:

- We now have a place to store club supplies such as canopies, coffee pots, paperware, burners, etc., however we need someone to transport these items to the Tune-Up Clinic, Pit and Clam Bake events. For more info contact Judith Gau, **330-467-2620** or **jgau@alltel.net**