Cleveland Club News

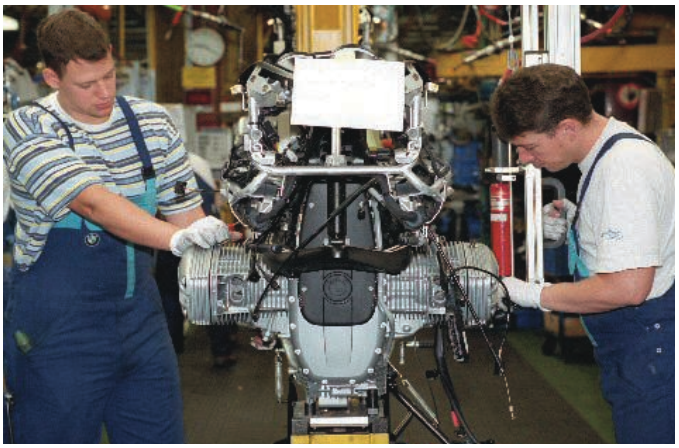
Summer 2009 Edition

40 Years BMW Motorrad Manufacturing

BMW Celebrates the 40th Anniversary of Its Berlin Spandau Plant

Reprinted from www.acem.eu News from the Motorcycle Industry in Europe

Officially, BMW Motorrad's motorcycle manufacturing in its Berlin Spandau facility began in 1969 with 400 employees and an initial target of 30 units a day. This however was just the final chapter of a story that began three decades earlier. Back in 1939, BMW AG identified Berlin Spandau as a suitable production site. Previously the area was owned by the Siemens & Halske, which in 1928 built aircraft engines. In 1939 this company went into possession of BMW AG and served until the end of the war as a



production facility for BMW engines, including the nine-cylinder radial engines for the legendary Junkers JU 52.

After the war, the factory in Berlin-Spandau – like many others – was dismantled by the Allies. The production of motorcycle parts started in 1949 - a first step towards the gradual shift of production from the Isar River to the Spree. In 1958 Berlin Spandau started manufacturing parts for BMW cars.

Relocation of motorcycle production from Munich to Berlin.

In the mid-sixties due to the fast-growing automobile production, BMW chose to rationalize its production concentrating motorcycle manufacturing in Berlin with its well-trained workforce. In 1969, the production of the completely new BMW 5 series would finally commence. BMW Motorrad placed three new models on the market: the 32 hp R50/5, designed for police service, the R60/5, which created a broad enthusiasts' basis among tour riders with its 42 hp, and ultimately the R75/5, whose 50 hp boxer and dynamic riding with a 175 km/h top speed provided for great sales success internationally.

As motorcycling came back into fashion at the beginning of the 70s, the manufacturing activity in Berlin had to be intensified. In 1970 already 12,287 vehicles had left the factory, and already in July 1973 exactly 68,956 motorcycles of the 5 series had been built.

Rapid development - from zero to 100,000 in six years.

Already in January 1975 the 100,000 unit milestone was touched. The new 7 series was welcomed by a huge sales success and made an expansion of the factory in Berlin-Spandau inevitable. A new assembly hall was added to the production facilities and symbolically inaugurated by the then Federal President Walter Scheel. The goal of 200 million D-marks investment in the Berlin-Spandau plant, was to achieve a capacity of 60,000 BMW motorcycles a year and lead to the creation of new jobs.

BMW Motorcycles from Berlin-Spandau - technical innovation and quality.

In 1980, the assembly lines deliver their 250,000th motorcycle. This bike was especially customized for King Hussein of Jordan's motorcade. In the same year Rolf Witthöft won with a BMW 800, the European off-road championship, and shortly afterwards the R80GS with a still relatively modest 50 hp made

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The CCN is published quarterly, and deadlines are as follows for the remainder of 2009:

Fall CCN: October 19

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Sieben Berg Nachricht

by Arpad E Viiberg

Wow … I just can not believe that we are already heading into the end of August and the summer has again … just flown by.

Never the less, in between all the vacations, rides, rallies and events your Club's Officers, Directors and Cabinet were all hard at work making sure the Club was functioning smoothly.

One of the major accomplishments was a complete updating of the Bylaws. The Committee was made up of Committee Chair Carl Bork and Committee Persons Larry Cardo, Judy Gau, Ron Petras, Mike Sikora and Mike Stroup. Outstanding job… simply outstanding! I would also like to give a special thank you to Carl and Rosemary Bork. To Carl, for writing up all the changes. I can just imagine how many all nighters that took. To Rosemary, for putting up with it all … and feeding us ☺. The new Bylaws were approved by a vote of 51 to 3 and you all should have your copy by now.

We have a new website! … with forum!

After a lot of research and work by our Webmaster, Rick Matisak, the much anticipated website with forum is up and running. The Board decided that because of the complexity of putting up a new website it would be best to hire a professional Website Designer. We hired Web Designer Mitch Klein, who also did the Four Winds site that we all liked, to design our website for four hundred dollars plus a yearly fee of one hundred dollars for hosting the website and maintenance. The biggest reason for the new website is that we can have the forum built into it. Our membership participation on Yahoo Groups is less than fifty percent because most find it difficult to use. The website forum is much easier so I am looking to achieve near one hundred percent membership participation. I anticipate the forum becoming a major form of Club communications so I urge you all to get registered and start using it. There is already a Comments and Suggestions Topic set up so please post all those discussions there. And as we all become more comfortable with the forum we will be phasing out Yahoo Groups.

Now that August is almost gone, I can look forward to my favorite riding season… Autumn. When the days are cool and crisp and the trees are a blaze.

I like fall, best of all.

Ride Safe …. Arp

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Capt'n Carl's Do'in the Bork

There's a little bit of the Captain in all of us!

by Road Captain Carl Bork

Hi Everyone,

It's really been a great summer so far.

Everyone seemed to have a great time at our annual Micro-rally at Whispering Hills. Weather really cooperated. Had a nice ride down to Longaberger Basket country and got pictures with three basket oddities. We were able to keep a group of 20 bikes together for a 120 mile trip. Returned a little tardy after lunch to the field events that Don P. set up and ran for us. Overall – an outstanding weekend.

Rosemary and I took a trip down to the Land Between the Lakes area of Western Ky. over the 4th of July weekend and camped in a State Park. Nice area, but ice storms in the Winter really damaged most of the forest. If you're ever in the area make sure to do the Trace Rd. that runs North-South in the area between the lakes. Not too challenging, but beautiful scenery and very minimal traffic. We took a side trip one of the days down to Nashville. Visited the bars on Broadway and the Grand Ol Opry Hotel. That place is amazing. I wouldn't want to see their air conditioning bill with all the indoor atriums.

Due to Rosemary's employer messing with her vacation time off, we were unable to make the MOA or RA rallies, but from what I hear everyone had a really nice time. I'm sure there will be some other articles to describe the happenings.

Still lots of riding season left and events to attend.

Next one up is the Four Winds Rally on the weekend of August 14th. Our sister club is again holding it at Redbank Municipal Park between New Bethlehem and Hawthorn Pa. on Route 28. Really nice park with lots of shaded camping, nice bathrooms and showers. Rosemary and I are planning on leaving on Friday morning to take some back roads to the rally, unless the weather looks really crummy. If anyone wants to tag along let me know. I will post more info on the Yahoo site.

The next weekend – the 21st, Jim Sedivy has arranged for another visit to the Susquehanock Lodge just east of Coudersport, Pa. This is the 3rd year for this event and it seems to get better each time. Be prepared for some really great food, especially the prime rib served up on Saturday evening. "Big as Darwin's Shoe". See the info on the Calendar for cost, deadline for deposit and other details. Really nice area for riding. Unfortunately due to timing, I will not be able to make it this year. Supposed to be leaving on Monday for a trip out to South Dakota via Canada.

Then on Sept. 4th the very popular Finger Lakes Rally at Watkins Glen State Park is being held. If you haven't attended this one before, you really should try this year. Catered dinners, two nights' entertainment, wineries and nice riding. I know a lot of the members of our club will be going to this one.

I hate to miss the Finger Lakes Rally, but the call to go to the annual Curve Cowboy Reunion held this year at Rapid City, South Dakota was too strong. Toured the area 5 years ago when I went to the Sturgis rally and have always wanted to go back again with Rosemary at non-Sturgis time. Doing Sturgis once, was enough. So many sites to see out there and some really nice roads. I'm going to ride out ahead of time taking a route up through Canada and meet Rosemary who is flying in. We'll spend about 10 days riding around and having a great time at the CCR rally. This will be our big vacation of the year.

Then a little later on in the month, Sept 18th, we will have our own Gathering of the clams (clans) rally at Whispering Hills. George Lopez is making most of the arrangements for this and you need to get your money in ahead of time for this. George negotiated some really good reduced camping rates for this event and we're also able to keep the cost of the bakes at the same level as last year.

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40 Years continued

its debut. It featured an exciting innovation: the monolever. This model was fitted with the largest engine capacity for its segment, setting the standard for an entirely new market segment, the high-capacity travel enduro.

Another milestone in the history of Berlin-Spandau's BMW plant is the introduction of the new BMW K-series along with water-cooled four-cylinder in-line engine with fuel injection. This model, and the modern assembly lines were made possible by a further 500 million D-Mark investment.

The quest for technological innovation lead in 1988 to the BMW K1, featuring a large number of technical solutions. For the first time BMW markets a motorcycle with four valves per cylinder. Its 100 hp and sophisticated aerodynamics allow also for 240 km/h maximum speed. The most important innovation however is the ABS antilock braking system, the world's first ever on a motorcycle defining BMW's leadership in the field of safety devices.

More and more BMW motorcycles define themselves globally not only in terms of quality, driving dynamics and comfort, but also contribute significantly to the image of the BMW brand.

The seven-digit milestone in 1991 – BMW delivers 1,000,000th unit.

A year later, the 1,000,000th BMW motorcycle is seen off by Berlin's assembly lines. Since the beginning of production 22 years before, more than 500,000 BMW motorcycles have been manufactured.

The 70th Birthday of the BMW Boxer engine was celebrated in 1993 with the introduction of a radical redesign. This new boxer series was welcomed by a great success, and in 1995, for the first time in the history of BMW Motorrad, more than 50,000 motorcycles are produced and sold. A large proportion of which is accounted for by the BMW GS models.

In 1996, after 27 years, the production of the R80 GS Basic, the last model with the old BMW Boxer engine, is halted ending the of the successful two-valve Boxer.

In 1999, with the F 650 GS in addition to Boxer and K series, the third model series was introduced. BMW Motorrad invested 4.5 million D-marks for the expansion of the new assembly line and in the future line up.

Future-oriented site - innovation and investment.

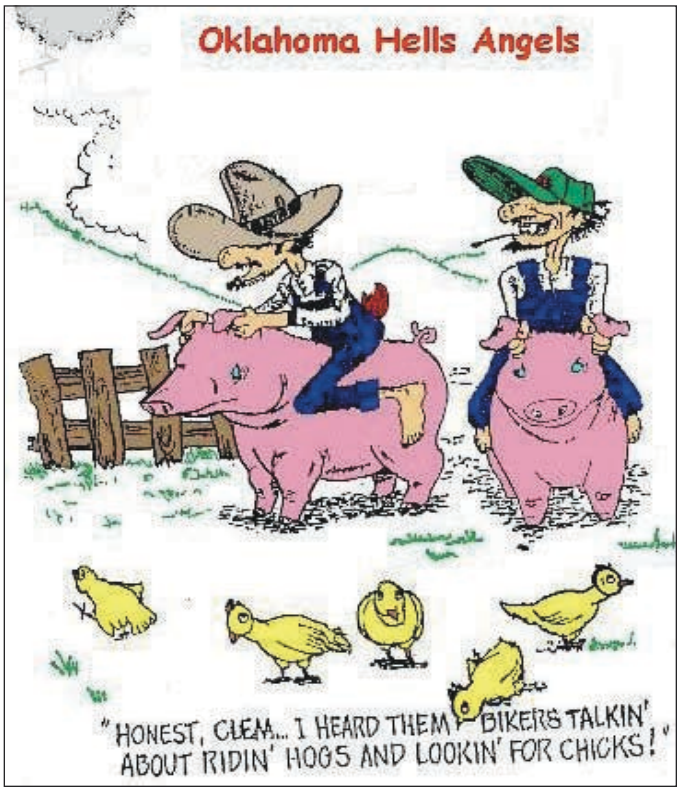
The success story of BMW and the BMW motorcycle plant in Berlin continues. Thus in May 2001 the foundation stone for a new production hall, which within two years, can to start

production. Overall, BMW invested from 1999 to 2003 €280 million for new facilities, showing a clear commitment to its motorcycle production location in Berlin-Spandau.

In the following years BMW Motorrad focuses also on the working environment adding environmentally friendly paint shops using water-based varnishes and introduction environmentally-friendly disposable and reusable packaging.

In 2006 the Berlin Spandau facility attains the goal of 100,000 BMW motorcycles built within a calendar year.

On 12 May 2009 the 500,000th BMW with the model designation "GS" left the assembly line. 2009 marks also the beginning of the production of the BMW S 1000 RR - the first super-bike from BMW Motorrad.



Americade

By Judy Gau

Americade is an event where thousands gather for the world's largest motorcycle touring rally, held in Lake George, NY the first week of June. Arp, our fearless leader, put out feelers last year to see who would like to attend. Not only was the event sounding like a "must do", but the ride possibilities to get there were endless. Six of us bit. The plans were put in place and arrangements made for travel and lodging.

On Saturday, May 30th, George Lopez, Roger Pivonka and I met on I-90 to ride the long way around to the rally. We decided to head up to the Peace Bridge, cross over and ride the river up to Trenton, ON. The day was great for riding and the weather could not have been nicer. The ride along the river on the Canadian side was new to me, and worth every mile we rode. Coming close to Toronto, we hit a traffic jam that was 15 miles long on both sides of the city, with six lanes each way. From what the locals told us, this happens seven days a week, twice a day, during the starting/ending of shifts at the GM plant.

I guess I know why there are no GM jobs in America. Toronto has all the business.

Arp headed out a day earlier enjoying back roads and visiting friends in route. Colleen Lopez was driving up that Tuesday, the start of the rally, with Robin riding up that day also.

After arriving in Trenton and a great meal at an Italian restaurant on the river, we hunkered down for the evening. The next morning we headed to Mt. Tremblant, QC in the rain, much colder temperatures and more rain. While there, we had dinner in this quaint little French restaurant that played Patsy Cline songs in English, while everyone in the restaurant spoke French. A customer of the restaurant helped explain to the hostess our order.

Arp was always a day ahead of us, and was planning on staying in Old Quebec for two nights before heading down to

the rally. The day we split from George, in the cold and rain, he heading to Old Quebec to meet up with Arp, and Roger and I heading to Lake Placid to ride the Adirondack region where it snowed that night. Needless to say, we put on extra shirts and the heated gear was cranking. We pulled out of Mt. Tremblant with a temperature in the upper 30's.

While heading to Lake Placid, we stopped and road up White Face Mountain to the castle. I'm sure the mountain views would have been great, but with all the rain and fog, we were lucky to see ten feet in front of us riding up and down. Continuing on, the temperature warmed a little, but the rains were still with us. If you have never had the opportunity to ride the Adirondack region, it is a must. The roads are in good shape, the scenery is breathtaking, and the little towns are exactly that, little towns. And in June, it still can snow. We pulled in for the night at Lake Placid. Old time charm, shopping galore, and the history of the US Olympics everywhere. We found out that even now, those in the Olympic games still train in this area. Since Lake Placid was not that far from our destination of Lake George, we took a side trip heading around Saranac Lake the following day.

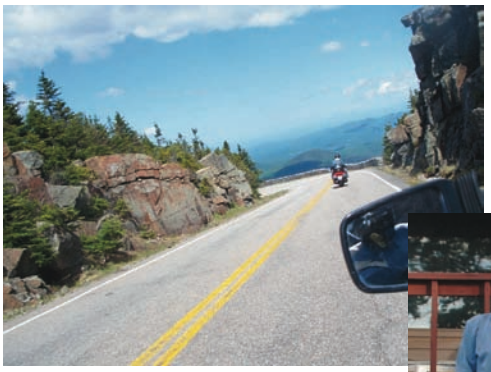
On Tuesday, Roger and I arrived at the condo mid afternoon. Robin arrived shortly after that with our French guys George and Arp there after. Colleen was last to arrive. The

weather had suddenly transformed from cold and wet to hot and steamy. We were now in our elements of comfort for those of us coming down from Canada.

The rally in Lake George was everything they had billed it to be. Thousands of bikes, all brands and sizes lined the streets. A trolley ran from the outskirts of town to the middle and beyond.

Good thing because the traffic was so heavy, the trolley was the way to get from point A to point B. The vendors were 100+ and we all took advantage a few times that week to walk the isles for deals.

The package deals for Americade were wide ranging. We all purchased tickets for the Yamaha Dinner Cruise and won some great door prizes.



Roger won a women's riding jacket. Guess who GOT NEW! The rodeo and dinner at the Painted Pony were exciting, except we left after watching the baby calf's being roped and dropped. While there, I was bitten by New York's infamous black flies on my face and head. The next day, I was not someone you wanted to look at for long, and a trip to the urgent care was warranted.

The others took off for Lake Placid and surrounding areas. Other side trips available were the Covered Bridge Tour, horseback riding, Prospect Mountain, field events, balloon glow, scavenger hunt, whitewater rafting, fashion shows, decorative lighting contest, daily seminars and demo rides galore. And we can't forget the daily door prizes, which were drawn twice a day. The

surrounding areas have such a wide variety of things to do and kept us busy each day.

The week was full of fun and activity, especially being among riders from all over. Put this rally on your calendar for next year, and I hope to see you there. And don't forget your bug spray.

Removing a Stuck Oil Filter

by Wally Gingerich

Work was proceeding smoothly on the first oil change on my new-to-me 2003 K1200GT – until, that is, I attempted to remove the old filter. It was stuck! The BMW cup wrench just slipped. I lined it with a rag, and then sand paper to tighten the grip but it still slipped. Darn it! What do I do now?

A search of BMW forums turned up several ideas, including jamming a large screwdriver into the filter and using it as a lever to unscrew the filter. I rejected that idea because I didn't want to run the risk of making things worse – what if that didn't work, what options would I have at that point with a mangled oil filter?

I came across the germ of another idea which seemed reasonable – and if that failed I could always remove the oil pan and get a better grip on it from above. I decided to drill four holes through the bottom of the cup wrench and push it onto the filter. Then I punched four holes in the bottom of the filter into which I screwed large sheet metal screws, and tightened them up good! Of course when I punched the holes in the bottom of

the filter I got an oily mess running down my arm, but I could put up with that it if my idea worked. Surprisingly, my 3/8 inch socket wrench wasn't big enough to budge the filter so I resorted to my 1/2 inch breaker bar and tugged mightily, and the stubborn thing finally began to turn. Success – finally!

From there it was business as usual, but with a big smile on my face and self-congratulations replacing the mumbled expletives. I was a little smug knowing that it wasn't me that had put that filter on, but the experience underlined the importance of not over-tightening the new filter when I put it on – 3/4 turn after hand tight is sufficient.

As it turns out, this was a great example of the satisfactions inherent in wrenching as described by Matthew Crawford in his new book, ***Shop Class as Soul Craft***. I highly recommend it.

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Calendar of Events

*visit www.bmwmoc.org/calendar.htm for updated event information
or call Capt'n Carl to confirm 216-383-9161 email:sprdoorman@roadrunner.com

August 29th
BMWMOC Summer Picnic
3360 Greenwich Road, Wadsworth OH 44281, grill starts at 5:00 pm, camping available. RSVP by August 26, need head count. Contact: Judy Gau 330-807-1383

September 1-4th
10th Annual Curve Cowboy Reunion
Rapid City, S. Dakota. For more info: www.curvecowboyreunion.com

September 3rd
BMWMOC Membership Meeting
7:30pm – 9:00pm
Sweetwater Landing 1500 Scenic Park Dr., Lakewood, OH 44107
At the Marina at the Rocky River Reservation. See www.sweetwaterlanding.com

September 4th-7th
Finger Lakes Rally at Watkins Glen, NY
Hidden Valley Group Camp For more info: www.fingerlakesbmw.org/rally

September 18th-20th
"Fall Gathering of the Clams" Campout
Whispering Hills RV Park Big Prairie, for more info, check club calendar at www.bmwmoc.org.

September 24th
BMW MOC Board Meeting
7pm – 8pm, Panini's, 480 West Aurora Road, Sagamore Hills, (Northfield) OH. Location subject to change

October 1st
BMWMOC Membership Meeting
7pm – 8pm Sill's Motor Sales ,1901 Brookpark Road, Cleveland, OH 44109. Contact: Pam 216.749.1363

November 5th
BMWMOC Membership Meeting
7pm – 8pm BMW of Cleveland , 5315 N Aurora Rd, Aurora, Ohio 44202. Contact: Dale 330.562.5200

November 7
BMWMOC "Murder Mystery Weekend"
Island House Hotel, Port Clinton OH
RSVP by September 1st, Contact: Judy Gau 330-807-1383. See details pg 11

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"I just wanted to let you know that I have just over 1200 miles on my R1200GS with the new VStream® Windshield, and absolutely love how well it works. This is the windshield that BMW should be selling with this motorcycle! The new windshield fits perfectly and was very easy to install. The optics are perfect and I really like the scratch resistant hardcoating."

"This is my second VStream® Windshield for my bike! The first one was damaged when I had an accident (highsided my bike) in June during a test ride on the BOSCH Test Circuit. The windshield was only scratched – but not broken! I was really excited about how well the VStream® worked on my BMW R1150RT. My wife (as passenger) was also impressed at how well it worked. That's the reason why we ordered a second one!"

"Thought I'd drop you a line to sing the praises of this VStream® Windshield for the K1200LT. The weather on our journey to Northern Ireland and back was, to say the least, arctic. But this screen worked perfectly. It kept the rain off, had no head buffeting, and it remained clear all the way... in other words, exactly what it says in the ad. Not only that, but it also looks the part."

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BMWMOC "Murder Mystery Weekend"

Saturday, November 7, 2009

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Come out and join your friends for a murder mystery weekend. Arrive early afternoon and spend the day taking in the sights, or exploring the town of Port Clinton.

Contact Judy Gau at 330-807-1383 or

email jgau@windstream.net

for reservations and more detailed information

Register by September 1st!

Bubble of Ignorance

By Don Poremski

The title for this story was a committee selection by the majority of the riders partaking in it. Explanation will follow, but for an author whose eyebrow hairs have fallen prey to "Andy Rooney Syndrome" (for which I'm sure we'll begin to see TV advertising on how to control it) it's difficult to be naïve and sage simultaneously.

The trip date was set in stone so the weather was something that would be dealt with by use of appropriate gear. Even with dire forecasts pummeling from every medium, the start date dawned dry, at least for the Ohio contingent. The end of day one's journey would be a favorite for this "Easter Ride", Hungry Mother State Park (HMSP) near Marion VA. It just so happens that HMSP is on Rt. 16 which, for us, started at St. Marys WV. The road is used as a way of dusting off riding skills dormant from the winter season, and it still is much more technical than anything nearby for either the "buckeyes" or the "keystoners".

Getting to St. Marys meant a little of this, a little of that, but we wound up on Rt. 800 until our front tires got wet in the Ohio River. Fortunately, there's a ferry right there at Fly, OH to transport machines and riders to the WV side in Sistersville so we could head south on Rt. 2. The Sycamore Lodge awaited, but there was plenty of tasty tarmac before us. The predicted rain was what we were ignoring, saying bravely to one another that, "We'd ride where it wasn't raining."

When the core group of easter riders was expanded in the past, there was some criticism about the second, ride-around day that had us visiting NC and TN. Simply put, the group revisits those roads that have charmed and alarmed us in the past. These roads will never be mastered, but they can be challenged. Having a go at them also means being brutally honest with oneself and gauging just how adept one is at motorcycling. It's all there: hairpins, left-right-left esses, mountainside or drop-off awaiting as a result of a mistake—not the arena for the faint of heart. Add debris in the apexes, off-camber and decreasing radius uphill and downhill turns and it's easy to understand how the group remains small. One other new element was that there would be passengers on this trip.

Two-up riding will usually slow the pace a bit. Piloting modern motorcycles on the roads described above is chore enough while riding solo, but passengers mean different handling characteristics and concern about the welfare of someone other than oneself. The majority of us were seasoned riders but one of the newbies this year had only about five years experience and only months of that with a passenger. The unspoken thoughts were that we'd wait for the rookie and his passenger at all major turns. No necessario, senor. The new guy did just fine.

The trip was also extended two days so all could try out the European Riders' Rally in Burkesville KY. Those attending before us said it was a well-organized affair and that the local roads were yummy. If any reader wants to attend in the future, the tip is that the rally site in RIGHT IN THE MIDDLE OF TOWN, not south of it as that day's leader thought. But, what's a few miles after you've done several hundred, part of which was The Devil's Triangle.

This set of three roads occurs just west of Knoxville and is framed by routes 116, 330 and 62. No one was counting the myriad of turns within, so it can't be said how this compares to the Tail of the Dragon, but it was FUN. The group came upon 116 without having to traverse much of 330 or 62, but the bulk of the challenge lies in the upper side, route 116. At the end or junction of 62 there is a store that welcomes riders. There you can purchase a T-shirt, decal or patch that attests to your participation. Good to get the tingle out of your hands and wrists while sipping something cool.

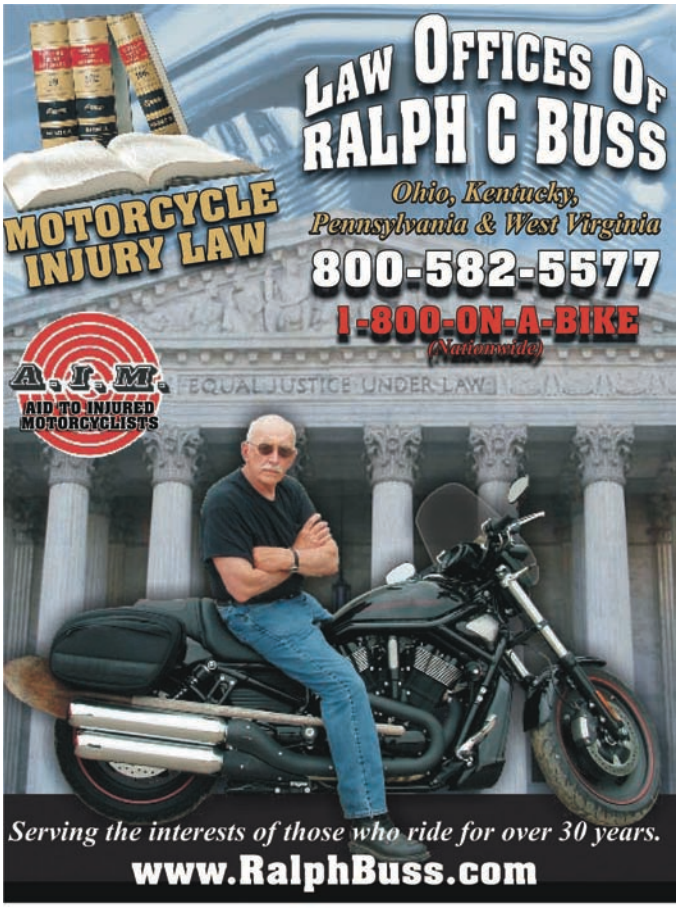
Now, getting to Burkesville was the leg of the journey where luck was lacking. With those DT shirts and patches stowed, the sky darkened and the road recommended by two local riders, Rt. 85, would have to wait until the next day. When the sky did open, it was rain suits and direct routes and a session of battling GPSs. Dead tree orienting helped moderate the debate and we found the rally site, albeit a little later in the day than expected. Routes used were 62, 127 and 90.

Burkesville and the rally site are situated on the banks of the Cumberland River. The site is much more accommodating than what you'd expect for being a city park. Some constants remain. Showers were hot if few, and bring your shower shoes to deal with the slimy floor. The Sat. night music was excellent, but the dance floor bare. Meals were tasty and heaping both at the site and the nearby restaurants. Now comes that review of Rt. 85 missed due to the rain on Friday.

Now, understand that this group goes all that distance just to challenge themselves on twisting roads. Route 85, however, cannot be suggested for all but the truly, truly talented riders. The map representation of the road looks like the scrawling of a seismograph during a 4.7 and that initially brings a smile to your face. Actually riding the hairpins is another matter. Can you say serious, first gear, clevis-pin turns? Turns that span perhaps 60-70 feet at their widest WITH an elevation change of 15-25 feet! Every rider blew at least one of these turns thankful that

the road is little used by any but those living on it. Careful for what you wish, eh.

Now, back to that bubble. It could be said that the ignorance was self imposed. That the desire to revisit the area roads made us deaf to the warnings of inclement weather and iffy road conditions. When you see a bubble drawn in the comics, there is usually a spot where a window pane effect is used to show that the image is round, globular if ethereal. There are usually four sections to this "pane" reference. The group said that window with four sections actually represented the four qualities needed by those riding here on motorcycles, and that led to the acronym CAFÉ. The letter C stands for the courage needed to enter some of those turns at well above recommended speeds. Next, the A stands for alacrity or cheerful readiness, willingness to suffer some discomfort to experience those turns. Now comes F for fortitude, moral strength to trust fellow riders and machine when nearing the limits of adhesion. It follows then that E must stand for enthusiasm, the willingness to test skills on roads that none of the locals recommend when asked how to get from here to there. Interstates aren't this groups' forte, so please, don't burst our bubble.



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Kitchen sinks anyone?

Heading to a rally!

Interview with Hendrik von Kuenheim

The interview with Hendrik von Kuenheim was led by Frank Mertens and was first published in April 2009 on © Autogazette.de

(Ed. Note: The Euro [€] is currently worth about $1.43)

BMW Motorrad CEO talks about the consequences of the economic crisis on his company

The global financial and economic crisis also hit the motorcycle division of BMW. In the first quarter of this year, the company could only sell 17,232 units. Compared to the same period last year, a decrease of 18%.

Question: In December you would still not hear anything about the crisis. Was your evaluation of the crisis incorrect?

von Kuenheim: No one could forecast the impact of the financial and economic crisis. I have always stressed this. And now I'll not be able to say when it will end. But in some markets the outlook is better, e.g. overseas. In the U.S. we have a special economic situation...

Question: ... the US market is moving slowly, though...

von Kuenheim: Yes, but if your are experiencing even a slight sales' increase, while at the same time, the market declines by an average of 30% or more, then this is a phenomenal achievement.

Question: The decline in Southern Europe, where large markets are a guarantee for good sales, has hit you particularly hard.

von Kuenheim: Indeed. In Spain, for example, the aggregate market for models over 500 cc collapsed by 78%. And Spain is after Italy and Germany our third largest market.

Question: In Germany, the minus of BMW is at around 35%. Does this drastic decline in your home market hurt in a particular way?

von Kuenheim: The German motorcycle market has been reducing its volumes for some years now. A similar development does not exist in other European markets. Motorcycling today is in competition with many other activities especially among young people.

Question: Maybe motorcycle riding has simply become too expensive, starting from obtaining a license.

von Kuenheim: Sure, it is prohibitively expensive. Depending on the region, you have to count between €500 to €2000. In Portugal, you can get a license for one tenth of the money. Motorcycling in Germany is made unnecessarily difficult by legislators and riding schools.

Question: Last year you sold nearly 102,000 motorcycles, which corresponded to a decrease of 8% over 2007. What do you expect this year?

von Kuenheim: I am an optimist. For me, the glass is always half full. After the first three months of the year, I assume that there will eventually be sunshine again. I hope that at the end of the year we'll have only a 12-14% drop.

Question: So you are foreseeing sales of around 90.000 units?

von Kuenheim: We are currently working with figures of just over 90,000 units.

Question: Due to the sales slump, workers in the BMW plant in Berlin-Spandau had to take four days of reduced working shifts. Is this measure enough to deal with the crisis?

von Kuenheim: From today's perspective it is difficult to say. But already in January we had planned prolonged summer and fall breaks. This way much pressure will be taken away from production. And we will use the time for conversion and maintenance.

Question: BMW Motorrad employs 2.000 workers in it Berlin facility. Are their jobs safe?

von Kuenheim: There are currently no plans regarding job cuts. The intelligent combination of flexibility instruments (working models, time accounts, prospective vacation planning, short-time) gives us enough flexibility to address market fluctuations in the further course of the year.

Question: Are employees facing wage cuts, should the crisis persist?

von Kuenheim: Our board, our managers and all employees are involved in the company's success - in both good and less good times. Therefore, this year, board members will receive about 40% less of their annual income. For a division

manager the wage cut amounts to about one third, while a pay-scale employee will have to count on 10% less.

Question: Are you worried about your own bonus?

von Kuenheim: I know that I will get no bonus - and this is okay.

Question: Scrapping schemes for automobiles have boosted sales. Would this measure help the motorcycle industry?

von Kuenheim: Of course! Such a stimulus for the motorcycle industry would be helpful. I would hope for something similar to be set up for the two-wheeler industry.

Question: You are also President of the International Motorcycle Manufacturers Association, IMMA. Why is the industry so reluctant to call for government assistance?

von Kuenheim: In Germany, there are perhaps 20.000 people making a living with the motorcycle industry and generate approximately a two-digit billion turnover. Our sector is small compared to the automotive industry, but our industry also needs a greater voice. This will also help BMW Motorrad.

Question: In December, ACEM President and KTM CEO Stefan Pierer criticized the fact that medium-sized businesses were suffering from shrinking credit. Has the situation changed?

von Kuenheim: Unfortunately not. The supplier sector is not faring well at all. The small and medium-sized companies are suffering even more than the large ones. We at BMW Motorrad had to cope on short notice with several suppliers' failures.

Question: Your criticism is therefore directed to the banks who do not supply small and medium-sized businesses with enough capital?

von Kuenheim: In a functioning economy everybody plays his role - from the manufacturer on to the banks, up to the final costumer. I can only strongly urge banks, to provide the economy with the necessary capital. Only then can the economy be kept alive. I hear almost daily complaints coming from the dealer network, about not receiving enough money from banks. The middle class is the backbone of our economy. Credit institutions which must not forgot this.

Question: Sales of the best of your models, the R 1200 GS, collapsed by around 40%. Are you thinking about stimulating sales through discounts?

Kuenheim: After revising this model in early 2008 the R 1200 GS reached its all-time sales record. The current decline is related to the situation in the main markets. Of course, we are thinking about ways to improve sales. But I find the word discount terrible. Something like this will not work for the brand BMW Motorrad. We still have very good ideas, on how to boost sales without resorting to rebates.

Question: Trends in the Ptw industry definitely show scooters as a growing segment. Do you suffer from the fact that neither BMW nor her daughter Husqvarna can offer this type of vehicles?

Kuenheim: We are watching the trend closely. But competition in the scooter market is fierce and it is difficult to make this segment profitable. If we feel that we can make money, we will market such models.

Question: And when would this be, from 2010?

von Kuenheim: It takes at least three years to develop a new model.

Question: But you admit that such a product might be interesting.

Kuenheim: I took my position in BMW Motorrad only one year and four months ago.

Question: ... but you also had a predecessor who observed the market and did a good job.

von Kuenheim: A very outstanding job, indeed. However I'd like not to make any statements about possible new products.

Question: How about a new version of the C1? Have you already reached a final decision on this?

von Kuenheim: Some days ago, I saw a C1 with 4000 kilometers on offer at a BMW dealer for €6400. When it was launched, the C1 cost 9900 D-Mark. It is remarkable that a product that was not particularly loved by the specialized media, and barely found buyers in some markets, is to be found on the used market at a price higher than when it was new. This is a strong statement, but a decision is still pending.

Flat Tire Remedies

Chicago BMW e-Newsletter

It's a nightmare: You're cruising down the road when, bam, you realize your tire has blown out and you are about to get to a flat tire. What's the best advice for handling a blow-out?

Try to remain calm, and immediately let off the throttle (as you would with a car). Next, apply your brake, but not on the tire that's going flat; apply it to the unharmed wheel and slowly bring your bike to a stop somewhere safe. Some bikes have a linked brake set-up: anytime you brake one wheel, the other automatically brakes. If that's the case, you need to be extra cautious when braking.

Once you have stopped safely, examine the tire closely. Try to ascertain what caused the tire to blow out. If you can see a puncture from a nail or other object in the tread of a tubeless tire, you're in luck, as you can usually repair or patch it up relatively easily. However, sidewall damage by a nail or any other object is a different story on a tubeless tire, and you will need to get the bike trailer to haul it to a dealer.

If you have tubed tires, the situation is somewhat trickier. In this case, you have to remove the tire from the rim, which means removing the wheel from the bike entirely. Unless you have a buddy or two to help you support the bike while you do this, chances are you're going to have to call for help.

The good news is that if you need to patch a tubeless tire, a simple repair kit you can purchase at most bike shops is sufficient. Such kits usually include an auger, tire-patching cement, plugs, and some tire patches in case the puncture is not a neat hole. It also helps to have some carbon dioxide cartridges in case your tire has lost its air. You should be carry such supplies with you at all times.

Once you've sealed the tire with a plug or patch, make sure that you get to a gas station safely and as quickly as possible. You should have the tire professionally examined as plugs are only a temporary fix. Be sure you're riding on a safe tire before continuing your journey.

Some good safety information links from Motorcycle Safety Foundation:

http://motorcycle-intelligence.com/
http://motorcycle-intelligence.com/motorcycle-survival
http://motorcycle-intelligence.com/...g-system-abs/37
http://www.msf-usa.org/index_new.cf...agename=Library

MC ROAD SAFETY.COM
Our Highway System CAN Be Improved For Motorcycle Safety
Tired of Our Unsafe Highways?
- Excessive deer
- Truck tire carcasses in the middle of the road
- Slippery white/yellow lines
- Slippery tar snakes
- Dangerous edge breaks

You can assist in fixing these hazards
See http://mcroadsafety.com

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It's time for...

2009 BMWMOC Fall Clambake

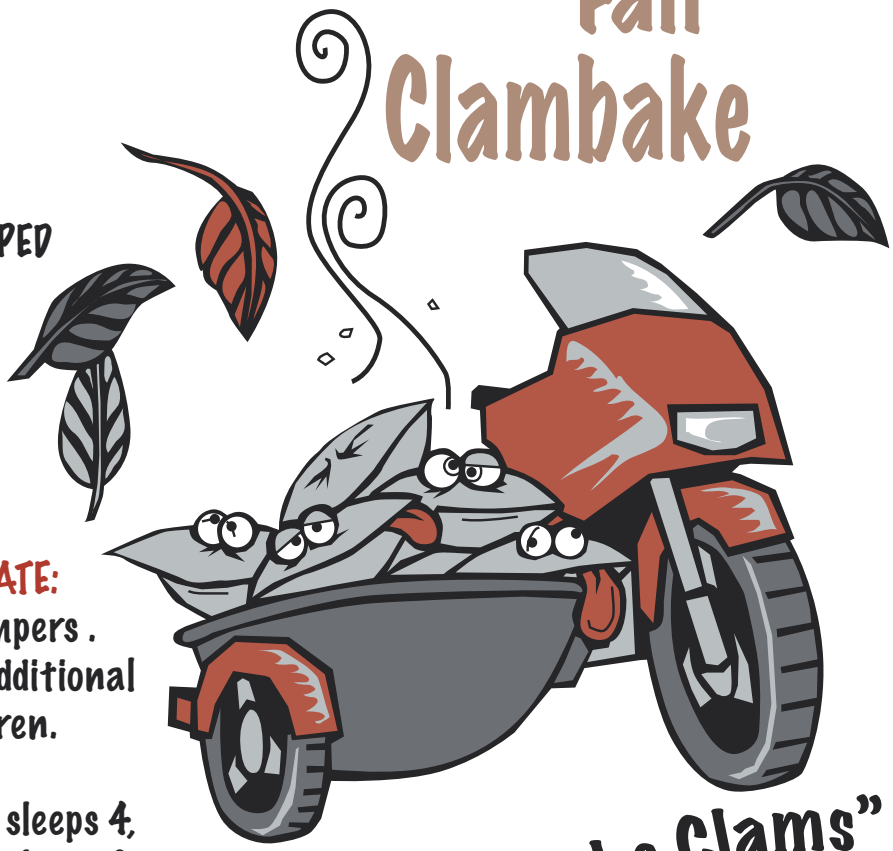
When:
Friday September 18 - Sunday September 20

Where:
Whispering Hills RV Park in Big Prairie, OH (near Shreve)
8248 State Route 514, Big Prairie, Holmes, Ohio 44611

DEADLINE FOR TICKETS is SEPTEMBER 13th!:
$19 Clambake
$13 Chicken only
$6 Extra dozen clams
$1 Bowl o' chowdah

Send SELF-ADDRESSED, STAMPED ENVELOPE WITH PAYMENT (Payable to BMWMOC) to:
George Lopez
5962 Chestnut Hills Drive
Parma, OH 44129

CAMPING FEES PAID AT THE GATE:
$8/Person/Night for Tent Campers .
RVs: $25/night for 2, $7 for additional adults and $3 additional children.
Cabin Rates:
$60 per night for Rustic that sleeps 4,
$75 per night for Rustic that sleeps 6
$125 per night for Deluxe
www.whisperinghillsrvpark.com



"Gathering of the Clams"

Lake Erie by B & B's

by Paul Mitchell

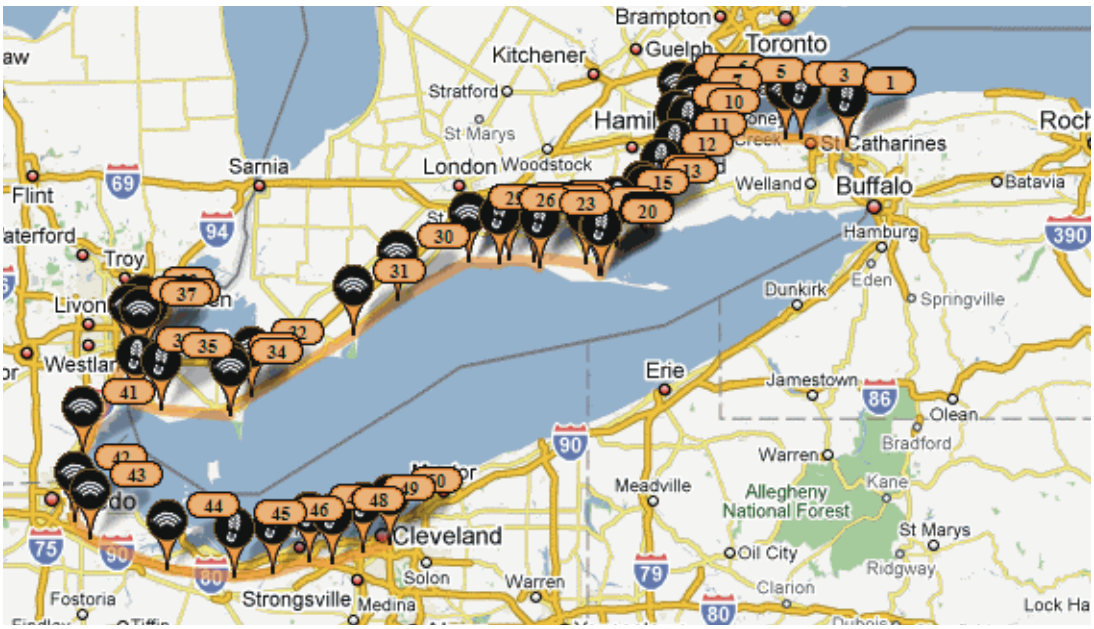
When the event committee decided to nix the plans to travel around the lake during the 4th of July weekend due to the lack of campgrounds and the Canada Day holidays, I thought I would do it as a solo rider. I surely could find places to crash and to enjoy the long weekend. There were some campgrounds and also nearby cities in Ontario that I could cash-in some of my travel points for a night's rest.

While looking at my maps, there was a synapse burst and I recalled a brochure from one of the BMW rallies about a motorcycle B & B organization. With the help of Google™, I found the Motorcycle Travel Network (**http://www.motorcycle-travel.net**/). After studying the info, I decided to join to take advantage of the $15/night stays and to register my home as well. I contacted two Canadian MTN Hosts by e-mail and confirmed that they would accept a Yankee from the lower 48!

Took the slab to Buffalo on Thursday evening and found a motel off I-90 in Hamburg. With some excitement the next morning, I crossed the Peace Bridge into Ft Erie, ON to be met at a nearby public park by my first host, Holly. She volunteered to show me the sights of the Niagara area including a wonderful lunch stop just past the Falls as well as the Canadian Warplane Heritage Museum in Mt Hope at the Hamilton International Airport. Holly is a retired middle school math & science teacher and is very active in the Canadian Vintage Motorcycle Group, which has thousands of members across all the provinces. She rides an airhead as well as a Yamaha and has a couple of antique Bridgestone cycles. After our tour along the scenic Niagara River, the Falls and a great lunch with a spectacular view of the Niagara River from the Queenston Heights Restaurant (**http://www.niagaraparks.com/dining/queenstonres.php**) we took some great twisties to her home in Ancaster.

During great conversation with Holly and another Vintage member visitor, Holly also explained that she was a pioneer with the Jason Project (**http://www.jason.org**) which was originally sponsored by Dr. Robert Ballard—geologist, explorer, discoverer of the wreck of the R.M.S. Titanic. Coincidently, I spoke with Dr. Ballard

via Ham Radio that evening in 1985 when he confirmed the discovery of the Titanic with the submersible JASON and patched him into his colleagues at M.I.T since the ship's radio was not



able to make that connection over the maritime frequencies. Small world!

After a wonderful dinner of home made lasagna and an Italian Chianti served on BMW place mats, I retired to her guest room for a good night's sleep. The next morning after breakfast, I thanked my host, paid my paltry fee and headed south back to the shore of Lake Erie for my next destination of Leamington near Point Peele. The shore road, CAN 6, similar to our Rte 2 does not hug the shoreline. Where ever I saw a Port; like Port

Dover, Ryese, Turkey Point, Rowan, Burwell, Bruce, Stanley, Glasgow, Rondeau Park, Erieau, Coatsworth Station & finally Point Pelee/Leamington, I headed there for views of the lake and some of the summer vacation spots.

Some of the highlights on this Saturday's ride were the Wind Farms recently constructed by the Canadian government and The Niagara Power Collective as well as a bio preserve at Turkey Point where motorists were cautioned to Brake for Snakes! Later research found that there is a migration of the Lake Erie Water Snakes from the marshy inland waterways to the lake at this time of year. For some unknown reason, the snakes inhabit only this region of the lake. This area is also prime tobacco country. The drying sheds were ready to receive their cash crop bounty.

Stopping at a local farmer's road stand I bought some cherries and called my next hosts and said I was about a half hour away. My GPS brought me to the home of Bruce & Bette who are recently retired from the Toronto area. Bruce was a Fire Captain and Bet worked for the RCMP! When considering retirement they discovered this part of Ontario had very mild winters and housing was relatively inexpensive compared to the more populated areas of Metro Toronto. They were in the midst of remodeling their home one room at a time! Bruce rides a '99 LT and has done a number of mods to his bike that he shared, as Bet prepared a fruit salad incorporating some of the cherries and while watching the brownies in the oven! She dispatched Bruce to the local Pizzeria for a couple of gastronomical delights and we enjoyed some Canadian brewskis until almost midnight spinning bike, fire and RCMP tales & lies!

I was up at seven with the aroma of eggs and Canadian bacon from the kitchen. We chatted some more and I finally pulled out around 9AM, after all I was on vacation. Incidentally,

Leamington has one of the largest Ketchup processing plants in the world (Heinz) because of the local source of tomatoes.

Continuing west I followed the lakeshore as best I could until finding the Detroit River channel at Amherstburg and then peeled north to Windsor. The contrast of the Detroit slums was disheartening and reminded me of areas of the Bronx that look like war zones.

The ride home was on the slab and Turnpike and I pulled into the garage mid-afternoon Sunday to process this weekend experience.

The hospitality of my hosts was overwhelming with the bond of past & future motorcycle adventures to share as well as other parts of their lives. The rural areas of Ontario are populated by farming communities with some interspersing of resort communities along the lake. Gas stations were few and far between and with less than the usual comfort amenities we are accustomed to locally—yes, Porta-Potties! And, I have new friends who are invited to come to the Greater Cleveland area to enjoy our amenities and hospitality as well.

New Members

by Wally Gingerich

Beginning with this issue of the CCN we will be featuring new members of the Club to welcome them into our group and help us all get to know each other more easily. The following new members have some interesting stories to tell – of Guzzis and LTs and sidecars, and of playing regional tag. What's regional tag, you say? Well, read on…

Jim and Marsha Bedford

Jim started riding in the summer of 1965 on a borrowed Honda 50 step-through. This summer he found a red 2006 R1200 RT at All Seasons, in great shape with only 15K miles on the clock, and snapped it up. Nice looking bike, Jim!

Jim's wife Marsha has been riding since 1969, mostly on Moto Guzzis. Marsha says, "as a bilateral above-knee amputee, I knew that I could not hold up 2 wheels of that size, so I added a Velorex car, a trailer hitch and traveled across the US

pulling a Travel Lite pop up camper. She toured 47 states on her Guzzi before getting a 2002 K1200LT two years ago. Marsha has added a 2007 Hannigan sidecar to her LT and is "totally in love" with it. Marsha is an active rider with Rumble Pack, a local chapter of Women on Wheels. Jim and Marsha are snowbirds, living 5 to 6 months in Florida during the winter, so they are year 'rounders. Welcome to BMWMOC, Jim and Marsha!

Peter Stokes

As a kid Peter dirt biked year around in southern Ohio, but after blowing his knee out in football he didn't ride again until he found a nice 2002 R1150R at Sill's a year and a half ago. Getting back into riding after a long absence, Peter is having fun adding things to his bike to make it his own. He rode down to Johnson City in July for the BMWMOA International Rally, his longest ride to date. Peter says an LT may be in his future if he gets into long distance touring.

Peter likes to play regional tag with his R1150. That involves visiting the ADV Riders web site and going to the topic "Farnsy Ohio Tag," where someone has posted a picture of themselves with their bike somewhere in Ohio and gives a few hints about where it is located. Peter then tries to figure out where it is and get a picture of himself with his bike on the site before anyone else does – a "tag." He has yet to get his first tag, but enjoys the hunt.

Peter is also a competitive sailor – his team won the Port Huron to Mackinac Race in 1999 for his class boat.

For Sale
Club Classifieds

2005 R1200RT with ABS, heated grips and cruise control with 28K miles for $11,500. Trent Denison from the Four Winds Club can be contacted at **412-481-7559** or cell **412-983-8659**.

2007 Suzuki Bandit 1250S - Like new condition, 1100 miles, metallic blue in color, adult ridden. ABS, GIVI hard bag racks, touring windshield. Bought new from dealer 3Q/08. Needs nothing! Bike is the water cooled fuel injected 16 valve 4 cylinder model with a six speed transmission, fast, torquey, incredible handling. $6800 or may be interested in older BMW toward trade. **Call 419-610-5664** if interested or email response to Dan at **mohwapac@netscape.com**.

General Accessories & Farkles

Garmin Streetpilot 2610/2720/2730/2820 Motorcycle Mount, brand new - $25.00
Joe Rocket Riding Pants, Unisex L, Good condition $40.00
Tour Master Rain Proof Riding Jacket, Gray, with Liner, Gently used - Ladies size 12 - $50.00
Rain Gear, Long top, pockets, hood, oversized Med, Unisex, Light Green, worn once - $30.00
R1100RT Left Side Mirror, Blue, outside slightly scratched - $120
Biker's Friend Leather Roll Strap On Bag - Medium Large, Gently used - $50.00
Tripod Campfire Chair - Blue - Almost new - $5.00
Slumberjack Sleeping Bag - Thermolite Extreme Insulation, 30° F - Used twice - $25.00
Cortech Mini Tankbag Mount Pad - $10.00
Call: Judith Gau 330-467-2620
email jgau@windstream.net

"Got New?"

Mary Riha's "new to her" '03 R1150R. 12,100K prior to the MOA. Jerry acquired a windshield & system cases for touring. Then Mary racked up700 miles prior to the rally and then tackled the "Tail of the Dragon" while in TN! Their trip consisted of the MOA International, the Heritage Ride, and the RA National - logging a combined 2300+ miles.

IRON BUTT SaddleSore 1,000 – Solo

by Judith Gau

At one of our BMW Motorcycle Owners of Cleveland (Ohio) meetings, I was talking with a long standing member Larry Cardo about his many travels to just about everywhere, and the Iron Butt rides. Larry has done the Saddle Sore 1,000, Butt Burner 1,500, Four Corners, 50 CC (50 hours coast to coast), Great Lakes Challenge and what ever else is out there to ride more than once. After an educational piece at a meeting last year, I decided to start building up my long distance riding to one day try the Saddle Sore 1,000. Another club member, Robin Moss, inspired me greatly by her riding more miles in a day than I would ride in a weekend. She has truly been my motivator.

The club had announced an Iron Butt: Saddle Sore 1,000 ride for September of this year, and several members signed up with Larry, Wayne Slepecky and Wally Gingerich at the helm. I read all the rules, Larry's added notes on the do's and don'ts and helpful hints to make the ride a success. I was ready to roll, but September seemed so far away.

So on Friday, July 10th at 7 PM, I decided I was leaving the next morning on a trial ride, taking all my paperwork in case I just happened to complete the ride. I packed my bags with what I thought I would need, and only told one person I was heading out. From where I live in Ohio to the Mackinaw Bridge. It's just over 500 miles. If I didn't make it, no one in the club would know, and my family in Michigan would be glad to see me for an over-night stay. The next most important thing was to watch the Weather (worry) Channel. Yes, the storms were coming and they were in my route to ride.

The next morning I was up at 4 AM and out the door a half-hour later. Bike was packed the night before, so not much to worry about except the storms. Rain gear on, the ride began after filling up the tank with a timed and dated receipt, and the gas station attendants signature on my witness form. This was going to be a good ride.

The storms that should have been upon me when I left home were delayed until I hit the Indiana border three hours later. And what a storm it was! There is no rain suit out there that could have kept you dry with the heavy downpour, winds and never ending lightening. I thought for sure I would be a victim of a lightening strike. Visibility was nil; I couldn't even see an overpass under which to ride out the storm, which would have been a first. I wasn't even sure what part of the road I was riding on. I was scared and decided I would try to find a safe place to turn around and head back home. Then I thought, going back home would mean the storms would be riding with me. I kept on riding.

Ten miles into Michigan the skies cleared and the sun came out. At the first exit I pulled off and changed my clothes. Jacket was still pretty wet, but with the sun out I knew I would be dry in a short time. The ride up to the bridge was uneventful, except for some gusty winds from the lakes surrounding the state. That's a given.

Once at the bridge I was hyped that I made it. The bridge was magnificent, as she always is, and I wanted to stay. I tried to take a short nap, but the elation of being there dominated and the thoughts of my return trip home were creeping into my head. So with that thought, I started my ride home after a brief stay at the Mighty Mack.

Coming down the state, my GPS was acting weird, kept recalculating when I was on the right route. I will blame it on the heavy rains earlier in the day; not really sure what was causing misguidance. Around Lansing, I took a wrong turn and ended up in Jackson. I thought of just heading home from there, but was worried I wouldn't have enough miles to complete the 1,000. I back tracked and found my way again, the GPS screaming at me the whole time. I eventually shut it down. The only other times my GPS has misbehaved was in Wooster, Ohio and Oklahoma City, OK. I refer to these episodes as the Bermuda Triangle of the GPS.

So I continued on towards Indiana. Riding along enjoying the nice weather and great time I was making, a bird hit the inside of my windshield. My helmet face shield, jacket and gloves were splattered with bird blood and body parts. I quickly pulled off on the side of the road, with severe dry heaves, to clean up what I could. My tank bag and GPS were spared, thank goodness. Although I was not happy with my GPS at this time, it was one less thing to clean off. I guess if something is going to run or fly into you, a bird would be your best choice. Never leave home without Wet Wipes.

On the home stretch of the Ohio Turnpike, another bird flew into my windshield, this time striking on the outside. Again I stopped on the side of the road to check for any bird matter on myself that I would need to tend to. I was now becoming paranoid. No clean ups were needed thankfully, as I used up all my cleaning supplies on the last encounter. I continued on enjoying the ride and possibly my day's accomplishments. I still had some miles to ride and it was starting to get dark.

The last 20 miles of the trip were very hard on me. I was tired, hungry and fearful of further animal encounters. My stress level was creeping up and it was dark... enough said. I didn't want to make another stop, as I was so close to home. There was no way I was opening my face shield to get fresh air, so I turned my radio volume up as loud as it would go and just started singing. I also kept telling myself "I've come this far, I am going to finish". And I did.

I completed the Iron Butt: Saddlesore 1,000 at 10:30pm that evening. I am very proud of my accomplishments, and would probably do it again.

Iron Butt SaddleSore 1000 Ride

by Wally Gingerich

If you've always wanted to do a SaddleSore 1000 but never have, here's your chance! Interested BMWMOC riders and friends will leave from the Sheetz service station at the Streetsboro interchange of the Ohio Turnpike (I-480 & I-80) on Saturday morning between 5 and 6 a.m., September 12, to ride to Mackinaw City, Michigan and back (1000 miles) in less than 24 hours. Each rider will be responsible to keep their own documentation and submit it to the Iron Butt Association for certification. A Club member will be at the Sheetz station to witness your departure and return. Please note: this is NOT a group ride – each rider will ride at her/his own pace, stopping for fuel, food and rest as needed.

If you or a friend are interested in the ride email Wally Gingerich (**wallyging@gmail.com**) so we can send you updated information and notify you of any changes, etc. Also, if possible, please attend the pre-ride meeting on September 3, following the regular BMWMOC membership meeting.

For more information on the SaddleSore 1000 go to **www.ironbutt.com** where you will find requirements for the ride, a documentation form, and valuable information on how to do a 1000 mile ride safely. Make sure you and your bike are in shape for a trouble-free 1000 mile ride, and know your signs of fatigue and rest as needed.

When you successfully complete the SaddleSore 1000 you will become an official member of the Iron Butt Association, the World's Toughest Riders!

WORLD'S TOUGHEST
Iron Butt Association
MOTORCYCLE RIDERS

BMWMOC 2009 Elections

Reprinted from the revised BMWMOC Bylaws

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 membership 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 five monthly membership meetings during the 12 months prior to the September membership meeting, and must expect to be able to attend all Board and monthly meetings during the coming year to be eligible for nomination. Meeting sign in sheets will be used to verify the required attendance.

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. In the case where nominees for all positions are running un-opposed, the election may be declared Moot by a membership meeting vote at the November meeting. If so voted, further efforts and expense to conduct an election shall be suspended. The new Board of Directors shall be announced at the January membership meeting.

h. The Election Committee will compile an Annual Election Ballot and a document containing optional nominee position statements. If a nominee chooses to provide a position statement, it must be received by the election committee no later than thirty days following the October membership meeting. The Election Committee will distribute electronically or by mail, one ballot per member and the optional 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 mail in completed ballot must be returned or instructions for returning the electronic ballots, and a deadline date (December 31st) after which ballots received will not be counted.

i. The results of the election shall be announced at the January membership meeting and following on the Clubs website and in the next Club newsletter.

j. Vote counts shall not be announced or posted. They will be recorded in the minutes of the January membership meeting and will be available to be viewed by any interested member. In any reading of the minutes at a membership meeting, the actual counts will be omitted.

k. 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 membership 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:

(a) 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.

(b) If the out-going president exercises the right to become a director for the year following his or her presidency; the past president and the highest tally of votes cast for director nominees shall determine the director electors.

l. 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.