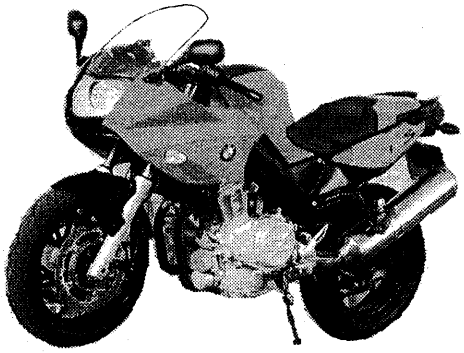
Cleveland Club News

The Official Publication of the BMW Motorcycle Owners of Cleveland Winter 2005

F800S Continues BMW Innovation

What some would call radical changes continue to flow from BMW. The latest introduction is the F800S. It's a twin, but no "boxer". This one is a parallel twin and we should know more after the unveiling at the annual Milan show. And, no, it's not a current four cylinder engine cut in half for the purpose. Its genesis comes from a cooperative effort with Rotax. It will be the first two cylinder in-line engine in BMW history.

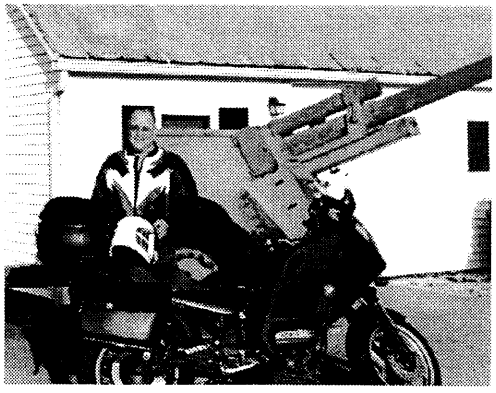


Some features are similar to the F650 already in the BMW lineup, other tasty bits are: 800cc four valve motor, single-sided swingarm, six speed gearbox, belt final drive, triple disc brakes (ABS optional), horsepower in the vicinity of eighty, counterbalancer, digitally controlled fuel injection with catalyst and cast aluminum chassis spars. Like the new K1200 it will have a high compression ratio with anti-knock technology.

It will wear tradional telescopic forks and overall appears very sporty, light and agile. Riding position does not appear to be too severe. This machine should appeal to first-entry riders as well as those with commuting in mind. It won't compete with Big Four 600's. Once again BMW goes its own way with this machine. That appears to be the way followers of the marque prefer it anyway. ■

Ron Petras Brings Home the Gold for 2005 MOCal

We have a winner! Ron Petras has accumulated more points than any other member in the 2005 MOCal points contest. The program assigns points to members for participation in club activities and seeking out "targets" for the year. In 2005 those were Ohio State Parks and war memorials in Ohio. A bonus point was awarded if the memorial also displayed a piece of armament. The photos submitted showed a fairly wide variety of cannons and aircraft. Some of the memorials were privately created, others adorned public squares or were features of cemetaries or VFW halls. All of them showed a community's appreciation for the sacrifices of our military personnel.



Ride, rally and regular meeting attendance also garners points for the members and guests. Holding a club office and volunteering at club functions gets points, too. The list of activities always appears in the current and Spring CCN, but the year's total begins with the Holiday Party.

Ohio State Parks were an optional target but were surprisingly under-represented in this year's contest even though there are seventy four promoted by the Department of Natural Resources. That is probably an indication that when we travel on our motorcycles we have a bike-oriented destination in mind.

Ron ran up a total of 480 points. His comments on the effort appear elsewhere in this newsletter. The short form is that he and wife Erica had a great time.

Without giving away the runner-up winners to be announced during the holiday party, the other significant point earners were: (in alphabetical order) Judy Gau, Rick Matisak, Erica Petras, Roger Pivonka, Don Poremski, Donna Schettine and Don Walker.

The winner takes home a check for $200. First and second runners-up get trophies. All members who amassed at least ten MOCal points get a reflective decal for helmet or bike and are eligible for the **DOER** prize of a $100 gift certificate from one or our participating dealers. For 2005 that dealership is All Seasons in Wooster. One chance for every ten points goes into the drawing so if you had 25 points, your name is in twice, 30 points three times etc. Winner must be present at the holiday party. Targets for 2006 are motorcycle shops and dealers. ■

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Editor
Donald Poremski

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

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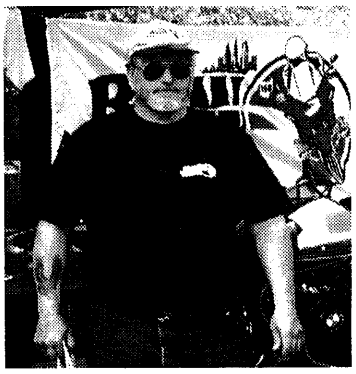
The Turp Report

By President Howard "Turp" Cobb



I would like to thank everyone for helping make my two terms as your president a positive experience for me. I sincerely hope the last two years have been enjoyable for all the members also. I know all the officers and the board have tried to provide the club with experiences that you expect. Please continue to participate in the club activities and provide the suggestions and interaction with the officers that you have with this regime. I know I plan to!

Some of you who went on or heard about the club ride to Sisterville WV. I hope Don will come up with another adventure to meet or exceed that one, and I would like to encourage everyone to consider planning and leading other "plan-it-and-they-will-come" type advertures. It doesn't have to be an overnite ride. A day trip to a place you have enjoyed and think other members would find interesting would make a great ride. While the officers will continue to provide the usual events, with your help, a couple or more mini club rides would sure be enjoyable! Please consider investing the effort.

Adios!
El Presidente ■

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Capt. Darwin's REV-olutions

By Darwin McClellan

Hello members;

It's that time of year again, time to clean the bike, fill the tank, put in the stabilizer, change the oil, blah, blah, blah. Don't you just hate it? This is when I think of the lucky S.O.B.'s that live in the milder climates. Wait a minute, doesn't it get up to 100 + degrees in summer in a lot of those places? That could be a worse problem. A friend of mine once told me. "You can always put more clothes on, but you can only take so many off". So, if we abide by that philosophy, with the right type of gear, we can extend our season almost as long as theirs. Here's what I do to extend my season.

I ride most of the winter and find that my Gerbing heated jacket and gloves are my best allies. I like their jacket better than the vests because of the advantage of having a heated collar and sleeves; it's really nice to have a warm neck and arms. The gloves I believe outperform the heated grips because you also get heat to the back of the hands. I also recommend their heated pants for when it really gets cold.

My Aerostitch Roadcrafter is a great riding garment but the textile suits do let air flow through. In harsh cold it's a good idea to wear a tight fitting shirt to keep your heated clothes as close to your body as possible and a windbreaker or liner to stop the air penetration. Some type of fog free face shield is also a plus. It's always nice to be able to see where you're going. The Fog City liners are probably about the best although there is a new one being touted as pretty good in the ON this month. The wipe on fog repellant coatings that I have tried never seem to work as well as the demonstrations I've seen. Unless it's on your bathroom mirror; they work well on glass. A good windshield makes a world of difference and I've heard guys with heated grips say that the hippo hands work wonders. Well that's my two cents worth on keeping warm, now all you have to do is keep a watchful eye on the road conditions.

By the time you read this, the club will have a new Road Captain. I've had great fun and received much pleasure while performing my duties and I know that Mike Kiesel (sounds like Diesel) will enjoy the position as much as I did, and will do a great job. Mike is also a year round rider and also has one of those GPS thingy's so he can really get us lost. My last official function as the Road Captain will be the Holiday Party But I have set dates for the Packard Museum ride, The pre-Motorcycle lunch at the Station in Berea, and the Rock and Bowl get together in February (details in Calendar of Events). Mike! If you need anything, give me a holler. I love you guys!■

Summertime Blues & Fall Wonders By Mike Sexton

Over last winter I finalized my riding goals and decided I wanted to exceed the past three years total average miles. I had averaged 7,000 miles and was determined to shoot for 9,000. An admirable task but obtainable since there are 183 days in the prime Ohio riding season from May to the end of October. This would have me averaging about 50 miles a day. "That's it!", I told myself. "Break it down into a managable number and go for it!"

Well things got even simpler during the last week of April. I lost my job. Now I had plenty of time...no income. I learned very quickly over the next few months that the saying "save up for a rainy day (singluar)" was not to be taken literally. Basically, it rained the first few days in May and now where was I? Lesson learned, one should save up for multiple rainy days.

What an experience. As May came to an end I found that I was now trying to figure out not how to average 50 miles a day but how to get out an average of 3 resumes a day. Then, as June rolled, in I found out I have two children, they are on summer vacation, and I'm in charge! No job means no money. Kid's home for summer vacation means I will not have much free time. How does that equate to 9,000 miles this year? It doesn't and I will probably not even make it to the national rally in my own back yard. How am I going to deal with this?

Actually, pretty good. Even though I was only getting in an occasional ride to breakfast on the weekends I was having the time of my life. (Continued on page 6)

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Meanderin' with Mike

With the club showing more and more interest in long distance riding, we turn to an avid rider to collect and pass on tips for the road.

Yes I heard it, the question I'd been dreading for such a long time. Could I look this US Customs official straight in the eye and not confess to my "criminal possession", do it without looking like a deer caught in the headlights? The customs official had just asked me a routine question, "Are you carrying any drugs, either illegal or prescription?" I then recited my well-rehearsed reply, "Yes, all prescription". That was my answer, short and sweet. I scrutinized the official for his reaction. He hesitated, almost like my answer was a bit unexpected. Was my Iron Butt attempt doomed to end in a jail cell? My heart almost stopped. Then slowly he looked down and started reading the next question on his list. He was still looking down when I began to let out a sigh and caught myself. That sigh would have been a sign of my guilt. I wasn't out of the woods just yet, I'd just made it through the first of 2 hurdles. He still had to do a thorough inspection of my motorcycle. Would he yet discover the legal prescriptions that I was transporting in an illegal manner? When he asked the dreaded question, my mind had first raced to the federally-regulated steroid in my motorcycle jacket pocket, secondly to the Nitroglycerine pills in the bullet container in my other jacket pocket, and thirdly to the bottle containing about 6 different prescription pills in my motorcycle bag.

Actually I had been prescribed all those medicines, but had no proof. The law states that all prescription drugs must be transported in their original containers with prescription labels. The way I buy my prescriptions is three months' worth at a time through the mail. Some of those bottles are about quart-sized. Did I feel like I'd done something wrong? Not really. People with cardiac problems usually carry nitro tablets in the same bullet type case that I carry. In fact, it says right on the flyer with the Nitro that if you try to carry the pills in the original container, they will lose their potency in a very short time. I knew that crossing the border into Canada and back would be risky. Would they let me pass right on through. Fat chance! My soul sank as the guard at the US Customs gate said,"Park your bike over there. Go inside and surrender your keys to one of the officials." I had agonized over this potential problem when planning my ride. I had asked the long-distance riding experts what to do. I decided to take the advice of Larry Cardo concerning this problem. He said something like, "Don't volunteer any information. Just answer questions, don't embellish." I originally toyed with the idea of just hiding the medicine somewhere on the bike and lying about not having any. However, if I got caught, I think I'd be in worse trouble than if I just played dumb about the whole situation. So, I decided to tell the truth, if asked - but not embellish. Would the official notice the medicines during his search? If so, what would he do?

Back to the story. The Customs Official gave me a two-page form to fill out and went to inspect my motorcycle. As I finished the form he returned. He handed my keys to me with a smile and said, "You're good to go." It was hard to hold back even a few of the K1200LT's 98 horses as I left that scene! As for my advice – it's up to you, the reader. Next time, will I travel with my illegally packaged medicines? I think so. If you have to face this or any other legal problem during a ride, I think Larry Cardo's warning about not volunteering any information is a good one.

My second long distance riding tip is about keeping warm. When I started my Iron Butt ride in Medina at 2:30 a.m. on a Saturday in July, I was warm enough with just a short sleeve shirt and a cloth riding jacket. By 9 a.m., riding in the upper part of Lower Michigan, I was starting to get sort of chilly. I reasoned that the sun was shining brightly and soon it would be warming things up. That rationale, along with the fact that I had just wasted about 20 minutes trying to nap in a rest area, convinced me to just tough it out for a little while. Sure, I could have stopped and gotten out another layer from my saddle bag and been comfortable, but it seemed like an unnecessary waste of time, (like asking for directions). After all, I'M NO WOOSE.

In retrospect, the decision not to stop was a huge mistake. It was during that chilly time that my back started to ache; an ache that stayed with me for the next two days of riding. It is my experience that the cold stiffens both muscles and joints and once they start aching only rest will alleviate the pain. Deciding how much to wear on a long ride is kind of like shooting craps. Weather conditions can change pretty fast. My advice is to always dress to be comfortable or hot – never cold! I have spent many long riding hours sweating like I was in a sauna but with no aches. It takes only a very short time of chill to cause a great deal of lasting pain.

Okay, there are my riding tips for this issue. I'll soon run out of suggestions if members don't start feeding me with their own tips so that I can try them out and let you know the results. Think of a tip to tell me the next time we meet. One last comment – in the last CCN the editor referred to me as "Mike the Bike". That was his own brainwave. I hope it doesn't stick. Maybe I just set it in stone, (so-to-speak), but it doesn't appeal to me. (That's probably okay with Mike Hailwood. ed) ■

Petras' Year in Review

By Ron Petras

Well , once again another riding season has ended with the cold, snow, ice and sleet. And once again, I look back at the season with its many fun times, but with the hopes that more can be done next year. It has been hard to get time to do so many things that Erica and I have wanted to do. The girls do have their commitments and Erica's pesky ex wants to see the girls at times, so we need to be at home many times that we wish we were out. The war memorials and state parks did help us get out more often though.

This gave us places to go for short distances, or take a longer way to get to and from where we were going. So, it turned out to be great fun. There were many memorials throughout the state. Although some were hard to locate, they were plentiful if you had a watchful eye. So I was the pilot, and Erica the lookout and navigator. We surely would not have seen as many without her on the back. I would be keeping my eye on traffic while she spotted many. There were several that were fascinating. One in Oberlin used old Civil War monument tablets along with newer monuments to build one very large monument signifying all wars. Very impressive! Another was outside Monroeville in a small valley to commemorate the induction of the OVC (Ohio Volunteer Cavalry ed.) into the war by President Abraham Lincoln. One could look at some nearby buildings that were of that time period and almost visualize what it was like.

Yet another fascinating memorial was the Confederate Army cemetery on Johnsons Island. It was at one time a POW camp. It is there that they buried the dead using wooden markers which were later swapped for stone. It is now a federally protected cemetery.

Also remarkable was Volunteer Bay where a monument to Commander Perry was placed to mark the spot of his famous battle along the shores of Lake Erie. All in all , it was educational as well as fun.

We also went to Mid-Ohio for Vintage Days. It is always fun there even when it rains. We enjoyed the races, which had several minor crashes in the rain. Ducati presented a wonderful museum dating back to the 1940's. It is so interesting to see the original motorized bicycles and very early motorcycles. And of course the swap meet. Even if you are not looking for a part or bike, it is so cool to see the bikes of yesteryear. Two years ago, a 1954 Honda was at the swap meet.

Then there is always the auction. One can be certain that an unusual bike or bikes will be in it. You get to look at so many thing in one day it's like being at motorcycle museum but larger.

We also were able to go to Beemerville in Lima. Leaving later in the evening we hit heavy winds going out. We rode with a pronounced lean, as if we were in a turn. The wind did subside as the rain POURED down. The ride was definitely an adventure. We met a man from Russia who had been riding since 2000. He has ridden al over Russia, South America, and now North America. George also put on a heck of a show with his shout to the crowd "How does it feel to be fifteen again?" I'm sure that's what so many of these "mature" people felt. To be able to get let loose and have a good time was truly enjoyable for all. It was a wonderful show and great time for everyone.

I would like thank the club once again for their support for the Ride for Kids. We have met many very nice people in this group and enjoy shared thoughts , conversations and perspectives. It has been a memorable year with the club. We both look forward to next year, to try do more, make new friends, bond with old friends and have some new adventures.

I would like to get a 1000-in-24 ride together next season. Have wanted to do it, and knowing many that have or wish to, it would be fun to do it as a club. If there are any interested parties please contact me.

Hope that your holidays are good, the snow and cold are minimal, and we have a early spring. For 2006 MOCal targets Erica and I both thought that Ohio historical sites would be good. They have a bronze circular marker from the state which makes them official. Since they are all over, that's more riding! ■

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Blues & Fall Wonders Continued

By mid-summer job prospects did not look good, but as I was sitting poolside one afternoon at the city pool with the kids and I realized that it had been 32 years since I last had the summer off...and here I am lucky enough to spend it with my family.

You know what? Having a job and being responsible isn't all that it's cracked up to be. Though I do not envy moms' and childbirth, the hanging out with the kid's all summer thing is neat. Even getting ready in the mornings for interviews were fun. My crack support team (son & daughter) picked out my clothes, checked out my hair and made sure I was ready for the drill of the interview. It paid off because just as they returned to school I landed a job.

Oh my god, my bike! What happened to it? It's September. I made it to the Watkins Glen Rally. If you have not been to this rally or been up to the area you owe it to yourself to go for the ride. The area is only 300 or so miles away and has beautiful roads and small towns that surround one of America's great wine regions. I also have been going on weekend bum-around rides, one with my daughter.

It's now October and I find myself pushing myself out the door to go somewhere and knowing full well that I am going to get wet. Spent the day with my wife and a few other couples one Sunday and attended the Covered Bridge Tour Weekend in Ashtabula that eventually became dry and somewhat warm. I am trying to get a couple more riding things in before October ends. I don't think it's because I didn't get my riding time in this year as planned. Ohio riders are like squirrels getting ready for winter during this time of year, but instead of gathering nuts we drive ourselves nuts trying to get in as much riding time as we can before we must hibernate.

Fall can be a wonderful time of year to ride if we spend the time to experience it. Much like the time I got to spend this summer with my kids. My biggest learning experience this riding season was re-learning that a part of any goal should be to have fun!

So, in closing I will borrow from an often-used phrase that we Cleveland Indians fans use to describe my future riding goals, "Wait till next year!" ■

Prison for "Airvest" Scammers

A San Bernardino County California couple has been sentenced to state prison for bilking more than two hundred persons out of millions of dollars in a false investment scheme involving a motorcycle "Airvest" product. John Duhamell (no relation to racer Miguel Duhamel) got seven years and his wife four years after being found guilty of thirty felony counts.

The vest was supposed to protect motorcycle riders by inflating automatically if they were thrown from their machines. The Duhamells claimed an association with Harley-Davidson that was untrue, but gave legitimacy to their scam. ■

Motorcycle Dealers and Shops are 2006 MOCal Targets

Once again there was an increase in the total number of persons who earned points (202) in our club's MOCal program. Of those, sixty eight earned at least ten points which made them eligible for the 2005 DOER prize, a $100 gift certificate sponsored this year by All Seasons in Wooster. The program will be continued in 2006.

The targets for riding points will change. This year we'll be looking for motorcycle dealers and shops. BMW dealers in Ohio will get one bonus point. Those outside of Ohio will enjoy two bonus points.

The other ways of amassing points are included in this issue of the CCN and can be had from the editor, Don Poremski, at any point during the points-gathering period which begins with the Holiday Party in December. The same reporting method will be used. Take a picture of your bike in front of the dealership or shop and send it to Don, the MOCal point coordinator. ■

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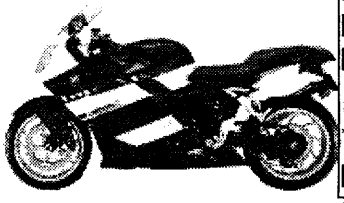

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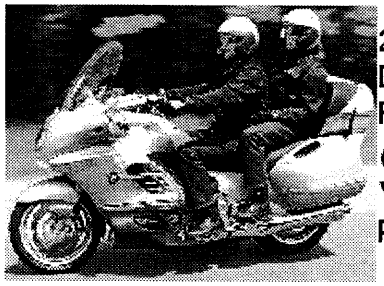

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Chloe, Grandpa & Bob's Most Excellent Adventure

By Chloe McClellan (with help from Grandpa)

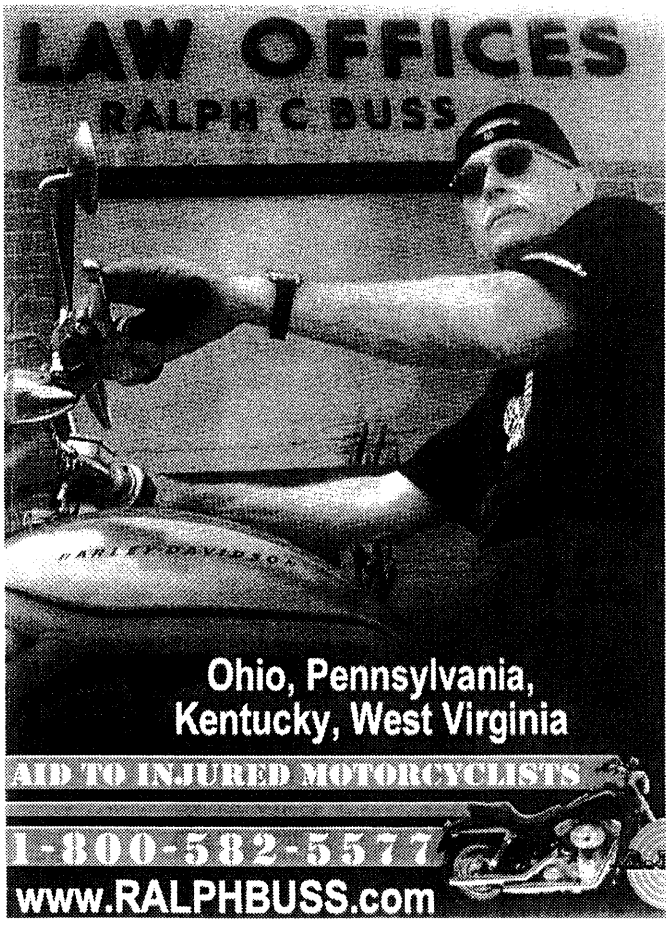
It all started on summer break when Bob Gibbs my Grandpa Darwin and I took a trip to Montana. Bob and I wanted to get our first "IRON BUTT", so we decided to try the Saddle Sore 1,000. We needed to travel 1,000 miles in less than 24 hrs. We left from Grandpa's house and headed west on I-90 to the Illinois state line then we picked up I-80 to Joliet. We stopped there to eat and get fuel. That was our 1st real break of the day, all other stops were just gas and go.

After eating we continued west to LaSalle and I-39 north. We followed it to Rockford and I-90 west. The weather was sunny and there wasn't much to look at. We continued on and hit I-94 west at Baraboo. The scenery was nicer but then it started to get dark and a tad cooler. We arrived at St. Paul MN. where we stopped for gas and gas station food. Then Bob and Grandpa decided to get some rest. It was hard trying to find a hotel in Twin Cities because there was so much going on there. After a few attempts to find a room I said, "We only have 200mi. to go, so lets get it over with." But the guys were tired so we stopped at the "Old Iron Butt Motel". In this instance it was a rest area west of Minneapolis. We laid down on the grass in our gear and slept there for 3 hours, then got on our motorcycles and went on to Moorhead MN. Where we stopped for our final gas receipt and to have our witness statement signed. WE HAD MADE IT!! It was a long ride but it was fun!Now the vacation started!

We stopped at a small old west town in North Dakota and toured the Buffalo Museum, the town with its many antiques and I got my photo taken by the Worlds' Largest Buffalo! The cool part was my uncles had their photo taken there almost 11 yrs. ago just after I was born! And by the way, the buffalo was as big as a house and made out of concrete.

Our next stop, Theodore Roosevelt National Park (a.k.a. the Bad Lands of North Dakota). I was amazed at my first site of the badlands because the scenery was flat and boring then all of a sudden the canyons appeared with all their colors. Iit was gorgeous. We stopped at the visitor center then went to the town of Murdo and got a motel room. After we got settled in we rode through the park and saw wild mustangs, elk, beavers, prairie dogs, deer, bunnies, and a big herd of buffalo.

The next morning we headed for Glacier National Park! We continued west on I94toForsyth then took SR12 to Rygate where we were lucky to find gas. This was once a thriving town and the sheep shearing capital of the world, but now it's almost a ghost town with a hotel in what used to be the bank and a few homes. We then followed SR12 to SR89 to Great Falls. Both roads and scenery were beautiful and fairly desolate. We stayed the night in Great Falls and in the morning proceeded up S.R.89 and into Glacier National Park. I thought that Glacier was a very beautiful place, a little high and scary because the roads looked small and most of the time had no guardrail. The Road To The Sun was the road we liked best because it was cut in the side of the mountains. You could see down in to beautiful valleys, up to the glaciers and spectacular mountain peaks. We stopped at (Cont. p. 9)



Excellent Adventure (Continued)

at Logan Pass, Grandpa and I hiked to the top of the pass and viewed two sparkling lakes surrounded by mountain peaks and evergreen forests. Along the trail we saw a marmot, mountain goats, wild flowers, and streams flowing from the melting glaciers. We left Glacier through the south exit and stayed at a KOA campground. There we were treated to awildlife slide show by a man who lived in the area and had many of his photos published in National Geographic and many other publications. There was also a very clear star filled sky that night, but we could see lightening from a distant storm happening on the other side of the mountains.

The next day we took SR93 south to I-90 to SR1 to the town of Anaconda to find one of Bob's old friends Emory and his wife Marsha. They live on top of a hill, with two entrances to the land they own and that made it very confusing. At their cabin they had no electricity except for a 12volt solar cell and some golf cart batteries. Their cabin and wood fired sauna, where all built by Emory, from materials that were gathered from his property. It was a very nice homestead. Emory and Marsha were very gracious hosts. Emory's brother (I forget his name) grilled us a very nice steak dinner. We sat around the campfire and enjoyed their company and a great evening. The next morning it was off to Yellowstone.

We arrived at Yellowstone as a light rain began to fall. We visited the hot springs where we saw the mineral deposits and smelled the sulfur. The steam was rising in the cool air giving us a feeling of visiting a prehistoric time, then we went to Old Faithful and she was amazing to see. I wondered was someone pulling levers and pushing buttons down there? After that we rode through the park viewing the scenery and wildlife. We saw coyotes, elk, deer, and a spectacular sunset that looked like the Aurora Borealis. We spent the night in North Yellowstone. In the morning we started home. That day we rode through rain, cool temperatures and high winds then spent the night just east of Sturgis. The following day we rode the balance of the way home.

When we got home my Mom, little sister, and Grandma were waiting. I was happy to see them but did not want the trip to end! We were gone 9 days, and rode 4,400 mi. and the only thing I did not like about the trip was seeing Bob and Grandpa in their UNDERWEAR!!!!■

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Corner Market

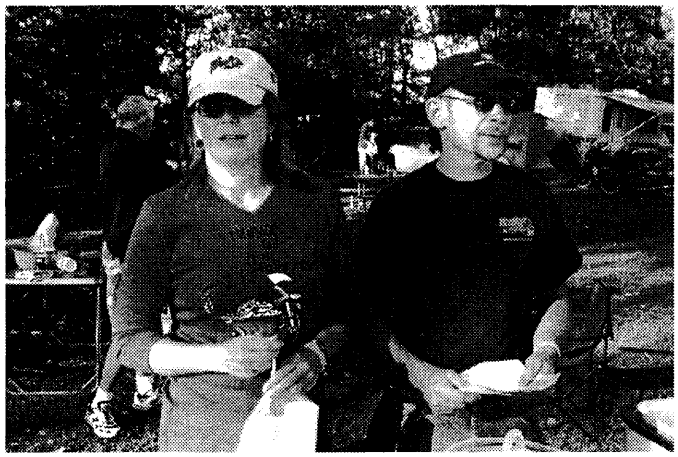
FOR SALE: 1993 K1100LT, Blue, 76,000 miles. Equipped with CB radio, Mayer seat. Asking $4,800. Call Dan Frederick at 440-357-1101.

FOR SALE: 2001 R1200C, Loaded! Black, 19,000+ miles. Comes with the following accessories: fog lights, Euro driving lights, touring windshield, wide cruising bars, tank bag, hubcap, all-weather cover, side cases, two exhaust shields. Not finished yet. There's more: Bill Mayer saddle, Hyper Lites, speed bleeder, headlight cover, two Z-Technic leather tool bags and two "T" bags. Price- $8,000. Call Mike Potisuk at 330-670-9931.

FOR SALE: 1975 R90S, Black, 59,582 miles, dual-plugged, elec. ignition, fork brace, reinforced swing arm, Corbin & stock seats, Progressive shocks & fork springs, well-maintained, runs great, $5,500 - AND - 1981 R100S, Silver, 47,711 miles, RS fairing + S fairing/shield included, Corbin seat w/backrest, Konis, BMW bags, $4,200. Call Dale Wright 440-988-5720, WRIGHTON-DALE@NETSCAPE.NET

The Fall Foliage Follies group pauses following the feast on Saturday night to record their presence and collect the three points for posing in front of the banner. The weather was sooo much better than 2004 and the Saturday ride had us getting only a little lost. It's possible we used the whole truckload of firewood, too.

Another photo from the 2005 season, this is the Wells Inn in Sistersville, WV. The hotel is under new management, but improving. Members with a favorite ride to an interesting location should propose similar rides. This group had great fun and enjoyed the ride there and back. The size of the group was good for four-point bonuses all around.



RA President Bob Wood and wife, country store proprietress and 2005 recording secretary Rose Wood greet F-Cubed attendees. Rose sports the "T"-shirt designed for the occasion by fellow member Robin Moss. They're gone for this year, but may re-appear in 2006.

What's happening in this photo? Hint: it was taken At "F Cubed" this year and was only a portion of the tribal festivities that went on. Didn't make it? What a pity. Guess you'll have to ask someone who was in attendance or come yourself next year. This could become a new October tradition. Step up for your turn at immortality.

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Isle-of-Man-Style Racing Comes to Nova Scotia

From Motorcycle Consumer News

The Cape Breton Festival of Speed in Nova Scotia will be adding a classic motorcycle race styled after the famous Isle of Man TT (Tourist Trophy) race that takes place on open roads rather than race tracks. "This event will provide competitive motorcycle racing on a challenging 52km circuit unlike any other in North America,"said Maureen Carroll, Chair of the Cape Breton Festival of Speed. A number of Isle of Man competitors are expected to take part in this Canadian version, held September 20-24, 2006. The roads, which will be upgraded prior to the event, will be closed on September 20 and 21 for practice. There will also be other attractions for race goers such as a charity ride on the 22nd and racing on the 23rd. On the 24th, there will be a "Show and Shine" for passenger cars, pickup trucks, motorcycles and custome and racing cars. ■

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Calendar of Events

January 5
BMW MOC Membership Meeting
7:00 p.m. at Der Braumeister, 13046 Lorain Avenue, Cleveland. Phone 216-671-6220. Last chance to vote for 2006 board.

January 26
BMW MOC Board Meeting
7:00 at Panera's, 5090 Tiedeman Road, Brooklyn OH. Meeting of old and new boards. Tel. 216-362-8130.

January 27-29
Cycle World Int'l. M/C Showcase
Once again the popular showcase for new motorcycles and accessories will return to Cleveland's IX Center. Look for plans from MOC to attend as in years past.

January 28
BMW MOC IX Center Lunch
We gather again at the Station Restaurant, 30 Depot St., Berea for lunch prior to attending the Int'l. Motorcycle Show at the IX Center. Meals from $5 to $14. Tel. 440-234-1144. Okay to car pool into the IX lot from there. Be there by noon. Check with dealers for discount tickets.

February 2
BMW MOC Membership Meeting
7:00 p.m. Held at Panini's, 480 West Aurora Road, Sagamore Hills (Northfield) OH 44067-2199, Tel. 330-468-6200.

February 17
Moon Rock Bowling
Fairview Lanes, 21847 Lorain Road (east of W. 220th), Cleveland 44126. Ph. 440-331-3244. 10:00 p.m. to midnight. $13.50 per person.

February 17-19
Easy Riders V-Twin Bike Show
Held at the Veterans Memorial, 300 W. Broad St. in Columbus. This invitational bike show will feature V-twin motorcycles vying for top honors and will feature Easy Rider master builders plus live music and a roadware fashion show with the Purrfect Angelz. Food and drink available. 800-962-9857.

March 2
BMW MOC Membership Meeting
7:00 p.m. Panini's, 480 West Aurora Road, Sagamore Hills (Northfield) OH. Tel. 330-468-6200.

April 8
Packer Museum Ride
First breakfast ride from East meeting site to Packard Museum to see "Motorcycles in the Movies". Departs from Bob Evans, 6100 Som Center Road at 9:00 a.m.

2005 Bylaws Comm. Report

At the January 2005 membership meeting, member Mike Potisuk requested that the Executive Board look into two issues regarding the structure of the Club Bylaws. The following is a summary of the committee assignment, findings and recommendations.

The first issue was regarding how the club accounts for it's liquid assets (cash). The question was raised about why the club books maintain two separate accounting funds, when all the monies are actually kept in one bank account. We were asked to look at the reason for this and to determine if these two funds could be reduced into one simple fund for accounting purposes. The committee found that the objective of each fund is distinctly different and has been well thought out to provide easy compliance with current not-for-profit tax law and reporting if it ever becomes necessary to file due to monetary growth of the club in the future.

The General Fund is in place to accommodate the normal income and expenses of operating the club's membership services. It receives revenue from membership dues, direct public contributions, and advertising in the club's private publication. This fund directly pays for services to the membership such as membership cards, periodic member mailings, annual membership handbooks, meeting costs, the club newsletter, web site costs, accounting and recording supplies, public awareness campaigns, instructional classes and other expenses directly related to the "purpose" of the club as defined in the Bylaws. It has been specified that this fund not be reduced below a level that would accommodate an entire year's operation if no additional income were realized, to insure longevity and stability of the club's existence.

The Special Fund (formerly the Event Fund) is designated to account for income and expenses arising from activities beyond the scope of the club's stated "purpose" such as social gatherings, camp outs, rallies, regalia merchandising, fund raising raffles, charitable or other donations, and any other activity that does not fit the club's general operations as defined. Provisions have been built into the Bylaws to allocate money between the two funds if either fund were to realize a deficit and could not be able to meet a predetermined and pre-approved obligation.

It is the determination and recommendation of this committee and the consensus of the Executive Board on July 28, 2005 that Section III Operations, Part 6D entitled Funds needs no changes at this time.

The second issue assigned to the Bylaws Committee was to look at the club's annual election process. A brief history follows. Several years ago the timing of our annual officer election meeting was changed from January to November, but the (Cont. on p. 13)

The following correction to Article Number Five of the BMW MOC Constitution would be necessary if the proposed amendments to Section 5 of the Bylaws are adopted by the membership. In addition it is recommended that spelling in Article Number Two and the grammar in Article Number Three be corrected at this time as well.
bw

THE CONSTITUTION

ARTICLE NUMBER ONE

This Club shall be known as the BMW Motorcycle Owners of Cleveland, Inc.

ARTICLE NUMBER TWO

Active members shall be riders of BMW Motorcycles and other individuals who meet the requirements of membership as set forth in the Bylaws.

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ARTICLE NUMBER THREE

The Executive Board of the Club shall consist of a President, Vice-president, Secretary, Treasurer, Road-Captain and no less than two (2) elected directors.

Deleted: The officers of the club shall be a president, vice-president, secretary, treasurer, and road captain; these officers and elected directors shall constitute the executive board.

ARTICLE NUMBER FOUR

The duties of these officers and the executive board shall be set forth in the By-Laws.

ARTICLE NUMBER FIVE

All elective offices shall be filled at an annual election to be held at the January membership meeting. Officers shall serve for one year or until their successors are elected and qualified.

Deleted: November

Deleted: monthly

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Deleted: hold office

ARTICLE NUMBER SIX

The Constitution may be amended or added to, providing the proposed amendment is submitted in writing at a regular meeting. The proposed amendment shall be made available to all members (in good standing) by direct mail. Ratification requires an all club vote as defined in the By-Laws.

nomination windows and election process structure remained essentially the same. This change seemed to have caused problems with the process since the beginning time was not correspondingly changed. The membership identified that the election process seems to be "rushed" each year since these changes were adopted. It has been reported that there is insufficient time to consider serving, to write campaign and position statements, and that distributing these statements is no longer timed with publishing the club's newsletter. Additionally with the election in early November, the post election period produces an Executive Board that serves it's remaining term (2 months) without goals, mandates, or incentive due to their expiring Board positions (a "Lame Duck Board").

The Bylaws Committee met and determined that there was indeed not a sufficient time period allotted to conduct the annual election effectively with club membership numbers at their current levels. The committee further determined that by reverting back to a January election meeting, that sufficient time could be allocated for; a newsletter notice with the election guidelines of the upcoming election process, two monthly meeting nomination window time periods, nominee acceptance decision recording, nominee campaign and position statement composition, ballot composition and publishing, hopefully the inclusion of nominee position statements and the official ballot in the newsletter, and a sufficient time period to return mail in ballots to the Election Committee prior to the election meeting. The entire process is now currently mandated to be accomplished within approximately a 60-day period.

It is the recommendation of this committee to increase the election process time period back to a January election allowing approximately 120-days for the election process and for these newly elected officers to take their positions within approximately 30-days of their appointments at the February membership meeting. It is also the committee's recommendation that an Executive Board meeting be held between the time of the election and the first membership meeting to accommodate transition and records transfer to the newly elected officers. (Continued on page 14)

Proposed BMW MOC Bylaws Revision -- Section 5

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 elections 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.

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The Bylaws Committee has forged forward and composed new language to revise the current Bylaws to accomplish the proposed revision as described here. A copy of these proposed changes are attached and will be available for an official "all club" vote as prescribed to amend the Bylaws if authorize at this monthly meeting and then to be placed in front of the membership for final ratification.

A summary of these Bylaws election process changes were approved by the Executive Board on July 28, 2005 and are now submitted to the membership to consider placing on a ballot for an "all club" vote. These proposed changes will affect Bylaws Section III, Part 5 Elections and the Club's Constitution Article Five.

Furthermore, additional changes and corrections to the Club's Constitution have been recommended after reviewing them. They are as follows:1) Spelling correction to the word Bylaws in Article One. 2) Grammatical changes to the sentence structure in Article Two. No additional changes to the constitution are recommended beyond these at this time and these only be considered if Article Three needs to be amended due to the club accepting this committee's recommendation to amend the election process.Respectfully submitted by the Bylaws Committee on August 4, 2005

Position Statements

Following are position statements as submitted by proposed 2006 club officers.

Howard "Turp" Cobb: I have been your president for two years. I have also been vice-president and a board member before that. I have been a member for 6 years, and have been active in motorcycle clubs since 1958, when Ken Claus, Dale Wright, and I were in a club together. I would like to remain active in our club as a board member. My plans include helping the officers to provide you with a club you will be proud to be a member of and continuing to attempt to get more members involved in our activities. I believe you get more out anything you put more effort into, and I plan on enjoying riding BMWs and attending club events for a long time.

Dale Wright: My position report for election to the board- I've been to the right and to the left and sometimes in the middle.I have been up and I've been down, I have been backwards and forward. If elected I will be upright and straight forward and bend over backwards if needed . Thank You

Judy Gau: I am running for the position of BMW Motorcycle Owners of Cleveland Vice President. First off, I am honored to be nominated for this position, and also to be part of such a great club.

I've had the privilege of serving in the roll of membership chairperson for the past two years, a position I truly have fun with and enjoy, and the thought of continuing to serve with such a diverse group of members is really exciting.

If I am elected to the Vice President position, I plan to continue actively working to serve our members to the best of my abilities, and execute the duties of the President during his/her absence, incapacity or vacancy per the Bylaws. I believe in this organization and all it stands for.

Mike Kiesel: I think that you should vote for me as Road Captain because of default—de fault that no one else chose to run against me. Actually, I have had a great time leading a few club rides. However, my experience at leading rides has at times been very frustrating. Basically, trying to lead most BMWMOC rides is sort of like trying to herd cats. Motorcyclists are by there very nature individualists. I believe it's one of the aspects that entices us to this activity. It is my philosophy that such individualism needs to be tempered on a group ride for the safety, convenience, and enjoyment of the group. This idea is actually codified in our by-laws as one of the duties of the Road Captain. Section IV 7 , e states that the Road Captain is "Responsible for enforcing all rules of group riding." As far as I know there are no such rules written for our club. If elected, my main goal will be to see that a set of rules is adopted and enforced. With help from many of my fellow club members, I am looking forward to the coming year and its challenges. If I am what you are looking for in a Road Captain, then vote for me. If I'm not, I suggest you start a massive write-in campaign.

Lucy Potisuk: I think it is time for me to take my turn to give something back to the club, and since I can add, subtract, and balance a checkbook, I think I'd make a pretty darn good treasurer. ■

Starter Chopper?

In case you were wondering just what aspect of motorcycling had been ignored in this "golden age" of cycling, the answer appears here. Mild Choppers.

A "Spyder 250" is a creation of Johnny Pag of Corona CA. He has taken what appears to be a full size chopper frame and fitted small displacement engines to them. The displacements suggest that these may be Chinese motors (Lifan or Zongshen) used to keep the cost of the unit low. The "Captain America" look-alike has a MSRP of $3,295 plus shipping and handling.

Will they find dealers willing to take them on? The answer may lie in the increasing popularity of scooters and other small-engined bikes. It's doubtful that you'll see any 1%-ers riding them, but things are changing quickly in motorcycling and a cool-looking, gas-sipping ride could find acceptance with teens and young adults. More info available at www.johnnypag.com. ■

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Now That My Knees and Ears Are Hairy

By Don Poremski

In journalistic circles it's considered "infra dig" to use the first person for straight reportage. That's the province of novel and mystery writers. However, this change that has gradually come over me cannot be depersonalized, nor should it be. I suspect that many long time riders will agree with the phenomenon...the change of preference from speed to handling.

Now that my knees and ears are hairy I less enjoy straight line velocity and now gravitate toward twisty roads at more moderate speeds. Present machinery owned doesn't really control those urges. The Suvanuzzi (ZX-11) can achieve well over 150 m.p.h., but I'm using it more these days below 80 m.p.h. The R80RT didn't have much appeal for me at first, but a couple of trips into America's southeast changed that. The relatively short wheelbase and adequate steam let me keep up with superior equipment on Virginia and North Carolina two-lanes. It reminded me a lot of the handling characteristics of my '79 Kawasaki KZ650...throw it in and twist the go handle with no fear of a horsepower-induced loss of rear wheel traction.

Does it take exposure to multiple machine ownership (a dozen over the years) to move one from idol worship of persons like Sir Malcolm Campbell, Chuck Yeager and Art Arfons to Turp Cobb, Dale Wright, Darwin or Donna? Maybe, but I offer it's more the enjoyment of "the pace", the challenge of slag-strewn right handers in West Virginia, the switchbacks of the Appalachians that has modified my mojo. When I hear a fellow rider speak of doing a "buck and a half" on his _____, I now know that he's a Rollie Free as opposed to a Valentino Rossi, both memorable riders, but worlds apart in specialties.

How will becoming more hirsute effect my future motorcycle ownership? I believe I need one more bike. I'd like it to be the new F800S just introduced by BMW, but it will more likely be another KZ650 or a GPZ 550, "84 vintage. Or, oh lawdy, don't let me find a '93 Moto Guzzi Daytona at anywhere near a reasonable price.

So now comes the inexorable question, "What would I ride if I were a Hobbit?" ■

MOCal Point Activities-2006

Board Member: 10 (officers/directors)
Rally Chairman: 25 (Micro, F Cubed)
Rally Task Leader: 5 (Cook, clean, games)
Rally Task Helper: 2 (Help with above)
Mthly. Mtg. Organizer: 5 (Set Mtgs.)
Ride Leader: 3 (Lead any reported ride)
Leader Bonus: 2 (Lead 3 or more bikes)
Group Bonuses: +5 bikes = 2
+ 8 bikes = 4
Ride Attendee: 2
Attendee Bonus: 1 (when 3+ bikes)
Breakfast Only: 1 (eat, no ride)

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

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

CCN Editor: 25
CCN Story Submittal: 3
Regular Meeting Attendance: 1
Ride to Regular Meeting Bonus: 1
Bring Guest to Reg. Mtg. Bonus: 1
Bike Dealer/Shop Photo: 3
BMW Dealer Bonus (OH): 1
BMW Dealer Bonus (ex-OH): 2
Banner Photo at Rally: 3
New Member Bonus: 5
New Member Sponsor: 5

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