

# BOXER SHORTS

*JANUARY 2014*



Yankee Beemers, Inc.

[www.yankeebeemers.org](http://www.yankeebeemers.org)

**Mailing Address: PO Box 2151, Fitchburg, MA, 01420**

2010 OFFICERS



COVER PHOTOS: Editor-chosen Yankee Beemers of the Year -- TOP: Robert Blethen, President. BOTTOM: Ken Springhetti, Webmaster  
BELOW: Bruce Ferguson and Bob Hadden at Heath



## Editor's Briefs

*by John Shields*

Well another year has passed and it was certainly an interesting one...we lost some great people in the sport this year including John Ryan, the protagonist in the book, "The Man Who Would Stop At Nothing" and our beloved Ardys Kellerman, the Iron Butt grandma. Our friend Bud Wilkinson of Ride-CT fame (and the Waterbury Republican American) lost his best friend, Gary Randall this year...I met Gary the first time at Toymakers Cafe in Falls Village, CT and later chatted with him at our first Lime Rockz Rally. He was one of the good guys and he will be missed.



This is not the most positive way to start an editorial but sometimes you gotta look back to see where you been before you move ahead. That said I believe the coming year of 2014 is going to be pretty cool -- we have a lot of events on the burner this year

and management is cooking up a few surprises for the season, too. Right Bob?! Also I've heard talk of a couple of tech sessions forming which raises an interesting question. What do you do at a tech session when a lot of the newer bikes preclude much of the stuff that might be covered at say, an airhead tech day. Can-bus architecture? Trouble code tools and solutions? I'd love to know how to add additional brake lighting to a can-bus bike for instance. However there is still a long list of stuff to do that is the same from year to year -- tires, brakes, suspension (for most, still!), ergonomic adjustments, oil changes, upgrades and farkles. Maybe a Farkle Day? Old Bike Day? Tire Changing? The list goes on...if you don't do it, who will?

Including this issue I have nine months to go (with good behavior) as editor of the Boxer Shorts and it's been a pretty good ride so far. Got to meet lots of interesting people, travel to strange places and spend way too much time at the computer instead of riding. Naw, that's not

completely true; I've often put off the newsletter duties to go for a ride -- you know, priorities! You just have to type faster when you finally get down to work and it's kind of cool to think that you poor readers must absorb at least a bit of my scribblings. It gives me a warm fuzzy feeling when the newsletter, however imperfect, is ready for you, my public. The club needs to find another editor before next September with the desire to creatively present what news is important to the members (calendar, ride stories, announcements and relevant industry news, etc.) I will help whomever steps forward (what me? Yes, you.) with articles, reporting and photography and I'm sure Victor Cruz will be there for you too. Step up, it's a great job! Oh, and if nobody does step up I'm still resigning as editor as it's time for a new voice...

When I joined this club in '04 or so I was impressed by all the activity and events this club was famous for and still enjoy as much of it as I can. However there was always an underlying uneasiness which was very apparent when I was new and it seemed to me there were some real personality conflicts and issues that detracted from my overall satisfaction with the club. Well, that's all changed for the better in the last year or two, with much credit to our fearless leader Bob, who stepped up, cleared the worst logjam IT problem and found the right guys to start all over. So ----

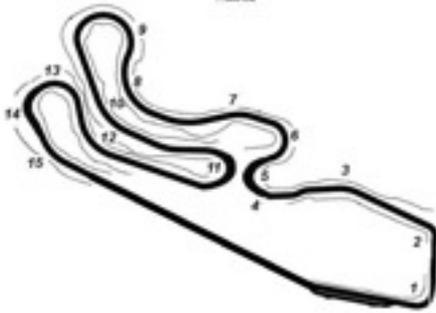
Many thanks this year to our two IT guys, Ken Springhetti and Gary Nelson, for picking up the dropped ball when Bob cleaned out the old IT; without their yeoman efforts we would not have the awesome Website we have today -- never mind our excellent Forum. Both these guys deserve a big pat on the back and all the "attaboys" you can spare. Great job!

Tony's Track Days will be holding track days at Thompson Motor Speedway in Thompson, CT, as well as Palmer (MA) Motorsports Park in 2015.

According to the website, "New Hampshire Motor Speedway has been the only game in town for motorcycle track day riders and racers for many years. We New Englanders had to drive 6 or more hours to



the New Jersey Motorsports Park in southern Jersey to ride another racetrack. But, that's changing. Last year, New York Safety Track (NYST) opened its doors, making motorcycle track days a reasonable drive for most of us Northeasterners. Now, we have Thompson Speedway



building a road course within 2 hours of Boston, 3 hours from NYC, and an hour from Providence! If that isn't enough, Palmer Motorsports Park is well underway in Palmer, MA. Tony and I (Ken Condon) have been talking with the owners about running track days there in 2015." "The track itself is 1.7 miles long and combines very fast, sweeping sections, a loooong strait, and some very

tight corners, some off camber. Tony and I have decided that we will run it in both the counter clockwise and clockwise directions, to expand the "number" of tracks we have available to us in New England." From Ken Condon's "Riding in the Zone" website;

### **What's a Track Day and is it right for Me?**

Track Days are a mystery to many riders.

A lot of motorcycle riders believe the track day myths that circulate around the Interweb.

The Myths:

- Track days are the same as racing
- Track days are only for rich people
- Their bike will need a ton of time and money to be ready
- Riding on a racetrack is more dangerous than riding on the street.

But, none of these statements are true.

The Truth:

- Track days are not race events.
- Track days can be expensive, but not compared to speeding tickets, insurance points.
- Depending on the track day organization, a normal street bike can be prepped for a track day in a couple of hours, tops.
- The controlled environment of a racetrack is much safer, especially if you choose to ride fast on the street.

And for something a little bit out of left field there is this...



Max BMW Builds a Bike from Parts! From Bud Wilkinson of Ride-CT.com; “The tech team from Max BMW did it! In four days, they built from a scratch a “new” 1975 BMW R90S from parts purchased from the company. The cost of those parts? More than \$46,000.

In a 23-minute video showing the completed bike being given a once-over before test riding, master technician Phil Cheney marvels, “It’s amazing to think that this motorcycle two and half days ago was in plastic bags.”

“At the 15:06 of the video, Max BMW owner Max Stratton jumps in to provide some background on the project. He explained that because of part unavailability, six used parts were used – the swingarm, the rear brake lever and rod, the right front fork slider, a spring clip for the airbox, and a tach drive and washer.”



2014 R90S

Built with new parts by MAX BMW Motorcycles Dec. 18 - 20, 2013 - maxbmw.com

“Regarding the \$46,000-plus price tag, which doesn’t include labor, Stratton said, “We didn’t build it with any cost in mind. We just wanted to see if we could do it.” And they did. More info can be found on Max BMW’s [website](#) and on its Facebook [page](#).

Next we have Mr. Max BMW expanding in New Jersey, not to mention a new location in South Windsor, CT. With the New Jersey location Max will have five, count ‘em, five dealerships in our general area. Is national BMW motorcycle domination next on the agenda? I believe there are still enough independent BMW motorcycle dealers, at least in Massachusetts to offset this consolidation, but in the end does it all lead to higher prices for our bikes and parts?

Here’s Mr. Wilkinson again; “Max BMW owner Max Stratton has been mum on the matter, but a letter to customers posted on the website of Bergen County BMW Motorcycles in Rochelle Park, NJ and on its Facebook page reveals that Bergen County BMW is going away and that Stratton is opening a new



store to serve the area. It will be his fifth dealership in the northeast. The undated letter, signed by general manager and owner Liz DiGennaro states that Bergen County BMW will no longer sells bikes as of Dec. 31, but that Max BMW “will be moving into the area and opening a dealership.” She added, “We’re working with Max’s to make the transition as seamless as possible for our customers.”

No other details were supplied. However, a Facebook post by Bergen County BMW states that Max BMW “will find a place close by” for the new Beemer store.”

## Go East Old Man

◆  
*sub by Victor Cruz*

### Off The Reservation

Dexter Ford is traveling from Southern California to upstate New York along mostly obscure roads, on a motorcycle that, by American standards, is quite tiny. This is the fourth of his occasional reports from the paths less traveled.

Alongside my new best friend, Harley-riding Randy, I waited out the thunderstorm as it passed over Sturgis, S.D. I should have waited a little longer. The storm came from the west, dumped on Sturgis, then scooted east, so the black cloud stayed parked over my head like Pig Pen's dust cloud in "The Peanuts" comic strip.

I donned full rain gear under an oak tree at the outskirts of the town, which brings up an odd thing about riding in the rain. Putting on all the gear – a rain suit, waterproof gloves and waterproof boot covers – makes you so hot and sweat-soaked that you are just as wet as you would have been without the gear, only much saltier.

I also learned that wearing a fluttering rain suit had a noticeable effect on my aerodynamic profile. My modestly powered CBR250R was working much harder to go the same speed. Where the bike would pull along in fifth gear while I wore a much slimmer armored jacket and pants, I found myself downshifting to fourth to maintain the same momentum with the rain gear on.

I was dreading the next 1,000 miles. If you're riding a lightweight motorcycle built for cornering, the essentially endless, arrow-straight roads across the Great Plains look a bit like torture. I was taking the tiniest, least-traveled roads possible, but I knew that there was a total of about seven real corners ahead of me until I reached the Great Lakes.

South Dakota Route 34 was not as boring as I had feared. I found myself alone in the middle of a very big sky, dodging blue, anvil-shape storm clouds, in a rolling green world with no cars, no houses, no power lines, no people and precious few cattle. The asphalt, and the rolls of harvested grass on the plains beside me, were the only clues that humans had ever been here. If I had a problem, I would be on my own for a long time. A

little adrenaline spark in the pit of my stomach said: “You can mess up sometimes. This is not one of those times.”

Even though my little Honda could go up to 240 miles on a tank of gas, I was still suffering range anxiety. After passing through Union Center, White Owl and Plainview with few sightings of humans, and no sign of



any gas stations, I was mentally rehearsing my pitch to mooch a spare gallon from one of the few ranchers out there.

Route 212, a right-angle jog to the northeast, seemed bigger on the map. I rolled into Dupree, in the Cheyenne River Indian Reservation, and saw a small Sioux woman riding her horse at full gallop alongside the road,

her powder-blue dress flying. I thought about taking a picture, but there was already a Nissan pacing her along the road. I didn't want to create a traffic jam of pale, gawking tourists, out where a woman should be able to ride in peace.

There was a rodeo on the west side of town, and I realized that the woman was probably warming up her horse before her number came up in the rodeo.

A muscular, cordovan-skinned young man was filling his pickup at the local gas station. He wore white gym shorts and red-and-white face paint. When a few white rodeo boys walked into the parking lot, he gave them a look that seemed to say: “You can get a hot dog. But don't start to think you belong here.” This is where many of the worn-down victors of the Battle of Little Big Horn ended up, corralled there by the United States government, in the late 19th century. So it's little wonder than there may still be tension more than a century later.

There was another event across the street, and as I saw more native girls standing in line for Slurpees wearing paint, feathers, beads and deerskin, I finally understood that I had ridden into a Native American dance festival.

“You should go over and see it,” fierce-face paint guy said.

I wanted to stay, but the dancing had not yet begun, and my internal clock was telling me I had to do some serious miles if I ever wanted to see Minnesota.

I spent the night in Gettysburg, S.D., where the residents had probably grown so tired of being asked the same question again and again, they had posted the answer on a sign at the edge of town: “Gettysburg: Where the Battle Wasn’t.” The only food I could find was at Gas-N-Goodies. They were closing, but I scored in their last-minute, two-for-one sale of mini barbecue pizzas and fried cheese balls.

Minnesota may be part of the Midwest, but after Wyoming and South Dakota, it feels pretty Eastish. More trees, more lakes, more farms, more cars and more people. A long day got me all the way across Minnesota and across a bridge on the southwest corner of Lake Superior into Wisconsin.

The next morning I looked up an old friend, Andy Goldfine, who is a legend among restless, adventurous motorcyclists. In the ’80s, he wrote an essential pocket book called “Lightweight Unsupported Motorcycle Travel for Terminal Cases,” in which he detailed the joys and challenges of doing pretty much what I was doing: going farther on something smaller along the McDonald’s-free country roads that still lead to unexpected places and unforgettable people. Andy has ridden just about everything, just about everywhere. Over dinner with his BMW-riding fiancée, Shirah, he showed me which roads to ride — and which ones to avoid — on my way across Wisconsin, Michigan and Ontario.

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# Pouring Cheese on Icy Roads in (Where Else?) Wisconsin

MILWAUKEE — In a state whose license plates advertise it as America’s Dairyland, where lawmakers once honored the bacterium in Monterey Jack as the state’s official microbe and where otherwise sober citizens wear foam cheesehead hats, road crews are trying to thaw freezing Wisconsin streets with a material that smells a little like mozzarella.

This month, Milwaukee began a pilot program to repurpose cheese brine for use in keeping city roads from freezing, mixing the dairy waste with traditional rock salt as a way to trim costs and ease pollution.

“You want to use provolone or mozzarella,” said Jeffrey A. Tews, the fleet operations manager for the public works department, which has thrice spread the cheesy substance in Bay View, a neighborhood on Milwaukee’s south side. “Those have the best salt content. You have to do practically nothing to it.”

Local governments across the country have been experimenting with cheaper and environmentally friendly ways of thawing icy thoroughfares, trying everything from sugar beet juice to discarded brewery grain in an attempt to limit the use of road salt, which can spread too thin, wash away and pollute waterways.



Snow science experts say an attempt to recycle the salty brine that flavors cheese was only a matter of time, particularly in a state like Wisconsin.

“We’re just trying to make every possible use of cheese,” said Tony Zielinski, an

alderman who represents the Bay View district, adding that local governments in other states have called him to learn more about the program. “If this takes off, if this proves to be a success here, I’m sure that it will be used in cities all over the country.”

But in this dense urban setting, Milwaukee officials are reviewing a list of potential problems that come with cheese-coated streets: Would a faint odor of cheese bother residents? Would it attract rodents? Would the benefits of cheese brine, said to freeze at a lower temperature than regular salt brine, be enough to justify the additional hauling and storing requirements?

If at first it sounded like a joke, the reality of tapping the wellspring of dairy byproduct has become a serious budget-slimming conversation. The state produced 2.7 billion pounds of cheese in 2012, the most of any in the nation. With it comes a surplus of brine that is shipped to local waste treatment plants. (Cheese brine is permitted on roads if limited to eight gallons per ton of rock salt used.)

Chuck Engdahl, the wastewater manager at F & A Dairy Products in northwestern Wisconsin, said his company now donates most of the excess liquid to a handful of municipalities willing to cart it away, including Milwaukee, saving about \$20,000 a year in hauling costs.

And Polk County, also near the Minnesota border, estimates that it saved \$40,000 in rock salt expenses in 2009, the year it started using cheese brine on its highways.

“If you put dry salt on a roadway, you typically lose 30 percent to bounce and traffic,” said Emil Norby, who works for Polk County and was the first in Wisconsin to come up with the cheese brine idea to help the salt stick. The county has expanded its use of the material every year since, spreading more than 40,000 gallons on its highways last year. Chehalis, in Washington State, also uses an anti-icing mixture that includes cheese brine.

Looking for rock salt alternatives, Milwaukee, a city that averages about 50 inches of snow each winter, tested a “molasses-type product” more than a decade ago, but scrapped the idea after residents complained that it left shoe prints in their homes. In 2009, the city sprayed its rock salt with sugar beet juice to make it last longer, but the mixture clogged trucks and was eventually dropped.

Last year, with only 28 inches of snow, Milwaukee used 44,000 tons of salt and spent almost \$6.5 million on snow and ice management. The year before, the costs surpassed \$10 million.

It is, perhaps, too soon to tell how much cheese brine would alter that outlay. The pilot program will cost Milwaukee about \$6,500 — mostly for transporting and storing a small batch of brine. A full report is expected in the spring.

Residents of Bay View say they have noticed little difference, good or bad, in the smell of their streets, and city officials say they have received no complaints. If anything, days after the plows passed through, a person would have to get down and sniff the pavement to get a decent whiff of dairy.

“We never look down or get that close,” said Ghassan A. Korban, the public works commissioner, his back straight as he stood behind a truck of cheese brine, battle-ready for an approaching storm. “If you can’t smell it from this height, then you won’t smell it.”

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## **Ten Ways to Keep Riding in Winter**

*from Motorcycle USA*

The arrival of cold weather doesn't mean the departure of the desire to ride. Many motorcyclists in cooler climates refuse to retire their favorite motorcycle or scooter to the storage shed - and, thanks to today's broad range of gear choices, it's entirely possible to enjoy two wheels right into the winter months.

- **Get Layered.** Layering will keep you insulated and warm. Start with a light base layer that's breathable - microfiber is a good choice. Your base layer should trap warm air next to your skin and wick away sweat. Make sure your top layer is made of tough, windproof material, such as leather or nylon. Be sure layering clothing hasn't restricted the movement you need to ride safely.

- **Trap Body Heat.** Keeping your hands and head warm is crucial - most body heat escapes there. To seal the gap between jacket and gloves, invest in gauntlet-style gloves. Consider wearing a silk or microfiber

layer under your gloves as well. In addition, invest in a neck warmer or balaclava to prevent cold air from entering your helmet.

- Don't Get Foggy. Visor fogging can cause hazardous visibility problems during cold weather. Wear a half-mask inside your helmet over a wind-proof balaclava. This combo allows your breath to escape without causing condensation inside the visor.

- Ride on Down Electric Avenue. Longer trips often require additional protection, such as electric vests and gloves. These accessories use your bike's electrical system to provide heat. A vest, electric or regular, is essential to keeping the torso warm. A warm torso prevents frostbite by allowing the heart to focus on pumping blood to the hands and feet. Or, spring for the heated grip option available on many touring bikes.

- Watch the Voltage. Be sure your alternator can handle the addition of electric accessories, such as heated vests and gloves. Check your owner's manual to find out how much



wattage your alternator generates and how much of that wattage is used to run lights and other electrical components. Then, subtract the wattage the electric gear needs to be sure you have the power necessary, and some to spare, when running the accessories.

- Get Streamlined. Direct chilly air away from your body by adding a functional, not just cosmetic, fairing. Your height and torso length will dictate the proper height of the fairing - if a stock product doesn't dispel the airflow correctly, have a fairing custom cut.

- Don't Get Fooled. Hypothermia is insidious. If you ignore early symptoms, like uncontrolled shivering and numb fingers or toes, slow

reaction times or fuzzy thinking, you could get into trouble, fast. Wind chill adds to the danger, so make sure you stop frequently, enjoy a hot beverage and allow your body to warm up.

- Practice Tire Smarts. If you fit sticky race-type tires in the summer, be sure to switch back to ordinary street tires during colder months. They develop grip at lower temperatures and reach effective operating temperatures much more quickly.

- Put Your Oil on a Diet. Using thinner oil during the cold months will improve your bike's performance, especially during start-up, but check your owner's manual for recommendations. Some manufacturers recommend only one weight of oil, no matter what the temperature.

- Rev Up Your Insurance I.Q. Make sure your insurance policy allows for year-round riding. Many insurance premiums for motorcycles are based on an annual term that already takes into consideration the variances in use throughout the year. Accordingly, a discount for limited use off-season is already reflected in your annual costs. However, if your policy requires your bike be laid up during certain months, you may not be as protected as you think.

## **11 Excellent Motorcycle Trip Planning Websites**

MotorcycleRoads.com – Find the best motorcycle roads and trips. Free road maps and guides to the most scenic motorcycle rides, trips, and routes in the US

OpenRoadJourney.com – A resource for motorcyclists looking for great motorcycle roads, motorcycle routes, or ideas for scenic motorcycle rides: with interactive road maps and scenic photography to help you decide.

TravelingBikers.com – Traveling Bikers! Attractions, Accommodations, Attractions, Bars, Charities, Clubs, Dealerships, Events, Issues, Kids, Maps, Merchandise, Restaurants, Roads, Shipping, Tours, Transport, Weather

EdelweissBike.com – High class motorcycle tours with the world's leading company in guided motorcycle tours. Select the continent you want to ride on and we will make it happen!

MotorcycleTours.com – Motorcycle tours with or without rentals of New England, the Adirondacks and the Canadian Maritimes.

Harley-Davidson Ride Planner – Create your own route. Add points of interest. Change roads using waypoints.

SundayMorningRides.com – Sunday Morning Rides is the leading online resource for sharing motorcycle GPS ride maps and experiences.

AmericaRidesMaps.com – The most inexpensive AND comprehensive pocket maps designed specifically for the motorcycle rider. Always handy, easy to use, dozens of great rides on every map.

MotorcycleRoads.us – Over 2500 great scenic and twisty motorcycle roads in all 50 states. Regional and road maps to plan your ride or trip, GPS files, and more...

MotoWhere.com – MotoWhere enables motorcyclists to discover the best places to ride. Be it offroad, twisty mountain passes, or long distance cruising, MotoWhere puts the best riding on the map – worldwide.

BestBikingRoads.com – The Best Motorcycling Roads logged by a community of fanatical motorcycle travellers photos films reviews GPS roadbooks maps of all the best biker routes.

## **Motorcycle Apps** *with apologies to Fred Rau's Contact Patch in MCN*

### **Field Trip:**

"Field Trip can help guide the way..." - AllThingsD

"The future of Augmented Reality" -

The Atlantic

"App of the Day" - Gizmodo

Field Trip is your guide to the cool, hidden, and unique things in the world around you. Field Trip runs in the background on your phone. When you get close to something interesting, it pops up a card with details about the location. No click is required. If you have a headset or bluetooth connected, it can even read the info to you.



Field Trip can help you learn about everything from local history to the latest and best places to shop, eat, and have fun. You select the local feeds you like and the information pops up on your phone automatically, as you walk next to those places.

The hyperlocal history experts of Arcadia and Historvius will unveil local lore in places you never expected. Trend-setting publications like TimeOut, Thrillist, Food Network, Zagat, and Eater will point out the best places to eat and drink. Experts at Sunset, Cool Hunting, WeHeart, Inhabitat, and Remodelista will guide you to the latest unique stores and products. Atlas Obscura, Dezeen and Spotted by Locals help you uncover hidden gems no matter where you are. Songkick and Flavorpill guide you to local music.

What did you discover today? Enrich yourself with a Field trip during your commute. Live like a local when you travel to new places. Eat and shop off the beaten path. Or simply discover the obscure history about your neighborhood during your next walk to the park.

Get ready to see this world with new eyes!

### **Hotel Tonight:**

Book awesome last-minute hotel rooms at incredible rates in 12 countries and 150 destinations. We're working nonstop to bring you more cities and hotels everywhere!

#### **FEATURES**

- ✓ Exclusive, astonishingly **LOW PRICES** on incredible hotels we personally vet.
- ✓ Same-day, **FAST AND EASY** bookings until 2am!
- ✓ **GREAT DEALS** each night in a growing list of cities.
- ✓ Book for **MULTIPLE NIGHTS**
- ✓ We limit the deal selection so we can negotiate with hotels to get you the **BEST RATES** possible.
- ✓ Best rate **GUARANTEE**
- ✓ **24/7** real-person customer support via phone or email.

#### **SUPPORTED COUNTRIES**

- United States, Canada, Mexico, UK, Austria, Belgium, Czech Republic, France, Germany, Hungary, Ireland, Italy, The Netherlands, Spain, Switzerland

### **Radar Alive:**

Radar Alive! brings weather radar to your phone or tablet from all US states and Puerto Rico. Watch tornadoes, hurricanes and other weather events live and in Level III detail. Monitor your local weather radar. See warnings on the map, and warning text. Track storm chasers and report

your own position through Spotter Network. Easily switch to the nearest doppler radar with a long press on the map. See weather observations on the new METAR layer.

Radar Alive! is suitable for storm chasers, professional meteorologists, emergency personnel, SKYWARN spotters and weather enthusiasts. It has a wide selection of US radar products (image types). NWS severe weather warnings are displayed along with a customizable low clutter map with cities, roads, counties and states. The display is suitable for both phones and tablets.

Choose from a complete menu of radar products at multiple tilt angles, including composite and base reflectivity, base and storm relative velocity, VIL, hydrometeor classification (type of precipitation) and others. Spot tornadoes with the velocity and base reflectivity plots; view warning boxes and warning text; dodge hail with the hydrometeor classification display.

Radar Alive!'s precision images are generated from NOAA's NEXRAD Level III binary data (NWS weather radar).

Carefully simplified maps minimize clutter on the radar display.

The serious user will appreciate advanced features, such as smart GPS usage to conserve battery power; network bandwidth conservation; and, maps optimized for weather radars.

### **Gas Buddy:**

#### **Find Cheap Gas Prices**

Gas prices can vary by up to 20 cents per gallon or more. GasBuddy helps you find the cheapest gas prices with one tap.

Submitting gas prices helps everyone save money on gas.

#### **FEATURES:**

- Find cheapest gas near you
- Find cheapest gas by city/zip/postal code
- Report gas prices to help other people find cheap gas
- Chance of winning \$250 gas every week
- Earn points for reporting gas prices
- Earn awards for posting gas prices
- Save money every time you fill up at the cheapest stations



# The Yankee Beemers Motorcycle Club

BMWMOA #153

BMWRA #71

AMA#6905

BMW Motorcycle Club  
Yankee Beemers



## Ride To Eat - Eat To Ride YB Normal?

### Membership Form

The Yankee Beemers have been a driving force in the New England BMW motorcycle scene since 1984. We are an enthusiastic group of BMW motorcycle owners, riders and restorers comprising of members from New England to California. Our goal is to promote camaraderie among our members through year-round monthly breakfast meetings as well as through our monthly newsletter, *The Boxer Shorts*, and with many seasonal campouts and rides. Non-BMW riders are also welcome!.

<i>Name:</i>		<i>Phone:</i>
<i>Address:</i>		<i>Cell:</i>
		<i>Email:</i>
<i>City:</i>		<i>Bikes owned:</i>
<i>State:</i>	<i>Zip:</i>	
		<i>MOA#:</i>
		<i>RA #:</i>
		<i>AMA#:</i>
<i>Application type:</i> <i>New</i> <input type="checkbox"/>		<i>Renewal</i> <input type="checkbox"/>
<i>YB #:</i>		
<i>Member type:</i> <i>Regular (\$30)</i> <input type="checkbox"/> <i>Non-BMW Owner (\$30)</i> <input type="checkbox"/> <i>Associate (+\$5)</i> <input type="checkbox"/>		
<i>Additional Regular Member:</i>		
<i>Associate name:</i> <i>(Associate has no voting rights)</i>		
<b><i>Fee Schedule:</i></b> <i>A single BMW owner in a household - Regular membership - cost \$30</i> <i>Two BMW owners in a household - Both are Regular members - cost \$35</i> <i>One non-BMW owner in a household - Associate membership - cost \$30</i> <i>Two non- BMW owners in a household - Both are Associate members- cost \$35</i> <i>Membership Expires 12/31 , You may also renew online using PayPal at</i> <a href="http://www.yankeebeers.org">www.yankeebeers.org</a> . <i>Check out our forum!</i>		

Please mail this form with a check payable to:  
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P.O Box 215 1  
Fitchburg, MA 01420

# **BOXER Shorts** JAN. '14

Journal of the Yankee Beemers Club  
c/o Jim Sanders, Treasurer  
PO Box 2151, Fitchburg, MA, 01420

## **NEXT BREAKFAST MEETING**

Willowbrook Restaurant  
16 Hastings St.  
Mendon, MA

