

BOXER SHORTS

MAY 2013





COVER PHOTO TOP: Dorothy, Christian, Dan, Brent, Ken and Bob *by Victor Cruz*

COVER BOTTOM PHOTO: Bike at Frosty *by Victor Cruz*



PHOTO LEFT:
Brian
and Chris
stop for
breakfast
by Kurt Schumcki

Prez Sez

by Bob Blethen

April was a cold month and wet, the Gould's ride started out with cold wet rain. I went out at 6 am to check the tire pressure on the Futura and found that the GS was upset at not being chosen to go to Gould's. A puddle of oil was found by the rear tire. I went back in the house for coffee and contemplated whether or not to start out in the rain. I must be getting old. I waited till 9 am it seemed that the rain had let up. No back roads were taken to the rendezvous at the Orange, Ma. Shell station. At a somewhat high rate of speed I arrived just as the Gould's participants were leaving to go further west. I needed fuel and was in no hurry at that point. The Grawun and I exchanged brief nods as he saddled up to go back to Cambridge with a tire problem.

I slowed the pace somewhat after fueling up and met up with the rest of the mob at Gould's in Shelburne Falls. There were 34 bikes and a Miata in the parking lot. Blueberry pancakes and syrup were consumed. A

couple of goodbyes in the parking lot and back home again.



The next day we had breakfast at the Willowbrook, the end of April was getting crowded with events, Between the two events we had around 90 bikes and about a hundred riders and passengers. Two events in one weekend is a little too much. What with honey do lists and such. After breakfast I went home to confirm the diagnosis on the GS, a final drive failure. I had been lucky that it happened in the garage

and not on the road. The axle seal was leaking and there seemed to be some play in the bearing when moving the rear wheel from side to side. I am in the process now of making the repair.

On Friday the 26th of April we headed out for the Wilgus state park campground for our opening camp-out. A new record was set, over 100 paid participants. Bill Cusack and Ken Springhetti arranged the perfect weather conditions for the event, Ken had an Italian feast prepared for the early arrivals on Friday night. Thank you to Ken and Bill and also to Marc. Marc went around with Bill and made sure the rally fee was paid. One problem with Marc collecting, he likes beer.

The scoot and shoot was on for the 4th of May it is now off again, it may be rescheduled in the fall.

A moto giro is taking place at Jiminy Peak the first weekend in May. Also in May is the Twisted Throttle open House on Saturday the 18th come on down for the Twisted hospitality. On Sunday the 19th our last breakfast for the summer is at the Willowbrook 8:00 am for Coffee 8:30 for breakfast with a short meeting to follow. Ride safely I will see you on the road.
Bob

<h2>Secretary's Report</h2> <hr/> <p style="text-align: right;"><i>by Victor Cruz</i></p>

April Meeting Minutes

Funny thing about arriving too early somewhere. You think you have the wrong time, or the wrong place. Those were my thoughts at 7:30 a.m. at April's YB Nation breakfast meeting. It was a frosty morning, in the upper 30s, but still, YBers are known as a hearty bunch. Where was Prez Blethen? Where were the reliable dynamic duo Marc Waegemann and Valerie Brown? Those guys are always early to any party. Finally Moe Lazzaro showed up and put my mind at ease. I still had to ask him, "Did we get the wrong date?"

Despite the sunny though cool weather, the masses did not show up in droves. Perhaps it was the Dana Lewis Gould's Sugar House ride the day before that burned out YB Nation. Perhaps it was just too cool to ride. Perhaps it was due to the end of school vacation week. Whatever the reason, a scant 41 bikes and 54 breakfast platters were serviced at the Willowbrook April 21st.

Prez Bob Blethen commenced the meeting, citing a large turnout of 34 riders in attendance for the spring jaunt to Gould's. He also gave a quick wrenching lesson on the infamous BMW final drive failure fiasco. Why a class-action suit isn't in the works (or maybe there is?) against BMW corporate for this everlasting final drive issue, is beyond me. Yet another victim has succumbed to FDF. The claimant is our own prez and his R1150 GS. "Always check for FDF," he admonished. You do this by wiggling the rear wheel (after it's up on the center stand, of course). If there is play, then you may have bad wheel bearings. There will be other signs. Seepage, for example. It happened to Don Lapierre during his trip to the RA rally in Colorado. His RT was three mouths out of warranty when it happened. Don is now riding a Triumph.

Dave Harmachek and Vermont MOVer president Muriel Farrington are both running for the national BMW MOA Board of Directors. Please vote. Ballots are in the May issue of BMW ON magazine.

Prez Bob mentioned the top 3 YB finishers on the Mileage Contest to be Wallace French, Paul Cook and Marc Waegemann.

The Shoot & Scoot firing range gun event is still on for May 5 at the Hamilton Rod & Gun Club, Hamilton, MA. Roy Bertalotto and Craig Cleasby are running the show. Venison will be served. Those wishing to get a carrying permit can do so for a \$100 training fee. Ed.'s Note, event was cancelled per Roy.

New Members: Jonathan Herst rides a '95 R1100 GS and has logged 22k miles since December already, thanks to living in Virginia. That's still an impressive number. He attended our meeting from Kittery, Maine. This won him applause. Other newbie is Adam Jenkins, who rides a K1200S the same color scheme as Waegemann's.

Frank Lazgin stood up to be heard, making a motion to have our YB logo slapped on our website and Boxer Shorts. A good suggestion. Prez Blethen explained why this was not possible, citing BMW Corporate branding rules. Then the peanut gallery suggested we all turn to Triumph motorcycles. Also a good suggestion.

VP Bill Cusack announced the sale of long-sleeve Frosty Nutz t-shirts for \$20. Please support the YB Store.

Earlier before the meeting started, Moe Lazzaro announced the availability of \$65 Gold Cards, a discount program good for use at 4

major YB camping events. Contact Treasurer Jim Sanders if you want one.

Eleven-year old Matt Kerr drew the 50/50 raffle tickets, the lone innocent of the club. Bruce Ferguson, a former YB president, called out how he had played the 50/50 ever since he was a member (more than 12 years), and this time he won the 50/50. But alas, Bruce felt compelled to donate his winnings to One Fund Boston. (More than \$20 million has been raised by One Fund Boston, established by Mayor Menino and Governor Duvall Patrick as a central depository for charitable contributions to benefit victims of the tragic April 15 Boston Marathon bombings.)

Angus Crowe also won the 50/50 and also followed suit. He also claimed the missing Gerbings jacket that Treasurer James Sanders held aloft. The combined \$80 of winnings was ramped to a \$100 donation, and by the end of the meeting, Prez Blethen raised the YB donation for One Fund to \$200.

“Now let’s go out riding,” demanded the Prez, and the meeting ended.

Editor’s Briefs

by John Shields

“What a day for a daydream, what a day for a day-dreaming boy,” rolled through my head as we left Craig Cleasbys’ for parts sorta unknown under a sharp blue sky and pleasant cool temps. We headed for the “Classic Moto Giro” being held at Jiminy Peak in western Massachusetts and rode the sweet but frost-heaved roads through the Berkshires until we arrived at a parking lot full of cars, trucks and trailers and a few scattered bikes but absolutely no people at all. Guess that part about the “ride” missed my attention. What the heck, onto Wilmington, VT via Whitingham, the birthplace of Brigham Young, founder of the Church of Jesus Christ of Latter-Day Saints and a noted polygamist.

Then it was on to AJ’s Cycles (founded in 1971 as a Norton dealership) where we admired the new F800GT and F700GS and kicked a few Moto Guzzis. Then, for a GPS can be a curse as well as a blessing, we went the slow way through Ludlow and Springfield after which our path became free and easy and clear again to home in Central CT. The mileage for the day was 275 often challenging miles and eight or so hours of riding.



There came a point during the ride when I hit a wall and my rear hurt (the seat) but the indomitable Mr. Cleasby kept rolling and so did I until we broke on through to the other side...

Greatest Frosty Nutz Ever! Record Attendance! Great Weather! International Visitors! Food! Well, we always have food and no one has ever starved at a Yankee Beemer event and this one was no exception with some great Springhetti and sausage for the masses and plenty of food action at every campfire. Beautiful riding in the upper Connecticut River Valley and well, almost anywhere up there. It was one of those get-togethers that you wished would last another day or at least another few hours. There is just something about stimulating

conversation around a campfire with good people that cannot be equaled any other way. Great job Bill Cusack and Ken Springhetti--the energizer bunny coffee-maker and all the others who pitched in. The park people said they enjoy having us every year.

The Scoot and Shoot was cancelled at the last minute by Roy Bertalotto due to circumstances beyond his control and no doubt the challenging gun environment at the moment. But, and this is a big But, Ray Mckenna showed up at the gun club at the appointed time and thus the Scoot and Shoot was, while cancelled, still attended by one soul and therefore the S & S remains uninterrupted! Way to go Ray! Next year will be the fourth (or fifth?) annual and unique event where you ride and *shoot* what ya bring, though not at the same time.

The **Damn Yankees Rally** (chaired by Dana Lewis and Bob Blethen) needs the following help:

Rally funds handler to keep track of funds collected, keep them secure and count and divi up the funds to designated charities.

Scottish Trials Chairman

Field Events Chairman

Coffee Meister: Fill and re-fill 100 cup coffee urns starting at Noon on

*Friday, 4:00am on Sat. and maintaining coffee throughout the rally.
Sunday morning would be nice too.*

On site food concessions: I will be inquiring with the fairgrounds about having their local people run the kitchen.

If that's not an option we will need something like the following

Friday Food concessions or access to some grilles (Friday Night Dinner or BBQ?)

Or hire a caterer??

Friday night movies or seminars.

Saturday road kill grill access.

Sat. am off road guided ride.

Sat am guided scenic back road tour.

Sat evening closing ceremony speaker

These duties are in addition to the regular jobs of Thursday Toy Box delivery, pre rally set up crew, Awning sat up, posting of road signs,

Goffers for food & ice supplies, Registration table sign up crews

Sunday morning clean-up crew.

THE MORE HELP THE LIGHTER THE WORK!

Dana Lewis: 508-892-9910 ybnews@verizon.net

Bob Blethen: 508-400-9283 tnkdriver@gmail.com

Finally don't forget to vote for members Muriel Farrington and David Harmacek who are running for BMWMOA Board of Directors, both will do a fine job if elected.

Member Spotlight

by Angus Crowe

What do you do for a living?

I am an architect specializing in historic preservation, restoration, and reuse but I also do all sorts of commercial and residential work. I also have a strong background in medical and office design. My highlights include co-founding the Boston Preservation Alliance and helping to save some of our national treasures including Union Station in Washington, D.C., Grand Central Station in NYC and Faneuil Marketplace to name but a few.

My career also included a lot of graphic design, including advertising, books, and editing newsletters for many organizations.

How did you get into riding?

As a kid I rode and raced anything with wheels, all non-motorized, pedal-powered. At 17, I bought a Lambretta 175cc scooter (my parents would not permit a motorcycle). The Lambretta was much better than the Vespa in that it had the engine mounted between the larger wheels as opposed to the Vespa hanging the motor off the side. When I turned 18 I traded the Lambretta plus cash for a 1952 MG-TD. I loved the TD, but missed two-wheels.

In 1964 I bought a 1961 BSA Thunderbolt (\$400) from a kid on Wolliston Beach (Quincy) who had just been drafted. I had a lot of fun with that bike (and many tales to tell) before I sold it and bought a 1966 BSA Lightning – the ‘fastest motorcycle out of the box’ (Cycle World) at the time. Again, many wonderful and tragic stories to be told over the next 12 years, which led to the purchase of the Yamaha XS 750E triple – which ran like a scalded dog, a great bike. It was a shaft-drive (ask me about snapped chains with the BSAs!), but I could not consider a BMW at twice the price and half the performance.

In 1994 the 750 had transmission problems. I had to get a new bike and considered all the alternatives. I finally decided that a BMW was the answer. So I ‘parked’ the Yamaha and bought a lovely 1995 Mystic. Most all YBers have seen it for years, as my Yamaha languishes.

So why did you join the Yankee Beemers?

I had been a volunteer at the European Classic perhaps from the start. I had known John Sweeney and met Dana Lewis, and through them I joined YB when I became a BMW owner.

How has your experience been with the Yankee Beemers?

Wonderful.

Perhaps a highlight, was meeting and befriending John Sweeney. We shared a world of loving motorcars, motor cycles, antiquities, art and music (we didn’t enjoy as many of Dana’s performances as we should have), but we took in many other artists.

What is your favorite thing about the Yankee Beemers?

Meeting lots of great people, forming friendships and having great rides, including Bob Hadden/Dana Lewis/Dave Harmacek (I’ll-follow-these-guys-anywhere) rides, including Polly’s Pancakes.

What is your favorite YB event and why?

Since I don’t like to sleep on the ground anymore, it has to be our breakfasts, the meet ups and dinners with Mallory and friends at the lake, our subsequent rides, and my work at the European Classic. In the past it

was a great ride led by Bob to the WV MOA rally. The NYC Hound Butts Have been fun.

What motorcycle events have you participated or competed in?
Pemi, European Classic, Hound Butts and WV MOA Rally (2003).

Do you have any bucket list riding goals?

I'd love to ride all over the world, but since my significant other refused to be a pillion rider (another story), or a rider on her own, I doubt that I'll be taking any of those trips.

What is the craziest thing that has ever happened to while riding?

That first BSA handed me a few. You have to understand that the early bikes had all sorts of problems that you were expected to fix/adjust/and/or solve before you went out for a ride (work all day Saturday for a ride on Sunday).

On a trip to visit a woman at Colby Junior College (NH) everything went fine until the trip home. I did not know but the right side mounted oil tank had developed a small leak. When I attempted to head south on a right-side access ramp, "we" went down, slid to the curb and were tossed airborne upon impact. I was able to get the bike back on the ramp and proceed back to Watertown. However, along the way, the lighting failed; I was now riding in the dark. I decided my best course of action was to follow fully functional cars ahead of me at a safe distance and try to make my way home.

I was spotted (or so I thought) by a police officer, who had turned on the blues; I looked for the nearest escape and spied a path to the right. I took it but soon found out that it had been blocked by a large log, that I collided with and was thrown (and the bike) into the air and woods. The great thing about those old British bikes was that they could be 'adjusted' - i.e. twist the bars around and realign the forks. I had an otherwise uneventful ride home.

Are there any particular memorable moments you have experienced with the Yankee Beemers?

Many years ago, we took a MSF course that would gain us a 15% discount on our insurance. The course was offered in Rhode Island and it was very hot, and for airheads we (maybe just myself) had a real problem of no movement, which led to overheating. Al Latham attended to take photos, but he also had a cooler with ice-cold water bottles; I will never forget his generous contribution.

The great flood at Pemi 2003; I told members that 'Pemigewasset' is a Native American term meaning, "it rains here very hard and quite

Angus with Mallory Slate



frequently.” Karl threw his entire tent into the dumpster and instructed me to ‘book a room’ at MOA. Also, Karl and I at the MOA in Charleston on the 11th floor at Holiday Inn watching that incredible storm coming down the river and creating such a disaster at the camp site. Our return ride to Massachusetts in one-day was a heck of a ride.

Is there anything that you think fellow members should know about you?
Not really.

Suggestion for a future YB Member Spotlight:

Perhaps, or most probably, Dana Lewis, with Mallory as a runner-up. But gee, Bob H and Dave H have to be in the running; and add Steve Hadden.

Gould's 2013

by Eric Pincus

As most of you know the Gould's ride was moved from mid-March to April 20. For those of us who attended the ride it was worth the added wait.

Waking up early on the weekends is hard for me. Waking up to the sound of rain is even harder for me, but that is what I faced when I got

out of bed the morning of the ride. A quick look at the weather radar convinced me that I would only have to endure rain for about the first half hour on my ride to the appointed meet-up location; the Shell gas station off Route 2 in the Orange-Athol area. What I had not anticipated was how much the temperature would drop between Cambridge Ma and the Shell station.

Gaining altitude on the ride west, the temps dropped, despite the rain ending, and I quickly regretted not taking my electrically heated gear along for the ride. Fortunately, just as a deep chill was setting in I arrived at the meet-up location. A hot coffee and a donut later I was warmed up.

Being the first big ride of the season it was nice to get reacquainted with familiar faces and meet a few new Yankee Beemer members as well. Tires were kicked, lies were told and soon enough it was time to head out. The 30 or so riders split into three groups, each with an experienced lead. I chose to ride with the group led by Brian Anderson. Brian took us on a route filled with smaller back roads and some nice twisty bits. Unfortunately, slower traffic impeded the group's progress for some of the good roads, but we did have enough open pavement the second half of the ride for me to scrub in my new tires.

Eventually we popped out onto Route 2 and pulled into Gould's shortly thereafter. We were the first group there and were promptly seated. I ordered my usual: three blueberry pancakes with Gould's specially-recipe sausage. You just cannot go wrong with that order. Come to think of it, it is hard to go wrong with anything you order there. Drowned in Gould's wonderful maple syrup, I devoured the three pancakes, enjoying every sweet bite.

Belly full, it was time to gear up and head out. Steve Frirree, who I had met at last Fall's Gould's ride, and I determined that we would take a GS worthy route heading back to the greater Boston area. I led on my F800GS and Steve followed on his R1200GSA. Using my maps and GPS to find dirt roads, we found some nice, occasionally challenging, paths. The dirt starts just south and east of Gould's and we were able to ride a 50/50 mix of dirt and pavement before we split to go our separate ways. I continued on solo, taking in more dirt roads before finally getting to close to Boston to find anything unpaved. I eventually got home, dismounted and took a look at my properly dirty machine. I smiled, knowing I'd get another chance to get her dirty again in 6 months at the Gould's fall ride.

BMW Announces 2014 F800GS Adventure

Reprinted from MotorcycleDaily.com.

On the subject of range, BMW has announced its 2014 F800GS Adventure model with a huge gas tank holding nearly 6-1/2 gallons (6.34 to be exact). While BMW has long offered an Adventure version of its large displacement Boxer GS, the new middleweight F800GS inherits the long distance, off-road capabilities of its larger sibling for the first time.

The parallel twin 798cc engine remains the same, but several other changes are incorporated, not the least of which is the fuel tank that is more than 2 gallons larger than the one found on the base model F800GS.

All the details are below, but the highlights include a taller seat height, new seat design, greater wind protection via different wind screen and hand protectors, engine guard and luggage rack.

ABS is standard equipment, just as it is on other BMWs, but both electronic stability control and suspension adjustment are options. Special equipment packages will include a Comfort package, Enduro package and the Active package, all described in greater detail in the press release that follows:

Woodcliff Lake, NJ – May 2, 2013... Building upon a track record of success in the large-capacity and mid-size enduro segments, BMW Motorrad proudly offers the new F 800 GS Adventure. Based on the dynamic, off-road-oriented F 800 GS, the Adventure model offers an optimal combination of agility, touring practicality and off-road capability. Following the tradition of the popular boxer-engined GS Adventure models, it provides off-road-oriented touring aficionados, world travellers and endure fans with an authentic GS Adventure experience in the mid-size segment.

The F 800 GS Adventure is powered by the liquid-cooled 798 cc four-valve twin-cylinder engine featured on the F 800 GS, with electronic fuel injection, closed-loop catalytic converter and six-speed transmission. Delivering maximum power of 63 kW (85 hp) at 7,500 rpm, and with maximum torque of 83 Nm (61 lb/ft) at 5,750 rpm, this engine impresses with quick and lively response, powerful torque and low fuel consumption.

Like the F 800 GS, the Adventure model features a robust, torsionally resistant tubular steel frame, while the rear subframe is reinforced to

accommodate the larger, 24-liter tank (6.3 gallons) (8 liters (2.1 gallons) more than the F 800 GS model), which increases the bike's range. Like the F 800 GS, the Adventure model is equipped with ABS as standard, while further safety and performance-



enhancing systems – Automatic Stability Control (ASC) and Electronic Suspension Adjustment (ESA) – are available as factory equipped options, and in the case of ASC, also as a dealer installed special accessory. These features position the BMW F 800 GS Adventure, along with the F 800 GS, as the safest mid-size touring enduro on the market.

The new F 800 GS Adventure is also available with Enduro mode as part of a package featuring ASC as a factory option.. At the push of a button, the rider can increase the slip threshold of the ABS and ASC systems when heading off-road, for an even more dynamic riding experience with improved acceleration and braking on loose terrain.

Frosty Nutz 2013

by Eric Pincus

Spring. It was a long time coming this year. Finally, in late April, the first inklings of springtime came to New England.

I was on the fence on whether or not to attend this year's Frosty Nutz campout. As the weather forecast for the last weekend in April got more and more promising I decided that I was due for a weekend dedicated to riding and socializing with like-minded individuals. I dug my camping gear out of its winter storage and packed up Thursday night.

Unfortunately, I could not leave Friday until after work, which meant I would have to slab it out most of the way and set up camp in the dark (not something I prefer). Fortunately, my ride out was uneventful, and,

despite the darkness closing in, I was able to set up camp within 15 minutes of turning off my motor. I showed up too late for a coveted site along the shore, but the grassy field where I set up suited me just fine.

I love attending YB events for the camaraderie. The field where I set camp was shared with a group from Maine. I had forgotten to pack a bottle opener due to my haste in packing. My neighbors not only let me use their bottle opener, they insisted that I join them. I spent awhile chatting and drinking with them before finally calling it a night.

The next morning I awoke to the sound of a turkey gobbling. Way too early. The fowl was probably getting back at us campers for devouring so many of his family at Thanksgiving. The early rise made me aware that it was a mite chilly. Not frosty, but cold nonetheless.

Despite the chill, I geared up and headed out. It was going to be a beautiful day and I wanted to make the most of it. The thermometer on my F800GS flashes when there is a chance of ice on the road. I observed the flashing temperature reach as low as 34° on my ride to the Quechee Diner. Thanks to technology, I was impervious to the cold as my heated gear kept the chill at bay.

A huge corned-beef hash omelet and some hot coffee at the diner had me fueled up and ready to hit the road. My mission was to hit as many dirt roads as I could on the way to visit a couple of breweries, using my maps and GPS to improvise a route. I had new dual sport rubber mounted on my wheels and the occasionally muddy and gravelly sections of dirt roads put them to the test. The tires passed with flying colors.

The warming weather dictated stops on my way up to Waterbury. The Alchemist Brewery in Waterbury produces what is considered one of the best beers in the country. After tasting a sample of it, I can't dispute that the Alchemist's Heady Topper is a fine brew.

Panniers filled with hoppy bounty, I continued my dirt road loop heading north around Montpelier. I did not intentionally plan to ride by the Hope Cemetery near Barre, but I am glad that my route took me past it. I have never seen such a collection of unique and artful tombstones. The abundance of native granite and local craftsmen with carving skills resulted in tombstones that range from pyramids, soccer balls, airplanes

and stock cars to busts of those buried beneath. The cemetery is truly an amazing roadside attraction.

Three covered bridges in one mile and a ride around the quad at Dartmouth highlighted the ride back towards the Frosty Nutz. I had one last major stop planned - a late lunch/early dinner at the Harpoon Brewery in Windsor. They have an outdoor patio made for days like this. I soaked in the sun while eating a Vermonter Sandwich (Smoked turkey breast and smoked bacon, Granny Smith apple, red onion, cheddar and spicy mustard – yum!) and drinking a maple-flavored brew.



My panniers more laden with brew I pulled into the Nutz with about 200 miles for the day under my wheels. Time to reconnect with friends I haven't seen since last year. I eventually got to the far end of the campground where former YB Prez Marc Waegemann was camped with his gal pal Valerie Brown and others. It was a lively group and I met some members I had not previously met at YB events.

It was dinner time for the group. Current YB Prez Bob Blethen manned the grill, using a large stick to flip the steaks. When the steaks were grilled to perfection, the current and former YB presidents sat down and ate side-by-side. It was good to see such an amicable hand-off of the YB reigns. The rest of the night got a little blurry after that point, but I managed to eventually find my way back to my tent to get a good night's slumber.

Sunday morning I woke up later than Saturday due to the lack of a turkey alarm. I packed up and took a meandering four hour ride home. When asked at work Monday how my weekend went I could not help but smile and reply that I had a great time.

**June 7-9, 2013
Pemi RiverCampout**



Join us for 2 nights at the [Pemi River Campground](#) in New Hampshire's beautiful White Mountains. Back to the roots of Yankee Beemer motorcycle rallying, so no bands or a circus tent, however, with our Toy Box present we offer Friday evening hamburgers and hot dogs, an excellent Saturday steak feast, blazing campfires, and of course some of the finest BMW riders in the land. The campground has reserved a beautiful grassy area for field camping. Some have electrical and water hook-ups, some do not, so expect to share with your new and old friends!

<i>Name:</i>	<i>Phone:</i>
<i>Address:</i>	<i>Cell:</i>
	<i>Email:</i>
<i>City:</i>	<i>Bike:</i>
<i>State:</i>	
<i>Zip:</i>	
<i>Guest Name(s):</i>	
Yankee Beemer Gold Card holders must fill-out the form for an accurate food count.	
Registration at the gate is \$30.00 <u>with no food.</u>	
Registration type:	
<input type="checkbox"/> Pre-with food (\$55)	
<input type="checkbox"/> YB Gold Card GC #:	
<i>Notes:</i> Yankee Beemer Gold Card holders must complete form for accurate food count.	

**Return form (Gold Card, PayPal, Check, Cash): Yankee Beemers, Inc.
P.O. Box 505822, Chelsea MA 02150**

No pre-registration = No food. Sorry

Questions? Please contact Pemi Chairs Roy Bertalotto rvb100@comcast.net or Kurt Schmucki kschmucki@charter.net

2013 Yankee Beemer Club Calendar



May

Sunday 19 Breakfast
Mtg. Willowbrook

June

7 to 9 Pemi
River Rally, NH
20 to 23 BMWRA
Nat. Rally, Asheville, NC
Sunday 23 Roving Breakfast Meeting TBD

July

18 to 21 BMWMOA Nat. Rally, Oregon
Sunday 21 Roving Breakfast Meeting TBD

August

2 to 4 Damn Yankees Rally, Heath, MA
16 to 18 Lime Rockz Rally, Lakeville, CT
18 Roving Breakfast Meeting TBD

September

Sunday 8 Larz Anderson 21st EMD
13 to 15 Boxer Shorts Rally, Snow Farm
Sunday 15 Breakfast Mtg. Willowbrook
20 to 22 Whacky Hat, Charlie Brown, Eastford, CT

October

Sunday 20 Breakfast Mtg. Willowbrook
Saturday 26 Gould's Sugar House

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>		
<i>Fee Schedule:</i> <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> www.yankeebeemers.org . <i>Check out our forum!</i>		

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

BOXER Shorts *MAY. '13*

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

Next Meeting: Sunday, April 19
8:30 am Willowbrook Restaurant
16 Hastings St. Mendon, MA

