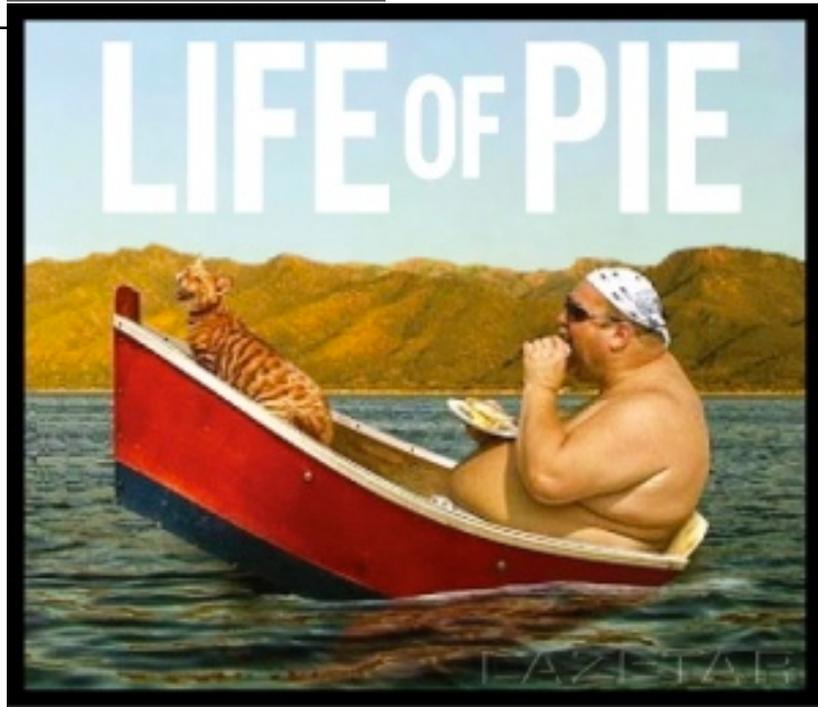


# BOXER SHORTS

NOVEMBER 2013





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COVER PHOTO: Secretary Victor Cruz at the Dummerston Pie Fest in Vermont.  
BOTTOM PHOTO: Bob and Carl at Carl's Vanilla Bean Ride



Almost November and where has the riding season gone? I attended just about every YB event; unfortunately I couldn't attend the Gould's ride on Saturday the 26<sup>th</sup> of Oct. I've been busy at work as of late. I'm an old man in a young man's job, working 55 to 60 hours a week. That doesn't leave much time for anything else. Raking leaves, bedding down the gardens around the house and mowing the grass for hopefully the last time this season was yesterday. Today's agenda is writing my column, cleaning the wood stove and the chimney. It has started to get cold at night so we have been using the heat. This hasn't left much time for motorcycle riding.



Last Sunday the 20<sup>th</sup> of Oct. we had 58 bikes in the parking lot with 61 for breakfast. It was a good turnout for a nice day. After the regular meeting we had a board of directors meeting, and the club treasury is in good shape, thanks to Jim Sanders. We ran some good events this last year and some not so good. The challenge going forward is to make the events attractive to the membership, because without member support the events are not successful. The Pemi rally needs some new rally masters, as Craig, Roy and Kurt have retired from running the event, and for now Bill Cusack, Ken Springhetti and I will run the event. There is talk of moving Pemi back to Father's Day weekend. The RA rally is being held at Barber Motorsports Park on Memorial Day weekend. We are making an effort to spread the events out. There is always so much to do in a short amount of time. In years past we didn't have roving breakfasts, the

calendar being full with the summer's events. The roving breakfasts add to an already crowded calendar. Should we keep the roving breakfasts or should we let them die? Let us know, because this is your club.

Coming up, November is nomination month for club offices with all officer positions open, and nominations can be made at the next monthly breakfast meeting, Nov 17<sup>th</sup> at the Willowbrook. The election will follow. There will also be a couple of board of director openings, so please keep this in mind. The International Motorcycle show has changed its date to Dec. 13<sup>th</sup>-15<sup>th</sup>. If you are interested let us know. There is a thread on the forum about a possible trip to Montreal instead of NY for the show. The Montreal trip would be a bit more involved, higher cost, an overnight stay and a 14 hr. bus ride up and back, also a border crossing. Give it some thought. I think Tom said he would need 33 to book the bus.

In closing, remember this is your club. The officers are here at your whim. If you are unhappy with the way things are being run, nominate someone who might make you happy and then vote for them and throw your support behind them. Enjoy the mid fall weather. Bob

## **Secretary's Report**

*by Victor Cruz*

### **Secretary's Notes Breakfast Meeting October 20th**

Fifty-eight motorcycles arrived at the Willowbrook restaurant in Mendon on a perfectly ride-able autumnal sunshine day to attend the monthly YB breakfast, breaking the fast that lasted since July 28 at the Fairview Inn in Brant Rock. That's a long time to go absent without YB social nourishment. Even the bikes looked hungry. There was a sprinkling of Ninjas, Hondas and Ducatis, with an older model RT making its way home on the back of a trailer due to a dead battery (bought from Kmart). The food was served banquet style around 8:30 am as 61 of the faithful gathered in line to sample the miniature silver dollar apple cinnamon pancakes, scrambled eggs, bacon, sausage, French toast and roasted potatoes.

President Bob Blethen didn't waste time getting right into the pitch like a World Cup soccer coach. Delving into the most prized topic of BMW riders: how to save a buck. In this case, how to save a buck on the American Motorcycle Association (AMA) annual charter membership. "If we can get 15 members' numbers filed, we can get a free charter," said the Prez. His announcement worked. Four members including John Richardson, Dave Harmacek, Richard Roy and David Pelletier shared their AMA numbers. If you are a member, please contact the Prez at [tnkdriver@gmail.com](mailto:tnkdriver@gmail.com).

Tom Kemper, organizer of the annual bus trip ("the HoundButt") to New York City's International Motorcycle Show spoke briefly about this year's unusually early date of December 13. Much too early in the holiday season to generate enough interest to tow 55 bodies. Option B is a weekend trip to Montreal for another motorcycle expo in January. Cost is approximate at \$275 which includes hotel, bus and show ticket. Tom will post a note on the YB Forum to ascertain interest. Prez Bob interjected, warning of felons and felonies. "If you have a felony on your record, don't bother bringing your passport. Border guards won't let you enter Canada." A wave of disappointment crashed among the sea of faces. Looks like only a few people will qualify to enter this foreign country.

Prez Bob made a call for new members and two brave innocents stepped forth: Paul Wilber of Waltham, who rides a 2007 R1200RT, and Chris Marshall of Wrentham, who rode in on a F800ST with a new pair of knees. His first bike since 1970. This was greeted with throaty applause. We hope to see you gents run for office someday. Hang in there and attend some rallies.

Toby Teller, who rode in on his wife's Triumph, and who runs the Parts Desk at Wagner Motorsports on Plantation Street in Worcester, spoke about the dealership bringing in Rick Muhr on Friday Oct. 25 to present his series of slides on his 2-week/12,000 mile cross-country expedition on the back of his R1150R.

Dana Lewis stood up to announce his annual Ride to Gould's Sugar House on the Mohawk Trail in Shelburne, October 26. Dana will lead a backroads ride starting at 9:30 am from the Shell gas station in Orange on 202 a few rolls just south of Rt. 2. Enjoy real maple syrup poured over a stack of steaming pancakes in a genuinely rustic New England barn. Carl "Sociable" mentioned his annual gathering of the tribes Sunday November 10 at the biker friendly Vanilla Bean in Pomfret, Connecticut.

You will meet all manner of bike and beard at this popular corner café surrounded by great-riding roads.

Glenn Randall stood up to announce the success of the annual Steve Hancock police-escorted 75-mile memorial ride in which 300 participants and about 100 bikes showed up to feast on lobster and a pig roast, raising \$10,000. Glenn promised to promote this event earlier in the year so that we don't miss it.

Former VP Dave Harmacek meant no harm when he mentioned the MOA Mileage Contest forms due November 13. For those uninitiated, this is an annual mileage contest run by BMWMOA.org.

Boxer Shorts Editor John Shields stood up to lead a moment of silence for the fallen long distance (Alaska to Key West) record holder John Ryan (52), subject of Melissa Holbrook Pierson's engaging nonfiction book, "The Man Who Would Stop at Nothing."

January 18<sup>th</sup> is the date set for the Christmas Party, to be held at the newly renovated Crowne Plaza hotel in Natick. The 50/50 raffle drawing was held, yielding \$50 to two winners and door prizes for four others including two free MOA memberships.

Safe riding and stay warm. Riding with numb hands is a safety hazard.



It's Nominations Month and to follow the guidelines of our by-laws this process needs to be carried out.

So even though we may not have a Presidential challenger an election must be held. If this process is not done consistently apathy can set in and it gets harder to find people who will consider a run for YB Prez in the future.

So please mention it's **Nominations Month** for all key positions and remember to at least *cast a vote of confidence for the current administration.*

Dana Lewis,

Your humble publisher.

## Board Meeting Notes October 20

Victor Cruz, Secretary

Immediately after the monthly breakfast meeting at the Willowbrook the officers, directors and boosters convened. There were 15 of us present including editor John Shields, Dana Lewis and Jack Phelps, Moe Lazzaro, Valerie Brown, Bruce Ferguson and Gary Nelson.

Treasurer Jim Sanders kicked it off with welcoming news. The club is adequately solvent, the big bad wolf is far from the door. We have 402 members. That number includes associate members and 14 comps. We reeled in a whopping 71 new members year to date.

An argument ensued on how to motivate membership renewals if the Boxer Shorts journal is being made freely available online (in PDF) as opposed to print. People, we need membership dues for many reasons. The club must front thousands of dollars (\$7,000 for Damn Yankees alone) for not only our 6 annual rallies, but for breakfast meets too. Gas expenses for the towing of the Toy Box trailer, insurance, swag, and rental fees add up. Without your support and member dues, there would be no club. When attendance is less than expected (and committed to), the club must subsidize those losses.

It was proposed by the Board and attendees that we move Whacky Hat rally from Connecticut to Jamaica, Vermont. This met with everyone's approval.

Wanted: Officers. Following Yankee Beemer bylaws, November is election month where we accept nominations. We have all positions open for office: president, vice president, treasurer and secretary. Bob Blethen will re-run for President; Bill Cusack will re-run for Vice President; Jim Sanders will re-run for Treasurer; Victor Cruz will re-run for Secretary.

Wanted: Christmas vendor support. Per annual YB Holiday Party slated for January 18, it was decided by all present that we would comp those vendors who donate door prizes at the party, to be held at the Crowne Plaza Natick.

Wanted Storekeeper. The club is in dire need of someone to run the swag store. The job involves schlepping YB store merchandise to a few YB rallies and setting up a table at the monthly breakfast meeting. The merchandise is stored in a closet at the Willowbrook. Ordering inventory,

collecting monies and getting creative with designing new swag can be fun!

Wanted: Co-Rallymasters. President Bob Blethen volunteered to tow the Toy Box to the PEMI rally 2014. Looking for ways to improve the fun factor especially for volunteers, a motion was made to have the event catered. To make this successful, we'd have to accept only pre-registrants and enact a no-refund policy. Everyone agreed this was a fair and righteous decision. Bob still could use some help with running this event. Now scheduled for Father's Day weekend.

Wanted: Editor. After nearly 5 full years doing an excellent job manning the Boxer Shorts duties, John Shields will be retiring as Editor in Q3 2014. It was floated that perhaps Rebecca Cooke will step up.

Wanted: Volunteers. To quote from the BOD's Agenda: "We badly need active members who are doers and can help with the ground work to coordinate event tasks and help run rallies."

## **Editor's Briefs**

*by John Shields*

It's nominations month here in YB land and it's time to nominate your buddy for a position in the club; you know the one, he's got an answer for everything and is always the first one to complain when things don't go his (or her) way. They *deserve* to be in office...That said I'm hoping all our current executives find the wherewithal to run for another year as the second year is the one in which they find their "legs" to go for another, even better year than the last.

I would like to take a moment to thank Victor Cruz, publicly, for all the work he's done for the club of late -- he's been a real powerhouse in getting things done for us not to mention all the help he gives me with the newsletter. It's often a bit of struggle to get members to write and when the file for the month's newsletter is light, I can always count on Victor to provide me with something useful for the Shorts. Thank you Victor!!!

By the time you get this Carl Saccocio's Vanilla Bean Ride will be history but you might consider a campout at Mt. Misery, Patchaug Forest, Voluntown, CT the weekend of November 8 to 10th. Camping is free, bring some vittles for potluck and your warmest sleeping gear and get ready for a good time and roaring fire. *From the South*: take I-395

north, Exit 85. Go through the 1<sup>st</sup> light. At the next stop light, take a right onto Route 138 east. Follow for 9 miles to Voluntown, then take a left onto Route 49 north. Forest entrance will be 1 mile ahead on the left. Stay left on the paved road and you will come to a gravel road. The campground is just beyond the open field.

*From the North:* take I-395 south, Exit 85. At the end of the exit ramp, take a left onto Route 138 east. Follow for 9 miles to Voluntown, then take a left onto Route 49 north. Forest entrance will be 1 mile ahead on the left.

The following shots in this issue were taken on November 3rd at the Vanilla Bean in Pomfret, CT...



# Yankee Beemers, Inc.

## 2014 Club Officer \* Election Ballot

Vote below for the candidates of your choice – or write in a candidate. In the Membership section of the Bylaws of the Yankee Beemers, it states (in part) that “Regular and joint regular members shall have a vote in the election of officers. First box is for regular members; second is for joint members in the same household.

### PRESIDENT:

- Bob Blethen
- 

### VICE PRESIDENT:

- Bill Cusack
- 

### SECRETARY:

- Victor Cruz
- 

### TREASURER:

- Jim Sanders
- 



Deliver ORIGINAL BALLOTS in person at the December Breakfast Meeting on Sunday 11/17, or mail them to be received before December 15 to:

Victor Cruz  
PO Box 961  
Essex, MA 01929

Results will be announced by the Secretary at the December Meeting and published in the January issue of Boxer Shorts.

**KUDOS! to each of these people for stepping up and volunteering to guide the Yankee Beemers through the upcoming year.**

# BMW R nineT

by Motorcycle Daily

If you take a minute, you will realize this is a big deal. After the staid German manufacturer [collaborated with Roland Sands](#) recently on a controversial, naked custom, we wondered aloud what this meant. Frankly, we didn't care for the look of the Roland Sands' bike, but this production model knocks us out.



The BMW R nineT represents a simple, no frills standard-style motorcycle with plenty of modern performance

... yet, it is loaded with heritage, principally derived from the air-cooled Boxer engine. Think about the following contrast. [Honda's CB1100](#), which pays homage to numerous air-cooled Hondas of the past, weighs 540 pounds and makes a claimed 86 horsepower and 68 foot/pounds of torque. This new BMW, on the other hand, might be the retro-ripper of your dreams. It is 51 pounds lighter than the Honda, makes 110 hp, and has 88 foot/pounds of torque! All that power and torque at street RPM levels.

A modern six-speed gearbox and shaft drive is combined with some very serious brakes, including dual 320 mm front rotors gripped by four-piston radial calipers. ABS is standard.

BMW is emphasizing the new R nineT as the perfect starting point for customization, and has designed the bike to receive simple bolt-on replacement parts. Several customizers undoubtedly have this bike already, and BMW has several parts in-house which can be bolted to the R nineT, including optional seat units and exhaust, among others. Below is the BMW announcement, a very-well produced video, and full specs. You can also visit the [web page](#) set up by BMW.

# How to Winterize Your Bike

*by Michael Ross, Superbike Planet*

Winter is fast approaching and if you live in a frigid climate it's time to store your bike for the season. In storing your bike for a few months over the winter, your main concern is to avoid corrosion while in storage and the goal is to have a bike that is ready to go when you are.

The most crucial areas in need of protection are the piston rings, cylinder walls, and valve seats. The enemy here is moisture, which can enter the engine from any of a number of places and cause serious damage. Since its not really practical to try and close up all of the possible areas of entry, we will concentrate on moisture proofing instead.

The first step is to warm-up the engine. This drives off any moisture that may have accumulated already and it makes it easier to get a good coating of oil in each cylinder. Turn the bike off and remove the spark plugs. Then, using a turkey baster, suck up 25cc's of engine oil and squirt the oil into each plug hole. Turn the engine over by hand (put it in top gear and turn the rear wheel) with the plugs still out to coat the cylinder walls, piston rings and valve seats. Then replace the plugs and drain the existing crankcase oil.

Next, fill the crankcase with fresh oil. I suggest you retain the old filter and plan on dropping this oil come Spring, but if you decide to use this oil after the thaw, you will want to change the filter now. The hard part of prepping your bike is now done and you can breathe a little easier knowing that moisture will not rust the piston rings to the cylinder wall. I just



over hauled an engine that had been left unattended for a year and the cylinder wall was so badly pitted with rust that it had to be bored out 1 mm before I got down to good metal. Likewise the valve seats were a mess and I had to replace the head. But we aren't out of the woods yet.

The next step is to protect the inside of the fuel tank from rusting. Fill the tank to the top with fuel that has been treated with a fuel stabilizer. I have had good luck with a product called Sta-Bil, which you can get at any marine supply store, but any type will do. You also want to drain the float bowls by unscrewing the small screw on the carb float bowl. Any fuel left in the bowls for more than two months will turn into a jet-clogging sludge that will cost you a carb overhaul to remove. If you have a fuel injected bike then you can skip this step and move on to the next.

Because batteries self-discharge, it is necessary to keep it charged up when the bike is stored. The best way to care for your stored battery is to hook a Super Smart Battery Tender to it. The Battery Tender is one of the latest generation of "smart chargers." It will maintain the charge in your battery without any other attention from you for years. The battery can also be left in the bike. If the posts on your battery are corroded, now would be a good time to remove the battery bolts and clean them up. A little grease on the threads of the bolts will keep them corrosion free all season. Make sure you top off the electrolyte with water if your bike does not a maintenance free battery.

Get the bike, the rear of the bike anyway, off the ground. If you're lucky and your bike has a center stand, use it. Wipe all the bird doo-doo off and give the chrome the once over with a coat of polish to keep it from pitting. Wax the tank and squirt some rubber protector on the rubber parts to keep them from drying out. Make sure you wipe any smashed bugs off your fork tubes before you throw a tarp over the whole thing.

If you live where it gets really cold then you should make sure your coolant has enough anti-freeze in it to keep the system from freezing. It's easy to check the coolant with a hydrometer that is made specifically for this purpose. Bikes don't have freeze plugs like cars, and a cracked cylinder head is a very ugly sight indeed.

That's about it. If you live in an area where rodents will crawl up the tailpipe looking for a place to nest, there are rubber plugs available that you can buy to keep them out. They are made for dirt bikes, but will fit any street bike. Also, when you're ready to bring your bike out storage, you might consider changing the brake fluid. It can pick up water from the atmosphere and it's a good idea to change it annually any way.

If you have performed all of the above steps you can be sure that the bike you store for the winter will start and run perfectly come spring.

# Go East, Old Man: Talking To Myself

*by Dexter Ford*

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 second of his occasional reports from the paths less traveled.

After escaping a hungry Nevada mudhole, I was hoping the rest of my second day's ride would be less of a challenge. From lonely Wells, Nev., the only way to Salt Lake City would be a freeway run down out of the mountains – Interstate 80.

Riding a small-bore motorcycle on a rolling, windy Interstate with a 70-mile-per-hour speed limit is not as boring as it looks. Going downhill, or when the wind was running with me, I could shift into sixth gear and let the motor loaf a little. On the rare flat stretches, fifth gear would keep me humming along with most traffic. Going uphill, or when the wind turned against me, I'd have to go down to fourth gear. The little engine screamed.

I had been dodging navy blue clouds for most of the day, but now they had me surrounded. I rolled out across the Bonneville Salt Flats, where a man on a streamlined motorcycle went 376 m.p. in 2010. As the first rain hit, I made myself streamlined as well, tucking behind the tiny fairing. But 74 m.p.h. was the most my little bike could muster.

The arrow-straight causeway, running just a few feet above the flats, feels like a theme-park ride through a bizarre landscape — glowing pure-white salt, giving way to the indigo mass of Graham Peak in the long distance. A few miles away, water had flooded the salt, showing a moving mirror image of the mountains as I roared past.

The dark clouds ahead delivered on their promise when I reached the Great Salt Lake, and strong gusts shoved my bike around the rain-soaked highway like a tumbleweed. The sky was black, and the surface of the lake was boiling with whitecaps. Plumes of wind-borne salt shot into the sky from the salt-drying ponds south of the road. There was no sheltered place to stop so I ran as fast as I could toward the city, pickup trucks throwing plumes of water into my face.

At the first flash of a Motel 6 sign, I rolled down a ramp into Salt Lake City. At the first stop light my engine sputtered. In all the hard running to

find a warm, dry place, I'd run the Honda dry. It caught and ran for a few more blocks — exactly far enough to roll into the motel parking lot.

I spent an extra night around Salt Lake City to tour the Wasatch Mountains to the east, which contain some of the best skiing — and motorcycling — spots in the country. I stopped at the Sundance ski area, where many years before I had interviewed Robert Redford as he drove an Acura NSX sports car. I remembered that he had steered the Acura like a racing driver, feeling for traction in corners with sensory nudges at the wheel.

The most interesting way to travel north from Salt Lake City is through Emigration Canyon, where I flew past bicycling college professors. A day of riding past lakes, mountain passes and the wild Snake River Canyon brought me, hot and anxious, into Jackson Hole, Wyo. I had no place to stay, and no real idea of where to look on that sweaty, tourist-choked July afternoon.

According to the tourist information desk in Jackson, Gros Ventre Campground, in Grand Teton National Park, had a few open spaces. I unfolded my one-man tent under the usual afternoon thunderheads, which were nice enough to rain somewhere else for a change. My site was just one line of cottonwood trees away from the snow-capped Tetons, which rose above the broad river plain with no apparent regard for gravity.

The campsite had no showers, but a look at the park map turned up Kelly Warm Spring, a natural geothermal hot tub. It's an unearthly body of water with knee-deep, toe-squishing algae in some places, and a clean rocky bottom in others. Fresh-water koi and goldfish, released by disenchanting locals, have thrived here, sustained by the year-round warmth.

There was one place in the pool that was just right: clear water with no brown goo underfoot. There was another guy already sitting there. Like me, Jim, a retired prosecutor from San Diego, was staying in the Gros Ventre, and like me he was touring the mountains alone, shooting pictures and going where each day led him. He drove a new gray Toyota Prius — just like the one in my garage back home. He had led a life of adventure-seeking — skiing, fast cars, rock climbing, treks in the Andes — as have I. The only apparent difference between us was my motorcycle addiction.

We met for dinner and Teton Ale at Dornan's, a restaurant with a breathtaking view of the peaks. I looked down at his sneakers and laughed. I had identical New Balance shoes. Talking with Jim was like talking to myself. It was pretty clear that even though we had never met, we shared many of the genetic defects that had pushed me, over the years, to take risks most people see as crazy, and to ride roads I had never ridden.

We closed down the bar and traded a few more stories in the parking lot, with the impossible glow of the Milky Way lighting our faces. He talked about swimming at night in a river so clear that he could see the reflections of the stars on the bottom. I remembered a night three weeks after my daughter was born. My wife, Kathy, and little T.J. were snug in a cheap hotel room on the shore of Kona, Hawaii. I had been floating alone in the black Pacific, hundreds of yards offshore, looking up at that same Milky Way.

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# 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.yankeebeemers.org">www.yankeebeemers.org</a> . <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** NOV. '13

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

## **NEXT BREAKFAST MEETING**

Sunday November 17th 8:30 am

Willowbrook Restaurant

16 Hastings St.

Mendon, MA

