



# GREATER CINCINNATI BMW CLUB

## January 2004 Newsletter

### Club Officers

**President**

**Jerry Cummins**

513-673-3402

[jerrycummins@earthlink.net](mailto:jerrycummins@earthlink.net)

**Vice President**

**Tom Collins**

859-356-0247

[tom102458@cs.com](mailto:tom102458@cs.com)

**Secretary**

**Tom Raybuck**

513-759-0889

[bucksinohio@aol.com](mailto:bucksinohio@aol.com)

**Treasurer**

**George Nyktas**

[gwnyktas@airbridge.net](mailto:gwnyktas@airbridge.net)

### Touring Australia and Mexico 2003

By Chris Katzer

Planning and executing your own motorcycle tour can be very rewarding, but participating in an organized tour has some advantages. In February 2003, I did the Copper Canyon dirt bike tour with Pancho Villa. In October 2003, I rode the Australian Adventure Tour with Edelweiss. Both were outstanding.

Copper Canyon was an eight-day, 1500-mile trip starting and ending in El Paso, Texas. I put the Suzuki DR 350SE in the back of the truck and drove two days through a little ice. The group consisted of 9 guys, mostly in their mid fifties, although one rider was 20. About half brought their own bikes and half rented the tour KLR 650s. The deductible was pretty high and only Herman the German and myself avoided crashing at some point. Most crashes were pretty minor, but we had some spectacular ones. Only one guy was so injured that he couldn't ride through the end (dislocated left thumb).



The \$1200 fee covered the hotel rooms, two meals a day, a chase vehicle and a guide. Pretty square deal-my Spanish isn't real good unless I

need a beer or a bathroom. Most of the dirt riding was outstanding. Breath taking rides up the sides of mountains, across deep streams and through mud. About 40% of the riding was honest dirt- logging trails, motorcycle trails and the like. The guide took an 1100GS, which I wouldn't attempt on a bet. Most of the ride was through rural Mexico, which was probably a lot like rural America in the 1930's. Regular electricity was still a bit of a novelty. We ate well, often in people's homes! They'd open up their dining room and have us in there. Real home cooked meals! Crossing back to the US and eating fast food was a sad day.



To do over, I would've installed a Corbin seat (that dirt bike seat is good for about 40 miles) and a stock front sprocket for better power/mileage for road riding. (good roads!) The Aerostitch suit was right on target. Steve Thoerner and I did their Colonial road tour out of McAllen TX, back in 2001. Both Pancho Villa tours were a good value for the money.

The Edelweiss tour was impressive. Normally, that's a little high-zoot for me, but I had won the 2000 BMW "Great Rides" contest and had a credit towards the tour. My uncle retired from teaching

in June and decided he'd go. He takes high school kids abroad in the summers and had been to Australia about five or six times. I took a month off to allow for diving off the Great Barrier Reef, time in Sydney and 19 days for motorcycling.



The 3500 miles proceeded from Sydney to Melbourne, across the ocean to Tasmania, back to Melbourne and back to Sydney. The Edelweiss package covered the hotel rooms, two meals a day, a BMW motorcycle, a chase vehicle and a guide. I rode an 1150GS with tankbag and saddlebags; my uncle rode a K1200LT with the full boat GPS, disc changer, etc. We had seven riders including a two-up couple. Five Americans and two Germans. What did the Germans ride back home? R1200Cs! No crashes the whole trip. Riding on the left was only a problem at the first turn of the day (all those years of doing it the right way are strongest when you first pull out.)



To summarize the riding: Imagine your favorite twisty road (Route 10, Deal's Gap, etc.). Stretch it out about 45 miles. Put a perfect layer of asphalt (bitumen) on it. Grow a centuries old rainforest on the sides. Put one, maybe two cars on it. Mount an 1150GS with 400 miles and ride, ride, ride. Repeat.

The majority of riding was like that. We did have some crap weather, but not very much. It was Australia's Spring and I packed more for summer. Gas was about three times more expensive than the US, but \$ .70US = \$1AUS.

The guy who rode Norway, Sweden and Finland noted gas in Europe was about four times US prices. The accommodations were top drawer and the riding length was about right. We'd start around 8:45AM and pull in around 4:30PM. We stayed off the tourist routes and rode back roads almost exclusively. Australia is roughly the size of the continental US, with 20 million (vs. 240 million US). Melbourne and Sydney account for about 8 million.

80% of Australia's animals and plants are found nowhere else in the world, so the road kill was always exotic. Our guide pointed out that "Kangaroos have very small brains and they don't like to use them." If a roo wouldn't get out of the way, he suggested hitting it under power. He advised against running over wombats.



The Australia trip was great. The riding was some of the best I've ever done. Adding the additional time in for Sydney and the Great Barrier Reef made the experience that much better. A few folks flew in for the riding only and missed fantastic Sydney. Designing and riding your own trip has its own satisfactions, but doing a tour allows you to focus on the riding and not logistics.

## Changing of the Guard

*By Lynn Cummins*



Well, the nomination and election processes for officers for 2004 are done and the votes tallied at the December holiday gathering. We'll have new people as officers in three positions, and one continuing on in the same officer position for 2004. Here's an update on those election results.

George Nyktas was elected treasurer for 2004 and takes over the post from Tom Raybuck. We thank Tom for serving in this post and providing a valuable service to the club in this capacity during 2003. George, as Tom before him, will have the task of providing us with updates monthly of the club's income and expenses. He'll also be playing "Dues Marshall" for collection membership dues. I'll give George a helping hand here in reminding the membership that dues for this year are due now.

With our growing membership, the position of Treasurer has become more complex with more income and expenses to track. We have increasing funds due to membership growth, fund-raisers (like the ever-popular Poker Run orchestrated by Mike Crum) and the 50/50 pot; and our club account becomes quite healthy during the course of the year.

The funds are utilized for various purposes such as donating to charitable causes like the Susan B. Komen Foundation. The club sponsored Oscar de Jongh's participation in the Pony Express ride in 2003. Oscar rode the Louisville-to-Cincinnati and Cincinnati-to-Indianapolis legs of this event. The club membership also rallied to the cause and pitched in sizable contributions as pledges for Oscar's endeavor.

In 2003 the club also mourned the passing of a past officer, Steve Snyder, who is remembered dearly by all of us as a good friend, great ride leader, and valuable member of the club. Funds from our treasury were utilized as a special thanks and assist to Steve's wife during her time of loss. We all miss him very much.

Additionally, money from the club treasury once again went to fund a portion of our wonderful holiday party, which was a very successful event again this year, thanks to the coordinating efforts of Mike LaBar. Each year this event draws increased turnout from our membership and gives us an opportunity to get to know one another better. It's a fun time for all with good food and a chance to celebrate the year-end competitions such as this year's mileage contest participants and winners and the awesome Bi-centennial Barn Storming Contest.

Tom Raybuck will take over the position of Secretary from Jerry Cummins this year. In addition to taking minutes at all our club meetings, Tom will also assume the task of

writing the club's monthly newsletter. This is a significant contribution to the club membership and one which we all look forward to each month.

The newsletter has grown in size and content over the past year, and the contribution of articles from club members and guest writers has been a nice addition providing entertaining and informative reading for our members. Thanks to all who submitted articles for our reading enjoyment. Keep those articles coming in! Sharing a commentary on an eventful ride or trip, no matter whether it's a recent ride or one that you took some time ago, is both interesting to read and an inspiration for other riders to consider similar endeavors! We look forward to Tom's contributions to the newsletter and, perhaps, some interesting stories about vintage bikes, restoration, his racing history, etc. I still remember the revelation of the collection of bikes Tom has in his basement workshop and discovering that he has done some pretty radical racing in his time! I had no idea until the club meeting at his home a year or so ago as to the scope of his expertise and motorcycling accomplishments!

Tom Collins will continue as club Vice President for 2004. He has, perhaps, one of the most demanding responsibilities as an officer: coming up with rides each month to "entertain and satisfy" our membership on club rides. He's done a great job with routes in both Ohio and Kentucky. The club rides that we had this year in Kentucky took in some wonderful, curvy back roads that wove through some beautiful countryside. Some memorable stopping points or destinations on a couple of these rides were the General Store at Rabbit Hash and the Kentucky Horse Park. I remember one other ride in Ohio that Tom led. It took us to the Hillsboro area...or somewhere near that. The enticement on this ride was a stretch of road with challenging and fun "S" curves. For those of us who endured the stretch of interstate riding and several miles of back roads to find this "Shangrila" of motorcycle riding in southern Ohio, the reward was well worth it!

Occasionally, we'll have members that "pinch hit" for Tom on ride leading...like the New Year's Day ride led by Chris Long or the "Park Ride" led by Bill Berry recently. The ride Henry Pierce led prior to a club meeting at his home was also great. I had no idea that Anderson Township and the Batavia area (I think that's where we were)

offered so many tree-lined, "twisty" roads winding through estate-like residential areas dotted here-and-there with horse farms! All these rides are greatly appreciated and, as in the case of the "Park Ride," gave the membership a tour of some beautiful parks within Cincinnati and northern Kentucky area. I've lived here since 1994 and had no idea there were parks like these within Cincinnati—parks with beautiful buildings and structures in architectural styles of years past with stately trees and beautiful views. It also was a different club ride in that it was city riding rather than back-country roads, but I was pleasantly overwhelmed at the number and beauty of the parks we drove through! All of these rides provide us with the opportunity to get to know various areas of our community better while providing us with a venue to enjoy our two-wheeled sport.

Kudos to Tom for his service to us as club Vice President in 2003 and for all the volunteer "ride masters" who made our rides so much fun! If you have a route that you think might make a great club ride, or if you would like to contribute to the challenging task of coming up with monthly rides, contact Tom or let us know about it at a club gathering. We'd like to hear about it!

Our incoming President, Jerry Cummins, succeeds Bob Ulrich who has served as our club president for the past three years. Bob had been a great leader representing our club at regional meetings and elsewhere and keeping us up-to-date on BMW MOA and RA events and causes, legislation, rallies and other events. His dedication to the club and our sport is greatly appreciated and we look forward to contributions from him for years to come as a long-standing member of our club.

Jerry will take on the task of being our club president in 2004. Having joined the club about three or four years ago, Jerry has made several contributions to the club. He initiated a club Mileage Contest, which recognizes our members for their miles ridden in our sport. This contest had the secondary affect of having more club members also participate in the BMW MOA Mileage Contest each year. Jerry's also served as our Secretary, during which time he provided the club membership with a very nicely done newsletter (okay, I'm biased) that made for interesting reading for all. He was also instrumental in getting a club MSF course scheduled (BRC) and we've now got a club ERC

scheduled for early this year. We look forward to his leadership in the coming year.

## **The Prez Sez...**

Happy New Year! It's 2004 and club members once again celebrated by taking to the streets for our annual January 1<sup>st</sup> club ride. The turnout at Perkins was great! They had to call in staff just to handle the unexpected "rush" we delivered by showing up!

I believe I counted 25 members and guests in attendance for the breakfast, and the parking lot was taken over by about 23 bikes! We had great weather, despite the chilly start, and had a great ride. Thanks to all who are making this ride bigger and better every year.

With the New Year just beginning, I'm looking forward to some new beginnings for the club in 2004. The Bi-Centennial Barn Storming contest was such a success that it would be nice to have a sequel to it...to keep club members happy, traveling and seeing all the sites Ohio and neighboring states have to offer. The friendly competition generated by such events is entertaining and sets a lively pace for those with a competitive spirit. I've heard a suggestion or two and hope we'll hear more about contest possibilities for 2004 at our next meeting.

This year will also mark the first year our club has offered an Experienced Rider Course for members. It's coming up in May and will provide an opportunity to those who participate to hone their skills in some challenging ways. This will be the second year the club is offering the Basic Rider Course. It is in April. The end result will hopefully be a set of riders who'll take to the streets with heightened skills in both operating a motorcycle and street strategies designed to keep them safe and out of harms way.

Speaking of safety, I'll be bringing up the topic of group ride guidelines at the January meeting. We've grown so much in the past few years that we're having more and more club rides where we have a large group. This is a nice "problem" to have, but it does pose challenges in trying to keep the group together. While the current guidelines have worked well with groups of smaller numbers, I believe we may need to change things a bit to meet the challenge of larger group rides. I'll be adding this topic to the agenda for the upcoming meeting.

There will be many rallies to attend this year again and I encourage members to continue their support for other clubs by attending rallies. Lynn's promised me I can try to take a few in (when I'm not traveling or giving MSF classes on the weekend) while she takes care of our dog-kids at home. I, for one, am looking forward to taking in the MOA rally in Spokane—combining it with a trip to Alaska, a state I have yet to visit. It's been a while since I've been able to really plan and take a long trip, so I can hardly wait! What could be better than about two weeks of two-wheeling across the country!

## Accessory Addict

By Jerry Cummins and Chris Long

### Music for Long Rides

By Jerry Cummins



Archos Jukebox on the left. Rio Cali Sport on the right with earphones that come with Rio Cali Sport, above it.

Are you thinking of riding a 50 CC Quest (coast to coast in less than 50 hours)? Will music help keep you alert? It helps to keep me alert on long rides, and we all know I like to take long rides. I'm the one who decided to take a day ride to Canada and back, one weekend last year. Another day ride for me is to Deal's Gap and back.

I consider any device that will allow me to listen to music as I'm riding an essential accessory. Three of my former bikes had radio systems installed that allowed me to play AM/FM radio, cassettes, and on the K1200LT, CDs. I found the radio to be valuable in that I could tune in weather and traffic information for large cities as I approached them. The trick was to find out

which stations in the cities would offer such information prior to leaving on a long trip. This information can be found on the Internet or through AAA. I would then list the stations and place this in the map part of my tank bag. The downside to AM/FM is that in between cities, it can be very hard to tune in a radio station with music that I like to listen to.

Since the three bikes allowed the use of cassettes I spent some time recording music that I like onto several cassettes. I quickly discovered a problem. If I left the cassettes in the stereo when I turned on the radio, they had a tendency to unwind themselves and become a mess of tape spaghetti. I assumed this happened because the systems didn't keep tension on the cassettes when they weren't being played and the motorcycle vibration caused them to unwind.

On the K1200LT I went to using CDs. With my computer, I burned several "travel" CDs with upbeat tunes that would keep me happy and alert while riding down the road. The major problem with CDs is that on bumpy roads, the CDs will skip. BMW did attempt to isolate the CD player from the bike's vibrations by surrounding the player with foam insulation. They placed the CD changer in the only location available and that is inside a saddlebag. This places the CD player over the rear end where road bumps are more pronounced. Just like on a seesaw, the middle of the bike would be less likely to "feel" the road bumps, but there is no room in the center.

Unhappy with the negatives of cassettes and CDs, I turned to MP3 players. I purchased an Archos Jukebox Studio 20 MP3 Player (<http://www.archos.com/>). With a 20 GB hard drive, this small device could hold every song that I like, plus this device can carry backup data files from my computer. This meant that I could carry my important data files with me, anywhere I went. With the help of a device that fit into the cassette part of my stereos, I could connect the MP3 player to my main system and hear the music over the main speakers. I could also, connect it to my intercom system and hear the music over the helmet speakers.

The Archos come with rechargeable batteries that last about 12 hours and it can be plugged into a wall outlet or the bike's power. It uses a USB connection to transfer music from the computer and comes with software that makes downloading music from the Internet or CDs

pretty easy. For data files, it will connect to any Windows XP computer without the need for installing any additional software. Music quality is excellent. The headphones the device comes with won't fit under a helmet.

It works great at home or in my office. On a motorcycle it fails. The player does not have any flash memory installed. In order to play the music, the hard drive is constantly spinning. Go over a major bump on the road, and it will skip. Most of the time it will be a minor skip, but sometimes the skip is bad enough to where the device locks up—just like a computer—and the only way to get it playing again is to turn it off and back on—just like rebooting a computer. Since I carry the player in my tank bag, resetting it usually means stopping.

Some MP3 players that use a hard drives come with a small amount flash memory. The player will load songs into the flash memory from the hard drive and play the songs from the flash memory. This process is exactly the way your computer operates. The programs that you are using are loaded up into your RAM and the processor uses the RAM to run the programs. There are no moving parts involved. Songs that are loaded into flash memory won't skip. As the songs are played, these players must then clear the flash memory and load more songs from the hard drive. This is usually a quick operation and is done without any noticeable delay. One good well-known MP3 player that uses this system is the Apple iPod, which is now Windows compatible. (<http://www.apple.com/ipod/>)

Hard drive MP3 players can store anywhere from 10-60 GB of data on them. 60 GB of data translates to 15,000 songs. I doubt that anyone would get bored with that many songs! I'm not even sure that I can find that many songs that I like. On the other hand, as I mentioned above, you can also load them up with backed up files from your computer, so that you have them with you, accessible from any computer.

MP3 players also come without hard drives. These units use pure flash memory to store songs. They are completely skip free, use less power, and can be very small. Some are small enough to fit on a key chain. The downside is that they don't store as much music as a hard drive unit. They usually store anywhere from 64 MB to 1.5 GB.

My latest choice is the Rio Cali Sport (, which comes with 256 MB (60 songs) of installed memory. In addition to the installed memory, an additional 512 MB memory card can be added. This means this device can hold up to 180 songs. Another nice feature is that this little device comes with a FM tuner that has a search feature. This means that I can carry about 12 hours of MP3 music and have access to radio stations as I travel—now that I don't have a bike with an installed stereo system anymore. (<http://www.digitalnetworksna.com/rioaudio/default.asp?cat=35>)

The Rio Cali Sport comes with nice earphones that clip to the ears. The player itself is very small and comes with an armband, allowing me to clip it to my lower arm, where it can be easily seen and reached, while riding. Having it on my arm, means I'm there's one less cable to disconnect when I stop and want to walk away from my bike.

The sound quality of the Rio Cali Sport is very good. It doesn't seem to have any problem picking up the major radio stations in the area and the search feature is nice for traveling. It uses a USB connection to load songs from the computer and comes with software that makes it easy to download songs from the Internet or from CDs. Since the unit is small, the display is hard to read, but this doesn't bother me. When I'm rolling, I want to hear skip free music, not read the display. Just like on the Archos, music can be stored by category, if that's what you want to do. The volume buttons on the player can be manipulated with a gloved hand, as can the red toggle switch. The power button and mode button are small and hard to manipulate, however with some practice and thin gloves, it can be done. The device is powered by a small AAA battery, which lasts about 18 hours. I use rechargeable batteries that come with a small plug-in charger.

What I'd like to see is a manufacturer to come up with a "motorcycle oriented" player that has large buttons for gloved hands, an easy to read screen, a hard drive with a large flash memory, AM/FM/Weather Band radio, with a rechargeable battery and the ability to plug into the motorcycle's power. Problem is, the market for such a device is probably too small.

## PJB-100 MP3 Player

By Chris Long

About a year and a half ago I was looking for a hard drive mp3 player. There were a few choices at the time and I decided to get the Personal JukeBox PJB-100 directly from the manufacturer via the web at

<http://www.pjbox.com/2001/main.htm>.

I bought a 20 GB unit and it holds about 6,000 songs. This is a good new / bad news review of the unit I bought.

The Bad News;

The website lists this unit as *Not Available, New Model Coming Soon!*

The Good News;

This thing has not let me down yet and I use it every day. We listen to it at the shop and I almost always have it on the bike. It has NEVER skipped. I made it lock up once by pushing buttons like crazy and it just takes removing and replacing the battery to fix that.



The thing I really like is the thing is easy to operate on the bike with gloves on. You have to look at it to navigate the menus and that is best done at a stop. It is however very easy to start / stop and change the volume without looking at the unit.

The thing runs for 10 hours on one charge of the battery. I carry a couple of batteries and a cord to charge them off of the bike.

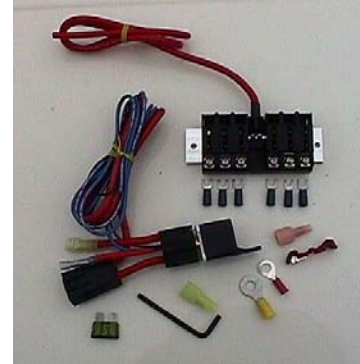
The Verdict;

Keep your eyes on what they are coming out with next as this has been a very reliable unit. Hopefully they will not ruin the great features that make this unit easy to operate on the bike.

## Hooking It All Up

By Chris Long

When I started adding electrical stuff to my bike I had everything done at Tri-State. I was kind of leery about spicing into this wire and that to get power for all of the stuff I was going to add.



I talked to Jeff Nutter at the dealer and decided to purchase a fuse block to handle the power distribution in an orderly manner.

These are made by, Electrical Connection:

<http://www.electricalconnection.com/> you can get them at their site and I think Tri-State has them also.

As I said I left the installation of this sucker to the service dept. Jeff came up with a real nice install. The fuse block itself resides in my glove box . It provides me with 6, switched, fuse protected, power points. I have my air horn, Motolights and Autocom running off of it.

## Speaking of Safety...

By Jerry Cummins

**MSF CLASSES have been reserved for the club again this year!** I have two classes reserved. One in April (see calendar) is the BRC class, which covers basic riding skills and utilizes the school's bikes. The other class is in May and it is the ERC class which each rider will use their own bikes.

The classes will run \$25.00 and the club will reimburse the first 20 riders who take these classes. BMW will also reimburse riders following their purchase of a motorcycle.

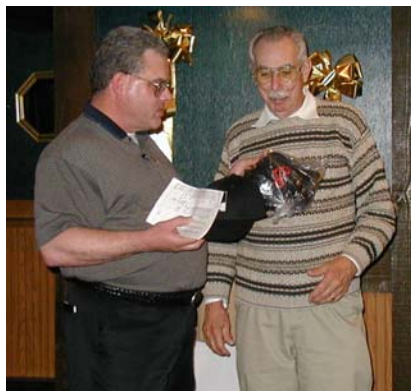
Anyone interested in taking these courses, contact me immediately so that I can get the forms to you. Each class needs 12 riders and I must have the positions filled by the March meeting. This is an excellent opportunity to sharpen your riding skills...which may save your life!

## Mileage Contest

By Lynn Cummins

Wow, what a stellar year for mileage for our club! This year's contest boasted a grand total of 27 "pilot" participants and two "two up" participants. When all the numbers were calculated, club members had ticked off 232,242 miles on their odometers in 2003! That's an increase of 39,140 miles over last year's numbers! I think we have an obsession for two-wheeled travel going on here! Now on to the results of the contest...

The winner of this year's contest was Chris Long, whose 18,832 miles traveled earned him honors for "Most Miles Traveled." Alan Leach won the category of "Average Rider" coming in with 8,994 miles. His mileage was the closest to the contest average of 8,602 miles. Henry Pierce was recognized as the member with the most significant increase in miles from last year to this year. He increased his miles traveled by 5,275 miles over 2002, finishing with 6,586 miles.



This year several "sponsors" donated prizes for the Mileage Contest. BMW of the Tri-State once again donated an oil change special, oil filter and oil, plus \$10 gift certificates for

two-up riders along with calendars and side-stand "coasters." Motolights donated hats for all participants as well as gift certificates to the top three riders. Helen Two-Wheels contributed a nice travel package of cargo straps, duffle bag and wet-cargo drying pocket. Motorcycle Ohio and Ohio National Financial Services provided other items for the contest to round out the collection of prizes.

In 2004, Mike LaBar will be master of the Mileage Contest as we look forward to another year of spirited competition. I think we'll all have to kick it up a notch or two however, as Jerry Cummins will now be an "active"



participant in the contest. He logged a respectable 26,512 miles in 2003 but, as the Mileage Contest coordinator and unofficial solicitor of prizes for the contest, disqualified himself from competition in the contest. So, plan those trips and purchase a set of tires to get you through! We've got a lot of miles to travel if we're going to give Jerry a real challenge in the quest for highest mileage honors! (Rumor has it that he's planning a trip to Alaska this year.)

## GCBMWC Meeting Minutes 12-6-03

The meeting was called to order at 8:40 p.m.

Jerry read the minutes and they were approved.

Tom read the Treasurer's report and stated he was unsure of the club balance, but would get back to us on that. His report was voted on and approved.

A check was presented to Helen Snyder. This came from funds that were donated by members in Steve Snyder's honor and from the Steve Snyder Memorial Ride.

Jerry announced the results of the Mileage Contest. Due to computer problems, he wasn't able to have certificates but will hand them out at the next meeting. Prizes were handed out from the contest sponsors: BMW of the Tristate, Motolights, Helen TwoWheels, Cyclegadgets, Motorcycle Ohio, and Ohio National Financial Services.

Mike will announce the results of the Barn Contest at the next meeting.

The next meeting will be at the dealership, with a dinner at the Back Porch Restaurant, prior to the

meeting. Jerry will coordinate the meeting and Tom Raybuck volunteered to set up the dinner.

There will be a New Year's Day ride, weather permitting.

The February meeting will be at the Ft. Mitchell Civic Center. Travis is setting this up. No one volunteered for March.

Mike will sell club calendars at the next meeting, as he did last year, with all funds going to the club. It will be interesting to see them.

Jerry is setting up club MSF classes—two this time. The cost of the classes will remain at \$25.00.

Mike LaBar will be taking over the Mileage Contest.

The meeting was adjourned at 9:30 p.m.

Chris Katzer (859) 426-7486 or e-mail C8Chris@yahoo.com



## Club Calendar

**Jan 4:** 9:00 a.m. Breakfast ride at at Pearl's

**Jan 10:** 4:30 p.m. Dinner at the Back Porch Restaurant which is on Mulhauser overlooking BMW of the Tristate

**Jan 10:** 6:00 p.m. Meeting at BMW of the Tristate

**Apr 13:** 6:00 p.m. **BRC Class**, Scarlet Oaks

**Apr 17:** 8:00 a.m. **BRC Class**, Scarlet Oaks

**Apr 18:** 8:00 a.m. **BRC Class**, Scarlet Oaks

**Apr 24:** 1:00 p.m. Poker Run, Kentucky

**May 8:** 8:00 a.m. **ERC Class**, Scarlet Oaks

## Membership Dues

**Please pay your membership dues by the March meeting.** Dues are as follows:

**\$15.00** for a single membership

**\$18.00** for a couple

Checks are to be made out to: **GCBMWC.**

## GCBMWC Market Place

**1990 Honda Hawk GT 650-** Red. Very stock and very nice. 14K Newer tires. Single sided swingarm. \$3000