



GREATER CINCINNATI BMW CLUB

July 2003 Newsletter

Club Officers

President

Bob Ulrich

937-435-0717

rulrich551@ameritech.net

Vice President

Tom Collins

859-356-0247

tom102458@cs.com

Secretary

Jerry Cummins

513-948-9443

jerrycummins@earthlink.net

Treasurer

Tom Raybuck

513-759-0889

bucksinohio@aol.com

Welcome to Charleston, WV

By Jerry Pauley, Chief of Police



On Sunday, June 22, I had the pleasure of welcoming the Honda Sport Touring Association to Charleston. On July 9th BMW riders will be coming to Charleston for the BMW Motorcycle Owners Association National Rally. I am very happy

to see these organizations choosing our city for their activities.

I have been involved with motorcycling for over 30 years. As I was growing up I fell in love with motorcycles, however, my parents were not as fond of them as I was. I wasn't able to have one of my own until I got married.

Although I have not been very active the past few years my wife and I spent most of our vacations on two wheels. One of our more memorial trips (my wife hasn't let me forget it) was traveling with a group of cyclists to Daytona Bike Week. We left Charleston dressed for the 50-degree weather we were having and headed south. I kept telling her that we were going south and it would warm up. Fifty miles south we were in 12 inches of snow. Instead of riding our normal 500 miles or so a day we ended up stopping after about 150 miles. Further south the next day, in South Carolina, it finally warmed up to sixty degrees.

To make things worse, on this trip we had made reservations at a campground. This was the year that Florida had record low temperatures and when we got as far south as we were going it still did not warm up. The only good news was that we were able to take our bikes on the beach for pictures and not get anyone else in the picture (it was deserted). By the way it finally warmed to 70 degrees when we got back in West Virginia returning home.

I have been with the Charleston Police Department for 31 years. While assigned to the motorcycle division I helped put in place a law enforcement motorcycle course. I thought I knew how to ride a motorcycle until I took the course. The knowledge I received while taking the course and later teaching the course has saved me many times.



New River Gorge Bridge. Photograph taken by Rich Koors.

I'm sure your visit to Charleston will be a pleasant one. We have some of the best

motorcycle roads in the United States. Take U.S. Route 60 East from Charleston and a little over an hour and numerous mountain curves you are at Hawk's Nest State Park. Less than an hour from there you can visit New River Gorge Bridge, the longest steel arch bridge in the world. In the same area there are white water rafting tours if you're interested in trading two wheels for a rafting experience you will never forget.

If there is anything that I can do to assist you during your visit to Charleston please let me know.

Facts about Charleston Police Department

Source: <http://www.charlestonwvpolice.org/>



The Charleston Police Department is the largest police department in the state (except for the WV State Police). We are authorized 163 sworn officers and 37 civilian employees. We provide police service to a 33.3

square mile area and a community of 56,000 with a daily influx of around 250,000 citizens and workers into our Capitol City. You can access the Charleston City web page at www.cityofcharleston.org

Family Gathering

By Ray Zimmerman
BMW MOA Executive Director



The BMW Motorcycle Owners of America have held an annual Rally since 1972. The BMW MOA

"National," as it is commonly referred to, is actually an International Event. Each year attendees come from the United States, Canada, Mexico, Europe and Asia. The 2002 BMW MOA International Rally was held in Trenton, Ontario, Canada. The previous three Rallies were held in Oregon, Michigan and New York. In all, the Rally has been hosted in 23 different States. The average attendance at the last five BMW MOA events is over 6,000.

This annual Rally has become the primary event for BMW Motorcycle Owners and their guests. The Rally includes seminars, dozens of vendors, BMW motorcycle "demo" rides, and most importantly, the opportunity to see old friends and make new acquaintances. Many BMW riders make the Rally the focus of their summer vacation. Of course a rally wouldn't be complete without the normal array of awards and door prizes. Each year many vendors generously donate riding gear, special tours, and accessories. The BMW MOA usually gives away a free motorcycle. For the 2003 Rally the grand prize list include a 1973 1/2 BMW R75/5 and a new BMW R1150R. The awards included recognition of the oldest riders, the youngest, the rider traveling the greatest distance, etc. Last year's oldest rider was 85 years old, while the youngest passenger was six. And the rider coming the greatest distance rode from Anchorage, Alaska - 3,941 miles!

The 2003 BMW MOA "Almost Heaven" International Rally will be held in Charleston, West Virginia from July 10-13. This year's Rally promises to be the best ever. Plenty of vendors, grassy camp sites, plenty of entertainment and of course those wonderful West Virginia roads will make for great riding. So, make your plans now and attend the largest gathering of the BMW Owners family anywhere!

Tips for Buying A Motorcycle

By Tom Collins, Attorney at Law

These days, there are many new options for buying a motorcycle than existed just 5 years ago. The advent of E-bay and other on-line auctions and buying services offers us many more choices than back in the "old days" when you would thumb through the classified ads of the local newspapers. Even a dedicated publication such as "Cycle Trader" seems limited in comparison. Because we are now able to

literally buy a motorcycle world wide, some might wonder how they will protect themselves from misunderstandings, mistakes and even fraud. This column will offer some ideas that may be helpful. This list is not exhaustive and you may have other ideas that are just as effective.

All states have some form of consumer protection laws, but these generally apply to those in the "trade", i.e. dealers. As the majority of purchases are person-to-person, most unhappy buyers or sellers will be left with the remedy of court, usually in the state of the other party. This is usually an expensive, time consuming, not very satisfying remedy that is best avoided. This column will offer some common-sense tips that may help you avoid some problems, however, this column should not be considered legal advice.

You may have other ideas that could be just as effective. If so, congratulations and I hope you did not learn them the hard way.

Get It in Writing.

Verbal agreements lead to more misunderstandings than any other source. You do not have to be an attorney to understand the value of reducing your understanding to writing. I suggest that when the two parties are together that one writes the agreement with the input of the other party. The drafter should ask questions and make sure the other party attaches the same meaning to the words. For example, consider the word "delivery." Does it mean: A. the seller will deliver the bike to the buyer or B. when possession passes to the buyer? Spell it out, especially in these times, since you may be dealing with someone far away. A simple mistake in which party will pay shipping costs might amount to several hundred dollars.

A second reason for a written contract is that it provides a possibility of enforcement if one party attempts to cancel. A general legal principal holds that a verbal agreement for a value of over \$500 cannot be enforced. In other words, you cannot expect relief from the courts if you do not have a written contract. Additionally, the greater the detail in the written agreement, the better your chance that a court would enforce it.

All contracts should have the following elements: date; names of buyer and seller; price; description of the bike (I like to include the 17

digit VIN number as well). I further suggest including a time for delivery (exchange of money for goods) and an expiration date. If there has been a deposit, it should be noted and what will become of that deposit if the deal falls through. In the case of long distance sales, if there is to be shipping, specify the details such as which party pays; how the bike will be shipped; name of carrier; likely delivery date. Finally, any contract should be signed and dated by both parties and a copy should be made for the other party. I would suggest trying to keep the original. Notarization is not necessary. I have written many contracts on notebook paper at the seller's kitchen table.

Titles – you cannot register your new (used) bike without one.

Motorcycles, like cars have titles. The title is your proof of ownership. Each state has a different form of title and different requirements for transfer to a new owner. Also, it is often very difficult to obtain a duplicate title if the original is lost or incorrect. So much so, that you might consider finding another bike if the title to the one you are looking at has an error or errors. If you are buying a bike at long distance, I would make the reasonable request of the seller to fax or overnight a copy of the title (both sides) to you. Check first to see that the VIN is correct. The VIN is 17 digits long on any vehicle constructed after 1980. Also, I would note whether transfer of title requires a notary stamp. Not all states require this, but it is becoming more common. In many states, the seller must sign the title exactly as it appears on the face. Additionally, there may be a mileage disclosure on the title.

Liens – must be released before title is valid.

Many people finance motorcycles these days. Therefore, it is not uncommon to purchase a bike that has a lien on it. When you look at the copy of the title, check to see if there is a lien notation on it and the method required to release the lien. Two common methods for lien release are first, a bank official signs the actual title releasing the lien and second, a separate piece of paper usually titled "Lien Release" accompanies the title. You should ask your seller if there has ever been a lien on the bike and if so, is it paid and is there a release. Again, I would have that faxed to me as well. If you are confused at all, I

suggest you call the Department of Motor Vehicles in the state of the seller. They will be happy to answer these and other questions.

Salvage Titles.

If you are buying a bike on a salvage title and know this, then well and good, you are assuming the risks of such a proposition. Many good bikes are available for low prices this way if you want to take the risk. However, a bike on such a title is worth 1/3 to 1/2 less than a bike on a "clean" title. This is another good reason to ask for a copy of the title before transferring any funds.

Sight unseen and no test ride?

This is a big one. Each person has to answer this one for him or herself. The picture in the Trader or on Ebay doesn't necessarily have to be of the bike you are buying. How do you know? The answer is there is no sure way to know. If you are buying a bike you have not seen, one suggestion is to try to use some kind of escrow agreement where a neutral party holds the money until you have the bike and title in hand. Although I have not investigated this, I believe some of the online pay services offer this. If so, use it.

You think you are so smart, what would you do?

My plan would be this. First, finalize the terms. My terms would include the provision that I will send \$500 immediately and will fly to where the bike and title are within several days. I will bring a cashier's check or money order for the balance with me. If the bike and title are as advertised, I will take possession and endorse the check at that time. Second, get a copy of the title and lien release. Third, visit the DMV in my state and take the copy with me. At DMV, I would find out what has to be done for the bike to be registered with such a title. If everything checks out, I would schedule my flight and go. Finally, I would either ride the new bike home or deliver it to the shipper at that end and fly home. This may sound expensive, especially if the seller doesn't want to return your \$500 and the cost of the flight. However, if you are buying a \$12,000 bike, it is cheap in my opinion.

Conclusion

The purpose of this article has been to address

some possible problems that can arise in today's motorcycle market. However, these suggestions come nowhere near addressing all of the potential issues that can arise in the purchase or sale of a motorcycle at long-distance. Of course, if the investment is of a large enough value, one might consider talking to an attorney. Good luck and happy buying and selling.

The Prez Sez...

Blame it on Judy. Her pie shop near Midland, MI seems to have started another tradition of sorts. Judy's Pies was listed as a local attraction in a *BMW ON* article prior to the rally. We gathered there one afternoon in Midland and ate pies at picnic a table in her parking lot (in between rain showers). We then went to a local park for our meeting.

The Big Apple, another "pie place" outside Trenton was written up prior to last year's rally. A number of us went there Saturday after working registration. Unlike Judy's, which was a small local pie shop, this place was a pie factory, with a large restaurant and gift shop under the same roof (Can you say tourist trap?). We had lunch (poutine anyone?) and apple pie at the far end of their dining room prior to holding our July business meeting.

Now we're headed for Charleston, WV, we're once again going to work registration on Saturday morning, and I'm trying to figure out where we can go for our July meeting. There hasn't been much in the way of articles in the *BMW ON* telling us about interesting places to go in the area around Charleston. But I remembered one of my and Bill Berry's favorite web sites for finding interesting food, www.roadfood.com, and recently plugged West Virginia into its search window. Our best bet from RoadFood's perspective would be the [Southern Kitchen](#). It's only a few miles from the rally headquarters. It may not be conducive to holding a meeting, but [Kanawha State Forest](#) has picnic areas and is 10 or 15 miles from the restaurant. We could ride there for our meeting. The entire loop from rally to restaurant to state forest and back is about 30 miles.

I'll check with the hospitality folks at the rally to see if they have any other ideas, but what about you? Does anyone know of anyplace in the area

that we could go? I'm open to suggestions. Please share your thoughts with [me](#). Regarding our volunteer session at registration Saturday morning, we have a full crew! Fourteen have signed up to help. Thanks to all of you. I'll share details of our session as I know them, but for now plan on being at registration a few minutes before eight to get instructions on how to do our jobs.

As I said last month Oscar deJongh will be riding in the Pony Express Relay in August. This is a national event to support research on breast cancer by the [Komen Foundation](#). At the June meeting the club voted to pledge \$100 to Oscar's efforts. I also encourage you to support Oscar's efforts personally. Send your checks to Oscar de Jongh, 7505 Shawnee run Rd., Cincinnati, Ohio 45243. All checks should be payable to the Komen Foundation. The memo line should read "Pony Express Relay 2003".

Ride safe, I hope to see lots of you in Charleston,
Bob

Speaking of Safety...

By Jerry Cummins

Note: I want this column to be thought provoking. I plan to present a different situation every month, explain a little bit about why things may happen the way they do and let everyone think about how they might avoid a similar situation. As is the case in most real life situations, there may be more than one right answer. Thinking about your safety, when there is no real danger to deal with, may help prepare you for hazardous conditions on future rides.

Joe is riding along in the left lane of a four-lane road in his city. He is in the right hand part of his lane, close to the lane markers. Several feet in front of Joe, in the right lane, is a large delivery truck. The truck suddenly slows with its right turn signal on, intending on turning right at an intersection. As Joe begins to pass the turning truck, a car that had been waiting to enter the intersection from the right darts out in front of him. Having recently completed a MSF course, Joe reacts by swerving behind the car.

Shaken up by the incident, Joe continues in the right lane. The right lane is wider than the left lane, and Joe positions himself in the left portion of the lane, so he can see around the car in front of him. A car approaches his rear and the driver appears to be in a hurry. Suddenly the car pulls beside Joe, sharing the lane with him. "Hey, just what are you doing?" Joe yells at the driver. The

driver just waves at him as he inches the car closer, pushing Joe back into the left lane. "Where are the cops when you need them?" Joe says to himself as he continues along. He finds himself back in the left lane, back in the right half of the lane, near the stripped lines. Now he's following a school bus. The kids are waving at him from the rear windows. He waves back at them as the school bus travels through an intersection. As the bus passes a small car that's sitting in the left turn lane, facing the opposite direction, the driver turns left in front of Joe. Again, due to his recent MSF training, Joe is able to avoid hitting the car.

Frustrated to the maximum, Joe decides that the best thing to do now is to ride in the left half of his lane. He remembers his MSF instructor covering a subject called "lane positioning" but doesn't remember the details. Traffic gets a little heavier and he quickly finds himself behind a SUV. He checks his mirror and there's another SUV behind him, but the driver appears to be following at a reasonable distance, so Joe is not too concerned. The traffic in the right lane is very heavy and traveling much slower than the left lane. Spotting the opening between the two SUVs, a driver quickly changes lanes into the space that's occupied by Joe, pushing Joe left, into the left turn lanes.

Joe has had it. He quickly finds a place where he can pull over. Remembering that he still has his MSF course book in his saddlebag, he decides to open it, going to the chapter about "lane positioning." "I wonder if this would tell me anything that would help me avoid these situations?" he wonders...

The MSF course does cover this subject, but doesn't get into the depth needed for a rider to truly become acquainted with positioning strategy and the multiple traffic patterns and conditions affecting preferential positioning. Everyone has different ideas on which portion of a lane they should travel in. When I travel down a road, I scan ahead and around me. I try to spot all the dangers and prioritize them based upon which one is the "greatest threat" to me at that very moment in time. (For example, in the first situation above, the "greatest threat" was the car that was about to enter the intersection.) I then position myself so that I am most visible to the "greatest threat" that I've identified.

In all but one of the situations that I've described

above, Joe is hidden from view of his “greatest threat.” In one situation, he’s opened up an opportunity for his “greatest threat” to make use of the perceived extra room, and share the lane with Joe—a dangerous and unwanted proposition! In every case, Joe could have changed position within the lane he was in to make himself more visible to his “greatest threat” and to take away the perceived extra room the one car moved into. Look at each situation and think about how Joe could have avoided each of the situations. Thinking your way through such situations in mental “practice sessions” will leave you more prepared for the reality of real-time travel on your motorcycle.



Jerry carving a corner at the California Superbike School in Beloit, IL, June 2003.

Two Wheels, Two Wheels, Too Much Fun!

By Lynn Cummins

It’s hard to believe, but it’s actually two years now since I jumped from the rear seat to the “pilot’s” seat of a motorcycle. I’d had a hiatus of about 20 years since I last rode a bike, and I had a lot of relearning to do as my past experience only accounted for about 5-10 hours on a bike (probably an exaggerated estimate) with no safety courses or formal instruction in my past.

My training wheels took the form of a modest, yet impeccably preserved, 1981 Hondamatic—a Honda 400CA automatic. It wasn’t what I had wanted for my re-entry to riding, as I knew I could handle a clutch and shifting with just a little reacquainting. But, this was the only bike that fit my criteria for a short-term transition from a passenger to a rider. What were my criteria? A bike costing less than \$1,000, and preferable under \$800...as I had my eye on a brand new

2001 F650 with ABS and I was determined that I’d be riding it by sometime in June. (It was now just midway through May). Jerry and I went to see the Hondamatic. I didn’t even test ride it, leaving that chore to Jerry. The bike operated just fine and might only need new tires, if that. It was a cream puff with only 500 original miles on it and we bought it.

I spent the next couple of weeks on the Honda regaining my confidence in being able to keep the bike moving and, most of all, upright! It was daunting getting used to the 440 pounds of bike trying to body-tackle me whenever I made a rough or short stop...or heaven forbid...stopped with the wheel turned. It was like revisiting the 70s television hit, *Laugh In*, with the rain-slickered adult riding the tricycle...pedaling ahead and suddenly just laying over on the bike. It was frustrating, but with a few practice sessions I proclaimed myself ready for my first club ride. I remember those “S” curves/turns vividly! I’d never realized how scary they might seem at “club speed!” I went from practice sessions and short rides around my neighborhood and vicinity, to a rather spirited ride (for me as a beginner) to Heuston Woods. I survived...and that’s all that mattered. I did, however, need some help parking. Short-legged people have difficulty walking a bike back into position in a line of parked bikes—we just don’t have the leverage afforded by longer legs. At 5’ 2”+ a fraction, with 28.5” inseam, this was a problem.

We interrupted my learning for a wonderful vacation to Albuquerque (or was it Austin) and returned to pick up my new, red F650. By the third day, I declared I was ready for my first “long” ride. We headed for Indy with the dogs in tow behind Jerry’s LT, and me on my new bike. It rained; there were detours, construction, gravel littered roads, crowned country roads on which I had to make a U-turn...and “gaukers” who came out of nowhere to watch the spectacle of me trying to keep a bike upright, turn it and stay on the road. Geez, were did those old people leaning on the cemetery fence come from! Then there was the barking, threatening dogs on the next wrong turn requiring a U-turn. This time, there was too much large gravel on the road and my nerves were shot. I stopped the bike and waited for Jerry to navigate the turnaround for me...praying that the dogs closing in on us would keep their distance! Well, I’d thought that would have been enough challenges and excitement for one ride, especially after

coming upon a rider who'd gone down in the rain on a back country road, but my fun wasn't over yet. We were inside Indy and just about 15 miles from the hotel approaching a major intersection with six lanes of traffic. The emergency vehicle came into view out of absolutely nowhere and I found out how nice ABS was. I was ready for dinner and a Marguerita!

The rest of the weekend went well and the trek home on Sunday was uneventful. It was the beginning of a wonderful two-wheel relationship with my new F650. I went on to take the Basic Riders Course late in 2001 and the ERC course at the Trenton rally. The Honda was sold to another beginning rider transitioning from rear seat to pilot seat. It served me well, as well as the two riders after me.

Now, just two years later, I have my choice of bikes to ride: My F650 or my K1200RS. They're two entirely different bikes, and I love them both for their individuality. The F650 is "at home" for me either commuting or on longer rides. I accomplished my first Iron Butt ride on this bike. The K1200RS and I are becoming fast friends, too. The longer wheelbase and additional weight of the new bike do pose some infrequent challenges to me, but the more miles I ride on it, the more comfortable I get. I do ride Jerry's RT, too (with a Wunderlich lowered seat) occasionally and find it very enjoyable and jumping from bike to bike allows me the opportunity to sharpen my handling skills. I compare it to my days on the horse farm with Jerry, breaking and training two-year-olds and training older horses. It took slightly different "hands" to handle each one...not a different riding style so much as knowing how to get the most enjoyable ride out of each.

So what are my next challenges? Deciding which bike to have as my ride for the rally at Charleston...and which bike to ride on an upcoming Deal's Gap run. Decisions, decisions! I'm loving every minute of it! Happy riding!

GCBMWC Meeting Minutes June 14, 2003

Meeting Minutes – June 2003 Meeting

Bob Ulrich called the meeting to order at 7:20 p.m.

Minutes from the last meeting were read with corrections noted and accepted as corrected.

Bob Ulrich delivered the treasurer's report indicating that the club balance from last month was \$1,803.08. Dues collected accounted for \$114. The 50/50 contributed \$22 in revenue and \$136 income from the poker run brought the new balance to \$1,938.08.

The treasure's report was approved as reported. Bob Ulrich expressed his disappointment that there wasn't any new information received on things to do locally in Charleston. Future meeting locations were reviewed and confirmed as follows: August meeting to be held at the LaBar home. A location for the September meeting has yet to be determined. There was a suggestion that it be held at the Bluegrass Rally in Kentucky.

Oscar reported that he has information from the Charleston Chamber of Commerce that he is willing to send to someone or share information regarding the rally. Bob will be contacting the people at the rally in charge of hospitality. The October club meeting will be held at the Raybuck's home.

Mike LaBar reported on the Bicentennial Barn contest mentioning that the Smiths, Pierces and Cummins were "hot and heavy" into collecting barn photos. Mary Pierce mentioned the Hillsboro Festival of Bells and that a barn quilt was to be raffled off in July. Prizes for the contest were discussed with no determination on what the prizes will be. The consensus of opinion voiced was that anyone collecting photos of all 88 barns should get prizes.

A memorial ride for Steve Snyder was mentioned but there was no news at this time on more definite plans in this regard from Gary or Mike LaBar.

Bob Ulrich reported that he had contacted the registration chairs at Charleston. Our club will be manning the registration booth, once again this year, on Saturday morning from 8 a.m. until 12 noon. Any members interested in volunteering to assist with registration should sign up. A camp location for the club at the rally was discussed and the University location was reported to be "not so quiet" a location for camping. Mike LaBar has the club banner and will give it to a camping member to hang at the rally at the club campsite.

Chris Long requested information on getting reimbursed for the MSF course recently completed. The club pledged up to \$25 reimbursement to the first 20 club members to take the class. Reimbursement requests should be directed to Tom Raybuck for participants passing the course.

New Business: There has been some talk within the club about getting T-shirts. Costs involved would be \$15 for color set up plus merchandise. A preference was voiced for 4-color. The selections available from a vendor recently contacted were: T-shirts (long and short-sleeved) and golf or Polo type shirts. Hats may also be considered. T-shirts with a pocket and golf/polo shirts with pockets were suggested as most desirable by some members in attendance. Also discussed at this time was the sticker a friend of Jeff L's produced. The club members expressed a desire to pursue having a sticker, preferably reflective, developed for the club. The membership voted on and approved action to get a reflective sticker for the club

Rally/Ride Report: Mike and Kim LaBar attended the Square Route Rally west of Washington, D.C. Kim won the prize for the Longest Ride/2-up rider with 430 miles logged. Mike reported that the weather was rainy, misty and generally "ugly" for the rally. They did have a nice campground and cabins and there were seminars every hour on Saturday.

Members reported that the Burkesville Rally was good. There were great steaks cooked by the Mayor of the city. There was also a great pie place in town called Grumpy's. There was a nice ferry ride and two ERC sessions were held at the rally. One of the awards presented was for the Oldest Rider.

The Pony Express Ride is coming into our area. Oscar has raised enough pledges to ride the Louisville to Cincinnati leg of the ride. He asked if any members might be interested in donating to the cause so he could also do the Cincinnati to Indianapolis leg of the ride to raise more money for the fight against breast cancer and this ride...a Susan B. Komen Foundation event. Anyone wishing to contribute was instructed to direct their donations, preferably in the form of personal check, to Oscar by July 21st. Bob Ulrich asked the membership if they'd like to support the cause and Oscar in this endeavor with a donation/pledge. A motion was made and approved to pledge \$100 as a club, with

individual pledges from club members encouraged and greatly appreciated.

A newsletter/quarterly magazine, from the Cleveland club was available for members to read and review. Henry Pierce reported that there would be a Bi-Centennial wagon train coming through the area. The "train" would be in Worthington for July 4th and 5th. It was starting in Martin's Ferry and would be staying close to Route 40. He encouraged members to visit the website and mentioned that people could ride the wagon train for \$25. People could also walk with the wagon train. The ride/walk included three meals and required period dress. He and Mary will be riding the train. Henry also mentioned that there were two extra barns that have been painted for the bi-centennial celebration. Check the website for details/locations.

Ride for the Red was mentioned as coming up in July or August. A \$25 donation is required for participation. Check the Internet for information on this event in support of the Red Cross.

The Vintage Bike Show is scheduled for June 8 in Kalamazoo at the Gilmore museum

The meeting was adjourned at 8:12 p.m. Henry Pierce won the 50/50.

Club Calendar



Great turnout at the June Breakfast Ride in Northern KY!

July 6: 9:00 a.m. Breakfast Ride, Pearl's Diner

July 10-13: BMWMOA International Rally, Charleston, West Virginia

July 12: Club meeting at Rally. Time and Location TBD.

August 3: 9:00 a.m. Breakfast Ride, Pearl's Diner

August 9: 7:00 p.m. Meeting at Mike and Kim LaBar's House.

Membership Dues

\$15.00 for a single membership

\$18.00 for a couple

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

Please mail dues to:

Tom Raybuck
7703 Shady Tree Dr.
West Chester, OH 45069
513-759-0889

GCBMWC Market Place

1999 K1200 LTS – 15K, Champagne, 2K on Metzeler 880s. Includes Kathy's Bag Liners. All services current and BMW performed. New windshield in September 2002. Always garaged. \$10,000.

Allan Smith -- 513-738-2930 or
dasbmw@aol.com

Pete Tsipis is selling his two bikes.

1995 K100LT Metallic Grey 44K miles, excellent condition. Includes BMW Tankbag, Seang Night Cutter Driving lights, Hard bags (lids repainted), one-year-old BMW batter. \$7000.00

Number two is:

1983 R100RT Maroon 90+K miles, good condition. Includes hard bags. Fairing has been repainted. Windshield is about 4 years old. \$3200.00

Newsletter Deadlines

If you wish to include something in the newsletter, the deadline for submission will be midnight on Friday, the weekend before the club breakfast ride. The newsletter will come out on the Wednesday evening before the club breakfast/brunch rides.

Please send your submissions to my new e-mail address: jerrycummins@earthlink.net.