

BMWMOCM NEWSLETTER

Volume 25, Issue 5

Editor's Notes

I do not currently own a motorcycle with digital engine management. Judging by the results of a comprehensive survey of Oilhead owners in the June issue of Motorcycle Consumer News, I'm kinda glad I don't own a fuel injected Boxer. The number one complaint of R1100/1150 owners was "fix the @#\$%^&* fuel injection and clunky transmission." Now the accursed surging has never really bothered me much during my stints on the various Oilheads, but then ownership brings the privilege of really getting to know a bike. Once you notice something, it's hard to ignore it, and one can see how this problem could drive a BMW owner mad, especially when the MSRP on the new 1150RT is \$16,290 (with bags, nothing else). Combine that with a Company attitude that *there is no problem*, and I'll say thanks, but I ain't buyin' one.

Contrast this "unfixable" problem with the early word on the new 2001 Triumph Tiger. As hideous as the thing may look, the big cat, using a Sagem closed loop system, has no surging issues. "While BMW might wish you to believe a closed-loop system, while better for emissions control, makes a fuel-injection system more difficult to tune for driveability, the Tiger is revelation." (MCN, 06/01) The new Oilheads do come with a new power braking system, however. The results? According to David Hough, "it's a disaster. In spite of its *wunderbar* complexity, 60-0 braking distances are disappointing." Hough suggests that, "instead of creating a complex, intrusive, expensive braking system that no one needed," they should have fixed the fuel delivery system instead.

Who are we, mere mortals, to second guess the Bavarians? In the meantime, I continue to search for a rally bike for next season, one which can deliver high speed touring comfort and decent mileage (old Boxer sub-30 mpg really hurts these days!), with all the usual BMW-type accessories, but at an affordable price. The new R1150R sans new ABS is somewhat of a bargain, and looks good too. But that surging and gearbox....I must say that I'm currently inclined toward putting money down on a 2002 Yamaha FZ-1 Fazer. Or learning to live with the looks of the new Tiger ("more than a match for the latest 1150 GS", according to MCN). Whatever I decide, my loyalty is to myself and not to the oh so clever engineers at BMW. Perhaps, when Triumph surpasses BMW in total sales this year, there will be some second thoughts in the Fatherland.

June, 2001

President's Column

What a busy time of year! As a club, it is one of the most frantic, as we are in the prime of the riding season and the Club has many different activities available to members each week. As the president, it prompts me to ask myself >how am I supposed to do my paying job, let alone the garden calling, my dogs pouting, and my significant other about ready to burn my bikes?! A You have 1st Thursday, 3rd Thursday, 1st Tuesday, 2nd Thursday, Meet to Eats - when do you NOT have something motorcycle related happening?@ I am asked. I think he thinks I=m making some of this stuff up... Just wait until we get him that coveted dirt bike -- I=ll be asking him the same questions!

We had a terrific ride to Judson=s this past Saturday (as the article from our vice president, Kevin, will tell you). It was a gorgeous ride mapped out by club member Darryl Penning, and I managed to be the one pre-70=s bike in the group with a very small tank, so I had to stop for gas at one point, & therefore found myself riding solo for the last half of the ride. And what a perfect day it was for it! I slaughtered one too many butterflies on my way there, but the ride was

literally food for the soul. One of the unexpected highlights of the day was watching current club member Terri Ruder get all revved up about a beautiful, old, /2 Ron & Carolyn had in their garage. CI left her biting her fingernails & looking at her checkbook. We'll have to see what she shows up with at the Hiawatha Rally! Speaking of which - about the time you receive this newsletter, the Hiawatha Rally will be underway (whew!) and what an incredible amount of work & energy that has gone into it. Let's hope that Nate doesn't go screaming off some cliff (sans bike) due to temporary insanity; that the band showed up; that it didn't rain (ha!); and that everyone left happy & relaxed. We'll let you know in our next newsletter. And we have many >newcomers= to the Club out there! I've been contacted by quite a few of you and want you to know how pleased I have been to meet each & every one of you. I do urge you to attend some of our smaller club events like our special rides announced or our Meet to Eats. There are some great restaurants being checked into, and some neat conversations to be had at these events, and it's a great way to get to know other members on an individual basis, especially as a new member. One of my greatest concerns at the Club meetings is that, because of the numbers that attend, it is difficult for new members to get to know people, as there is a lot of material being covered, & most folks are usually rushed to get home on a weeknight. Therefore the >newcomer= gets somewhat lost in the shuffle unless they are pretty assertive. At the Meet to Eats there are usually between 5 & 15 people that attend (just depends on how far people have to travel to whatever restaurant is selected) so you actually get to know folks & get questions answered in a leisurely fashion. I encourage you to attend if you can, as I found as a newcomer that those individual conversations were the most valuable for me to learn new things about my bike and get advice on how to fix; where to buy parts; who to go to; etc. There is so much knowledge in this club, we might as well take advantage of so many years of riding put together in one room. And don't miss our next Club meeting on June 14th, as club member Tom Roe will be giving a special presentation titled AWhat=s in the Bag?@ It=s about tool kits, folks, with information all of us can use. Hope to see you there and at many of our other events!

And, as always, ride safe.

Molly Gilbert

Secretary's Report

Eight new or prospective members were welcomed at the May meeting of the BMWOCM. Club members are encouraged to make use of our mass e-mail list, using the link bmwmocm@listbot.com, on the club web site. If there are any roster changes, please contact Steffan Fay (sfay@odbs.com). If your area code has changed, please let him know as well. The treasurer's report was given - \$1,733 in the operating account, \$3,400 in the rally fund.

The club's spring mileage verification at Motor Oil on April 14th was a big success - thirty bikes in all. Look for a similar event at the end of the season. Kevin Kocur also mentioned that the Minnesota 1000 is looking for volunteers - contact Kevin or visit the Team Strange web site (www.teamstrange.com). The June 5th board meeting will be at Molly Gilbert's home.

Ride reports were given. Darrell Penning said that the Spring Qualifier was a huge success, and that next year's event is already set up, and he expects more bikes, and a longer run. Darrell will also be hosting a Fall Roundup to Ely, details TBA.

Again, Darrell and company are planning to do a Dairy Queen Run, to weed out the wimps. They say this ride will include nine Dairy Queen stops, where each participant will be expected to consume an entire DQ treat (yes, all in one day!) Sounds like it's worth a try to me.

In swap table new, Adam is looking for parts for his K1100RS; Charlie has parts for and F650; John has two Clymer repair manuals for sale, and Rick has a '79 R100RT for sale, \$2000.

Sunday, May 20th, is the Blessing of the Bikes in Lakeville. Also, the European Bike River Run will be held, to Slippery's in Wabasha, MN.

Respectfully submitted by Michelle Moe.

September 28, 29, and 30, 2001

Fall Roundup 2001 to Ely, MN

Details in July newsletter.

April 27 - May 5, 2002

Spring Qualifier 2002 to Branson, MO

Details in fall/winter newsletters.

Darrell=s June ATip of the Month@

Situation:

You are packing for that dream trip and you keep wondering how much stuff can you bring along and where do you wash clothes if you can not carry all you need for the trip. The next thing you know you are explaining to the significant other and/or the kids they won=t get that little gift because you are taking the motorcycle and there is no extra room.

Suggestion:

Find a favorite hiding spot no one knows about but you and stuff all those old clothes you have heard said, Aif you wear that in public one more time@. When you pack reach in to the spot and pull out that pair of patched jeans, underwear with more than 3 holes, socks you can=t darn any more, shirts with one arm left, etc. and pack em up on the scooter. Wear them a day or two, wipe the bugs off the bike some morning and toss em. Guess what? You=ll come home with a load for the kids, new rally T-shirts, drift wood you found, a pet rock, etc as now you have space. Best thing is you won=t hear, Aif you wear that in public one more time@. Know what, you did wear it one more time and only you knew.

The Other Top 12 Reasons Some BMW

Riders Can't Wave

12. Blowing-by oncoming riders so fast, the wave is 3 mile down the road.
11. Leathers are so stiff, even a cat couldn=t scratch >em.
10. When tucked-in, can=t see crap through the windscreen.
9. Hands are so numb, can=t feel >em.
8. >Nads and Johnson are so numb, can=t feel >em either.
7. Afraid to raise arm for fear of gettin= blown off the scoot.
6. Ain=t got time to wave, always stirrin= the 6-speed gearbox.
5. Upsets your line goin= through corners.
4. Slows you down a few MPH.
3. Too busy lettin= your pillion have her way with you.
2. May be a Harley-Davidson rider.

And the *number one* reason BMW riders don=t wave:

1. Didn=t see ya= dude, was lookin= at the road!

You've got mail!

Or at least you will when you're on the BMWMOCM's e-mailing list. You can join by going to the club's website (www.bmwocm.com) or by going to bmwmocm.listbot.com and joining there.

The list is a useful tool for spreading the word to fellow club members about this great new road you found, or for organizing a last minute ride-it's YOUR list, have fun with it!

Any questions can be sent to Kevin Kocur @

TwoFastDogs@aol.com.

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My Presidential Tour - Part 1 by Greg Anderson

Like most of us, I need a very good reason to get out of bed at 4:30 AM on a Sunday. Of course, the R1100RT in the garage is usually reason enough. Add to that a perfect weather forecast and I'm gone. What's left? A destination. How about a whole series of destinations? That's exactly what Team Strange has provided: destinations to ride to, and a reason to ride to them. Team Strange is the group that sponsors the Minnesota 1000, and last year's "I've Been Everywhere" tour. This year's madness is called "The Presidential Tour." Briefly, here's how it works: Take the last name of a President. Find a town with the same name and score a point. Find a county with the same name; score a point. Find the birthplace of a president; score 4 points. The big bonus locations include Mount Rushmore, The Washington Monument, etc., and are worth ten points. Did I mention you need to travel to these places, and take a picture of the city limit sign or post office, county border sign, or attraction? Your motorcycle must be included in the picture

to get the points. By the way the really, really big bonus is a photo of you, your motorcycle and any living current or ex-president. This is worth 30 points. The complete rules, location listing and bonus locations can be found at www.teamstrange.com if you want to check it out.

With location listing in hand, I fired up TripMaker on the computer. The counties were obtained on-line at the Government's Census web site. I decided to find all the locations I could within Minnesota, Wisconsin, Iowa and North and South Dakota. I divided the locations into several 200 to 1500 mile loops. Some legs could be done in a day; some over a long weekend.

My first leg was a short one to Harding and Lincoln Minnesota. I found the city limit signs and got the pictures. I got to ride some roads I never would have ridden, and visited some towns I never would have visited. One thing makes me wonder though. What are the people thinking as they drive by this nut in a "snowmobile suit" taking a picture of his motorcycle?

Today's leg, and the reason I got out of bed at 4:30, would be a tour of the southwestern part of Minnesota. TripMaker said I would cover 587 miles in 10 hours. I showered, got dressed, and hit the road at 5:03 AM. I eased onto westbound I-94 headed for Garfield. The morning was cool - in the upper 40's. The traffic was light - only a semi to be seen every five miles or so. I pulled off the freeway in Alexandria for fuel and food. It was premium gas for the RT and a less-than-premium breakfast for me. I needed to make time so I grabbed a cup of coffee, blueberry muffin, and nuked a sausage, cheese and biscuit sandwich. I checked the map and headed for Garfield about 7 miles away on CR. 82.

The town of Garfield was right where it was supposed to be and I pulled over on the shoulder next to the city limit sign. I took off the gloves and the helmet and dug out the camera. I took the picture and noted the mileage and time. It was 7:00 AM and I had traveled 107 miles. After a drink of water and a quick check of the map for the route to the next destination, I was off. This was a routine I would repeat ten more times today.

Highway 27 took me towards the next stop, the Grant County border. The sun was up, but it wasn't getting much warmer. It was the weekend of the fishing opener and the lakes were scattered with boats. I stopped at the sign marking the border of Grant County, and did the picture routine at 7:23 AM. I turned south and headed for Johnson and Clinton. Ortonville, Minnesota is on the border of South Dakota, and marked the westernmost part of my ride. I headed southeast, parallel to the Minnesota River Valley along on Hwy. 75 bound for Madison and the Lincoln County border. The towns were beginning to be further apart, so I settled in for the ride. This part of Minnesota is serious farm country and the farmers were all out in the fields tilling and planting. There was a fair amount of implement traffic leaving dirt turds on the road. I also noticed almost everybody waves down here. Farmers on tractors; older couples in cars; kids out the windows of minivans. I started waving at everyone I saw.

As I approached Lake Benton, I found the "windmill farm" I had heard about. Planted for miles along a ridge were 50-75 power-generating windmills churning away. I stopped for gas in Lake Benton and turned on Hwy. 14 towards Tyler. It was 10:42 AM and I had covered 290 miles. Another long stretch awaited me, so I put the gear back on and got moving. Along Hwy. 91 the terrain began to get more hilly, and the tilled farmland turned into fenced pastures.

I crossed I-90 and turned to go East. I had been riding into a headwind, which now was a crosswind, and I leaned to keep the bike in my lane. "Good," I thought. "I'll wear out the right side of my front tire for a change." It had clouded over and looked like rain was building to the south. My next planned stop was the Jackson County line, but the only sign I found was attached to an overpass above the freeway. I skipped that one and pulled into Jackson Minnesota for lunch. I checked the map and saw the Iowa border was eight miles to the south. I figured there was a county marker as you crossed into Minnesota, so I rode into Iowa 10 feet, turned around and found the marker for Jackson County. The city limit sign for Jackson was obtained on the way back to I-90. At that point, it was 1:10 PM and 410 miles had passed beneath me so far.

I rode eastbound on I-90 for another thirty miles before turning north on Hwy. 15 and Truman. The weather had cleared and it was getting hot. Highway 60 brought me through Mankato and St. Peter and back to the Minnesota River again. The river had grown and was shouldered by tall green bluffs. I fueled up in St. Peter and took Hwy. 99 to Cleveland, my last destination. Now all I wanted to do is get the RT back in the garage and have a beer on the deck. I rode along the river bluffs on Hwy. 169 to Belle Plain. There I crossed the river, and meandered along Hwy. 25 until I reached Monticello, and home.

I arrived home at 5:13 PM. I had traveled 619 miles in 12 hours and 10 minutes; got off the bike to take a picture 11 times; fueled up 3 times; and had 1 lunch break. All in all, it was a great ride, and an excellent warm-up for the Minnesota 1000 in June.

Karol Patzer Update

Congratulations to Karol for successfully completing SCMA's **Four Corners Tour** and also the Ironbutt Association's **50CC** (coast to coast in under 50 hours!). And all this with a broken toe, too! Look for reports from Karol in the future, and check the web site and group list for up to the minute reports as Karol attempts to reach her season's riding goals.

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Spring Qualifier: Branson, MO, May 2001
by Elizabeth Penning

Wednesday, May 2

It's cool, drizzly and dark. Not the best way to start a motorcycle trip, but we've started out in worse. 6:20 we're out the driveway and down the road. Yes, that is really early but we have a long day ahead of us. We are meeting the group at the Mega-Stop at 7:00. I am hoping everyone will be on time and darned if five of them aren't there when we roll in at a quarter of seven. The last two show up a few minutes later and we are on our way with nine people and nine motorcycles.

Our fearless leader has opted for the freeway during our first leg as it has begun to rain again in earnest. So for now, goodbye to the two lanes and hello semis and road spray. Darrell has told the group we will make our first stop at the wayside rest just over the border into Iowa. By the time we get near the state line, it's raining really hard and the wind has begun to blow from the east at about 40 miles an hour. At this point, I'm not sure which is worse: the wind, or the blinding spray from the semis who block the wind temporarily. I'm barely hanging on now and beginning to wonder if I can do this for a whole day when we cross the border and I start looking for the wayside. Darrell puts on his blinker and we pull off, all five of us! Oops, there goes Jeff leading the second half of the group, apparently really enjoying the weather! Darrell convinces Tom to go after them and the rest of us go in for a break. As we're dropping wet gloves, helmets and jackets left and right, a lady comes out of the restroom with a stunned look on her face and says, "You people are insane!" I smile and reply, "Yes, we are!" then Don pipes in with "At least it's not hailing!" So, there is a bright side! Finally the last four show up and everyone gets a little rest. We also realize here that Don does not have any rain gear. Well, new riders learn things in many different ways.

Back on the road again, we're going to head east on the new four lane hoping to move ahead of the storm. We finally start to dry out about 45 minutes later. Around 10:00 we stop for fuel and breakfast. As Tom is filling his tank, the auto-shutoff fails and after there are a couple of gallons of gas pouring down his tank and AeroStich, he jumps over, gets it shut off and pulls out a small bottle of liquid soap which he proceeds to smear all over his tank and suit. He will foam for the rest of the trip, every time we get wet! After breakfast, just south of Waterloo, IA we meet up with the last two motorcycles to join the party, Don Sidler's brother Ed and his friends Dick & Cheryl. We then head for Gina's BMW arriving around 1:30. Darrell needs new tires, so he is inside first. It's getting warm now so the rest of us are in the front parking lot peeling off layers. Over the next hour, Don buys rain gear and a tank bag, Larry buys a new jacket, Darrell gets two new tires and there are various other purchases made. Gina is very happy to see us this day! She even sends out the mechanic who rides the trials bike to put on a little show. Finally, when everyone has all their new stuff, we're ready to head out again.

Now that the weather has improved, we're enjoying some fabulous back roads. We run through numerous small and even tiny one-horse (or rather one pump) towns. The trees have begun to leaf out down here and there are even some flowers blooming. It's beginning to feel like spring. Finally, around 6:30 we pull in to the Travelers Inn. It is a beautiful 23 room B&B run by a religious bible college. But, we are one bike short! Tom, our tail gunner has become separated from the group. Fortunately, he has ridden many miles and he knows where we were going so we are not terribly concerned. Unfortunately, Don has lost the key to his Givi trunk, in which are his glasses and contact stuff, without which he cannot see, and Tom is the only other person whose key might fit! So, Don is off to call a locksmith. The rest of us head in to get registered and clean up for dinner. There are lots of students hanging around on the porch and in the lobby discussing religious issues. Half an hour later Tom rolls in, having lost us when he got caught behind some slow traffic after our last gas stop. Dinner is at Bogey's, a Prime Rib place where the owner's wife is Bluegrass singing star Rhonda Vincent. They are so happy to have us on a Wednesday night that she comes over and sings a song for us. We have a great dinner after a great first day out.

Thursday, May 3

It's a little overcast this morning but does not look like there will be any rain, for which I am grateful. We all enjoy a buffet breakfast at 7:30, except for the Iowa people who want to sleep in, and are on the road by 8:30. By the third turn outside of town we have lost half the group so we pull over to wait. Now that we're out of the traffic, it's easier to stick together. After a couple of brief sprinkles enough to clear the bugs from my face shield, the clouds start to break up a little. This is the beginning of hilly country and the hoop-de-dos are fun! We see some wildlife (far from the road) and enjoy the bursting greenery. Darrell finds a restaurant with a nice big flat parking lot for lunch and we pull off as we are getting into the traffic around Lake of the Ozarks. The restaurant is nice inside, but our waitress is appalling and the food, well, let's just say I would rather eat Space Sticks and Tang!

Late in the afternoon we finally approach Branson. Darrell has warned us there will be a lot of traffic and if we get separated he has given everyone the address of our hotel. Across the long narrow bridge, we head into town. There are numerous stop lights but we manage to stay together and Darrell finds the hotel easily. He turns into the driveway and we head down an incredibly long and steep hill all of us wondering where on earth we are going to park! Darrell is the only one who knows that there is a large flat area at the back of the complex. We park and everyone gets checked in and a few of us grab some dinner before the bus comes to take us to tonight's show. It's Jim Stafford of Laugh-In and Smothers Brothers fame. He is terribly funny and we really enjoy ourselves. After the show we walk the mile and a quarter back to the hotel. The evening is nice and we are happy not to be stuck in all the traffic.

Friday, May 4

(Write up of this days activities to be in the July newsletter, ten riders rode 180 miles and the only comment so far is that Larry knows what Darrell=s rear end looks like!)

Saturday, May 5

Another overcast and stormy looking morning. We start the day with our rain gear on, hoping to take it off later. We have all enjoyed ourselves immensely so far and are looking forward to another day on the road. As we head out of town, right away Darrell takes some little back roads that look like a lot of fun. We are winding through the woods and have to slow for a couple of deer. Then we are at a Y in the road with a sign naming all of the people who live here. It does not look good. Darrell shakes his head as he realizes this probably does not go where he wants it to. We follow and end up cruising around a single lane loop that takes us back to where we started! Such is the adventure! Heading north we continue on some wonderful winding roads far away from anything that might remind us of the real world. It is raining off an on but not hard and we are having fun anyway. Lunch is at a Pizza Hut B I can=t believe those five guys who order 2 large Gut-bomb Supremes and eat it all!

Late afternoon, we head into Indianola, which is a tiny town, our hotel the first one on the right. It is a true Mom & Pop kind of a place, a little short on amenities, but warm, dry and clean. We walk down the street to a buffet place for dinner and to kick back for a little while. Larry has taken a vote and it is unanimous, the official drink of the BMW/MOCM is the DQ Blizzard and the people at his table are stopping there on the way back for dessert. I moan and groan, thinking I=ve already had more than I should. We all wander back in the dark for a nights sleep.

Sunday, May 6

The last day and the beginning of parting of ways is at hand. Our new friends from IA are leaving us before breakfast, as they need to be home before 1:00. We shake hands and Darrell tells them since they are charter members they will be invited back again next year. They seem pleased. We head out, without rain gear today, as it is overcast but does not look threatening. The weather channel shows all of the storms either behind us or ahead of us. Darrell has decided to take us up 169 since the weather is ok. I know we are having floods but to see tens of acres of crop land covered with water is something else entirely. In a small IA town, there is water running over the road next to a small river. Darrell pulls over, wondering if we should go through it. Larry (riding a GS) raises his hand like a 9 year old kid at an amusement park and says AI=ll try it Dad B can I go?!@ He roars across throwing up huge rooster tails on either side, turns around, comes back and says, AIt=s fine!!!@ He can hardly wait to go through it again! It is only about six inches deep so not really a problem for any of us, but another little adventure nonetheless. We stop in LeSueur at the DQ for our last lunch together. Darrell and I have some real food while the rest of the group has Blizzards and Sundaes. I think everyone has had such fun we don=t really want to get back. Finally we say our goodbyes and begin peeling of to head home. It has been a wonderful trip, everyone has gotten along well and we all learned some new things. The charter members will certainly do this again next year; don=t miss signing up for this event when the flyer comes out! (Many thanks to Darrell for setting up and leading the whole thing B we had a great time!)

Club Officers

Molly Gilbert, President	612.712.0045
Kevin Kocur, Vice-president	763.566.0243
Jeff Oden, Treasurer	612.922.8258
Michelle Moe, Secretary	763.323.4932
Larry Stern, Board member	651.223.3743
Deb Westberg, Board member	763.754.1614
Mike Donohue, Board member	651.633.2262
Bob Ekberg, Board member	651.690.5968
Dale Peterson, past President	651.739.4623

Judson Cycle Sales

BMW/Moto Guzzi

Peacefully located west of Mankato on Hwy. 68. As always, your hosts, Ron and Carolyn.

Phone/fax@ 507.947.3852.

Dick's Porting

Flow porting, valve grinding, polishing and boring.

Richard P. Snyder

16445 Valley Dr. NW

Anoka, MN 55304
763.427.7195

Midwest Cycle Supply
For all your accessory needs.
4300 Nicollet Ave.
Minneapolis, MN
612.825.9774

Leo's South
BMW/Aprilia/Suzuki/Kawasaki
 Cty. Road 46 & 1-35 in Lakeville
952.435.5371 or www.leosouth.com.

The club **voice line number** is **612.534.7433**. Check it out for the latest on club activities, and contact Sheldon with any updates or events that need to be publicized.

Deadline for newsletter ads or submissions is the **21st** of the month. Really, it is. Contact Bart at blbakker@isd.net or phone 651.645.7796.

I strongly encourage all club members to attend the 25th Anniversary Iowa Rally, Iowa City, IA. This year, there is a very special door prize, a 1973 2 R75/5 (toaster tank), ready to ride home! Last year, the turnout was a little disappointing, which is a shame, as this rally, held at Keith and Pam Dempster's, is not to be missed. As they say, *"you get more for your money in Iowa!"* though it would be nice if the beer was strong and not Old Style.

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Sheldon Moe is our **Activities Coordinator**. You can reach him @ 763.323.4932 or sandmmoe@webtv.net.

Steffan Fay is our web meister. Contact him at sfay@odbs.com, and please visit the club web site at www.bmwmoem.com.

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Events Calendar

June 7-10: Iowa Rally, sponsored by the Pure Stodge Touring Association, Iowa City, IA. Check the MOA Owner's News or Anonymous for directions/info, or check out rallymap@hotmail.com.

June 14: BMWMOEM general meeting at Motor Oil Café, 7:30 p.m.

June 17: Poker Run at Moon Motors, 11 a.m. More info available at alirora@aol.com.

June 23-24: Minnesota 1000, a perennial favorite amongst club members, brought to you by Team Strange, this year featuring an attempt at the Group Saddlesore 1000 record! For more info, www.teamstrange.com.

July 12: BMWMOEM general meeting, 7:30 p.m., at Motor Oil Café.

July 14: club ride to the hill climb in Red Wing. Thrills and spills will ensue (at the hill climb - not on the ride itself!), hosted by Sheldon Moe.

July 19-22: BMWMOA National Rally, Redmond, OR.

BMW Motorcycle Owners Club of Minnesota
155 Faye Street
St. Paul, MN 55119

Want Ads

For Sale : Arai open face helmet. Size XXL. \$75.00 Call John Bleifuss at 952-975-9746.

For Sale : Arai Quantum full face helmet, white, used once around Lake Harriet, carrying bag and service manual included. \$260.
Galen Wolfe @612.821.6052.

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