

# BOXER SHORTS

Yankee Beemers Motorcycle Club News  
May 2015 Spring Fever Issue



YB's Bikes on  
display at  
Larz Anderson  
M o T.

Now through  
end of May

## 2015 Yankee Beemers M.C. Officers

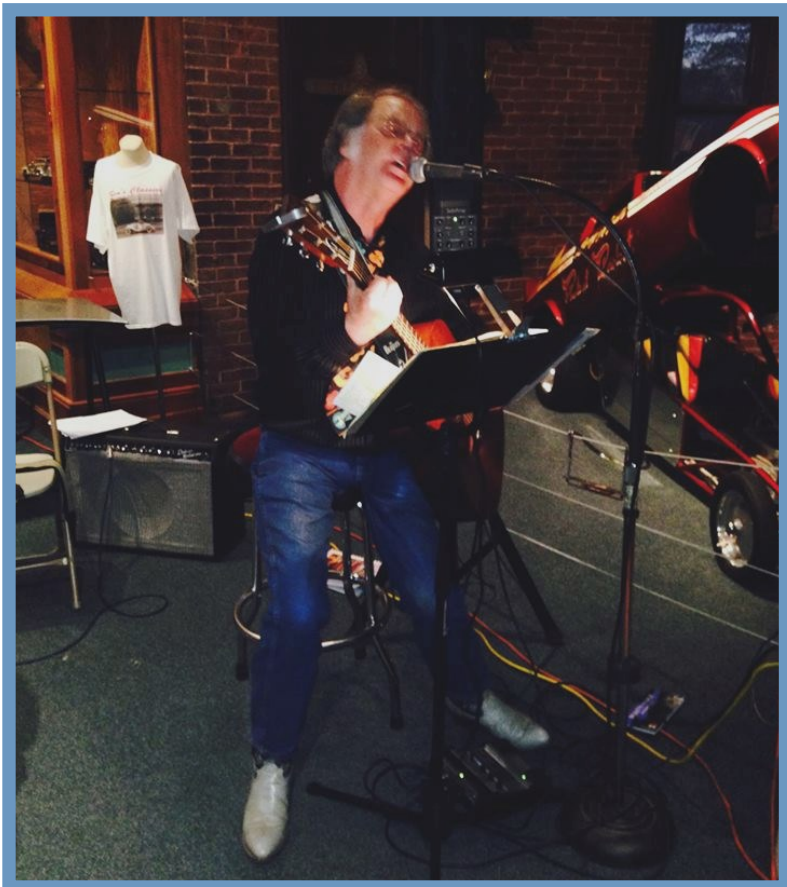
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**Cover :** “Beauty of the Beast “ motorcycle exhibit : Phactory Phil’s machines— Representing’ YB Nation at the Larz display.

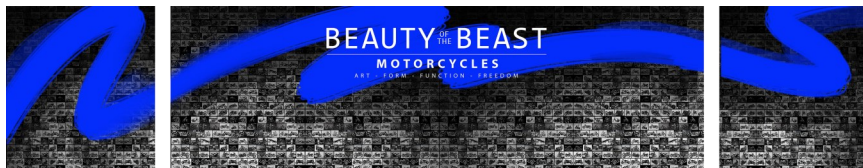
**Next and below >>** Your Publisher Dana Lewis was ROCKIN the House at the opening night at Larz ?

<http://www.yankeebeemers.org/news.html>





<http://larzanderson.org/visit/exhibits/beauty-of-the-beast/>



## Prez Says

By Ken Springhetti

It had to happen eventually, and finally it did.. It hasn't snowed for 3 Saturdays in a row (although it did snow Thursday). Team YB is back on two wheels and the rides to eat just keep coming... Check the forum for the latest up and coming events, we have more rides than you can shake a dipstick at !

Last weekend like the good chowhounds we are, we sped off to Goulds! We rode for the best pancakes, waffles and corn fritters you've never tasted. It was a warm sunny morning, **Kate, Karen Salemi** and I took 119 to 10 from Groton MA to meet **Dana Lewis** aka **The Savant Of The Pavement** and his merry band at the sugar house. Arriving just before the masses we took our chairs, plotted rally routes, admired Kates new custom shirt that **Catfish** had made for her, and figured that if we really tried we could make it to the Cass Rally in about 8 hours, but 2 days would be a much more scenic route.... By the time **Jack**

**Phelps** had finished telling me about the super-doooper hop up kit he is putting in his V-Strom, the crowd had migrated out to the parking lot for an afternoon ride. We grabbed **Ken Struble** and off we went. I can confirm that the Heath Fairgrounds is still there, and it looks like it survived the winter with Dana's new shower doors. The roads around the fairgrounds are a twisty lot. We zigged and zagged and tucked and rolled. A few laps around Colrain and we were 50 miles into a nice ride, yet still only 100 feet from Goulds... Yep, great place to scrub off the new front tire on the airhead. .. A caffeine stop at the **Shelburne Coffee Roasters** is always a treat... we over indulged on Chocolate Almond Biscotti.. A nice loop thru New Hampshire and home on 119. A quick stop at **AJ's Cycle** in Gill for a T-Shirt and the best selection of Airheads by far!.... The April Breakfast was well attended the next morning, and again, we rode.

Kate and I scoped out the **Jap Bike Mike's Swap Meet**. Just like back when I was in high school, old CB350's still live on in various states of disrepair, and still look like they ought-not run.. The piles of turn signals, handlebars, stock exhausts and gauges were still there, but the prices have come way up since 1991 when I was hoarding KZ parts...

So not to be out done by the previous weekend, we gathered up our muster and headed to Vermont to sleep outside, eat meat cooked on fire, and ride twisty roads. **The Frosty Nutz Campout** draws the die hards out, and in force they came. It was 34 degrees overnight but **The Lonesome Wierdos** played guitar until the wee hours of the morning. We sang, danced , ate , drank and partied like tomorrow would never come. It did come, and **John Van Hook** delivered the tastiest, hottest cup of YB Coffee I've ever had. The morning fire warmed the lot and again, we rode! Up to Montpelier, over the mountains , back down thru the twisties, stopping every 50 miles or so to admire the frozen waterfalls, scenic vistas, and defrost our

digits. It was cold, but we enjoyed every mile of it! There were many new faces at the campout, and bunch of wicked cool dirtbikes! First time YB Rally goers were **Brent Massey's** brother **Curt**, **Paul Provost**, **Rob Charles**, **Joseph Lent**, and a few others with DRZ's, KTM's and other assorted knob-bies had a great time getting muddy. There were so many new faces I had a hard time keeping track of their names. There was a crew from New York in the back site near the cabins, and most of the usual suspects graced us as well. I think we'll need to wait for a warm front before we see the Tsunami, but **Till** did one heck of an impression... It was almost like he was there, *but we didn't run out of beer*.

The Frosty has always been my favorite event, not just for the scenic camping, the great riding, the huge bonfire, but for the food. This year was no exception. With pasta as a carbohydrate to build on, **Ken Struble** grilled up some tasty sausages, **Craig Cleasby / John Shields** made chicken **Kurt Schmucki** brought the best darn Pulled Pork I've ever tasted,

**Lee Shephard** made a sweet chili! Yes folks, all this moto madness is nice, but the Ride to Eat thing is for real. I tried my hand at campfire French Toast with the leftover bread loaves so many provided. It was great fun. A few folks baled due to the weather report, but the temps never went below freezing, **Tobi The Tent Warner** kept Jess and Chris comfy, and the bonfire could be seen from space! We all had a good time watching **Kevin McDonough** get that beast of a bike into his Du-ally, It could have been a YouTube moment, but team YB pulled together and that monster took its place in the truck bed, and nobody went to the ER. We thank Kevin in advance for volunteering to help haul the YB Toy Box . Thanks to everyone who came, to the musicians who played, the cooks, the volunteers, and the winner of the 50-50 who took home a \$170 prize. **Jim Sanders and Bull Cusack** shook everyone down, **Catfish** provided some fancy new threads, I got drunk and fell down, and best of all: nobody got frostbite. Join us for riding, wrenching and garage time at the YB Tech Day at Vice Prez John Van Hooks house on May 9th in Dighton MA! It's a great location near the ocean, ride to the beach for an ice cream, help your buddies work on their bikes, and learn a few new tricks yourself! The YB's are a talented bunch of riders and wrenches, learn, teach or just have fun! **Zoom zoom !**



## Editors View By Dwight Nevins

## Maybe it's Me ?

I traded my BMW touring bike for a Honda touring bike. I thought all of my worries about Broken Transmissions, Leaky Rear Ends and Electrical “Issues” would be OVER ! Well—Not quite So .

[illegible]

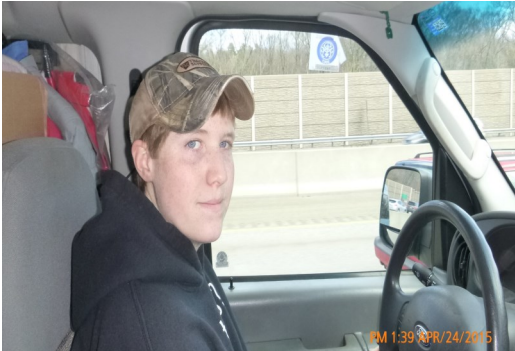
stepped over  
the guardrail  
to ? Safety ?

Down by the  
river I see a  
little Hobo  
Village next  
to the bridge.  
I sat down to  
ponder my



options ... My son was at work and couldn't pick me up in the Mulch Trailer, Brian White from Cycle Performance was in New York for the weekend , I called Bettencourts , where I bought the bike ( Used with 33k miles ) , They sent Jake, the Hot Shoe young racer, to pick me up in the company van .





Young Jake must have though this was the Pro Main at Unadilla , cause he was in a HURRY to get back to West Bridgewater ,

**Slow Down Killer !**

Well, we made it back to the shop OK, and I was relieved to see the bike still upright in the trailer. The Tech's took a quick look and found nothing amiss . Sr Tech Gary was off Till Monday. SO? Do I strap all my stuff to the Vstrom, and head north ? Catch a ride up with Kevin M in his Dually ? Alas, the wind was out of my sails, so I stayed home and dug fence post holes instead.

On Tuesday Bettencourts called back , they found the problem, and it was related to the Tip Over Switch ! Previous Owner had wired in a GPS power supply, Turns out he had wired it into the +12v feed to the infamous switch. So faulry wiring caused the issue. I have put on a hundred or so miles this week commuting, and no problems. I wondered ? Maybe it's ME ? Maybe I should take up Golf? Maybe someone's trying to tell me something ? NAAAAH >>>>

I picked up my Custom trailer Hitch / Cooler Rack setup from the welder and got that all setup , I'm about to do the Car Tire swap this week too. **I'm Ready for the Summer ! Ride Red !**





# **Secretary's Report** By Marc Waegemann

## April Meeting

At 09:01 Ken called the meeting to order. He promised it would be a short one and the 51 who rode through the early morning dew rejoiced. "All you can do is nod and laugh".



The Savant's spring Gould Ride was a day 40 riders will not soon forget. The best

weather in recent memory and a fine turn-out. Mulling about at the meeting spot, some advised we should break up into groups. Once we arrived at Gould's we saw the president and his entourage. The food, service, and atmosphere did not disappoint. I look forward to the fall Gould's ride.

John Shields was recognized for his major contribution from 2009-2014 as the Editor of our beloved Boxer Shorts. Please note that within our administration, the Editor has the most complex responsibility of making sure our voice is heard. Please know you are amongst the handful of who take on this important challenge. Thank you John!

For the 50/50, we had Wagner's Motorsport donate two hats that were distributed. Kurt Schmucki and Paul Provost (for the second time in two months) won. Also the \$50 went to Dan Souza. As usual, tax documents are in the mail. In a rare occasion when an elected official stuck by his word, our fearless leader called the meeting over at 09:14 am.

Tech Day Saturday May 9<sup>th</sup> 09:00-Dusk If you are nervous about doing your own maintenance, and would like to learn more about the basic skills and tools needed to work on your bike, this is the event for you! If you just want a ride destination to come and eat hot dogs, this is the event for you too. And if you are a voyeur who likes to watch others eat hot dogs and others work on their own bikes, this is also for you! There are a lot of different special tools, manuals, performance parts and lubricants that our machines use. A tech day a few YB's will be demonstrating how to do the most common of tasks like change oil, bleed brakes, adjust suspension, check tire pressure, check brake pads, adjust clutch, change a tire, sync carb's or throttle bodies, check alternator output, install GPS mount, battery tender cable, or other farkles. This is an all-volunteer day, and several of the YB "gear heads" have agreed to bring their bikes and demonstrate how to do stuff in between eating hot dogs. Additionally, if you are interested in doing something more complicated like replace a starter, or install braided brake lines, install heated grips etc., please post on the forum on the forum and someone may offer to be your "helper" for that project. If it is possible, we will pair you with someone who may be able to loan you a tool, be your second set of hands, or possibly mentor you. The club will provide drain pans, rags, a Mighty-Vac, an air compressor, some shop manuals, and encouragement, but to be clear The Yankee Beemers are NOT going



to fix your bike for you. There is a very good chance that if you bring the right oil and parts, you will ride off with some or all of the spring tune up done!

“Pretending to work on an airheads is fun...”

### Dunbars 60th Aniversary Open House - Sat May 16 Brockton

Come on by and Wish TZom and Crew a Happy Anniversary.  
Check out the 2015's , and find out: What's in the Cellar ?

**<http://www.dunbareurosports.com/>**

### Twisted Throttle Open House - Sat May 30 Exeter, RI

Best Stop on the RI500 , stop in for a free Lunch and good deals  
and watch Teach McNeil BEAT some BMW's

**<http://www.twistedthrottle.com/>**

### RI500

A Self guided tour around best roads in the Smallest State !

See the forum for details

### Pemi River Campout - June 12-14

Join us for 2 nights at the Pemi River Campground in New Hampshire's beautiful White Mountains. Back to the roots of Yankee Beemer motorcycle rallying. So no bands or a circus tent! However, with our Toy Box present we offer Friday evening hamburgers and hot dogs, an excellent Saturday roasted pig, blazing campfires, and of course some of the finest BMW riders in the land. The Pemi River Campground has reserved a beautiful grassy area for field camping.

### Next Breakfast May 17<sup>th</sup>

Please give the Mom's the love they deserve the Sunday before -- we will see you back at the Willowbrook in Mendon, MA the following week!

# The Savant Speaks!

Dana Lewis

So what would you call a mild mannered Hooligan? A Mooligan? Well, Whatever you call it, Riding the 2015 R1200R makes me wanna be one! I Ain't No Hooligan. But this may be the closest thing to a 'hooligan' bike in BMW's growing stable. It's stripped down to the basics and riding it makes you feel like that Duluth clothing commercial for Buck Naked underwear.



Twist the throttle and Woo Hoo, Baby!...  
It turned this mild mannered reporter to a caped crusader...

On a late Friday afternoon I was headed up I 290, to my local BMW dealership to pick up a test bike for this article. The freeway is jammed with tightly wound, anxious commuters jockeying for their position to get home for the weekend.

I arrive at Wagner Motorsports in Shrewsbury where salesman Jay Reynolds greets me and brings me to his desk to sign some release documents before handing me the keys. (transponder) Then we go out to the parking lot where a shiny black stallion leans stoically on its side stand .





As I do a walk around, the first thing I noticed is how squat and stripped down it looks. Especially the front end with no windshield or even a tiny deflector. It's hard for me to get used to.

As I swing a leg over the saddle I'm pleasantly surprised at the friendly seat height. I'm flatfooted to the ground giving a light, balanced feel while at rest. The saddle is firm and supportive without being hard or uncomfortable. Only complaint here is the passenger seat locks you in with no room to stretch out on long distance rides.

The wide, TT style handlebars are tall and easy to reach. Just how I like them. You sit almost upright with just enough forward lean to keep pressure off your spine. Not tucked in like a typical sport bike. Foot peg height is just about right for a 29 inch inseam like me, but taller riders may find them a bit cramped. I'm sure someone will come up with a forward foot peg conversion.

Jay says, "Check this out... Keyless ignition. Just push the button." You just carry a sensor in your pocket When I press the button, the Analog / digital instruments come to life in a warm orange glow. The analog speedo needle swings to the right and the digital info screen boots up. All the dials are large and easy to read even in the glare of day. For a minimalist bike, the info screen is chock full of useful information and on the fly features like Rain and Road modes, traction control, electronic suspension, engine delivery modes, 3 odometers, clock, fuel gauge GPS control and more!

There are three screen modes to choose from. I select the display showing time, tach and engine set-up. Self-cancelling L/R blinkers are on the left handle bar along with cruise control and on-board GPS functions. Starter is on the right handle bar cluster along with On board Computer control, Heated grips and Electronic Suspension



## SAVANT SPEAKS (cont.)

When I fire up the engine, the exhaust emits a mild growl that reminds me of a Mazda Miata set up for the race track. I like it!

I rolled out of the parking lot and decide not to get back into the mad man Interstate fuster kluck of Friday commuter's. I chose instead to take the calmer back roads home. Rolling along Rt. 140 at the southern end of Wachusett reservoir, I can see Mount Wachusett off in the distance. The digital clock read 4:45pm. I think to myself, plenty of daylight left. Why don't I just ride over to Kay's roadside Ice cream in Westminster. Nobody will know.

Where's the trip odometer reset on this thing?...

Rt. 140 a is rippled and choppy with all its pavement patches and the suspension is a bit stiff. Especially the front end. Upside down fork legs take unsprung weight off the front end for better handling but the slightest transition of pavement, railroad crossings and manhole covers delivers a jarring bang to the handle bars. It's downright annoying! I'm hoping that as the bike breaks in the springs will soften up a bit.

Cruising down the road I noticed the odd shaped mirrors. They're a bit small but surprisingly effective. They never blurred no matter what the RPM's were. Same thing with the handle bars, No vibration there either. The foot pegs delivered some engine feedback but nothing objectionable. Just enough to remind you that you're riding a motorcycle, not in a limousine.



Arriving at Kay's, roadside food stand I hit the kill switch, took off my helmet and listened to the motor cool down. Then I breathed in that intoxicating New motorcycle smell. I ordered a fried fish sandwich and oogled the bike in the setting sun.



It makes sense from a build concept with its large radiator for the water cooled motor and a wheel base that hugs the road like a rare earth magnet but from an aesthetic design perspective, I'm not quite there.

I got back on the bike, put on my helmet, hit the starter and rolled away without fishing my pockets for the keys. Very convenient. Brakes are typical BMW (ABS) hydraulic Brembos with stable, positive, smooth breaking in all road conditions.

Handling in the corners is surprisingly light and flick able for its weight (508lbs) but I couldn't push it to the limits with all the sand still on the roads. I was surprised how well the roadster cut through the air without a windscreen. The air was actually smoother and more quite than the touring wind screen on my F650GS.

Transmission: Hydraulic, multi plate wet clutch is ultra-smooth and the gear selector clicks in light and easy like a high quality ball point pen. The engine delivers smooth power on demand in Any gear!

I was on a long, straight stretch of Rt. 2 cruising along at 60 mph in 5<sup>th</sup> gear. I decided to crank it up to 80 to see what she would do. I grabbed a handful of throttle, flew right past 80 in a nano-second and headed for a ton! Yikes! Great gobbs of power here folks. Brochure claims 125 hp. Power doesn't come on quite as abruptly as a typical Hooligan bike. It's a bit milder and manageable for us mere mortals.



## Close Up View of the Tour of Battenkill

by Shawn Sweeney (with the Moto Cavalry)

The post on Facebook said: “Looking for a few good Yankee Beemer motorcyclists. Twenty five hundred plus bicyclists from the US and Canada will be competing just south of Saratoga, NY, this Saturday in the Tour of Battenkill, and we need some competent motorcyclists to serve on the moto pace, moto marshal, and moto support crews. Free housing will be available Friday night for the Sat event which will entail leading or following fields of bicycle racers over combination paved and dirt country road courses ranging from 105 to 25 miles in length...”

As part of the small percentage of Americans watching the Tour de France and hoping to one day follow it across Europe, my interest was piqued by the thought of taking part in such an event; especially from the center of the pack in rolling support.



The weekend was only a couple of days away, but I had already planned to spend Saturday piling on some miles with no particular place to go. Rumors of free food, a warm place to roll out a sleeping bag Friday night, and a home cooked breakfast Saturday morning (at 5:00 a.m.???) began to emerge. The host home was just a few country roads west of Hogback Mountain which was an ideal ride after work on a 60 something degree Friday afternoon.

The weather couldn't have been better. It was a little chilly going over the mountains, but the absence of traffic allowed me to quicken the pace through the twisties and I warmed right up somehow. The 1150RT turned 92,000 miles on the way out and was running smooth as silk as usual. 400 pounds of rider and gear took the sport bike feel away, but there was still plenty of fun to be had on a spirited run through the hills.





The route from New Hampshire to New York through southern Vermont is a regular route for me. Half of my family lives in Southern NH and the other half lives in Central NY so the family sedan traces that route at least monthly. This, however, was my first time on the motorcycle. I remember thinking that life seems to be on hold when making the slog across that route in the family sedan. On the bike, however, it was a whole different experience. Usually I have a co-pilot applying the imaginary brake, saying “slow down” in a shaky voice, and gasping routinely. It was much more fun without the extra drama.

I pulled off the last country road and rolled up the driveway just as it was starting to get dark. It was cooling down fast and I was glad to be at the end of the trip for the day no matter how much fun I had been having. As I approached the house, a garage door was open and I could see several BMW style bikes neatly parked facing out. Dave, our host for the night, was waiting in the garage to welcome me and my bike to his home. He assured me that the garage would be secured for the night and kept at room temperature (as far as I know, that was a first for my bike).

I shed my gear and patted my bike a couple of times in appreciation. When I entered the dining room I could see an ice bucket full of beer (I brought some spares), two tables covered with food, and a full dining room table of people planning the next day’s events. They all welcomed me and we talked, ate, and drank for the next few hours. For some reason, we had to get up at O dark hundred so the night ended well before midnight.

## BATTENKILL (cont.)

Before dawn, I woke to the voices of the guys cooking breakfast. We had a great breakfast and got geared up for the day. It was getting light when we all rolled out together for the twenty minute ride to the fairgrounds (event central). It was a cold morning and we ran into some fog on the roads along the river; a sure sign of a day full of riding weather.

It seemed like every gas pump we passed had a BMW (or BMWish) bike in front of it. There were small groups of bikes all the way in and we all ended up together a stone's throw from the start/finish line for the 2500 bicycles. 40-50 motorcycles were parked in rows in the pavilion and there was a constant buzz of preparation and coordination.

Since I had absolutely no idea what my role was or where anyone was supposed to be, I was not nearly as busy as most of the riders there. Liz was running the show and greeted me with a warm smile and a big hug to welcome me to the group. She then handed me a high vis jacket to go over my black mesh. Apparently black on black on black with a black helmet is frowned on while operating in and around 2,500 or so motorcycles, cars, and bicycles of varying speeds and directions.

The instructions were simple enough: "Ride back and forth on the course within your area of responsibility and assist cyclists who have broken down." I was given a radio to call for anything I couldn't handle with a few tools and a bag full of bicycle tire tubes. I was one of three people named Shawn in my radio range. I answered several times, but it turns out nobody was talking to me.

My group, "Neutral Support", were led out to our areas of responsibility around the course by an immaculate 70s vintage Honda CB something. We rode the course in reverse dropping off one rider after another as we transitioned from dirt to pavement and back. All of the dirt roads were in good condition and there had not been any rain in the prior days so it was an easy task for the well-worn road tires on the RT.



Each rider had a length of the course to patrol. The Neutral Support coordinator showed me the start of my area and I rode with the pack until the next rider's area began. Then I turned back to the start of my area and waited for the bicycles to start rolling through. It was just before 9:00 a.m. when I reached the intersection at the starting point of my area. At about 10:00 a.m. a couple of EMTs arrived on station and said they expected the cyclists to begin coming through in about an hour.

At about 11:45 a.m. the short range radio started getting very busy and a crowd of cars, bicyclists, motorcycles, and support personnel came over the hill and raced past me. "Finally", I thought, and rode off behind the pack following them the entire length of my stretch of the course. I quickly realized that I was in back two cars carrying a multitude of tools, several spare wheel/tire combos, radios, and even a couple of spare bicycles just in case. It was unlikely that my limited skills and tools would be required near the front of the pack. I rode to the end of my stretch just to make sure and to keep myself occupied.

As I began to return to the beginning of my stretch, I spotted a cyclist standing beside his bicycle with a flat tire. "Finally", I thought. As I stopped to assist, the cyclist explained that he had "tubeless glue-on" tires. He was calling his family to bring him a wheel/tire and there was really nothing I could do to help. On I went.

As the classes of cyclists went further down the list, there were fewer support vehicles travelling with them as they passed. I stopped to check on several cyclists who were stopped on the roadside, but none of them needed the guy with a couple of tools and some tubes. Broken pedals and derailleurs were beyond my capabilities and supplies. An ambulance was loading up one cyclist from what was described to me as dramatic high speed crash on a long winding downhill about half way along my area. Everybody very appreciative knowing the motorcycle cavalry was there to help if they needed it.

By 3:00 p.m. many of the workers on course began checking their watches. I was routinely being asked when the event was supposed to end. I did not have any information about that. Based on our wake up time, I would have estimated that the event would have ended by 10:00 a.m. I ate the sandwich in my top bag around that time and by late afternoon was starting to wonder about lunch. There were very few cyclists passing by then and some of the riders from the beginning stretches were stopping by my area since there were no more cyclists in theirs.

## BATTENKILL (cont.)

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When the cyclists stopped coming all together, we rode back to the fairgrounds. After a couple of minutes we were dispatched back to the course to escort the remaining straggler bicyclists to the finish line. The RT was not really designed to follow behind the slowest bicyclists out of 2,500 as they reached the end of their 68 mile adventure. The pace was very slow. The exhausted cyclists expressed their lack of enthusiasm for our vulture like positions behind them.

Over the course of the day I heard some people talking about the following day's events. By 5:00 p.m. it was becoming clear to me that we were expected to stay another night and do the same thing on Sunday. My family, however, needed their Neutral Support back in New Hampshire. So at 6:00 p.m. I said my goodbyes and started out of the fairgrounds and back over the mountains toward home.

The weekend with the Moto Cavalry at Battenkill was all about meeting new friends, riding great roads in great conditions, great food and drink, doing good work. When I arrived home Saturday night, my children had already gone to their homes, my grandchildren were sound asleep down the hall, and my wife was just sitting down after a long day. Under those circumstances, a lengthy marriage has taught me not to mention my own exhaustion. I just sat down and started wondering when I could do it again.





# 2015 Yankee Beemers Calendar

Watch the website for the latest updates

<http://www.yankeebeemers.org/events.html>

**2015 MEMBERSHIP renewals due**

**Paper form is in on the last page**

**Or pay via PayPal at :**

<http://www.yankeebeemers.org/membership.html>

**2015**

**Breakfasts at The Willowbrook Restaurant**

<http://www.willowbrookrestr.com/>

**\$14.00 PP Buffet**

Sundays 8:30 AM 16 Hastings St Mendon, Ma.

**May 17, 2015**

**Oct 18, 2015**

**Nov 15, 2015**

**Dec 20, 2015**

**June - July - Aug—Sept will be Roving Breakfasts**



## **MAYDAY ! YB's Ride to Eat : MAYDAY !**

These travers followed Maurice Kornreich to the Georgia Mountain rally—ON Maurices Bikes !



This group chose to go North to  
Ascutney Vermont FROSTY NUTZ RALLY



Like sands through the Hourglass,  
So are the Wheels through Time .



YB Riders Meet and Greet and Eat  
BT's BBQ Dis-Sturbridge Ma

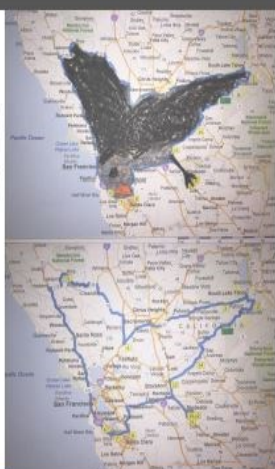
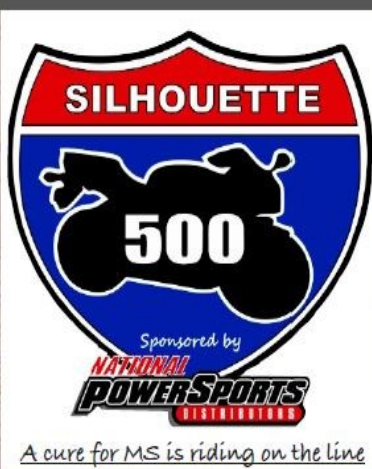




Mini Bikes -MAXI FUN  
@ YB Tech Day  
Dighton MA.  
“Camp William Tell”







## A Motorcycle Fundraiser for Multiple Sclerosis

A map,  
a motorcycle,  
and your imagination.  
Your masterpiece could be  
worth thousands of dollars in prizes!

A new and exciting fundraiser where riders create pictures  
on a map by following a route on their motorcycle.

***The world gets to vote for the winners***

Ride January 1st thru December 15th ~ Online votes counted December 31st  
All proceeds benefit the National MS Society

**Silhouette500.org**

Fundraiser created by Longhaulpaul.com. Over \$5K in Prizes provided by: Bridgestone, Aerostich, Gerbing, Kryptonite, Twisted Throttle, Bill Mayer Saddles and more!

You can also keep track of late breaking events  
our YB Website Forum  
WWW.YANKEEBEEMERS.ORG

<b>May 9</b>	<b>Tech Day JVH home Dighton, Ma</b>
<b>May 16</b>	<b>Dunbars Open House Brockton, Ma</b>
<b>May 30-31</b>	<b>RI500 / Twisted Throttle Open House /Campout</b>

<b>June 12-14, 2015</b>	<b>The Pemi River Rally, Thornton NH</b>
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<b>July 19</b>	<b>Roving Breakfast at The Fairview Inn</b>
<b>July 23– 26</b>	<b>BMWMOA National Billings Mt.</b>

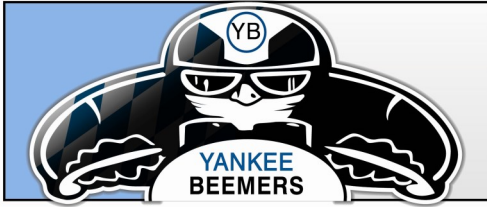
<b>August 7-9</b>	<b>The 20th Damn Yankees Rally</b>
<b>August 14-16</b>	<b>The Lime Rockz Rally, Lime Rock CT</b>
<b>August 23, 2015</b>	<b>Roving Breakfast Quaker Tavern</b>

<b>September 13</b>	<b>European Motorcycle Day Larz Anderson</b>
<b>Sept (TBD )</b>	<b>Foodies In The Foothills</b>
<b>Sept (TBD )</b>	<b>The Whacky Hat Rally</b>

<b>October 1-4, 2015</b>	<b>BMWRA Harrison Arkansas</b>
<b>October 31, 2015</b>	<b>Gould's Sugar House by Dana Lewis</b>

# Membership Form

## BMW Motorcycle Club Yankee Beemers



**BMWMOA #153**

**BMWRA #71**

**AMA#6905**

The Yankee Beemers have been a driving force in the New England BMW motorcycle scene since 1984. We are an enthusiastic group of BMW motorcycle owners, riders and restorers comprising of members from New England to California. Our goal is to promote camaraderie among our members through year-round monthly breakfast meetings as well as through our monthly newsletter, ***The Boxer Shorts***, and with many seasonal campouts and rides.

Non-BMW riders are also welcomed (but have no voting rights). Membership expires 12/31.

## HAVE YOU RENEWED FOR 2015 ?

### *Additional Regular or Associate Member:*

#### ***Fee Schedule:***

*A single BMW owner in a household – Regular membership - cost \$30*

*Two BMW owners in a household - Both are Regular members - cost \$35*

*One non-BMW owner in a household - Associate membership - cost \$30  
( No Voting Rights )*

*Two non- BMW owners in a household - Both are Associate members- cost \$35*

<http://www.yankeebeemers.org/membership.html>



**Sat May 9** YB Tech Day Dighton, MA.

**Sat May 16** Dunbars 60th Open House.  
Brockton, MA

**Sat May 30** Twisted Throttle Open House.  
Exeter RI - RI500 Tour

