



The BM Rider

The Ezine of the BM Riders Club

VOLUME 1, ISSUE 1



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MAY 2006

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BM Riders Club

The unofficial, independent Club for BMW motorcycle enthusiasts

MINIMUM FORMALITY

MAXIMUM FUN!

THE AIM OF THE BM RIDERS CLUB

- To maintain the Club in a friendly and open fashion with regards to the members' wishes.
- To work for the benefit of BMW Motorcycle owners & enthusiasts within the National and International motorcycling scene.
- To meet in a spirit of friendship and bring together all of those who have an interest in BMW motorcycles.
- To encourage social, touring, sporting events and meetings that are relevant to BMW motorcycle enthusiasts.
- To encourage and assist the free exchange of technical information regarding BMW motorcycles.
- To maintain good channels of communication with fellow Club members and other interested parties.

The new club for BMW riders and enthusiasts around the world is ready to go.

Welcome to a new beginning and a shared vision of how things should be.....

www.bmridersclub.com

THE BIRTH OF OUR CLUB

Chairman Phil Hawksley sets the scene for a vibrant new club for BMW enthusiasts run by BMW enthusiasts. Minimum Formality, maximum fun.

I'm sure our illustrious Editor, Matt, will welcome you elsewhere in this e-Zine but I'll say it anyway – welcome to this first edition of 'The BM Rider' and thanks for becoming founder members of what we hope will become a great club; (this was penned a month before launch so, for all I know, there may be only ten of us but.....).

So ... just how did it all start? Quite honestly, I'm not sure but I'd guess I've been camping, riding and rallying within the club scenes for 25 years or more and for the most part have loved every minute of it, (and made more friends around the world than many make in a lifetime), but the last few years have seen changes in attitudes to the way our clubs are run. It has seemed to me that many clubs are allowing themselves to become bogged down by formalities, with priorities changing from that of running a club for the benefit of the members, to one of trying to run a profit-making business where the members are no longer important.

Like many, for some time I accepted that this was just the ever-changing face of club life due to changes in membership and that these changes were inevitable, but gradually I began to notice more and more friends, customers and folk from other clubs echoing my thoughts. I guess the final catalyst was a handful of individuals, over a period of time, suggesting that maybe I should start a club that would remain true to what a club should be – run by its members and for its members with the old-fashioned ideals where money is a tool and not the aim. This is exactly what this new club is intended to be and the Club Ideals (listed on the website) really say it all.

The next stage of planning was to weigh up the practicalities of beginning such a venture and decide whether it was possible to achieve what I was considering while, of course, seeing if there was both a need *and* sufficient folk out there who weren't being catered for in other clubs. My logic said that I had the web presence already in place to advertise things and if we based much of the new club activities around the forum that already existed, plus a new web site, then we had a chance – I guess only time will tell if I was right. An approach to the moderators of my forum received a very positive response from most, although some decided that they had too many other commitments elsewhere to contribute at this stage, but still we had the makings of a team to begin the discussions leading to what you now see before you.

Ironically, although some clubs see the forums as a waste of time and won't allow the use of them for club business, this new club has gone from conception to reality in five months of private forum discussions with only one face-to-face meeting – used in the right way the internet can be a very useful tool, not only saving large amounts of expenditure, but also dramatically reducing the time frame for making decisions as there's no need to wait months for the next meeting. The team have worked their socks off to put all of this together in the time they have and they deserve our thanks for that – I'm sure we'll have made a few mistakes here and there but most should be easily rectified in due course, so please have a little patience with us for a while.

We have tried to create the club that we think you will want, but it is in its infancy and will be shaped and formed in the ways that you, the members, wish it to be. I suspect there will be lots of changes to many things over the next few years but, as we are starting with a blank sheet, we have a rare opportunity to create a modern, forward-thinking club whilst specifically aiming to keep the club attitudes that have slipped almost unnoticed from many other clubs.

In the early days, at least, much of the club life will be within the forum and the quantity of activities will be down to you, so please try and play a part by putting on meetings and contributing to both the forum and the e-Zine – over to you guys!



BM Riders Club

Membership Application

Information entered here will be treated in the strictest confidence and in accordance with the Data Protection Act. This data will only be used for bona-fide club purpose and will never be made available to third parties without your express written consent.

Please print

Name _____
Junior _____
Address _____

County _____
Postcode/Zip _____
Country _____
D.O.B. _____
Telephone _____
(overseas members please include your Country Code)
Email _____
Forum User Name _____
Junior Forum User Name _____
(you must enter your user name to activate your account)

BM Riders Club

Membership benefits include access to the *BM Riders Club* forum at www.bmridersclub.com where there is a members only section for Club chat, news and events and a quarterly E-zine, *The BM Rider*, available to download and print in .PDF format.

BM Riders Club can offer *The BM Rider* pre printed as a newsletter for members who may not be Internet enabled. This is available, for both home and overseas Members. (please see costs below.)

Junior Membership is available at a reduced fee, to those under the age of 16 years who have a sponsoring adult member. Junior Members have the same rights as Full Members, except they shall have no voting rights and may not hold any Officer position.

New Member Membership Number if renewal

Voluntary information

BMW Motorcycles owned _____
Do you have any special skills to offer the club? _____

BM Riders Club Membership fees *Join March 2007 and get March and April FREE *

U.K. Membership £ 12.00
Irish Membership £ 12.00
Overseas Membership £ 12.00
Junior Membership £ 5.00
*November onwards * £ 6.00
The BM Rider newsletter
(pre printed)
United Kingdom £ 6.00
International rate £ 8.00

TOTAL £ _____

Please return this form and a cheque, postal order or bank draft (GB£ Sterling only please) made payable to *BM Riders Club* to the Membership Secretary.

Mike Thomas
22 Prospect Road
Stourport on Severn
Worcestershire
ENGLAND
DY13 9DE
membership@bmridersclub.com

BM Riders Club offer the **Assistance Book**, a help list similar in principle to the BMW MOA Anonymous list. This will be in .PDF format for Members to download and print and will be available from May 2007. If you feel you would be able to contribute to the **Assistance Book** please complete the form below.

Member No _____ Country _____ County _____ Town _____
(New members: your number will be filled in for you)
Location in Town _____
(i.e. North, South etc)
GPS Coordinate _____
Phone Number (s) _____
Name _____

(This can be your real name, initials or forum username, if you wish to remain anonymous put N/A.)

Tick codes as you want your listing to appear. (Use Legend)

C ___ B ___ R ___ D ___ D? ___ WS ___ SS ___ WT ___ P ___ T ___ M ___ E ___ TC ___

Legend

- C.... Camping or tent space
- B.... Floor space for sleeping bag
- R.... Spare room
- D.... Distance in miles will travel to help
- D?... Distance depends on situation and time involved
- WS.. Workshop space to work on motorcycle
- SS... Storage space
- WT.. Working tools
- P.... Some parts available
- T.... Van or trailer available
- M.... Mechanical help offered
- E.... Service in an emergency only
- TC... Tea and conversation, emergency or not

MATT'S MUMBLINGS

Email: editor@bmriddersclub.com

Welcome to the first ever issue of The BM Rider, the official ezine of your new unofficial, global BMW club. In this issue we will give you as much information as possible on where the club came from, who has been working in the background to get things this far and where we would like to get to in the future.

So who am I? My name is Matt Butcher, I live in Essex (about 40 miles northeast of London). I have been riding for about 10 years, and riding BMWs for the past 3 years or so. I currently own a 1975 R75/6 and a 1997 K1200RS. For those people who have been following the forum for a while you may be all too familiar with the major operation I carried out on the K a few months ago, and suffice it to say I am more familiar with the intimate workings of BMWs than was my intention!

I have never edited a publication of any kind before, so it is all a steep learning curve for me. Hopefully I won't make too many mistakes in the coming months, but my much-needed and valued Sub-Editor Jim Coleman should hopefully keep me on the straight and narrow!

The BM Rider is at an early stage of development at the moment, and the format and content will evolve over the next few issues. We welcome all ideas for articles and feedback on what works and what doesn't. Please drop me an email with general comments or any technical features, tales of your adventures etc. The address is shown above, but you can always send me a private message via the forum. My user name there is Matt B so there should not be too many difficulties tracking me down. For specific ideas on what to send to me, take a look at the article half-way down page 19.

Initially we are aiming for quarterly publication but as and when the club grows beyond the current nucleus of the forum and more members with limited or no internet access come on board this will be reviewed.

MEET THE REST OF THE TEAM!

So you know a little about how the club started and you have met your editor. We thought it would be a good idea to give a quick biography of the rest of the committee members so you know a little more about us. We also want to know more about the most important people in the Club; you the members! If you want to send a photo of you and / or your bike and some details of who you are we can publish some in the next issue. Ok so here goes...

Chair & Secretary – Phil Hawksley (54)

Email: chair@bmriddersclub.com

I'm sure many of you know me but for those that don't I guess I better tell you a little about myself – don't worry, I'll keep it nice and short so you don't too get bored. (I'm only writing this 'cos the Editor insisted).

Born in 1952, I began riding at the age of 16 and, no, I won't tell you what that first bike was 'cos I really don't like to admit to having ridden a Vespa, even if they were considered cool back then. There followed the inevitable British bikes and a selection of Triumphs, BSAs, AJs and even an old Norton outfit. Then came a brief flirtation with a Honda, followed by my first BM around 25 years ago; I've never owned anything else since and still have fond memories of that old R75/6 in Monza blue. My current ride is a much modified R80G/S that I've had for more years than I care to think about. The BM brought along the club scene and, as I'd always enjoyed camping, the club rallies were a natural progression and something that I still enjoy today even if I don't do it so often. I've ridden some in Europe, while an FIM rally in Norway brought along the chance to borrow a bike in the US – now a place I get to ride most years. Some of the best rides I've had have been in the Smoky Mountains



around Georgia and the Carolinas. Over the years I've done my share of the work involved in running a club and for my sins I now seem to be this club's Chairman, Secretary and webmaster.

Vice-chair – Cynthia Milton (51)

Email: vicechair@bmriddersclub.com

I've been riding since 1972, when I started out on a Honda C90 while a student. Eventually I bought an R90S in 1978 and have owned BMWs ever since, as well as other stuff. I'm currently riding around the world on 'The Old Dear', a 1985 R80G/S, while back in Blighty there's a 2004 R1200GS ('The Flying Zyt'), a kit of parts for a 1986 R80RS (The Project', some of which is in the bottom of one of my panniers here in South America), a 2001 Suzuki DRZ400E ('The Moped', for breaking my leg in enduro races) and 'Matilda the Hun' (1985 Landy 90). You'll gather I ride a lot!



I've done various things in my dim and murky past, latterly working for ten years as a technical writer with Sun Microsystems, until being made redundant in June 2004.

If you'd like to read more details of my trip so far, have a look at www.cynthia.boxerman.co.uk

Membership Secretary – Mike Thomas (46)

Email: membership@bmriddersclub.com

I'm probably your first point of contact for the club, so take advantage of that – any questions you may have, please get in touch and I'll do all I can to help you.

Married, with one son, I spent many years in the meat industry as a meat inspector working in various plants, but now work as a woodsman doing my own hours to suit my life, yes! I'm a lucky bloke.

I have been into motorcycles all my life. In fact, I've only got a motorcycle licence and made good use of it over the last 30 years, having covered a few miles. I have two solos and two outfits, one of which is in pieces. My current outfit, a K100RT/Busmar, has been with me for about 10 years – it's our only family transport and mon, do we use it! If you see us on the road give us a wave – we always wave back. I'm looking forward to meeting you all in the future.

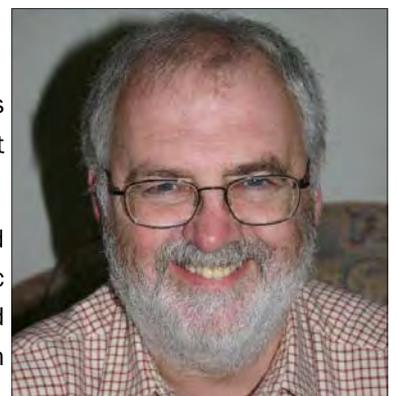


Treasurer – Nick Welford (54)

Email: treasurer@bmriddersclub.com

I guess I'm a 'returning' motorcyclist – my first set of 2 wheels was a DKR Pegasus scooter with a 148cc Villiers engine and a floor gear change (reg. XRX 34). It only cost me £20 in 1970, but hey – I only earned £50 a month and I paid tax on that!

After a while it gave up the ghost, so I scrapped it (oh, how I wish I hadn't) and moved up (?) to a Honda 175. No licence in those days – you didn't need it for under 250cc without a pillion. After a bad smash into a ditch, which was entirely my own fault, and acquiring a future wife, I passed my car test and moved into grand car ownership with a Renault 4.



My second wife is much more bike friendly and positively encouraged me to take my Direct Access test. She even decided on the bike – I fancied the Rockster, but she really liked the R850R sitting next to it, and before I had even passed the test, we owned the R. So, I've really only been biking properly for 2½ years.

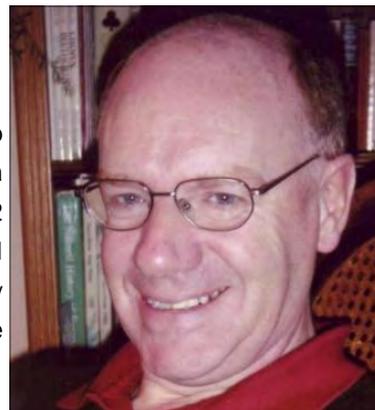
After a lifetime in IT for financial institutions, I currently work as a travel consultant for an upmarket tour operator. I enjoy many things, including music, eating, biking, a passion for woodwork and travelling.

www.bmriddersclub.com

Sub-editor – Jim Coleman (52)

Email: subeditor@bmridersclub.com

Unlike some of the others I've only been riding since 1986, for although I'd wanted to learn when I was much younger, my Dad wasn't so keen! My first 'real' bike was a Honda 250cc Superdream, followed soon afterwards by another Honda, a CBX 550F2 – the one with the half-fairing (good) and shrouded, in-board brakes (bad!). I traded that in for my first new bike, a Kwacker GPz550 which I thoroughly enjoyed, but finally the lure of BMWs got to me and I obtained a second-hand K75S. I enjoyed the comfort and build quality, but never really liked the handling on the Metzeler tyres.



A posting to Germany meant a break in bikes for a couple of years, but eventually I bought another new bike, this time a GPZ900R. I kept that for four years, before moving on to my current bike, a K registered K100RS (16v). I had nearly bought one over a decade earlier but lack of finances put paid to that until I found this one which, at the time, only had 14K miles showing, despite being 9 years old and having had 5 previous owners! I use the bike mainly for commuting, with the occasional longer trip thrown in, but I have twice done the End-to-End for charity, each time combining it with an extended trip around Britain – but **not** the coastal run!

Having started out working life as a Church of Scotland Chaplain in the RAF, I did 16 years before transferring to the army for another 3 years. I left that in 1997, when I moved to my current post as the minister of Trinity United Reformed Church in Slough. I'm married with 3 grown sons, although that still doesn't stop them looking to me to bale them out occasionally!

So there you have a potted history of your committee. I hope this has inspired you to get writing, or more importantly to get involved with the Club. Please send your life story to editor@bmridersclub.com and let everyone know about you!

Matt

WHAT'S NEW AT BMW?

A selection of recent articles and releases from BMW.

FOGGY RIDES FOR BMW

Be sure to keep your eyes open for the next issue of BMW Bikes magazine, which will contain an exclusive interview with four-times World Superbike champion Carl Fogarty and his wife Michaela.

The couple have just returned from a tour of New Zealand on a pair of BMW motorcycles. The couple will be giving BMW Bikes the inside story on their trip including the adventures they had including diving, bungee jumping and sheep shearing.

The two BMWs they used to tour the islands were a R1200 GS and F650 GS which the Fogarty's found perfect for the job. In fact the experience has given them a taste for road riding and they're looking to carry it on now they're back in the UK.



"It's been a life changing trip," explained Carl. "All the years I was travelling for racing I never took the time to look around. The trip has definitely brought us closer together because we've had so many experiences in such a short space of time."

You can pick up the next copy of BMW Bikes at BMW Motorrad dealers from the end of June. The story will also be featured in a television series later on in the year.

WHAT'S NEW WITH BMW? (CONTINUED)

JOIN THE MASS RIDE-OUT TO THE BMW BIKER MEETING

Last year hundreds of British motorcyclists filled an entire Eurotunnel train as part of a mass ride-out to the International BMW Motorrad Biker Meeting, held at Garmisch-Partenkirchen on the Austrian/German border.

Motorcyclists travelled from all over the UK to join the ride to the annual event, which attracted over 30,000 motorcyclists from all over the world. The BMW Biker Meeting is a motorcyclist's paradise. Set in an ideal Alpine location, there are trade stalls, displays, ride-outs, stunt shows, fashion shows, biker parties and much, much more.



For 2006, the World of BMW is organising another mass ride-out to the BMW Motorrad Biker Meeting that takes place from 7-9 July. This year there will be two UK departure points - one from Hull (north) and the other from Folkestone (south).

Motorcyclists interested in participating in this fantastic motorcycling adventure can join the ride-out, which will include an overnight stop in Strasbourg before enjoying two days and nights at the Biker Meeting in Garmisch. They can then relish in experiencing some of the best Alpine mountain passes that Europe has to offer via Davos and Mulhouse. On the ride back, participants will stay at Reims before returning to the UK.

NEW MOTORCYCLISTS LEARN WITH BMW MOTORRAD

BMW Motorrad's Rider Training facility is a new initiative for 2006 and includes a Direct Access programme for anyone aged 21 or over to obtain a full motorcycle licence. People with absolutely no motorcycling experience as well as those who have already obtained a CBT (Compulsory Basic Training) qualification are catered for in the range of courses available.

With 15 years of experience, Kevin Sanders is the Chief Instructor of BMW Rider Training and is one of the most qualified motorcycle instructors in the country. He has become a DSA instructor, as well as a RoSPA Gold and a Diploma of Advanced Motorcycle Instructor. His first students for the new programme included Derek Williams from Liverpool and Mike Carter from London who both passed and achieved their motorcycle licence. The duo undertook the five-day residential Direct Access course at the BMW Rider Training facility based in south Wales.

Mike Carter, who is a freelance journalist with The Observer newspaper said: "It was a fantastic experience. The personnel at the school are great. Kevin and Julia [Sanders] have a wealth of experience and depth of knowledge. Kevin has a fantastic manner - he is reassuring, firm and full of compliments, never letting you think that you can't do it."





Mike is a key success story for the beginning of this new programme. After achieving his motorcycle licence on a BMW F650 GS, he has since upgraded to riding the best selling R1200 GS, on which he will undertake further training with Chief Instructor Kevin Sanders. Mike will shortly be embarking on a six-month overland trip through Europe, and he will be submitting a weekly column to The Observer about his new experiences on two wheels.

Direct Access courses are available throughout the year and are available now. One and two-day Refresher and Advanced courses are also available for motorcyclists who want to brush up on their riding skills for the summer.

FIRST TEST RIDE ON THE BRAND NEW R1200S

Seven of the UK's finest national and motorcycle journalists have recently jetted into Heathrow Airport following an exclusive first test ride of BMW Motorrad's brand new 122 hp R1200 S machine in Cape Town, South Africa.

Hot on the heels of the launch of the new BMW R1200 GS Adventure and K1200 GT just two weeks ago, journalists were invited to put BMW's latest sports sensation through its paces on one of the world's finest mountains - the Franschoek Pass - before embarking on a track session at the Killarney circuit.

As a replacement for the popular R1100 S, BMW's brand new 1200 sports Boxer shares little with its predecessor thanks to a punchy 122 hp power output and a reduced weight of just 190kg - 18kg less than its predecessor. All the usual features so typical of the brand complete the wish list of many BMW fans, such as a fully controlled catalytic converter, the single-wire system for the on-board network, an electronic immobiliser, maintenance-free shaft drive with a single-sided swinging arm, and Telelever front wheel suspension.

Motor Cycle News Deputy News Editor, Peter Baker, said: "With barely enough time to adjust the mirrors, I found myself thundering into 80mph corners with a 500ft drop on one side and a solid cliff face on the other. This only proved to

highlight the Beemer's best feature: the supreme confidence it inspires. Despite the bike being physically big, it's such an easy bike to ride fast straight away"

He added: "BMW's R1200 S is aimed squarely at riders who are willing to balance practicality with performance. And sitting astride the bike, it's immediately noticeable that, as far as the riding position goes, the 1200 S is about as relaxed as a sports bike can be.

"The R1200 S delivers exactly the right amount of usable performance in a package that is confidence-inspiring, practical, roomy and, in the real world, is easily fast enough."





BM Riders Club

Initial Rules & Constitution (2006)

www.bmridersclub.com

Name

The name of the club shall be 'BM Riders Club'.

Club Address

The address of the club shall be the address of the Club Secretary. If at any time the post of Secretary is not filled the address will be that of the Chairman.

The Aims of the Club

The aims of the club shall be as follows:

1. To be independent and maintain the club in a friendly and open fashion with regard to the members' wishes.
2. To work for the benefit of BMW motorcycle owners and enthusiasts within the national and international motorcycling scene.
3. To meet in a spirit of friendship and bring together all of those who have an interest in BMW motorcycles.
4. To encourage social, touring, sporting events and meetings that are relevant to BMW motorcycle enthusiasts.
5. To encourage and assist the free exchange of technical information regarding BMW motorcycles.
6. To maintain good channels of communication with fellow club members and other interested parties.

Membership

Full membership of the club is open to all above the age of 16 years who have an interest in BMW motorcycles and all members shall have the right to participate in all club activities.

Junior membership is available, at a greatly reduced fee, to those under 16 years of age who have a sponsoring adult member. Junior members have the same rights as full members except that they shall have no voting rights and may not hold any Officer position.

Application for membership must be made on the appropriate membership form which will be available from the forum and the club website. The Officers shall have the power to refuse a membership request should they have reason to believe that it may be prejudicial to the club.

Should a member contravene the rules of the club or, in the judgement of the Officers, be considered to have acted in a way to bring the club into disrepute, that member may have membership suspended or revoked by a majority vote of the Officers.

Club Officers

The club shall be governed by its Officers listed on the website, and new Officer posts may be created as deemed appropriate. Initially these Officers will be Interim Officers, whose office shall expire in October 2007 when all posts will be open for election by the membership. These Officers shall be elected by a majority vote of the membership (except during the term of the Interim Officers when the officers will be appointed by the committee). The term of office for each post shall be 2 years (except during the first election when office shall only be one year for Chairman, Treasurer, Editor and Event Co-ordinator). Thereafter an election shall take place annually during May for those posts due for re-election.

Nominees for Officer or Co-ordinator posts must have been club members for a minimum of three years (valid after the club reaches that age) and membership must be maintained during any term of office. Application for any Officer post shall require both the nomination and seconding of that application by two individual full club members other than the nominee.

The club Officers shall have the right to suspend one of the Officers for a period of one month by a 75% majority vote of the committee should they feel that it is necessary. The reasons for this action shall be made clear to the Officer concerned. Removal or re-instatement must take place within that period after appropriate discussions. If the Officer is removed from the post, the membership will be informed of the reasons and proposals for new Officers and voting will be permitted.

The club's Officers shall be responsible for the general operation of the club and may pay, from club funds, reasonable fees for equipment, materials and services as is deemed necessary. Major costs and payments will be reported to the members, at which time discussions may be undertaken in order to decide if such expenditure is acceptable.

Club Officers will not receive payment for their services but legitimate expenses for consumables, equipment and travel will be paid.

Area & Country Co-ordinators

Area and Country Co-ordinators must be full members and shall be appointed by the club Officers. These appointments will be for two years at which time the Officers must either re-affirm the appointment for a further period, appoint a new Co-ordinator, or offer a members' vote if there is more than one candidate. The club's Officers shall have the power to remove any Co-ordinator from that position should they feel it is necessary but they must acquaint the Co-ordinator of the reasons for so doing. The appointment of Country Co-ordinators will be subject to the viabilities of obtaining cost effective club insurance within the country concerned.

Elections & Voting

1. All full members shall have voting rights and one vote per issue.
2. Junior members shall have no voting rights.
3. Voting will be by post, with prior member discussion permitted on the club forum or in any way that the Officers feel appropriate.
4. Ballot forms shall be available for download on either the BM Riders Club E-zine or in the members' forum, whichever is deemed appropriate, and votes must be received by the returning officer by the appointed date in order to be valid. Incomplete or incorrectly completed ballot forms will be disregarded. Ballot forms shall be

posted on the club forum one month prior to voting and this shall be considered as full distribution to the membership.

5. Voting for Officer posts and general issues will be by a simple majority.
6. Voting for changes to the club Rules & Constitution shall require a two-thirds majority.
7. In the event of a tied vote, the Chairman shall have a casting vote.
8. Item 5 (above) shall apply only after the expiry of the term of office of the Interim Officers to allow time for those Officers to modify the Rules & Constitution to be set in a workable and realistic format.

Accounts

Club accounts shall be an accurate record of all club transactions and the appointed Treasurer shall be responsible for keeping these records up-to-date and clear at all times.

There will, at all times, be a minimum of three signatories for the club bank accounts, one of which should be the current Treasurer with the others being elected Officers, and two signatures will be required on each cheque.

The accounts shall be reviewed annually by an appointed independent person and members shall have free access to these accounts within a reasonable period should they so require.

Committee Meetings

Meetings of the club Officers will only occur when it is felt to be required and essential discussions will be maintained continuously via telephone, internet or other means deemed appropriate. Officers not available to participate in discussions, without good reason, for a period greater than two months may be deemed to have resigned, in which case a replacement will be appointed by the other Officers.

Club Rules

Copies of the club Rules & Constitution shall, at all times, be freely available for download by members.

Privacy

The club membership list shall not be circulated or made available outside of the club Officers, nor shall it be used for commercial purposes in any way whatsoever.

Dissolution of the Club

Only full members may propose and second a motion for the dissolution of the club, (a statement of the reasons must accompany the proposal). In the event of such an occurrence, the club Officers shall ensure that a meeting is called and ballot forms are sent to all full members along with statements of the facts. Completed ballot forms must be received 48 hours before the meeting. Such votes shall be confidential and shall be added to the votes of the meeting to arrive at the total. Dissolution of the club shall require a 75% majority vote. Should the club be dissolved, all assets shall be sold and any funds remaining after liabilities have been cleared shall be donated to NABD (National Association for Bikers with Disabilities), a UK-based motorcycle charity.

PRE-RIDE & ROAD WORTHINESS CHECKS

It is hoped that future issues of the eZine will feature articles about safe and progressive riding, but by way of an introduction Geoff Thompson reminds us here that there are things to consider before we even take our bikes out on the road.

As motorcyclists we pride ourselves on our observation, planning skills and machine control, with the aim of keeping ourselves safe and enjoying our riding. However safety starts before we ride. If there is a potential mechanical problem with our machine we must know prior to beginning a journey!

You don't need to be a mechanical wizard to check your machine. The aim of a roadworthiness check is to ensure your bike is fit to ride. It is best conducted in a pre-determined, methodical order, using the acronym **POWDER** can be a useful *aide-memoire*.

Start your check with a walk around the machine, looking carefully for signs of anything being out of place or evidence of fluid leaks. Then check the following:

P for Petrol: Check for leaks and that you have enough fuel for the intended journey. Where is the reserve tap?

O for Oil: Check the engine oil level in accordance with the manufacturer's instructions. Check the brake fluid levels in the master cylinders. Run your hands along the brake pipes checking for damage and leaks. Is the chain well lubricated and at the correct tension?

W for Water: If you have a water-cooled bike check the coolant level and inspect radiator pipes.

D for Damage: Make sure nothing is loose, cracked or hanging off. Particularly check panniers and top boxes.

E for Electrics: Make sure all lights, indicators and the horn work.

R for Rubber: Measure the tyre pressures and pump up if necessary. Inspect the tyres for tread depth and general condition. While you are on your knees check the suspension for leaks and the brake discs for damage.

Once you have done these checks make sure you are in good condition! Are you feeling alert, is your riding gear in good condition, is your visor clean? Now it's almost time for the ride. Get on the bike, and ...

Check and adjust mirror position;

Adjust controls if possible;

Check brake pressure;

Make sure you are in neutral;

Start engine and check instruments;

Check all round, select gear and move off when safe.

Have fun!

Geoff Thompson

BUSMAR TO YNYS MON

Our Membership Secretary Mike Thomas gives a wonderful account of the goings-on at the 2006 Dragon Rally. See you there next year?

This year was the 45th Dragon Rally and was held on the weekend of February 11/12th. Bryn and I travelled up on the Friday, a beautiful sunny day but -3°C , so where the low sun couldn't reach, a covering of white frost added to the atmosphere. We had already decided to go the scenic route over the Shropshire hills of Clee Hill and The Long Mynd, down to Welshpool, over the Cambrian Mountains via the Llyn`s of Vyrnwy, Tegid, Celyn and Trawsfynydd, then through the old slate quarries with their huddled houses, across to Betws y Coed where there was already quite a gathering of rally goers, with this pretty village being the traditional Friday night stopover.



I always enjoy Betws y Coed at any time of the year and today saw us in a cosy café enjoying afternoon tea and watching the world go by in general, but taking great interest in the four chaps changing a head gasket on an Indian Bullet – a job I certainly wouldn't want to do by the side of the road on my K. I hope they got it sorted as we didn't see them again. Leaving the comfort of the café we travelled a few miles up the road to the Tyn y Coed Hotel at Capel Curig where we were staying the night; a bit expensive but pleasant and motorcycle friendly, while our room had a good view of Moel Siabod with the snow on it. A walk in the evening up to the Cobden's Hotel found us sitting around the table in front

of the log burner with the rest of the gang and a night of indulging in some fine Welsh Ales.

Saturday morning came with the snow falling heavily. It was barely light and so quiet as I sat in the open window with a cup of tea having a quiet smoke, while watching the swirls dance to the ground and disappear; unfortunately it wasn't sticking! We sat and had breakfast watching the gritters go past, doing their job – good news for the ones on solos who were already coming by in twos and threes. When we had repacked the outfit and got ourselves sorted, we set off in a light snowfall and headed off for Ynys Mon via The Pass of Llanberris down to Caernarfon, then up



the coast to the Menai Bridge, now in glorious sunshine, and down the A4080 to Newborough Warren. This is a nature reserve, as beautiful in the winter as it is in the summer, although the sun had now been replaced with low cloud. We



took shelter in the trees and had lunch as we looked across the beach out to sea.

Before we get to the rally site we have to find the control caravan, and this year it was at Aberffraw. It was easy to find because of the amount of outfits and solos parked up. Before I've even removed my helmet, a slap on the back, hard enough to rattle my teeth, makes me turn around to see 'Uncle' Ted – we haven't seen him for at least eight months, so do a bit of catching up as he drinks the last of my flask and pinches a few biccies. He tells me he's badging it this year as he can't get off nights (so that's a



round trip from Mothercombe in Devon, not a bad day out!) We soon found out that the rally site was at Ty Croes race circuit at Rhosneigr. This was very civilised by Dragon Rally standards, it had even got toilets! It made access very easy for the solos, but a proper camping site lacks the atmosphere of the old sites when you could have a small campfire, its saving grace, being on the coast, was that there was some good walking along the cliffs.

The afternoon came with the rain and the wind, but we soon had the tent up and a brew going. I had purposely pitched away from the others so Bryn could get to sleep alright later on. Our pitch was against a high dry stone wall and I parked the Busmar to protect us from the wind, but still leaving a good view of the goings-on of the site. The rain didn't last long and soon it was little more than light drizzle, so we took the opportunity to have a wander around the rally site. To an outsider the collection of people, bikes and tents would seem quite bizarre and possibly hard to comprehend – the dress is anything from donkey jackets and wellies to state-of-the-art latest waterproofs, with everything in between, including the Scot who is a regular in his kilt and a young girl dressed as a rabbit! The bikes are just as different, from the humble commuter, to home made specials, to a professionally done GL1800 trike with colour matched trailer tent. The traditional rally bikes were out in force, well used but not abused.



Trikes seem to be getting very popular nowadays and there were several on site, with one or two towing home made caravans which included a couple of teardrop style caravans, as well as a converted Reliant Robin, might be the best thing to do to a Reliant!

The rally also attracts quite a few people from the continent; a lot of these come on well-travelled outfits and are well kitted out for the distances they cover. You could spend months on the road with the kit they can carry and some looked as though they did.

By its very nature, being held in winter and on an unknown site, the Dragon Rally attracts a certain type of motorcyclist and it's one of the friendliest rallies I know. If you've run out of gas for your stove the couple next door will boil your kettle for you, it's safe for children to run around, and even the dogs are friendly! You can look at five different bikes and talk to five different nationalities in the space of a few yards, or bump into the bloke who lives in the next town to you at home. This



is what most folk do during the day; just wandering around chatting doing their own thing, as there's nothing organised. Which is exactly what we did until the rain got a bit heavy, so we went to the marquee to sign in and collect our badges, an enamel year badge, a memorial slate coaster depicting the Menai Bridge, and a sticker. We also got a "goody" bag containing a mars bar, a snickers bar, a miniature whiskey and a cup of Bovril with a bun – very comforting for some reason. As the rain was getting heavier that's where we stayed – in the marquee! We met the others

SONG OF THE DRAGON MEN

Hear! The sound in valleys ringing
 With the motors' raucous singing,
 As again machines are winging
 Onward into Wales!
 Wide the throttle - engine's growling
 Mingling with the wild wind's howling.
 It echoes from the grey crags scowling
 On the way to Wales.
 Onward to the meeting!
 Warm will be the greeting!
 Let it blow! Come sleet! Come snow!
 Who cares a damn about the winter weather?
 Swiftly, smoothly, wheels are turning.
 To our fore a beacon's burning.
 Down remembered roads returning.
 Dragons into Wales!

Let who dare not, stay behind us
 Crouched by firesides: they'll not find us.
 Warmth and comfort do not bind us.
 Call us then insane!
 Hillsides whisper - we can't dally.
 Wheels to Wales! Wheels to the Rally!
 Hear the call again!
 Through the winter snow, men!
 Dragons all! We go men!
 Let it blow! Come sleet! Come snow!
 Who cares a damn about the winter weather?
 Wild as wind the mountains seeking
 From the towns where smoke hangs reeking
 Cymru calls us! Hear her speaking!
 We will meet again.

Bill Hume and Ron Miller

and sorted ourselves a picnic table and chairs in a quiet corner where the nine of us sat chatting and drinking until Bryn was tired enough for bed. He had done well to keep up, but being only 9yrs old he defiantly made it clear it was time for bed! Walking back to our tent, we heard some chaps singing the Dragoners' song ... Song Of The Dragon Men ... a throw back to the 60s and good to hear. Considering the amount of ale they seemed to have consumed, they sang it very well indeed!

There seems to be a resurgence of interest in the Dragon Rally history concerning what used to happen, due partly to Graham Carrick's website www.dragonrally.org.uk where he is creating a history with old magazine articles and rally-goers memoirs.

It's surprising how quickly a tired lad can fall asleep! He looked so cosy snuggled down in his sleeping bag. It shows the importance of having the right kit, spending that little bit more brings much greater comfort. We're big fans of Snugpak sleeping bags and Thermarest mattresses; we've even got the Softie pillows! I often smile when people say "Camping in the winter! You must be mad!" They don't know what they're missing - I often sleep better in a tent than in my own bed.

I watch Bryn for a while, until he's gently snoring. I realise the rain has stopped and there's nothing more than a drizzle blowing against the tent, so I open a can of beer and stand outside to have a cigarette. I can just about hear the blues band playing in the marquee and not far away there is a tent full of people laughing and joking, with a few standing outside just chatting. One of them wanders across to me and I soon realise he's a she and discover her name is Elle. In no time at all we are sat on the deckchairs with a top box between, hosting a bottle of malt, as she tells me how she grew up with her Dad's Busmar sidecar and about the travels she had in it. We stayed there for the next hour and a half just chatting, until we went our separate

ways and to bed.

Sunday came with the rain falling on the tent. It was just getting light, so I lay there in comfort listening to it, until I lazily got up and sorted a cup of tea whilst dressing. I opened the tent flap and watched the early birds struggling to pack wet tents away, getting ready for a long run home. I'm smoking a cigarette with my cup of tea, gently laughing at the antics and short tempers caused by the night before, when the XBR that's been picking its way through the tents, stops right in front me. It's Elle, who's stopped to say goodbye - I give her a big hug and wish her well with her journey. She's heading home via Rotterdam, then down to meet her husband who's on leave in Germany, which is some ride in the middle of

winter on a solo. I watch her ride away, when “What’s for breakfast?” makes me turn around to see Bryn up and dressed. I do some cheese toasties while Bryn starts packing our kit away – that’s the beauty of a sidecar, easy packing. When we’re done I just roll the wet tent into the boot of the sidecar.

We’ve finished packing and it’s now raining hard, so we head across to the marquee and meet up with the others. The smell of beer and cigarette smoke fills the air, the floor’s littered with empty cans and bottles, and there are a few lads still fast asleep lying where they crashed the night before, the marshals doing a sterling job of dodging them as they clear the litter. We spend an hour chatting; who’s seen who and what was the biggest lie of the night! Soon we shake hands and say our goodbyes, before joining the throng of bikes, outfits and trikes heading home. I’m not one for travelling in a



group, but it looks impressive when there are so many bikes in a line; there must be at least thirty in front of me and probably as many behind. I think the wet weather encouraged many to head off for an early run. I take advantage of an early turn off the main trunk road to take Bryn down the old A5, to show him the Menai bridge from a particularly good viewpoint. He doesn't want to hang around though, for by now the rain is coming down quite hard. We plod on steadily – I never fail to be amazed by the beauty of the Welsh mountains as the A5 twists its way through them. We’re making good progress, as are some others, as they overtake us with a cheery wave or a wag of their boot.

Although the mountains are now behind it’s still raining, but not as hard, and a need for petrol coincides with a need for luncheon, so we park up in Betws y Coed. I ask Bryn if he wants to eat in the same café we stopped at on the way up. He tells me it’s too warm to sit inside, so we get a pasty and chips and sit on a bench where we have a great view of the main road. We watch the bikes coming through the village; the noise of the exhausts bouncing off the houses has the day trippers standing



still as they turn to watch the bikes, the children waving at the riders, the riders waving back. I notice two German-plated outfits come by and I know they have to go right across Germany before they reach home – I never fail to be amazed how far some people travel to camp in a wet field for one night! They make our humble distance travelled seem almost like a local run.



We are now refueled and the outfit is refueled, the rain has picked up again and is coming down heavily, but it’s only a distance of one hundred miles now until we’re home. I ask Bryn if he wants to do it in one go – he’s feeling tired and agrees, so sorts a pillow out in the sidecar and says he’ll have a sleep once we get going. The run back home is straight down the A5 to Shrewsbury, then the A458 to Bridgnorth, followed by the A442 to home –

the roads are fairly quiet, the outfit is running well, we’re purring along at just under 60mph and making good time, I’ve set it up for A roads and it’s sweeping through the bends just nicely, the only time to shut off the throttle is for the 30mph signs of the villages; we’ll be home in time for a bath before our evening dinner.

I’ve been going to the Dragon Rally for a good number of years now – it is one of my favourite rallies, hence the personal review. If you have enjoyed this article I feel sure you would enjoy the rally so, if you decide to go next year, pop across and say hello – look out for my BMW K100RT/Busmar outfit (Borris); it’ll be the one with a BM Riders Club sticker on it.

Mike Thomas

DIARY OF FORTHCOMING EVENTS

Below are listed any official events organised by or on behalf of the BM Riders Club. If you have an event that you'd like to arrange, however small, please give it some serious thought and do it so that we can all enjoy it with you. For an up-to-date diary, please check the web site.

MAY	
1st (Monday) Bank Holiday	<p>MAY BANK HOLIDAY GATHERING</p> <p>The first official meeting of the new Club.</p> <p>For all those of you who can't wait for the start of BM Riders Club Nick, your new Treasurer is arranging a get together at the Rushden Historical Society Transport Cavalcade on May 1st Bank Holiday Monday. Just to meet and chat and share a beer with members.</p> <p>The Cavalcade is a grand mixture of transport of all kinds, from steam to present - covering motorcycles too. There's many other attractions - makes for a really good day out. Meet at 11.00 am in the motorcycle area of the car park (Nick will put up some kind of flag).</p> <p>Go to http://www.cavalcade.org.uk/ for details of the event. It is situated on the A6 just south of Rushden in Northants. Let nick know by email if you're coming, so he can look out for you.</p>
26th - 29th Fri - Mon Bank Holiday Now CONFIRMED	<p>THE MYND RALLY</p> <p>We now have a site for the late May Bank Holiday weekend and you can find it and the info on surrounding area at:- http://www.old.churchstretton.co.uk/acspringbankfarm.htm (A list of B&B's etc. are on the web site). It is at Church Stretton, 13m South of Shrewsbury. It is a "Rural" site. OK, it's on a farm, but with B&B's, Guest houses, pubs and Hotels within walking distance.</p> <p>Prices aren't too bad, ie.. 2 persons sharing tent, £8.00 per night . Caravan with Hook-up £15.00 per night. Over a Bank Holiday and at this late stage with no idea of numbers it isn't really practical to begin haggling and we feel it's more important to get something going. Steve would like a rough idea of who may be interested as he would hate to be the only one there and could do with some numbers for the site.</p> <p>Could anyone who wishes to attend please either PM Steve (Forum name Bodger), or phone him on 07770827574 and let him know if you'll be camping or using B&B.</p>
JUNE	
18th (Sunday)	A (kind of) International get together at the National Motorcycle Museum near Birmingham to meet up with Alf from Holland. Nothing formal, just roll up and meet - say around 11.00am.
JULY	
30th (Sunday)	Nick's BBQ at Tallington, 5 miles East of Stamford on the A16 in Lincolnshire. It's at Nick's house (a PM from the forum or an email will get you the address). For anyone wishing to stay over Saturday evening, there is a village Pub 'The Whistle Stop' where there is a camping and Caravanning field complete with showers etc. so camping is available should anyone wish to go up on the Saturday and Nick will join you in the Pub in the Evening. As Nick is doing the catering, he'd appreciate knowing in advance that you'll be going so please either PM him from the Forum (Forum name Nick) or email him at treasurer@bmriddersclub.com .

I LEARNED ABOUT BIKING FROM THAT!

Many riders like to try and impress their friends – especially those who don't ride bikes – with tales of near misses, wonderful cornering techniques, high speed chases through the bends, and so on. However working on the theory that we actually learn more from our mistakes, this series of articles will look at various 'unfortunate' incidents to see what general lessons might be learned for all of us. Your contributions are invited – humorous or serious – that is, if you're willing to own up to your own occasional lapse in skill or judgement! In this first piece Jim Coleman describes a chain of events which happened soon after passing his test.

As soon as I had passed my test I was desperate to get my first 'proper' bike and there, in the local dealer's, was a fine example of a Honda 250 Superdream. Well, it looked fine to me, with its silver and blue colour scheme, and I even bought some natty waterproof gear to match. Sad I know, but this was October 1986, and the weather was already getting much colder. I used that bike all through the winter and came to dislike it intensely for its lack of power on the open road, but that's another story.

Anyway, a few days after collecting the bike I decided to familiarise myself with everything, so I started to strip off the tank and panels to have a closer look. I hadn't yet mastered the art of putting the bike on to the centre stand, but really needed to do this in order to work on the machine. Needless to say I struggled, lost my footing and let the bike fall against the wall of my house. Fortunately there wasn't a lot of damage as it only fell a few inches, but I did notice a crack around the base of the right hand mirror. Closer examination revealed that the crack had extended to the brake master cylinder. "Never mind," I thought, "nothing's leaking and the brakes still seem to be working." (Or as well as they ever worked on the Superdream!) I popped back to the dealer and they ordered a second-hand cylinder, confirming that it should be okay to use the bike in the meantime.

That night I was going home after visiting a friend, riding along some of the bumpy and unlit lanes of rural Lincolnshire. There was a clear starlit sky with temperatures approaching freezing, but I was still enjoying the ride even if I was looking forward to a warming cup of coffee. Suddenly I went over a pothole (which the weedy headlight hadn't illuminated) and the right hand mirror fell off. Now I'm a Scot and always keen to avoid unnecessary expense, so I was rather anxious to save the offending item in case it could be re-used. I could hear a car approaching from behind, so I had to move quickly. I hit the engine kill switch, put the bike on the side stand and jumped off ... just in time to hear the sound of crunching glass and metal as the car went straight over the mirror. I retrieved the mangled remains – (why, I don't know; perhaps I didn't want to leave litter lying about!) – threw them into my top box and got back on the bike to finish the ride home, but when I pressed the starter there was nothing; not a cough, not a murmur, not even a hiccup. Great! Over a mile from home, 10pm, freezing cold, and looking as though I was going to have to push the bike the rest of the way – at least Lincolnshire is flat!!

I discovered that night, if you ever want to keep warm while out riding, the best way is to get off the bike and push it – I know it's much slower, but think of the fuel you'd save, not to mention the exercise! By the way, did you know that technically you should wear a helmet even if you are pushing your machine and the engine is off? No, I didn't know that either and only came across that gem of useless knowledge very recently, and I certainly didn't heed the instruction back in 1986. In fact the further I pushed the bike the warmer I became, and the more layers came off!

After about half a mile, and feeling thoroughly fed up (not to mention various other words that shouldn't be used here!), I stopped for a rest. Needing a seat I sat on the bike and grabbed the bars to steady myself. My right thumb naturally covered the controls ... which was when I discovered the engine kill switch was still in the off position! In my defence it

was a dark night, but that's not much of an excuse for making such a stupid mistake. Needless to say the bike started first time once I'd diagnosed the 'fault', as if to mock me for my oversight. (I think that marked the beginning of the end for our relationship!)

So, what did this tale teach me? Firstly, and it's so simple it often gets overlooked, it pays to learn how to put a bike on its centre stand. I know a returning biker who recently bought an R1100RS, but it was at least two months before he plucked up the courage to try putting the bike on to the main stand. I've also known some riders who never use the main stand because they haven't mastered the technique which works for them and their particular bike. I am now very careful when it comes to parking, and although I use the centre stand almost all the time I make sure I'm not likely to slip at a crucial moment. Filling stations present a special hazard, for there's often a diesel spill just where you need to put your feet, while parking on any kind of camber can be daunting.

Secondly, if your bike ever fails to start, it's always worth checking the obvious things first. Since that incident with the Superdream I've only had one other similar experience with the kill switch. In this case I must have accidentally flicked the switch when getting off (at a service station incidentally) and was about to get really worried about the failure to restart when I remembered the lesson from 1986! Of course if it's not the kill switch, nor a lack of fuel, nor a side stand cut-out (one to catch out the BM rider!) it's probably a bit more serious – but if you check the obvious at least you won't be embarrassed when you call out the AA!

Safe riding everyone – and let's hear about the mistakes which taught you something more about the joys of owning a bike!

Jim Coleman

TAKE CONTROL OF YOUR EZINE

No we are not advocating an early mutiny in the Club! [Matt gives some details of the material we need to make the ezine even better.](#)

We have some great articles to get things going for our first issue, but we need a constant flow of material if we are to have an even more bumper edition next time around. Please consider sending anything from a photo and details of your bike through to an epic adventure tale from your last tour. We need small articles of a couple of paragraphs to slot into the bottom of a page as well as long and flowing masterpieces.

Are you planning to do any DIY maintenance? If so keep your digital camera to hand, take some photos and make some notes. If we can print a detailed, illustrated piece like that it could assist countless other members over the years. I am currently pulling together my long, drawn out series of posts generated when the clutch started to slip on my K1200RS. It brings tears to the eyes just thinking about that one!

For those without access to digital cameras or computers, I am happy to accept submissions in "hard copy" and real photographs of a decent quality. My home address will be in the next issue. If the BM Riders Club and all the talk of forums draws you in to computing for the first time, an article of the great adventure of buying your first computer, getting on the internet etc would make for an excellent tale. Incidentally for anyone in such a position I am happy to offer any pointers people need when making such a transition. It should be actively encouraged as you really get far better value from your membership pound if you access all the facilities.

Anyway, that is enough from me! I look forward to receiving more copy than I can ever use!

Matt

THE FIRST EVER MEET

Launch day sees the first meeting of the new Club



Left to right: Steve Foreman, Clive James, Phil Hawksley, Nick Welford, Mike, Carol & Bryn Thomas (AKA Tubbs, Mrs Tubbs and Junior Tubbs.

mind, Nick, at least it was a soft landing.

The site was much bigger than I'd expected and there were vehicles of all sorts to drool over including a steam powered car, traction engines and, of course, around 50 bikes. Maybe we should look at repeating the visit next year and have some Members bikes on display? I don't think I've ever seen so many stationary engines in one place and it turns out that that Bryn 'Junior Tubbs' has one of his very own which he's rebuilding with the help of Dad so maybe one day we could have a get together in Worcestershire to watch Bryn fire up his engine.



BM Riders Club flag flying the car park

The BM Riders Club 'Launch day' dawned cool, damp and a little breezy so it was with some apprehension that I pulled the bike out of the garage whilst wondering if anyone else would actually bother..... It would be great to be able to report that 50 of you were there for our first ever meeting but I guess the percentage of our actual current Members wasn't bad with six Full Members and our one and only Junior Member on scene. One Rally marshal was Rob Bass, a long-time member of the other club and he was fairly easily persuaded to pass over £12 for Membership of our new Club so I guess that makes eight Members in total. Welcome to the Club, Rob.

It was somewhat wet and muddy in the car park so, of course, one of our number managed to put his bike down at the entrance, fortunately without damage except to pride - never



Junior Tubbs and a reluctant Mrs Tubbs on the Ferris Wheel

Anyway, I think we all had a good day out even if Mike did get lost en-route from Worcester and although the numbers were perhaps a little disappointing, it was a good start to the dawn of this new Club and I hope there will be a **much** larger attendance at the 'Mynd Rally' in Church Stretton at the end of this month—lets see you all there even if you just drop by for a day visit.

Phil

Don't forget, this quarterly E-zine is yours and it requires contributions to keep it going, so any articles, letters, tales or photos you care to send would be useful - without input from all of you out there, there will be nothing for you all to read so get typing for the next edition.