



The BMW Club of Houston NEWS

Published by the BMW Club of Houston
Since 1967 www.bmwclub.org

December 2006

Activities Calendar

Weekly/Monthly Houston Activities

Every Sunday Breakfast with the Beemers

Two locations:

1. Goode Company Taqueria, 4902 Kirby Drive at Westpark
2. Denny's Restaurant, FM 1960 at Highway 290

Start the day with breakfast at 8:00 AM with fellow BMW riders. There is often a ride afterward, departing at 9:00 AM.

Every Thursday evening social gathering at Hickory Hollow, 101 Heights Blvd. Folks start gathering at 7:00 PM.

Business meeting, second Thursday of the month, 7:00 PM at Hickory Hollow, 101 Heights Blvd. Come early, or stick around afterward for tire-kicking and story-swapping.

January, 2007

- 1 Brunch at Hotel Galvez, Galveston 10:30 AM
- 11 Club business meeting, 7:00 PM
- 20-21 Annual Buescher State Park Camp-in, rain or shine!
- 26-29 Annual Big Bend Freeze-Out

February, 2007

- 8 Club business meeting, 7:00 PM

March, 2007

- 2-11 Daytona Bike Week
- 8 Club business meeting, 7:00 PM

For details on these and other events, visit the club website at www.bmwclub.org

See your story here!

Just returned from a trip? Have some good photos to share? Send your write-ups and/or photos to the newsletter editor and see your story in print.

Your article doesn't need to be long...a 300-500 word essay is a good length. So don't let writer's block or shyness keep you from being a contributor to our club newsletter. Send articles and photos to erythros@aol.com.

Deadline for submissions is the 10th of the month. Articles received after that day will appear in the following month's issue.

Turkey Day in Ft. Davis

by Beverly Ruffin

My oh my, what a wonderful time we all had in the Davis Mountains—in what had to be the finest weather imaginable. We had clear cold nights and even clearer warm days—not so much as a puffy white cloud in the baby blue sky.

The ride from Houston on Tuesday afternoon was not exactly what we had planned—Charlie Storer had to return home for his jacket liner; Floyd Crow and I got separated in Brookshire. Between the three of us we played leap frog along the interstate until we finally hooked up again at the Regency Motel (formerly the Whitetail Lodge) in Hondo just before dark.

But we were up and on the road before 7AM on Wednesday morning and made it to Davis Mountain State Park in Ft. Davis by the early afternoon. And what a good group turned out—John & Sandy Long, Vince & Marian Hefley, and Joe & Judy Jones (from the DFW club) stayed at Indian Lodge inside the park. Ron & Dorothy Goodall, Ken & Tristan Webb and Howard Harper & Kay Harrison camped in their campers or vehicles. Floyd Crow and Doug Warwick had motel rooms in town while Betsy & Morris Kruemcke stayed in Alpine. The rest of us ruffed it in tents—Bill Wilcox, Dave & Jessica McConnachie, Kevin Churchill, Guy Pickrel, Charlie Storer and of course, me.



Beverly Ruffin and Floyd Crow



From left to right:
Vince and Marian Hefley, Beverly Ruffin,
Judy and Joe Jones

Ron and Dorothy Goodall hosted breakfast for the campers on Thursday morning—hot coffee and yummy breakfast tacos. Some ate their turkey dinner at the Black Bear Restaurant in the park, but most of us went to Mary Lou's in town. We're not sure where Betsy & Morris ate; they made their typical quick appearance in the park and disappeared.

(continued on page 4)

Editor's Corner

By Barb Smith

As another riding year draws to a close, the club has a new slate of officers and memories of an enjoyable holiday party to usher us into 2007. Some of us are already pulling out maps and atlases to begin planning next year's trips, but it's also time to do a "shoulder check" on 2006.

I took many long motorcycle trips this past year, but an easy day ride on Thanksgiving Day stands out the most, for its "magic" factor. Mechanical failure brought Mike's and my trip to Ft. Davis over that long weekend to a short and sudden halt.

We were envious of our fellow club members enjoying a camp-out at Davis Mountains State Park, and were determined to make the most of our situation and the beautiful weather. So, on Thursday – Thanksgiving Day – Mike and I met up for an early start to a day ride into the Big Thicket area of east Texas. Empty roads, brilliant sunshine, and fall colors welcomed us as we rode through some delightfully forested curves in the roads of Polk County.

There were a few other riders out there, one a young man on a beautifully customized Victory. We were taking a short break when he pulled forward into a parking spot to have a smoke after filling his gas tank. Mike and I walked over to admire his bike and we chatted with him for a bit. He and his dad had been riding together earlier that day, and he was on his way home. He'd done all of the custom work himself on that bike, and he beamed with pride at our compliments.

As he prepared to ride off, we wished him a happy Thanksgiving and, afterward, Mike commented on the young man's polite, well-spoken, and friendly manner and his talent for customizing.

I thought about that encounter the rest of the way home, thought about this young man and his dad out there on this glorious day of thanksgiving, doing what they enjoy doing most...and doing it together.



80,000 Miles in 180 Days!

By Beverly Ruffin

Long distance rider and Iron Butt veteran, **Ardys Kellerman** is vying for the high-mileage female rider among the BMW set this year. In April she mounted her '02 BMW R1150RT and basically didn't dismount until October, racking up an astounding 80,129 miles in six months. That's almost 450 miles every day for 180 days!

Ardys is no stranger to high mileage. In fact, she has won so many local contests that she rarely bothers to enter them. But the national organization, BMW Motorcycle Owners of America (MOA) is a different matter. In their six-month contest, she is competing with women all across the country. In 1987 she took top female finisher with 33,043 miles. She outdid herself the following year traveling 36,849 miles, but only placed second. Then in 1990 she documented 50,089 - a record that wasn't broken until Voni Graves topped her nine years later.

She didn't start this year with a planned route. She has friends and family from coast to coast and just found reasons to ride—rallies, birthday parties and other gatherings.

She ended her journey based in Ft. Stockton where she took advantage of Texas' new 80MPH speed limit.

Even when some irresponsible driver rear-ended the bike south of Miami, she wasn't discouraged. She lost a week of riding while she replaced the RT (which was totaled) and recovered from her bumps and bruises.



Ardys Kellerman honored at recent breakfast

She can't say enough about **441 Cycle Shop** (the BMW dealership in the Ft. Lauderdale area) and owners Fred and Cindy Reeves. With their help and the support of other BMW riders across the US, she was back on the road to continue her quest.

Ardys captures audiences with her stories and steals the hearts of even the toughest motorcycle riders. So from all the members of the BMW Club of Houston and BMW riders throughout the state of Texas:

Congratulations Ardys! You go, girl!

BMW Club of Houston

BMW MOA Charter #12

BMWRA #287

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48 hours

By Floyd Crow

Dear reader: Beverly Ruffin's little history quiz in last month's newsletter prompted me to dig this out and resubmit it for publication. I hope you enjoy it. I think it shows what a great bunch of talented people we had and still have in our club. There must be some sort of record out there we can set as BMW riders. Have fun, ride safe. - Floyd Crow

Here's a story----- December 1983

Remember a few years ago when Craig Vetter designed the Rifle fairing? It looked sorta like a 45 slug that had been squashed in on its sides. It was supposed to increase performance, specifically gas mileage. In fact, some guys from California set some kind of gas mileage record in 1983 on a trip from LA to Daytona. I remember Charles Thompson and I zoomed by them on our RS Boxers on I-10 somewhere in Mississippi on our way to Daytona that year. Heck, we could have set a mileage record, too, if we were drafting behind a big Ford Van and doing 15mph. That just didn't seem like fun to me. But----I digress.

There was in our midst a group called the KGM team, a.k.a. Kruemcke, Goodall, Malone. They thought it would be neat to install a Rifle [fairing] on a small cc bike frame, then ride it from the George Washington Bridge at the Hudson River in New York to where I-10 ends at the Santa Monica pier in LA, a distance of 2472 miles as the Crow flies. Now surely someone has done that on a motorcycle before -- no big deal. But, there was no record of a Honda CB125 doing it in 48 hours!! Well, Hi, using the ole trusty E6B, that comes to 51.5 mph. That's not too bad but the speed needed to average 75 to 80 mph and on a Honda CB125, that may be a problem.



The KGM team says "No sweat----a few modifications here and there, it will make it just fine." With Kruemcke's engineering expertise, Goodall's motorcycle knowledge (he knows more about motorcycles than anyone else I know), and Malone's ability to flag sports cars at the Texas World Speedway, they couldn't miss.

The task got underway after New Ulm '83, with the challenge to be during Thanksgiving Holidays that fall. Someone had a Honda CB125, and out of the night came a Honda 124cc six-speed dirt bike engine that fit in the CB frame perfectly. Kruemcke was pouring over his graphs, slipping his slide rule so the correct numbers would come out for proper gas consumption, engine rpm, wind resistance, tire wear, miles per hour, $E=mc^2$, etc.

"Morris", Ron said, "We're not going to the moon. All we're going to do is ride this bike from NYC to LA. Come on let's get busy." About that time Norm Malone, who got transferred to Chicago to work for six months, said "I'll see you clowns in Newark. Brenda, bring my helmet."

The team had lots of help and support. Brenda kept the lines of communication open with Norm in Chicago; Betsy kept Morris in line; and Dorothy did what she does best----talked a lot. The best help came from Ron's daughter Danalea, who did all the welding and fabrication, and from Richard Sanders, who got Honda to donate a special set of sprockets for the machine. They let this author fashion the brake pedal. I guess they figured they wouldn't be stopping much, so if the brake didn't work, so be it. A 5 gallon BMW fuel tank was installed for endurance. Radar detector and CB communication systems rounded out this high tech machine. Time for test runs!!!

(continued on page 7)

The Bottom Line

By Beverly Ruffin



Ever the bean-counter, I relate to numbers. And while few people truly enjoy figures, it's interesting nevertheless to look at the club from a fiscal perspective.

As of the December meeting our bank account boasts almost \$5,300. And while that sounds impressive, it's down about \$1,200 from just one year ago. If we don't count the \$250 we garnered from the 50/50 raffle tickets sold at the business meetings and the \$600 profit from this year's rally—we've lost \$2,050! Wow. Where did it all go? So I went through the treasurer's reports to find out.

We sold \$1,200 in newsletter advertising because all three of our local dealers went to full-page ads. That's great! And I was pleased to discover that we spent almost exactly that amount to produce and distribute the newsletter. That's pretty impressive when you consider it's coincidental.

We collected roughly \$1,700 in membership fees. Those covered \$600 in recurring costs for things such as new member badges, web hosting, post office box rental, and charter fees. It also covered another \$650 in special things like refreshments and ride prizes and flowers and guest meals. Whew. That left only \$450 to cover the cost of this year's Christmas Party—\$2,500 including invitations and the slideshow. On the plus side, we parlayed the \$400 spent at our area BMW dealers into \$600 worth of gift certificates—Wild West and BMW North each contributed an additional gift certificate to match ours!

So what does all of this mean? Probably nothing to most of the club members. It's just boring statistics. We are in better financial shape than many of our sister clubs. We don't worry about holding the cost of the newsletter to our advertising sales. Some of us remember when we didn't sell advertisements and every member received their copy snail-mail; we did alright. The member fees easily cover our fixed costs; the other items are optional. We can hold the cost of the Christmas Party down to the profits from the annual rally if we have to.

Besides, it's Christmas—a time for giving. And we're fortunate to have enough to share. So the club will match member donations to Denise Purcell and throw in our 50/50 profits to boot. Anyway, most of us tend to look at the bottom line and there we're fine.

Turkey Day in Ft. Davis

(continued from page 1)

Although my plans were to stay until Sunday morning, many were packing up and leaving the area on Friday. So I followed suit—at least as far as camping was concerned. I packed up the tent and stayed at the motel in town on Friday night. On Saturday morning Floyd and I headed for home.

What else can be said about a perfect weekend? No flat tires, no mechanical challenges and most everyone made it back and to the Christmas Party (I might add). And as always, we promise ourselves that we'll do it even better next year!

This month's *Point...Counterpoint* contributors:



Beverly Ruffin



Mike Murphy



Point...Counterpoint

Coming up next: LT versus RT

Got an opinion?? Get your point across – select one of the following topics and give us your take on things:

- Communications systems
- Motels or tent-camping
- “dressed” or “naked” bikes
- Music or silence while riding

Or choose your own favorite soapbox topic and write your essay. I'll solicit the counterpoint.

Send your 200-300 word essays to erythros@aol.com. Paired commentaries will be published in future issues.

Point...Counterpoint: GPS on a motorcycle

A regular feature of opinion and preference

Beverly Ruffin speaks: I am definitely pro-GPS. And the reasons are as obvious as they are many. When was the last time you were behind the wheel of your vehicle and listened while someone next to you gave directions from a paper map? And how long did it take to get into an argument when one of you missed a turn? For me it's been years, but that doesn't mean my memory has faded. With a GPS, a pleasant voice announces the distance to your next turn—from two miles down to 400 feet. Now being a woman, I'm a bit vague on the distance thing, but I know 400 feet is pretty quick. And knowing that I'll be turning to the left is valuable information. And if I happen to pass the street, there's not some pompous engineering type to admonish me as a fool. No, the pleasant voice simply says, “Wait a minute, let's try this again.” (Or something to that affect.) And then sure enough the gadget recalculates and routes to the destination from my current position. Anyone who can't appreciate that has never been stuck on a spaghetti bowl in New York City with no idea how to get off!

Another valuable use is when you're miles from anywhere you recognize, and that insipid reserve light is glowing. With no more than one or two strokes of the keys or touches on the screen, you are instantly delivered a list of service stations and their distance. Now what's cooler than that?

On longer trips, I'll decide how far I want to travel that day and search for lodging in the area; with two or three touches of the keys or screen, I have a list with addresses and telephone numbers. I call the motel, make my reservation, then with two more touches of the screen, voila! The gadget plans my route (based on my preferences), tells me how far I am from the motel and my approximate arrival time. And not only that, if I miss the turn to the motel, it'll take me in the back way!



Mike Murphy speaks: I am on the “con” side of the GPS debate. I ride a 2002 BMW R1150GSA which has “zero” electronic equipment added. I've contentedly ridden this bike for 101,000 miles without aid of extraneous electron flow. I dare say there are probably less than a dozen GS's in the USA so drastically ill-equipped.

I was a member of the Houston BMW Club in the mid-90's when the first GPS's appeared. Several members, mostly GS riders, showed up at Hickory Hollow with their wondrous gizmos. There seemed to be a competition for who could spend the most money for a GPS. I looked at the gadget and instantly thought – WHY.

Over the last ten years I've ridden many miles along with GPS equipped bikes. I've made the following observations:

- I can get to my destination just fine by using a Rand-McNally Road Atlas. Cost is about \$9.95 at Sam's Club
- I don't need to constantly look down and squint to see the display of a GPS
- I look at road signs, not the GPS display. The signs are seldom wrong.
- I don't need an expensive power divider/fuse box to run my Road Atlas. It is self powered.
- I don't care about my “true ground speed,” the BMW speedo is close enough for me.
- I don't care about my elevation above sea-level. If I'm having trouble breathing, I assume I'm in the Rocky Mtns.
- I don't care where the nearest restaurant is located. That is what my eyes are for. In an extreme case, a C-store clerk can also help.

I know BMW riders are often considered “geeks,” and I think that name fits in a lot of cases. I'm a member of the KISS – Keep It Simple Stupid – community. If I can't get there with a map, I probably don't want to go there.

Meet a Member



Name: Dave McConnachie

Location: The Woodlands

Ride: 2004 K1200RS

Passenger: daughter Jessica

Stats:

- Born in Dunfermline, Scotland
- Member BMW club since 2005

Years riding: 33 years

First motorcycle: Honda C50

Dream road: Fort William to Kyle of Lochalsh, in Scotland.

Best memory: Honeymoon on our Kawasaki GT550, riding around west and north coasts of Scotland.

Essential road food: Twix Bars and Snickers

Did you know:

- ...I was 33 before I owned a car.
- ...I lived in Zambia for 11 years.
- ...I've worked for Baker Hughes since 1977.
- ...I was the president of the Woodlands Photography club
- ...My first BMW was a 1977 R100S, bought in June '78.

Murph's Musings



Tech Tips
by Mike Murphy

To Torque or not to Torque – That is the Question.

I suspect one of the most discussed issues among gear-head motorcycle riders is the need to torque the fasteners on their bikes. This discussion falls in the same general category as discussions of oil, sex, and politics. There are no absolute answers.

I've been wrenching on bikes and cars for over 40 years (started at 3 y/o) and I've made the following observations.

- Torque is the product of force x distance (ft-lbs). The longer the wrench (distance) the smaller the grunt (force) required for a given torque. This factor needs to be considered when addressing a fastener.

- Aluminum is much softer than steel. A steel oil-drain plug has much stronger threads than an aluminum crankcase (oil pan). This is why aluminum "crush" washers are used between the drain plug head and the oil pan. Tighten the drain plug until you "feel" the crush washer "give." This is the time to stop turning the wrench.

- Some fasteners are subjected to great stress, e.g. a head bolt, and some are not, e.g. a valve cover bolt. This needs to be factored in, when tightening the fastener.

- Some fasteners "bottom-out" in their bore. A good example of this is the valve cover bolt for an oil-head BMW. The bolt is tightened until it reaches the bottom of its bore. This can be easily felt, and tightening stopped. How many folks do you know who have managed to strip out a valve cover bolt?

I find that torque wrenches are a useful tool for tightening critical bolts: cylinder head, crankshaft bearing caps, etc. For the other less critical fasteners on a motorcycle, I have learned that a "calibrated elbow" works just fine.

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- You've had to explain how something works/comes apart/goes together to the shop tech.

From: http://home.cfl.rr.com/genecash/you_know.html


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48 Hours *(continued from page 3)*

It was found that if you were a very small person and could remain astride this bike in the fetal position for long periods of time, it was well suited. I got to ride it out to Conroe TX from Ron's house in Spring TX, and I must say it wasn't the kind of bike I'd want to sit on for 48 hours and 2500 miles. But then, I'm used to 41,000 feet, LearJets and autopilots, so what do I know?!

The performance was not bad. In sixth gear at redline it would do an honest 115mph. Not bad at all for 125cc's. With the 5 gallon tank they could run about 350 miles between fill-ups. The handling wasn't too bad, but in strong crosswinds with the Rifle fairing, it got a little wild. With the testing behind them and Thanksgiving fast approaching, it was time to get serious and go for the record. Now comes the fun!!!



Ron Goodall and Morris Kruemcke

Morris rented a Ford Van with no back seats to carry the bike and all the equipment. He and Dorothy would drive straight through, of course, to be in Newark by Tuesday. Ron, Betsy, Brenda, and Norm would fly in. Then, they would all leave the bridge at noon on Wednesday to be at the Santa Monica Pier on I-10 at noon Friday. This would give them ample time to get back to Houston for work on Monday morning. Simple!!!

I thought it might be a good idea to check the weather in Newark and across their route to California before leaving the New York area, and so I furnished them with phone numbers and how to get in touch with the Flight Service Stations along their way. The weather people were most helpful; however, a warning concerning a major storm brewing over the Sierras made it imperative to get over the mountain range before dark Thursday. Undaunted, the team left the bridge on schedule at noon Wednesday with a validated toll ticket to prove the time and place of departure. With Morris up as first rider, the schedule was to be 2 hours on and 4 hours off. The bike was performing well; the special sprockets were matched perfectly to the six-speed transmission. It could and did run great distances in 4th and 5th gears to compensate for hills, wind, and rider weight. (Sorry guys). By the passing of the first 100 miles, every trucker on the interstate knew who they were, what they were doing, and where they were going. Needless to say, the State Highway patrol did not create problems for the high cruising speeds needed to maintain the 51.1mph average.

The route was easy. From the George Washington Bridge west into New Jersey, pick up I-80 across Pennsylvania to Akron, Ohio, I-70/I-71 to St. Louis, I-44 across Missouri to Oklahoma City, I-40 through Oklahoma, and the Texas Panhandle into New Mexico and Albuquerque. At the routine fuel stop in Albuquerque the team got its first hint that the weather was going to be a major problem. The storm over the Sierras had grown to major proportions and was dumping snow across their route in inches by the hour. The decision was made to press on. After all, they were one full hour ahead of schedule. A little snow shouldn't slow them down too much.

At Grants, New Mexico, the record challenge came to a halt. The New Mexico state police had closed I-40 due to the storm and were not allowing any traffic to continue westbound to Arizona and California. A check of the charts proved the mileage too far to go south to pick up I-10 and make the destination by noon Friday.

Disappointed and tired, they packed it in, returned to Albuquerque, got a good night's sleep in a bed---the first since leaving Houston the previous Monday.

I tell this story with envy and admiration. Envy because I wish I could have gone along to experience the run first hand, admiration because I know these people, and had it not been for the weather, they would have made it and set a record. In my view they were very successful.

48 Hours *Post Script:*

I wrote this just a month after the record attempt. That was twenty-one years ago this month. Many of you were not riding then.

The motorcycle industry and riding style was much different then than it is now. When

these guys did this in 1985 there was no GPS, and no cell phones. Navigation was by map only. Communication was by pay phone or CB radio, if you had one, and they weren't all that great.

Many of you do not know who Craig Vetter is. He

was one of many designers who improved on the fairings of that time. There were others who contributed to the modern day designs we enjoy today, regardless of what brand you ride. We are very lucky to have the modern bikes of today for our enjoyment.

Most of the KGM team are still around and still members of our club. Morris Kruemcke is still setting records in time and distance for the Iron Butt Society. Ron Goodall has ridden the outer circumference of Australia and from the north island to the south island of New Zealand and tens of thousands of miles across the USA and Mexico. I suspect his lifetime motorcycle riding mileage would be very close to a million miles. Norm Malone lives in New Orleans. Doesn't do much riding now but he did win the Texas County contest about ten years ago by taking a picture of his bike in front of all 254 Texas county court houses.

I still think they deserve the record in spite of the snow. Remember it was a 125cc motorbike, not a comfortable big liter bike we have today. I've got a million of these stories. I may share one or two with you again.

Floyd, we'd love to hear them! Ed.



New Year's Day brunch in Galveston at the historic Hotel Galvez

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January 1, 2007, 10:30 AM

Visit the club website for more details



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MINUTE BY MINUTE

Minutes of Monthly Business Meetings ~ BMW Club of Houston, Ltd

Date: December 14, 2006

Meeting called to order by Mike Doyle, President, at 7:00 PM

Welcome and recognize visitors

Tom Hartberger from Singapore. Tom was in town for business and was lucky enough to find information about our meeting on the Internet. Tom has lived in Singapore for a number of years, and is an active member in their **BMW** club. Tom says that although Singapore is a very small island, 20 x 30 miles, they do manage rides and for longer rides go to either Malaysia or Thailand. He invites any Houston members to drop him a line at secretary@bmwmcs.org if they are in his area. He even says that they might be able to rustle up an extra motorcycle for visitors.

Emery Ruffin, Beverly Ruffin's son, was in town on leave from the USMC. He is currently stationed at Fort Leonard Wood in Missouri.

Changes to last month's meeting minutes:

None. Moved to accept if no changes:

Officer's Reports

Treasurer's Report: - Starting balance of \$7500, \$2700.00 spent on the club Christmas Party, leaving an ending balance of \$5300.00. All figures are approximate figures and exact figures can be obtained from the club treasurer

Vice President, Activities - Klaus Seeger reminded members that the next upcoming event will be breakfast at the Galvez on January 1, 2007. Next event will be the Buescher campout January 20 & 21. Finally, there is the Superbike event at Birmingham, Alabama on April 20 thru 22. This will be combined with a possible trip to the Barbers museum. Birmingham is 667 miles from Houston, a nice day's ride. Contact Klaus for more details.

Unfinished Business from previous meeting(s)

It was previously mentioned through the Club monthly newsletter that the club was taking up donations for Denise, an employee of Lone Star BMW, because of her recent loss of her home through the fire. The information given was that the club would match the amount of individual donations. The question was raised at the meeting as to whether the club had voted on the subject of donating club funds. Upon a motion and a second, to allow club funds to be donated, a vote was taken and the motion passed.

New Business

Barb Smith is getting ready to publish the first club newsletter under her auspices. She requested more photos, articles, and classifieds to be forwarded to her to be included in the newsletter.

Rally Shirts Still Available

These lovely shirts, featuring the 2006 rally logo designed by the Yeagers, are still available for sale for \$15.00, in sizes M-XXL. Shirts are white, 100% cotton, short-sleeve, with logo on front.

Contact Virginia Platts at vlplatts@yahoo.com if you would like to purchase.

36TH
ANNUAL
SOUTH CENTRAL
BMW OWNERS
REUNION

FREDERICKSBURG TEXAS
OCTOBER 13-15
WWW.BMWCLUB.ORG



Prospective (New) Members

Daniel Gately, who had been present at one of the last of social meetings and turned in an application for new membership, was voted in as a new member in good standing. Daniel rides a 1985 K100RS.

Other Announcements

Virginia Platts reminded all club members that there are still a number of 2006 rally T-shirts available in all sizes except small. Contact Virginia at 713-838-7987 for size and numbers availability.

50/50 Drawing:

Bill Ballard walked off with his pockets stuffed full of 18 dollar bills from the 50/50 drawing. Actually, Bill was kind enough to donate his pot to Denise.

With no further business to discuss, the meeting was adjourned at 8:15 pm.

Classified Advertising

Motorcycles for Sale:

No listings

Motorcycle Parts/Accessories:

Kaoko Throttle lock cruise control for 1100 or 1150GS (similar to throttlemeister) works with hand guards on bar ends. New condition, retails for \$125.00 at local dealers. \$70.00 call Mike Doyle at 713-826-5156 (1106)

Apparel & Miscellaneous:

Kanetsu Electric Vest (Aerostich), Men's size Small, coiled cord with lighted switch, BMW connector. Sells new for \$149.00, worn twice, asking \$75.00. contact Barb Smith, erythros@aol.com (12-06)

Wanted to Trade:

No listings

Clean out your closets! Clear out those odds and ends in your garage! Make some \$\$!

To place your ad, e-mail info including your contact information to Barb Smith at erythros@aol.com.

Classified Advertising is free to BMW club members. Non-members may list BMW motorcycle items only. Ads will run for 3 issues, unless otherwise cancelled.

BMW Club of Houston, LTD.
P.O. Box 7542
Houston TX 77270-7542

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2007 Display Advertisement Annual Rates

Ad Insertion: (dimensions are maximum "live" area)

Business card - \$100/yr	¼ page - \$200/yr
2" x 3 ½"	3 ½" x 4"

½ page \$300/yr	Full page - \$400/yr
Vertical 3 ½" W x 9 ½" H	9 ½" H x 7 ¼" W
Horizontal 7 ¼" W x 4 ½" H	

All ad materials should be sent to the newsletter editor. Deadline for insertion is the 1st of the month for mid-month publication. Monthly rates for display ads are available upon request.