



# *das Rundschreiben*

The Official Newsletter of the Bee Cee Beemers Association  
Summer- Fall 2006



**WES THORNTON PUTS  
A SMILE ON A YOUNG LAD AT BURN CAMP 2006**

## das Rundschreiben

Published by the  
Bee Cee Beemers  
Association

Affiliated with: BMW MOA  
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BMW RA Charter Club #52

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Articles of any length will be accepted. Please send copies to the above address in electronic format (preferably Microsoft Word) via e-mail, or hard copy mailed to Craig along with copies, in jpeg format preferably, of any photos you wish to see published Rare bikes, world motor-cycling news etc.

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Beemers Association



### NEW MEETING LOCATION

MONTHLY CLUB SUPPER MEETINGS  
ARE NOW HELD AT THE ABC AT  
SCHOOLHOUSE AND LOUGHEED IN  
COQUITLAM ( NW CORNER ).  
MEETINGS START AFTER WE  
FINISH EATING AT APPROX 7 PM  
AND GO TILL WE FINISH  
TALKING OR THEY KICK US OUT!!

**CORPORATE ADVERTISING POLICY AS  
VOTED ON BY THE MEMBERSHIP OF THE  
BEE CEE BEEMERS M/C.**

**ALL COMPANIES WISHING TO ADVERTISE  
IN das Rundschreiben MUST OFFER A  
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CARRYING MEMBERS OF THE CLUB. THE  
EXECUTIVE DECIDED IT WOULD BE UN-  
FAIR FOR SOME ADVERTISERS TO OFFER  
THE DISCOUNT WHILE OTHERS DID NOT,  
AS SPACE IN THE NEWSLETTER IS AT A  
PREMIUM .**



## THE VIEW FROM THE TOP: CHAIRMAN REINHARD

**Another great year for riding as I put over 20,000km on my bike again and enjoyed many long rides.**

**Got some shocking news in August that I will have to have my heart valves replaced with pig valves sometime this fall. Afterwards I will feel like a new man and ready to ride even more next year!!**

### MEMBERS CLASSIFIED

Tall windscreen for 1150RT—\$100 call Ian Peterson 604-948-1978 [i.peterson@telus.net](mailto:i.peterson@telus.net)

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# FULL THROTTLE WITH CRAIG



## Forgotten Maintenance

I stopped by my friend Magik's place the other day to have some small things taken care of. Magik Woo stocks only the best in parts and fluids and he had some rare 5.1 SBS Brake fluid which I tried a couple of years ago and it really firmed up the lever like no other fluid. It costs about double compared to DOT 3 or 4, but why worry over \$7 when the bike costs \$20,000?? Nothing frustrates Magik than to see owners get overly thrifty with maintenance after buying an expensive machine, be that a car or a bike.

Cheap engine or fork oil, brake fluid, tires, filters almost never last as long as quality products ( high end ) and usually end up in higher labour costs or in simply time wasted that could be enjoyed on the road. Case in point, I used to delight in buying the Canadian Tire brand oil and filter when they went on sale but I had to change it in my car about every three to four months as it was going black. Now I buy expensive fully synthetic oil ( from a wholesaler ) and the most expensive filters I can find ( K and N ) once again at a bulk price. The oil stays clear for 6 months and my yearly cost is the same if not less than when I was using the cheap stuff with the added protection of synthetic which will flow at - 50 degrees C It all equals more time for fun, less time under the car. Similar story hold for most bikes. Use the good stuff and your bike will last longer and you'll spend less time in the shop or under it. If you shop around, your yearly costs won't be any higher either. Got to shop around as some stuff is marked up big time esp if it is new or rare.

Magik also mentioned the forgotten things on a bike, as everyone knows about engine oil and filters and plugs, but what about gear oil, fork oil and the brake fluid which everyone seems to forget. Hence the following advice.

Read the maintenance schedules on your machine as manufacturers have been slowing extending these, but in the fine print you will often discover your use qualifies as “ **extreme use** “. A lot of folks do too many short trips to meet the extended schedules. This is esp true with air cooled motors which take much longer to warm up. Short trips contaminate the oil with moisture etc. Got to take your bike or car to a long hard ride once in awhile to get rid of this moisture. I don't even use the odometer to determine when to change the motor oil any more, instead I use the calendar. Spring and fall for the Monte Carlo and fall and Canada Day for Beemer One. That way I don't forget or prolong things. I always put the bike away with fresh oil and filter for the winter. The brand doesn't matter that much as long as it is full synthetic. ( Some older machines will leak with synthetic and if the engine is worn, it will burn this expensive oil like crazy – so you will have to experiment ) Some of the highest quality fluids are hard to find and I don't like having to travel to a specialty store and pay a huge mark-up, so I will use more popular brands like Mobil One or Bell Ray instead of Red Line or Amzoil which are very hard to find at a competitive price.

For bikes and cars most people totally forget about the brake fluid and power steering fluid in cars. Brake fluid absorbs moisture esp here on the wet coast and is pretty well shot when it turns dark brown. This can take as little as one year esp if the bike is kept outside or in an unheated underground parking area. Mileage doesn't matter – just get rid of it as soon as you notice the color change. I usually buy the fluid with the highest boiling point ( 5.1 ) but make sure to double check your owners manual. When flushing my car last week, I discovered DOT 4 in synthetic for a very reasonable price and it mixes with the non-synthetic fluids as well. For a dollar more than the non-synthetic, a real bargain but only seen at Canadian Tire so far.

Gear and Trani fluid also comes in synthetic and 75-90 wt works for most Beemers here in BC, you really don't need the expensive 75-140 as it doesn't get that hot here. You'll be surprised how much better your bike shifts with synthetic in the gear box, esp in cooler weather. It may seep from the shifter lever, but worth the cost of a new seal here as the improvement in performance is noticeable. Similar story for autos, synthetic lasts longer and shifts better.

**In general, if you ride a lot or plan to keep your bike or car for awhile, it is worth the cost of premium fluids, filters, batteries etc as they actually cost less in the long run.**

## Executive, 2005/2006

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**WE NEED VOLUNTEERS FOR THE JANUARY BIKE SHOW**

**JAN 25 TO 28TH—FOUR DAYS TO COVER**

**PLEASE CONTACT DOUG WILLIAMS IF YOU CAN HELP**

**[rdougw@shaw.ca](mailto:rdougw@shaw.ca)**

# SM CYCLE

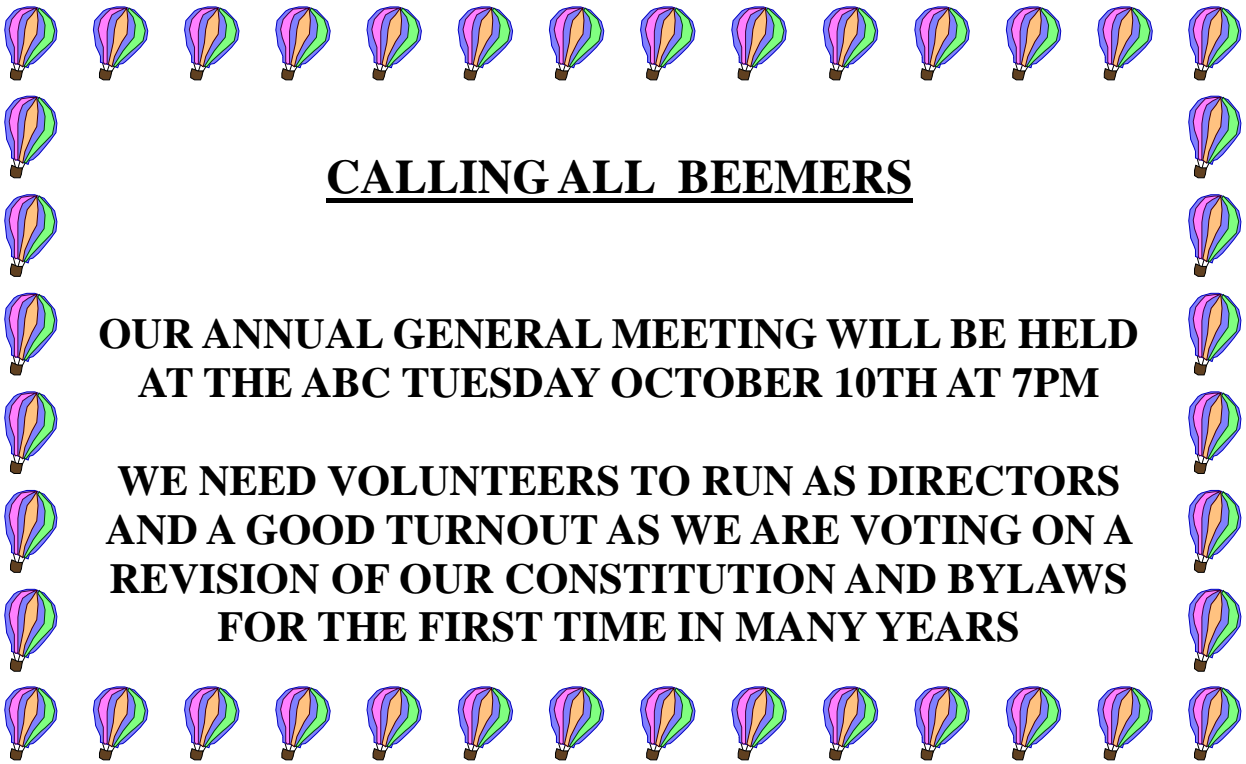
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## CALLING ALL BEEMERS

**OUR ANNUAL GENERAL MEETING WILL BE HELD  
AT THE ABC TUESDAY OCTOBER 10TH AT 7PM**

**WE NEED VOLUNTEERS TO RUN AS DIRECTORS  
AND A GOOD TURNOUT AS WE ARE VOTING ON A  
REVISION OF OUR CONSTITUTION AND BYLAWS  
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## UPSHIFTS Derrick Ward

### ANOTHER SUCCESSFUL RALLY

I was delighted with the turnout at Nakusp this year, not only did we feed over 200 people Saturday nite, but the club turnout tripled last years numbers.

This is most important as no rally can continue without support from the club members. This marks the fifth year in a row I have been rally chair and now I am turning that task over to another club member. Each year things run smoother as we have learned to ask the community for help in acquiring supplies and to provide the meals etc.

For a few extra bucks, we can relax instead of trying to round up cooks and clean up squads etc. The quality of all the meals was excellent, as was the hospitality of the village of Nakusp. It will be very very difficult to move from this friendly little town.

Our date, while conflicting with a few other events, seems solid as it is now impossible to set a rally without conflicting with someone else's rally or party, but the BMW community knows the third weekend of August is the Bee Cee Beemers rally and set their calendar accordingly.

Thanks to all who volunteered and esp to all the shops and dealers who gave door prizes etc as without them, the rally would not be complete. A list of the sponsors will be printed in the winter edition of das Rund

Have a great winter and we will look forward to seeing you all in Nakusp again next August.



# WORLD NEWS

## WEIRD NEWS: GAS INSURANCE

Or maybe it's a great idea! Car drivers in Germany can now insure themselves against rising gas prices. For £ 13.80 (\$25.50) per year, an insurance company now offers a policy against gas prices rising by more than 15 percent. If the price for the chosen type of gas does go up more than that, the company will cover the difference in cost. It will pay the price difference for up to 2000 litres (520 gal.), writes Bild newspaper. Or maybe they should just buy motorcycles?

## MOTORCYCLES REV UP TO TOP 1 MILLION IN SALES

According to a USA Today report, new motorcycle sales last year jumped to their highest level since 1979. Pushed by an increase in female riders and the broadening appeal of motor scooters and other small, less-expensive two-wheelers, sales rose 4.7 percent to top 1 million for the second-consecutive year, according to the Motorcycle Industry Council. Top brands in 2003, according to the MIC's latest available market-share data: \*Honda, with 27.4 percent of sales; \*Harley-Davidson, 23.7 percent; \*Yamaha, 17.4 percent; \*Suzuki, 10.8 percent; \*Kawasaki, 8.7 percent. The average age of motorcyclists rose to 41 in 2003, the latest available data, from 32 in 1990. Most were married. A third are college graduates, nearly double the 1990 number. Baby boomers still "drive the motorcycle market," while scooters such as Vespa and Aprilia are popular on campuses and in some urban areas -- accounting for 5 percent of motorcycle sales last year, climbing from 3.8 percent in 2003.

## MASSACHUSETTS BILL WOULD ALLOW MOTORCYCLISTS TO RIDE ON SHOULDER

House No 2017, a bill which would allow motorcyclist the use of the breakdown and access lanes on highways during backed up traffic, has been introduced in Massachusetts to allow traffic relief for motorcyclists and to avoid overheating in heavy traffic. The "Motorcyclists Seasonal Traffic Congestion Relief Act", sponsored by the Massachusetts Motorcycle Association (MMA), would allow motorcyclists on Massachusetts roads with two or more travel lanes in the same direction, when traffic is traveling at 10 mph or less, to use the breakdown and access lanes, at speeds NO GREATER THAN 20 mph, yielding to emergency and disabled vehicles, to help relieve traffic congestion and prevent motorcycles from over-heating and becoming disabled themselves. In other action, House Bill 1983, submitted at the request of the MMA, would prohibit any municipality or the state from banning motorcycles on any public road.

**POLICE URGED TO CRACK DOWN ON SPEEDERS** A group of state traffic safety officials is calling upon police departments to cease and desist in allowing a "cushion" for speeders. Authorities patrolling U.S. highways tend to give motorists a cushion of up to 10 miles per hour above the speed limit before pulling them over, according to a report released June 13th by the Governors Highway Safety Association, and this practice creates an unsafe comfort level at high speeds and is a potential safety hazard, they say. The group found that 42 states allow drivers to regularly exceed the speed limit before they are stopped. "This cushion truly exists across this country and in some cases is more than 10 mph above posted limits," said Jim Champagne, the association's chairman. "Law enforcement needs to be given the political will to enforce speed limits and the public must get the message that speeding will not be tolerated," said Champagne, who also is executive director of the Louisiana Highway Safety Commission. The survey's release coincided with the association's forum on ways to address speeding, with the goal of making recommendations for states to consider. "As a country, if we are going to reduce the carnage on our roadways, speeding must be given the same level of attention that has been given to occupant protection and impaired driving," Champagne said. Since 1994, 38 states have increased their speed limit, the report said. Congress in 1995 allowed states to raise limits above 55 mph in urban areas and 65 mph on rural roads. A study released in 1999 by the Insurance Institute for Highway Safety estimated an increase in deaths on interstates and freeways of about 15 percent in the 24 states that had raised their speed limit in late 1995 and 1996.

## OLDER RIDERS GOING DOWN MORE OFTEN

US figures for the year 2004 show a dramatic increase in fatalities for Riders 40 and over.

According to the National Highway Transportation and Safety Administration, road deaths in the 40 and over group have tripled since 1994!!

( PS these states do not take into account that bike sales have more than Doubled in the last decade!!)

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## A LITTLE TALE FROM WINNIPEG WAYNE

Well let me tell you about Monday. Monday for us was a holiday so being nice Mary-Lou and I went for a bike ride. Temperature was 27 when we left and was rising rapidly. So after a 3 hour ride, with stops for water, we were almost home. Actually about 15 minutes from home. However seeing as it was a hot day I had my suit unzipped in the front. I know not smart, but by then it was 31 C so I needed some cooling. Anyway as we were driving along at 60 kph I noticed this black dot at helmet height and before I could do anything it struck me on the chest, remember unzipped suit. Now we have a lot of wasps around here. No mosquitoes but a very large number of wasps. So this little bugger fell down to my navel and started to sting, not once but twice. That hurts, so in retaliation I started swatting in the general area. That proceeded to piss him off as he then got me once more. At this time I figured it was time to stop so I managed to pull into a vacant parking lot, swatting as I drove. Now this lot happens to be beside a local bar with an outside patio, which is frequented by the Harley crowd. Remember I am still swatting at every opportunity and Mary-Lou as no idea what is going on. So we stop, I put down the side stand and then nod to Mary-Lou to get off. Well at that time it was obvious that the wasp was still around as he bit me once more. That makes 4 time so being pissed off I start hitting myself in the stomach again, Mary-Lou still has no idea what is going on so she gets off. That was interesting as I could not decide to hold the bike or keep swatting. Anyway she gets, I get off, "What's wrong she asks". "Wasp" I say, but since the helmets are on and we wear ear plugs it was kind of hard to hear. I then drop my suit to my knees and start looking, hard to do as I still have my helmet on and Mary-Lou is now helping to swat the precious little bugger, and I notice that the Harley crowd is starting to give us some attention. Picture this, I am ripping off my suit, my shirt is open, Mary-Lou and I are taking turns hitting my stomach. This should draw anyone's attention, right? Anyway, I get the brainy idea that he may be caught in the waist of my pants so I start undoing my belt. Well the thought strikes me, maybe that's not a good idea, as I know where the little guy will end up if he falls down my pants. At that time I do up my belt and take off my helmet. Remember, my suit is at my knees, my shirt is open, my stomach is hanging out, I am rubbing my stomach as it's sore, and the Harley guys have stood up and walked over to the edge of the patio, beer in hand, and are watching. So being as cool as I can I start to suit up, remember we still haven't found him and since we have a lot of wasps there are a dozen or so flying around the bike and checking out their dead comrades. So I slowly put on the suit, checking as I go and get on the bike, not looking over to the Harley group, and drive home. I tell you I was sore. I get home, check out my swollen navel (not all that visible now). The best I can do is put ice on the bites, I will add that it felt good, not in a kinky way though. Anyway I walk over to the drug store and get some medicine. So, now fast forward to this morning. Well the bites are not sore but they sure are itchy. So a fast shower and more medication and I am off to work. Feel good for a few hours then things get itchy, remember the medication is at home. So I find myself scratching most of the day. As a reference point I work on a floor with 20 other people so I am sure a few of them saw a 54 year old guy scratching his stomach a number of times today.

Anyway that's my day. So when we get together next week I really haven't put on any weight, it's the swelling from the wasp stings and because it's hot, I have been drinking lots of fluids, but have been retaining some water.

See you all at the rally.

Wayne Mauthe.



## COMPLETE FALL/WINTER EVENTS GUIDE FROM BCCOM

### OCTOBER 2006

October 1, 2006 - 28th Annual Vancouver Motorcycle Toy Run - (604) 580-0111 or 1-877-580-0111

October 1 - Louis Leather Shop Block Party - <http://www.louisleather.net>

**October 10—Beemers Monthly Supper Meeting ABC and ANNUAL GENERAL MEETING**

October 15<sup>th</sup> Valley Toy Run from Mission and Chilliwack to Agraplex, Abbotsford

### NOVEMBER 2006

**November 14 Beemers Monthly Supper Meeting ABC**

### DECEMBER 2006

**December 12 Beemers Monthly Supper Meeting ABC**

**JANUARY 2007** 25-28 Vancouver International Motorcycle Show Tradex Abby



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## KEEP OUR EYES OPEN FOR THESE THIS WINTER!!

### BMW F800S Twin Cylinder

#### BMW Motorcycles Announces New Mid-Range BMW F 800 S Twin-Cylinder

BMW has finally announced what has long been rumoured: a completely new mid-range sports bike. Note the "S" designation on these motorcycles, which intimates that the motorcycle will have strong performance and good handling. The styling also seems to have emerged from the Chris Bangle era, which is a very good thing, in our opinion. It's reminiscent of BMW motorcycle styling of old, and although it doesn't probe any new limits, it at least demonstrates a tie to the K-bike era. This is the first BMW motorcycle in a long time which we all agree looks good - at least in the photos.

The F 800 S will be the fourth new model series to come off the Berlin assembly lines in the first half of 2006. Here's what BMW's press release had to say about the new bike: The F800S is an 800-cc twin which offers lots of character, an excellent suspension and typical BMW properties. The athletic F 800 S sports bike has a dry weight of under 419 lbs. (approx. 441 lbs. ready-to-ride) and is the first model of the new and separate model series. The precise suspension is designed for high directional and cornering stability as well as optimum handling. The classic BMW qualities such as safety, compliance with the highest environmental standards, ergonomic seating position and comfort also for the passenger define the new standard in the mid-range bike. A closed-loop three-way catalytic converter, state-of-the-art digital engine electronics and optional ABS are also a matter of course for this motorcycle.

#### Belt Drive

With regard to the driveline, BMW Motorrad is continuing with the innovation introduced on the F 650 CS and makes use of the low-maintenance and quiet-running belt-drive. It is lighter than shaft drive and represents the optimum combination of weight, space requirements, efficiency and service life in this performance class.

Stay tuned for more information as it becomes available!

More on page 13



## TREESTUMP MSE

CHECK OUT SOME OF THE MOST INTERESTING SAFETY PRODUCTS FOR MOTORCYCLISTS AT <http://www.treestumpmse.bc.ca>,

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# PROPOSED CONSTITUTION AND BYLAWS FOR THE BEE CEE BEEMERS ASSOCIATION

## CONSTITUTION

1. The name of the society is The Bee Cee Beemers Association.
2. The purposes of the society are:
  - a. To promote ownership and riding of BMW and other brand motorcycles;
  - b. To promote fellowship among motorcyclists through regular club meetings; and,
  - c.

**To promote recreational and social activities for BMW and other brand motorcyclists by means of rides, rallies, campouts, exhibitions and other events associated with motor-cycling.**

## BYLAWS

The bylaws of the society are those set out in Schedule B of the Society Act, with the following variations, deletions and additions:

1. Bylaw 58 of part 7 – Notices to Members – be revised to: A notice may be given to a member, either personally, by **e-mail** or by mail to the member at the member’s registered address.
2. Bylaw 59 of part 7 – Notices to Members – be revised to: A notice sent by **email or** mail is deemed to have been given on the second day following the day on which the notice is posted, and in proving that notice has been given, it is sufficient to prove the notice was properly addressed **and for mail**, put in a Canadian post office receptacle.
3. Bylaw 42 (f) of Part 7 – Duties of Officers be deleted.
4. To Part 7 – Duties of Officers - add new Bylaw 46 and renumber the remaining Bylaws.  
New Bylaw 46 to read as follows: The Director of Membership must maintain the register of members.

Dated \_\_\_\_\_

WITNESSES	APPLICANTS FOR INCORPORATION
Signature _____ Name _____ Address _____	Signature _____ Name Reinhard Bartel, President Address 19519 Park Road Pitt Meadows, BC, V3Y 1B1
Signature _____ Name _____ Address _____	Signature _____ Name Derrick Ward, Vice-President Address 4624 Willow Creek Road West Vancouver, BC, V7W 1C2
Signature _____ Name _____ Address _____	Signature _____ Name Robert D Merritt, Secretary Address 4678 7 <sup>th</sup> Avenue West Vancouver, BC, V6R 1X5
Signature _____ Name _____ Address _____	Signature _____ Name Otto Rieve, Treasurer Address 3529 Arbutus Street Vancouver, BC, V6J 3Z6
Signature _____ Name _____ Address _____	Signature _____ Name _____ Director Address _____

## Engine

The engine is also a completely new design. It was developed in cooperation with Bombardier-Rotax GmbH. It is manufactured in the Austrian Rotax plant and is delivered to the Berlin production line ready-for-assembly. The first two-cylinder inline engine in the history of BMW Motorcycles features a four-valve design. High 12:1 compression and a combustion chamber designed similarly to the one used in the new K-engine ensure effective and low-emission combustion, as well as efficient fuel consumption which will be considerably lower than that of the competition. Mass compensation for the crankshaft balances unwanted vibrations without foregoing the vigorous characteristics associated with two-cylinder engines. The compact engine unit with integrated 6-speed gearbox has been designed for balanced power delivery and uncomplicated riding pleasure. A peak output exceeding 80 bhp with respective torque will also satisfy a sports-rider's needs.

The new BMW F 800 S will be presented to the international press and then the public for the first time at the EICMA Motor Show in Milan on 15 November 2005. The price has not yet been set.

Stay tuned for more information as it becomes available!



BCCOM SAYS THANKS TO ALL OUR MEMBERS WHO ASSISTED IN MANNING THE BARRICADES ON THIS YEARS VANCOUVER TOY RUN.

WE BARELY HAD ENOUGH BODIES THIS YEAR, SO HOPE MORE FOLKS SHOW UP AT THE COQUITLAM GRILL NEXT OCTOBER.





The BC Coalition of Motorcyclists (BCCOM) is calling on the Vancouver Police Department to change the way its conducting road block noise checks on motorcyclists as the haphazard method currently being used unfairly targets law-abiding riders.

Since 1985, the BC Coalition of Motorcyclists and its 6,000 members have worked closely with BC Ferries, the Insurance Corporation of British Columbia (ICBC), the provincial government as well as the City of Vancouver and other BC municipalities to advocate on behalf of BC motorcyclists and address issues such as motorcycle noise and safety. In 1996, BCCOM sat on the board of the Vancouver Noise Task Force, which considered a ban on motorcycles in the West End along with restrictions against leaf blowers, car alarms, lawnmowers and garbage collection. In 1997, the Task Force recommended the City work with BCCOM to educate riders about noise rather than impose a crackdown. While BCCOM has worked diligently since then to raise awareness of noise issues among motorcyclists, the Motor Vehicle Branch has developed no standards for testing motorcycle noise and riders in BC still have no place in to take their vehicles to determine if their exhaust system is legal.

"We understand the noise concerns of citizens in downtown Vancouver and throughout the Lower Mainland, and that's why we've never supported the use of "illegal pipes," said Adele Tompkins, Executive Director, BCCOM. "However, forcing riders, who were riding responsibly, to submit to random checks where they're ordered to rev their engines to test their noise potential, is unfair. Not only are riders also being held accountable for additional ambient noise recorded by hand held decibel meters, worse yet, they're being treated as criminals when in fact they were operating their motorcycles responsibly and respectfully. "The fact is, most motorcyclists in BC are law-abiding doctors, dentists, lawyers, fire fighters, and people from all walks of life, who are united by their love of motorcycling and are just as concerned about excessive noise as the non-riding public. Although well intentioned, we collectively call on the VPD to focus on its efforts only on those motorcyclists who are actually causing the noise problem."

Adele Tompkins, Executive Director  
B.C. Coalition of Motorcyclists  
adele@bccom-bc.com  
1-877-580-0111

PS While few in the club favour overly loud pipes, the fact is most motorcycles are much quieter than garbage trucks and city buses ( I know as I used a noise meter a few years ago ) No dealer or shop knows what is legal and what is not and there is no legal method for testing on the side of the road, hence every ticket will be thrown out of court if challenged and the rider was not **deliberately** trying to make noise by doing burnouts etc. Remember the charge is loud or unnecessary noise from a motor vehicle. The Supertrapp on my RT is far from objectionable, but I could be ticketed as it is louder than the stock pipes. Also forgotten by some is the fact 50% of the cars on the road have aftermarket exhaust systems installed as no one buys a factory system for a car!! Few condos or apartments in our city have air conditioning, which leads to increased complaints in the West End compared to other places like Seattle or Toronto where there are relatively few noise problems. The urban geography here causes more complaints than the equipment on the bikes. Proof is in Richmond and Surrey and Delta where virtually no noise tickets are written and Surrey has the largest number of Harleys of any city in Canada!! Craig

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# Membership Application

<http://www.beeceebeemers.com>

*Please print clearly.*

<b>Applicant:</b>		<b>Fees:</b>	
Name:		New Member	\$25.00 CAD
Address:		Renewal Member	\$20.00 CAD
City:	Prov./State:		<input type="checkbox"/> CAD <input type="checkbox"/> US
Country	Postal Code:	Payment method:	Cheque <input type="checkbox"/> Money Order <input type="checkbox"/>
Home Phone:	Preferred Yes <input type="checkbox"/> No <input type="checkbox"/>	Renewals:	Information
Work Phone:	Preferred Yes <input type="checkbox"/> No <input type="checkbox"/>	Changed	Yes <input type="checkbox"/>
Email:			
List my email on the Club's membership lists:		Yes <input type="checkbox"/> No <input type="checkbox"/>	
<i>Newsletters will available via website unless otherwise specified.</i>			

## Motorcycle:

Make:	Model:	Year:
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The Bee Cee Beemers Association is a group of individuals who share a passion for motorcycling and for BMW bikes in particular.

The cost to join the Club is \$25 which includes the following:

Subscription to our newsletter, 'das Rundscrieben'. 10% discount on parts at participating BMW Motorcycle Dealers.

Access to a comprehensive set of specialized BMW Motorcycle tools. Reflective club decal. Club Website complete with message board. Regular monthly meetings. Parties. Club rides and much more.

*The renewal fee for current members is \$20 for 12 months. Membership Renewal Date is May 1<sup>st</sup> of each year.*

To join, please send a cheque for \$25 made payable to 'Bee Cee Beemers' and mail along with this filled in application to:

Bee Cee Beemers c/o Brett Hamill  
14869 Marine Dr White Rock V4B 1C1 ph 604-5422994

If you have any questions, please contact the Membership Director at:

Email: [wclr@telus.net](mailto:wclr@telus.net)

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