



April 1977

(NOTE: This newsletter out of necessity is longer in content than most future issues will in all likelihood be.)

About the Club . . .

The WBMC has been meeting on Wednesdays at 6:00 p.m. and Saturdays at 12:00 noon for the last eight years, a friendly and fun loving group of bikers (gals and guys) getting together to enjoy cycling and good times. To become a member of the West Bank Motorcycle Club you pay dues of \$5.00 and fill out a membership card. That is all that is required. You don't even have to have a motorcycle . . . this is how many of the girls join and end up with a bike of their own. For your money you will be getting a newsletter, a membership card, and you will be eligible at the end of the season for a trophy for the most rides and a patch for 20 rides on a motorcycle. Your dues also goes for some club advertising schedules and the cost of patches.

There are patches available to all paid members at a cost of \$4.00. We also have decals at a cost of \$2.00 for 5.

If you make 20 rides during the season you get a patch for your jacket and a year patch for every season of twenty rides after that. After 5 years of continued riding in the 20-Ride Club, you get free dues . . . a lifetime membership. Last year we had the first lifetime memberships. They went to Ross Kiihn, Linda Weber, Rich Nielson and Lee Pechacek.

How to make sure you get credit for a ride:

1. You must pay your dues to be a member.
2. Only rides scheduled count toward ride credit (of course, schedules are subject to change). And when you get there, SIGN IN. Vicky Frieberg will have the sign-in sheet on the rides. If she is not around see Lee or the ride road captain. If your name is hard to read you may not get credit for the ride.

Insurance - For your protection, the Club asks that all members show that they have the minimum state insurance requirements for their motorcycles.

Road Captain - A person who successfully leads a ride to a destination will receive a road captain patch and will become part of the club members who schedule the rides for the next year.

Suggested rules for a good ride:

1. The route between the Joint and the ride destination should be pre-ridden during the week before the ride. When planning the route, look for a minimum of traffic interruptions - pleasant scenery, good road surfaces and as few turns as necessary.
2. For Wednesday rides, the police department with jurisdiction in the area of the ride destination should be notified of our plans. It's a courtesy that pays off for us. Also, some of the parks need permits.
3. The Club should stay in one lane behind the leader, riding either two abreast or staggered. This can be made much easier if the leader makes lane changes only when necessary.

4. Rides go much more smoothly when the Club keeps together. It is much easier to keep together if the leader keeps a steady pace and drives at the speed limit.
5. An occasional problem on rides has been losing people along the way. Leading a successful ride includes having some people still with you at the destination. It's helpful to display a map of the ride at the Joint and pass out a few copies to the drivers.
6. Last but not least -- to arrive at a destination without refreshments can put a damper on a good ride. It's a good idea to check for a convenient outlet in the vicinity where the ride will end.

These suggestions are not conclusive by any means. New ideas for more successful and enjoyable rides are welcome.

Submitted by Joan Darud

The Joint . . .

welcomes the WBMC to a new year of riding. Old news . . . please . . . no drinking on the sidewalk outside the Joint Bar. This means mixed drinks, beer (can or glass), pop, coffee, tea or milk. Jim would like to keep his license and stay in business and the Club would like to continue meeting at the Joint. Remember 2 for 1 on Wednesday nights. Please be patient with new employees until they get to know you. Any new ideas, please get them to Barry Hall.

The Club would like to thank the kitchen at the Joint for the food at the meeting on Sunday, March 20th.

Suggested Rules for Good Driving with the Club

1. Use caution when riding along side or near the lead bike. Don't get in his way. He knows where we're going, and sets a good pace. We aren't in a hurry -- if you are, then you shouldn't be riding with the Club.
2. Don't stop too short. Keep a safe distance between bikes.
3. Ride two in a file, but stay in one lane. The other guy has got to have a way around us, and we don't want to surround those poor old lady drivers.
4. Weaving in and out of traffic lanes causes accidents.
5. If the group gets separated the lead bikes should slow up until we're re-formed. If you think we're riding too fast, tell the leader.
6. Use common sense and caution. Keep your mind on your driving and your eyes on the road.
7. Get gas before you leave to meet us at the Joint. We don't wait for you. If you arrive late, check with the bartender -- we'll leave destination info with him and maybe a map of our route.
8. Stay off the shoulder! The manual says pass to the left.
9. Remember, when partying, there's a Club depending on your cycling ability. Don't let us down.
10. Check your bike before you leave (tires, cables, spark plugs, etc.).

Safety Suggestions for Pillion Passengers:

1. Keep your shoulders even with the shoulders of the driver. If he leans, stay even with him. Do not twist around suddenly. Do not lean over to look down for any reason.
2. Do not overcompensate. Relax! Have a good time! If your body is stiff it will tend to unbalance the bike.
3. Wear sensible clothing. High boots and heavy levis will protect your legs from bad exhaust burns. Leather jackets and gloves will protect you from gravel in case of a spill. Shatter-proof eye protection will protect your eyes from insects and flying gravel.
4. When you observe that your driver is going to turn, signal for him (or her).
5. Keep both feet on the pegs at all times. Do not place them on the ground at stop signs.
6. Never dismount unless your driver is aware of it.
7. Use common sense and avoid riding with inexperienced or reckless drivers. If your driver should become intoxicated you should change bikes. If you don't see anyone to trust your life to, come to the Ol' Dad (Ross Kihhn) and he'll see you get home safely.
8. Don't allow raincoats, scarves, capes, etc., to fly in the breeze. They may become entangled in the chain and cause a serious accident.
9. Periodically check luggage tied behind you. It often vibrates loose. If it is loose, ask your driver to stop and adjust it.
10. Report unusual noises in the rear of the bike.

11. If you are extremely sleepy, request a coffee stop. It is a must to be alert on sudden or sharp curves or in emergencies.
12. Ask your driver if you are doing anything that bothers him. He may be too much of a gentleman to tell you without some prompting.
13. Girls -- bring your IDs.

Hopefully, each of you will have read these rules for the road. Don't look at them with a negative attitude -- the Club won't last long if we have a lot of accidents. We're depending on you!!!

Submitted by Joan Darud

Election Results

The general membership meeting held on March 20th at the Cabooze was well attended by WBMC members. The following officers and proposals were voted on and accepted by the general membership:

Officers:

WBMC Treasurer 1977 - Lee Pechacek

WBMC Secretary 1977 - Vicky Frieberg

WBMC Public Relations Representative 1977 - Joe Frieberg

Proposals:

-- Annual membership dues will be \$5.00 per person.

-- Departure times will remain the same as in the past: Wednesday - 6:00 p.m.
Saturday - 12:00 noon

-- There will be at least one WBMC ride scheduled to the Brainerd area on CRA race weekends.

-- On occasion the 90-mile ride limit for Saturday rides will be extended.

-- The newsletter staff will be Joan Darud, Barbara Swenson, Diane Stitzel and Barb Gabatino.

Submitted by Barb Gabatino

(NOTE: In all fairness we print both the above and notification that there is a formal procedure in process now which refutes the method of election by which the above results were obtained. Club members will be kept informed about what is happening - when we find out ourselves!)

Breaker-Breaker--

Though often used to describe some bikes, tack on a "19" and it's going to describe quite a few club members this summer. Word has it a number of new, as well as old, two-wheel handles are going to be heard over the CB airways on rides. We thought it might be helpful if we could list club members who'll have rigs on their bikes, along with their handles. Let Barb Gabatino (636-4357) know your handle for inclusion in the next newsletter

Submitted by Barb Gabatino

Some Apolitical Reflections by a Bi-Political Observer in a Non-Political Newsletter

club, n. 1. A stick or piece of wood with one end thicker and heavier than the other, capable of being used as a weapon. 2. A group of persons in the habit of meeting for the promotion of some common object or activity.

The recent controversies over the white newsletter, the yellow newsletter, and the follow-up presentation (also white in color, by the way) have made me ponder the above definitions.

Some of you wonder - who is she to comment on the Club? Well, I am a fairly recent member, but one who has enjoyed the Club and hopes she can contribute in some positive way. The Club newsletter is for every WBMC member, not any select few. In my opinion none of these above publications truly reflects the Club, but indeed each was created by a few people and contained politics, and both truths and falsities. Probably no newsletter can satisfy all of us. After all, this club is no longer the small nucleus of its founders and a few others. Since its inception it has grown to a membership of over 180 - and God forbid that we should all think the same. There is now a newsletter staff of four - this does not mean past incompetence. I volunteered because I wanted to write, to get to know more people, to help by typing it (I do

it 8 hours a day anyway), to become more involved in something worthwhile. The newsletter is not meant to be a political publication, and will not evolve to that. Our purpose is fun, newsy information. It is my, and I believe our, purpose to foster a more cohesive attitude - where we can tolerate and respect each individual and his/her opinions and operate in the spirit of a club as a composite and unified group. Compromise is the key, and can be easy to attain.

Wasn't this club formed to join people who ride motorcycles for the purpose of having a good time together? We all hassle during the week at our jobs, school, with employers, teachers, traffic and who knows what all - do we really want to do the same thing in our leisure time with the Club? I don't think the WBMC is a place to fight for power, to force our opinions on others or act negatively - "club" definition 1 or 2? It is for fun, communication, fraternity and doing the one thing we have all joined for - to ride bikes! Is it time for us to re-evaluate ourselves? Do we have time to be petty and let personal grudges and feuds take our chances for enjoyment? Reading the Club newsletter should be an enjoyable thing - and I hope we can make it so.

Well! Now I feel better. Gosh, you'd think I was teaching school again! What this all leads up to is an invitation to all WBMC members to contribute to our newsletter - to share an incident, an idea, whatever. All material submitted will be identified, either by author or acknowledged to be by someone other than the staffies. We all have worthwhile things to say and this newsletter is for all of us so should indeed be by all of us (somewhat akin to the "of the people, for the people and by the people" business). We welcome your feedback and suggestions on the publication . . . not 4-letter words, please! . . . but helpful assistance will be appreciated. Please get your material to me (I'm the rather blind one that doubles on the yellow Gold Wing with the red-haired fellow whose usual costume includes a plaster cast on his leg) either in person at the rides (that way I get to meet more of you) or mail to me at 13216 Taylor Place, Burnsville, MN, 55337. I should receive it by the 10th of each month for publication in that month's newsletter.

Other features to be highlighted will be the "Swap & Sell" column and a section for interesting events like swap meets, rides for particular individual bike clubs, special town celebrations, etc.

So -- here's to a fun year of riding and companionship for all of us, and in the oft heard words of my better half and now my 2-1/2 year-old son too -- BE COOL!!

Submitted by Diane Stitzel

A Member Writes

About the CRA. Central Roadracing Association is motorcycle roadracing in the upper midwest. CRA holds about four roadraces a year at Brainerd International Raceway (formerly Donnybrooke). This is exciting, top-notch motorcycling. If you want to see the big Kawasakis, BMWs, Guzzis, Yamahas, and Ducatis in flat-out competition, this is it. This is roadracing on a full-blown three mile track, with tight turns, and long straights. Really a test of rider and machine. We believe that the CRA deserves the enthusiastic support of the West Bank Motorcycle Club. Most of the races are held on Sundays, and so it is suggested that the WBMC organize off-the-record Sunday rides to Brainerd on race days. We can leave the Joint (or wherever the camping is at -- and, as discussed at the spring meeting, making our Saturday rides roughly in the Brainerd direction) at 9:00 a.m. Sunday mornings and get to the track in plenty of time for the 1:00 p.m. green flag. Not only will we see the top bikes up there, but also a goodly portion of the WBMC membership in racing leathers. Let's do it! Also, if you should be interested in helping out at the track let Butch Blawd, Bruce Ehlers, Lorrie Ehlers, Jim Witzany, John Pierson or Paul Nordin know about it. It's a good deal. The WBMC supports MOTORCYCLING. CRA is one of the most exciting things in motorcycling. We'll see you at Brainerd!

Submitted by Ross Kiihn