

the Spokes

The Monthly Newsletter
of the BMW Bikers of
Metropolitan Washington
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IRON BUTT RALLY 2001

By Ed Phelps

Wow, what a ride. I am a little worst for wear, and unfortunately my bike is a total loss but back out those 2 accidents and it was a great experience. I was a participant in the 2001 Iron Butt Rally. It bills itself as "The Worlds Toughest Motorcycle Competition", and that may not be too far from the truth. Read on and find out why.



Interesting iron at the start in Madison, Alabama.

The Iron Butt Rally is held every other year. It is put on by the Iron Butt Association and is for endurance road riders. It runs for eleven days, and will have checkpoints located around the 4 corners of the country. What makes the IBR so tough is that it is a 24 hour a day rally. The rider will need to ride as many hours a day as possible for the 11 days, managing time for riding, hunting bonus points, eating, fuel stops and sleep. Generally the rider needs to ride 20 or more hours a day to score a top finish, about 1000 miles a day for 11 days. This year the IBA encouraged the riders to take 3 rest breaks during the 11 days by offering bonus points for stopping to rest. It was a great idea and a good safety measure.

BMWBMW was well represented in this year's IBR. Besides myself there was Paul Taylor, Bob Cox and to everyone's surprise, Bob Higdon. I hope you get to hear about Paul's incredible 4th place ride. And to be a finisher in the rally is a major accomplishment, and I congratulate Bob Cox and Bob Higdon both for having great rides and finishing the 11 days. **YOU THE MAN(S)!**

For the last four years I have been building up my endurance. I had done a number of 24 hour rallies, 2 coast to coast rides in short time frames and rode a 10,000 mile "4 Corners of

America" ride in 12 days. Last year I rode the Butt Lite, a 7-day rally that saw me cover 7300 miles for the event. I had been testing myself and preparing for the 11 day, 11,000 mile Iron Butt Rally.

The rally started on August 27th in Madison, Alabama. The basic route gave us 59 hours to get to Pomona, California and 45 hours to get to Sunnyside, Washington, 113 hours to reach Gorham, Maine and 39 hours to return to Madison, Alabama. There were 112 starters for the event. It was a group of hard core endurance riders from all over the USA and Canada. Even Europe and Australia were represented. I was humbled to be counted in such a group. The challenges taken on by these riders were mind-boggling. Up to this years rally the riders had to hit the checkpoints in a certain rotation and time frames, but this year they threw in a bone to the most adventuresome. The IBR offered huge bonuses in Northern Alaska and you could forgo the checkpoints and return to Madison in time for the finish on September 7th. It was over 4600 miles to Prudhoe Bay, Alaska, and 20 riders, including Paul Taylor, jumped in for the challenge. My plans were to rider for bonuses and hit the four checkpoints.

We were given the first leg bonuses on Sunday evening, and Barb and I retired to our room to plot out a course. I carried a laptop computer with a mapping program to help better plan routes and plot miles. We planned a somewhat aggressive route that would net a bunch of points but would get me to Pomona with time to spare. A little after 10 AM Monday we were off and I was heading west.

My stops included Sturgis, Mississippi for a picture of a 34 BMW motorcycle and a gas receipt from Eudora, Arkansas. Heavy rain in Arkansas did little to dampen my spirits. I made Keller, Texas around midnight for a picture of a RD 350 Yamaha. I carried a Therma-rest pad that I rolled out onto the grass and used it for a 2-hour nap at a rest

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Holiday Party

There might still be time to get yourself a place at the BMWBMW Holiday Party at Gabriel's Inn.

If you haven't signed up, and would like to attend, call Ed Phelps at 410-781-7521.

Between the Spokes

Editor: Anton Largiadèr
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ASCII text files on 3.5" PC-format disks are acceptable. All artwork must either be black and white line art or photographs.

Address Change: To notify BMWBMW of an address change, please use the membership application/address change form on the newsletter's last page. Send the form to the Membership Chair:

Robert Taylor
19 Linden Hill Way SW
Leesburg, VA 20175

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Capital Cycle

LETTERS TO THE EDITOR

Just a quick note of thanks to Battley Cycles for hosting our November meeting. We had well over 30 members in attendance. Battley's goes all out by providing demo bikes available for test rides after the meeting. Besides the BMW's, members were even seen test riding some Brand X models. It provided a good chance to test other brands. Thanks go out to the crew at Battley Cycle for the extra effort you go to when you host our meeting.

Ed Phelps

I SEE A SPARK

And I'm not being flip! There is life in this club and I don't want to let it go. "Seize the Moment" an auto ad says on TV and I saw it yesterday at the General Membership Meeting at Battley's BMW.

Suddenly, when asked, members responded and volunteered to help with the, in jeopardy, 2002 Square Route Rally. We didn't have a Chair Person! I didn't want to see a quarter of a century plus tradition by BMWBMW die and stepped forward as Rally Chair after Elsie Smith volunteered to Co-Chair.

Immediately, others at the meeting started to raise their hands offering to help!

We will need all members to pitch-in, like the other fifteen people who signed the Rally Volunteer list at the meeting yesterday when asked.

I SEE A SPARK! A flame of club enthusiasm can't be far behind. Yesterday we established the core committee for the 2002 Rally to be held on May 31, June 1 & 2, 2002.

Now, who will step forward and be the BTS EDITOR?

Thanks,

John

Note: since this was written, we have gotten responses from several people who might be able to edit BTS next year!!! - ed.

EDITOR'S CORNER

By Anton Largiader



Another year is nearly over, and one of my last few issues as BTS editor hits the mailboxes. It's been a lot of fun making the newsletter, but I have to admit it will be nice to just see them land in my mailbox like everyone else for a few years! Maybe in a few more years I'll take another turn. Meanwhile, I can focus my effort on just one area—tech. In a coming issue I'll spell out exactly what I want to do and how you can help me publish the kind of content that will be most useful for the members.

This should get to you on the early side, because I'm heading cross-country on a plane. Planes haven't been my favorite means of transportation for

several years now, and they sure aren't my favorite now, but the BMW content here is that I'll be picking up a new-to-me R1100RS to add to the collection! Stay tuned for some good photos from Death Valley, the Grand Canyon, and a few other neat places that I'll hit on the return.

Of course the REAL reason I need another bike is that in my new position as Tech Chair, I need to have an Airhead, a K-bike and an Oilhead in order to be able to be of any real use. Yeah, that's it! Well, now I'll have all three. Life could be worse.

If you get this in time, and you just haven't gotten around to signing up for the Christmas Party yet, why not give Ed Phelps a call? Who knows; he might be able to make a place for you. I'll be there, saying hello to my successor, I hope! □

Holiday Party Menu

One hour of assorted hors d'ouvres

Dinner choices:

- Roasted tenderloin of pork with cognac sauce.
- Chicken tarragon crepe - Crepe filled with boneless breast of chicken cut into bite size pieces and mushrooms in a tarragon cream sauce.
- Stuffed portebello mushroom - (vegetarian)

All entrees served with mixed green salad, vegetable du jour, assorted rolls with butter, dessert, coffee or tea.
\$30.00 per person inclusive of tax and gratuity.

Cash bar throughout.

Fourth of July in Peru, Indiana, 2001

(continued from November)

Ruth Kile

categories such as cakes, biscuits, wheat, alfalfa, science
(continued in December)

After breakfast on Saturday morning, July 7, we prepared to address Russ's ailing motorcycle – only one spark plug was firing, and it used twice as much gas as usual. Prestonsburg's Harley Davidson/Honda shop had a kind mechanic named Winston who volunteered to try to help. We rode into town and learned that the Honda / Harley Davidson shop is the top seller of recreational vehicles in the U.S. (for motorcycles, ATVs). Winston located Honda spark plugs of the same heat rating as BMW's and replaced Russ's. Unfortunately there was still the issue of what was causing the plugs to foul – was the choke stuck? Bad carburetors? We hoped to make it home & discover this at leisure. We told Winston we'd take him to dinner if he came to DC.

Our ride to Charleston, West Virginia was in good weather. We took the road out of Prestonsburg along the river, then Rte. 32, and Rte. 119, characterized by wide vistas with low mountains, stratified rock cliffs, occasional towns. Some hours passed and Charleston's proximity was signaled by 'Rockville Pike'-like strip malls. I was woozy from riding behind the exhaust from Russ's motorcycle. We arrived at the Holiday Inn at Kanawha Blvd. on the Kanawha River, swam in the pool and walked through town. Russ surveyed Charleston restaurants and told me that "Blossom's Deli," my favorite, was still open. A new, extra-expensive restaurant called the Bus Stop had opened where patrons sit in old buses and are served expensive steaks, but Blossom's got my vote. Blossom's, on Quarrier Street, is an old dairy bar which still serves milkshakes and sundaes with homemade ice-cream at their counter, and also eclectic gourmet cuisine at tables. I made dinner reservations for 7:00 p.m. Dad and I strolled around town and looked at the equestrian statue of John Gassaway Davis, born in Baltimore, died in Washington, DC, philanthropist and benefactor who helped build the railroads in Charleston. Kids congregated around the Public Library, many with skateboards. Riverboats, coal barges, joggers, strollers, graced the Kanawha Riverfront. Charleston takes art seriously, placing large statues in front of many town buildings.

Before dinner we admired the selection of books at Charleston's progressive bookstore across from the ice cream store. We had a happy hour drink at the nearby "Sports Bar," where two Killian's Reds, one Heineken, and a Coke cost \$3.50. By 6:55 p.m. we were ready to take our table at Blossom's Deli. Dad needed convincing that this place would be worth the prices, which were on a par with a DC restaurant. I insisted that there would be no substitutes and said I

would cover the bill. By the end of the meal, all were happy. My wild mushroom salad, walleyed pike, followed by bread pudding with whisky sauce were excellent. Dad had Thai beef and bread pudding, and Russ had grouper followed by a super-rich crème caramel. Dad observed that many unusually tall women were walking in and out of the restaurant – this was true! Our wine was a good one from the Domain Carneros Winery in Napa Valley. On our post-prandial stroll we ambled to the waterfront opposite our hotel where a couple of boats had tied up to one another and people swam around them in the river. Freight trains rumbled by, Russ counted 93 cars on one train, and 123 coal filled cars on the next. Three or four 'private-use' riverboats were moored to the dock area, each with a crowd of Saturday night partiers. As the sun disappeared, an unlit procession of 5 coal barges pushed by one boat made their quiet way up the Kanawha River.

Saturday night there was no indication of the storms and rain to come early on Sunday morning, July 8. At 4:00 a.m. we awoke to alarm clocks and fire alarms -- lightening from the thunderstorm had caused a power surge setting off both. We returned to bed convinced that the rain would be gone when we awoke but at 9:30 a.m. we were surprised to find a deluge. We breakfasted in the Holiday Inn and waited until around 11:00 a.m., when the rain stopped, before leaving.

We didn't stay together on this last day of the trip – Dad continued early on I-64, while Russ and I exited onto the more rural Rte. 60. Russ and I were lucky we stopped for gas – we learned that the next town and also Rte. 60 were both under water, with hundreds of people displaced from flooding. We took the next access ramp onto Rte. 64 and eventually caught up with Dad. In our lawbreaking way, we swept past him and typically, we arrived home after he did . . .

Flooding in Fayette County, West Virginia was so serious that day and on days following that the W.Va. Governor requested help from FEMA. Although Russ was on vacation, FEMA was able to mobilize, and the state of flood emergency was brought under control. We still don't know what is wrong with Russ's motorcycle. □



Ruth and her dad.

PRESS RELEASE

Bob's BMW proudly announces the addition of John Gallivan to the service department staff. John, a veteran of well over 30 years in the motorcycle business, will be manning the service reception counter, writing repair orders, and generally facilitating customers' maintenance needs.

John has lived in the DC/Maryland area since 1988. He became well known to local riders as the friendly face behind the counter at Myers Cycle in Kensington, MD, an independent shop catering primarily to British bike owners. Many who have made John's casual acquaintance might be surprised to learn just how far back this enthusiast's involvement with the motorcycle business goes.

In the early 60s, while attending New York's Columbia University, John took a part time job at Butler and Smith, which was the east coast importer of BMW motorcycles at the time. Two years later he decided to delve further into the biz and, after taking "a vow of poverty" as he humorously refers to it, opened a Velocette dealership in New York City called TT Motors.



This first venture was to be short lived, however. The call to adventure led John to the west coast, as it did so many young easterners during the tumultuous sixties. In 1969, not long after settling in Oakland, California, TT Motors was reborn, this time as a speed shop solely for the racing crowd. Then in 1973, the shop expanded, moved slightly north to Berkeley, and began selling Norton, Triumph, Laverda, Moto Morini, Ducati, and Husquvarna. John likes to joke now, "The only reason Honda, Harley Davidson, and BMW are still in business is because I was never a dealer for them." But this, the third chapter in the illustrious history of TT Motors, turned out to be a long and eventful period that influenced an entire generation of California motorcyclists. To this day, any time Bay Area bikers of a certain age gather to swap stories, the mention of John Gallivan and TT Motors is inevitable – usually in connection with the sort of hilarious counterculture shenanigans that someday, *someone* should turn into a book!

An era ended when John finally sold TT Motors in 1987. For him, it was time to return to the east coast and a life he hoped might be a little slower, a little saner. John and his wife, Jennifer, decided that her hometown in suburban Maryland would be a good place to settle and raise their daughter Emily, who was then only two years old.

When John hit the 10 year mark at Myers Cycle he felt ready for a break from motorcycle work. But after only a year's hiatus, he realized that the bike business was in his blood. And now, as the new friendly face behind the counter at Bob's BMW, John is delighted to be meeting a whole new group of riders. They, in turn, will certainly enjoy the wit and wisdom this dedicated motorcyclist has earned throughout his many years of professional experience. Visit Bob's and introduce yourself to John Gallivan.

REGIONAL CONTACTS AND DIRECTIONS

Bob's BMW

10720 Guilford Road, Jessup MD. (301) 497-8949. From Interstate 95, halfway between Washington DC and Baltimore, take Exit 38-A for Route 32-EAST (Fort Meade). Go approximately one mile and exit at Route 1-NORTH (Elkridge). Go to the first traffic light and turn RIGHT onto Guilford Road. We're just up the road, less than a mile, on the right.

Battley Cycles

7830 Airpark Park Rd., Gaithersburg, MD. (310) 948-4581. Take Shady Grove Rd. exit off I-270 (it becomes Airpark Rd.)

Morton's BMW

9816 Court House Rd., Spotsylvania, VA. (540) 891-9844. From I-95, take exit 126 to a traffic light at U.S. Route 1 (see detailed map below). Go north on Route 1 to the third traffic light (Hood Drive). Make a left turn onto Hood Drive and go to the next traffic light. Make a left at the light onto Courthouse Road/Route 208; Morton's BMW is approximately 3 miles on the right.

Lap's Cycle

3021 Colvin St., Alexandria, VA (703) 461-9404. From 395, take Duke St. East to a right turn onto Roth St. Make another right onto Colvin. Lap's is a few doors down. From Old Town Alexandria, take Duke St. west to a left on Roth St. then same as above.

Speed's Cycle

6360 S. Hanover Rd., Elkridge, MD (410) 379-0106. Take 195 to Exit 43, Maryland Route 100 East. Get off at US1, go north 1.3 miles to South Hanover Road. turn right, go 0.5 miles to Harwood Business Center. Turn right, go around to the rear building (6360 S. Hanover Road).

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BMWBMW has tee shirts (both long/short sleeve), mocks, Moto-Man logos, reflective and sew-on club logos and lots more stuff at reasonable prices. Check with the Sales Chair at our web site for details.

(Continued from page 1)

area in Texas, then continued on to Anton Chico, NM to buy a Powerball lottery ticket. Then in quick succession, El Morro National Park, Gallup, NM, the Petrified Forest and Williams, Arizona for a picture of their founding father. Another gas receipt from Kingman and I moteled it for 3 hours before



Buying the PowerBall ticket at Anton Chico, NM.

heading to Boulder City, Nevada for a \$5.00 gaming piece from the Railroad Pass Casino. As the sun was coming up I was on



Petrified Forest National Park.

my way to Ft. Irwin, California for a picture of the rock pile. Here I ran into Bob Higdon who was chasing bonus points. A quick stop at Exotic World in Helendale,



Exotic World!

then off for the California coast for a small bonus in Ventura, a big bonus in Ojai and a fun ride across the mountains to Maricopa. I headed on to the checkpoint and arrived an hour early at Pomona. You had to be there before 6 PM so as not to be

hit with penalty points and I was there by 5 PM. I had put over 2700 miles on the bike in the first leg and when the results were announced I was surprised to learn I was in fifth place. Of course this did not include any of the 20 heading to far north Alaska. The big question for those guys was whether they could reach their destination and return. Only time would tell. Bob and Bob were doing fine.

At 8 PM we were given the bonus listings for the 2nd leg to Sunnyside, Washington. It took about an hour to lay out a good route that would be easily doable and get me into checkpoint #2 in time for a motel break before the big 3rd leg. I passed up going to the Nevada border and headed north for Yosemite and Devil's Post Pile National Park. You needed to be at the Devil's Post Pile before 7 AM since they close the gates to private vehicles and you would then have to take a bus the 35 miles to the stone post pile (a mini version of Devil's Tower in Wyoming). I rode and napped through the night and arrived at the parking area around 5 AM. You would have to wait for sunrise to take your pictures and there were probably 30 other competitors there by the time the sun came up. Now on to Yosemite National Park where I rode close to 100 miles through the park to Glacier Point, then back tracked all 100 miles to be able to continue on to Reno, Nevada for 2 bonuses, the Fishing Tree and the Silver Legacy Casino. There was then a big bonus in Gerlach, Nevada at the IBA Circle of Honor Memorial.

My time was going good so I stopped on the way to Klamath Falls for a 2 hour nap. Got my bonus gas receipt for Klamath Falls and was off for Salem, Oregon. After a hundred miles I stopped again for a 1 hour nap. It was now about 3 AM and I was seeing many deer when I had to suddenly swerve to miss one and ran off the asphalt and before I could get back on the road I clipped a steel metal reflector post at about 60 MPH. It just caught the edge of my right mirror and tore it off along with the saddlebag lid and the right case guard. I believe the case guard with the highway peg was what swung back and smashed me in the foot, and as I would find out later, broke my big toe. I made a U-turn and picked up the contents of my saddlebag, and the broken plastic. I still had 12 hours to ride to get to the checkpoint, but first I collected the Stayton, Oregon IBA Dental Dam Bonus and a gas receipt bonus at The Dalles. Barb was waiting for me at the Sunnyside checkpoint. She had flown out to meet me. She doctored up my foot and I was getting used to the pain so I decided I could still finish if all went well. Bob and Bob were both there and still having good rides.

This time when the results were announced I had moved up to 4th. I figured with a good ride I could maintain that through the Maine checkpoint. They also announced that at least 7 riders had made the Prudhoe Bay, Alaska bonus. I figured one of them had to be Paul. What an incredible ride those riders were putting in. Kind of made mine look like a Poker Run. There would be a major shuffling of positions at the finish if these far north riders made it back in time.

When the 3rd leg bonuses were handed out, a huge bonus was offered in Hyder, Alaska, the southern most Alaskan city. There was Prudhoe Bay again, this time worth 1 million points. Three riders went for the million. It was 1200 miles in the wrong direction for Hyder, but there was time, we had almost 5 days, so my plan was to hit Hyder and then head east. You were guaranteed a gold medal if you did Hyder and made the

(Continued on page 11)

Secretary's Report, General Membership Meeting, 11 November 2001.

About 35 club members attended October's membership meeting at Battley Cycles on a beautiful Veteran's Day morning. Bob King opened the meeting at 1115 by asking for a



moment of silence to remember all veterans, past and present. He then inquired if there were any new members present and several riders introduced themselves: Ed & Cathy from Rockville, Steve from Woodbine, and John from Hanover, PA.

The Treasurer, John Nickum, reported that we started October

with a balance of \$8,266.12 and ended the month with a balance of \$9,227.56. The credits were due to club registrations, advertisements, and debits were associated with BTS printing and mailing for Nov/Dec. He also reported that this year's Oktoberfest actually returned a modest profit of \$171 for the club's benefit.

Ed Phelps, Meeting & Events Chair, reported that the club's Holiday Party at Gabriel's Inn in Ijamsville would be December's meeting place. He asked those in attendance to send in their registration form ASAP. He said he's working to set up meetings into the new year with previous hosts including LaFerme and the Sign of the Whale. We then observed that certain dates and even the calendars appearing in the Nov BTS are incorrect. Please crosscheck the published dates with those posted on the web site. We'll see if the reporting improves once we identify a new newsletter editor. Which brought us to Bob's election report.

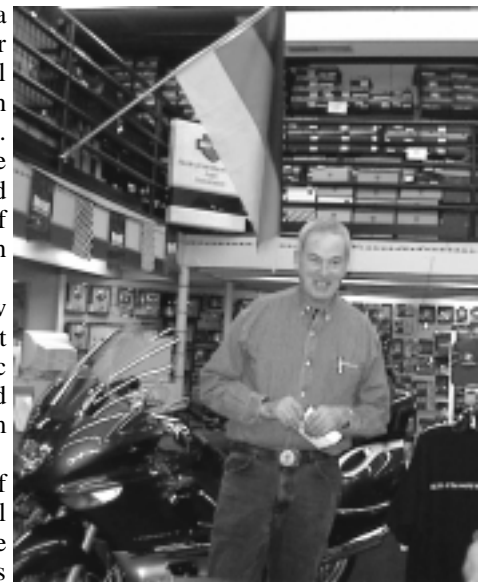
Bob King reported that Jim Fletcher had received 23 ballots, which equates to a participation rate of 3.7%! Bob said he'd stay in his position as club President, John Nickum will become the Vice President, Phil Ager will remain club Secretary, and Billy Rutherford will become club Treasurer. Additionally, Linda Tanner will become Membership chair, Ed Phelps kindly continues as Meetings Chair, Bob Cox re-upped for Government Affairs, Jim Fletcher will now coordinate Rides, Cappy Kidd becomes the new Safety chair, Anton will switch to the Tech chair, and George Falcon will become our new Webmaster.

After some discourse on the need to recruit a few more volunteers to fill the remaining board positions, we learned that Mike Enloe who was in attendance had volunteered to handle club Sales. John Nickum eventually remarked that if he could get a vice-chair, he'd be willing to take on the extra responsibility of being the Rally Co-chair. He didn't want to see the string of successful Square Route Rallies come to an abrupt end. Elsie Smith was coaxed into assisting again for 2002.

Others present volunteered to lend a hand as long as they didn't have to do it all. But we're still on the lookout for a Newsletter Editor. If you have any PC skills and are willing to expend some efforts on behalf of the greater good, please call or email Bob King or Anton Largiadèr (see the inside cover of the BTS).

Bob King then handed the floor to Devin Battley who thanked the attendees for coming out to support the club. With regard to the deer reflectors that had been mentioned, Devin said that they are being used more in the DC area, but they require a good flow of traffic to maintain a constant flow of moving lights. He also mentioned that Battley Cycle had been named Recycler of the Year in Montgomery County. When requested by the county to report on the extent of their efforts, it turned out that they conscientiously recycle a lot of waste material and they were pleasantly rewarded for their efforts by the local government! Joe Brennan came up to invite everyone to Battley's Open House on December 1st and a special tech-session on the 2nd where they'd be testing some new computer chips to rectify the surging problems on certain oil heads with the DYNO-JET. He also mentioned a special Holiday Breakfast Ride on December 23rd that all are welcome to attend. A member inquired about the new V-Rod, and Joe said they hope to have one available for test rides in time for their Open House. Joe asked those interested to sign up for their quarterly newsletter. He said they have some great deals at this time through BMW NA on all BMWs. Lastly, he apologized for the mix-up on the October Slack-Pack. There was some confusion between them and the club due to a

previously poor response, but they'll get things straight in time for next year. Finally, Gary, the Parts Director said they have lots of good deals on accessories including the new Schuberth Concept Helmets and electric clothing. We should contact them through



www.battley.com if we have any special parts requests. He added that Battley's will soon be carrying Motolights. Devin closed by saying that he's saved himself more than once by knowing how to deal with slides. He said that members could make arrangements with him for a little hands-on slide training. He indicated they do this on small dirt bikes without knobbies and they do this on some trails he's prepared on his 'farm.' He said this was the first time he hasn't raced in years because he's very much enjoying the outdoors on his new property. He then thanked everyone for attending and they offered test rides to all those interested.

With no further business, the General Membership meeting adjourned at 1215.

Bob's

MEMBER'S MARKET

MOTORCYCLES FOR SALE

01 K1200RS, 3000 mi., 155 bhp w/ aftermarket upgrades!! Very clean and waaay too much power! Mandarin w/ gray, black and white checkerboard (photos available upon request) Two Brothers racing exhaust, Rhine West performance chip, stainless steel break lines. All replaced stock parts come with bike as well. BWW hard system cases, Marsee tank bag, soft tail bag, bike cover, BMW grip risers. A great SPORT/touring machine! 17,000 OBO for ALL. eleven20@prodigy.net, Eric (12/01)

00 K1200RS, Mandarin and gray, 12,000 miles. Hard bags, Givi 35 liter trunk, throttlemiester. Exc. \$13,000.00 540-662-3413 (9/01)

99 R1100GS Red, 15K miles, BMW Bags, garage kept, excellent stock condition. Serviced at Bob's - \$11,400. Call John at 301-261-6132, johnbchamp@aol.com (8/01)

96 R1100RT, Blue 27,700 miles, hard bags and BMW top case with pad, tank bib, hyper lights, Run 'n Lites, xenon headlight bulb, Clymer manual, BMW tank bag, brand new set of Battlax BT54 not installed, Westco battery, 2nd owner. Price: \$9000. Barry Marcus (703) 450-7754 (10/01)

86 BMW R100RT, custom silver metallic paint and pinstriping, powder coated rims, Parabellum fairing, BMW hard bags and top box, Mikuni carbs, gas gauge, temp gauge, heated handlebars, Progressive fork springs, Luftmeister rotors & pipes; lowered slightly, good for woman or short rider. New tires, low mileage, always garaged. Selling due to health problem. In Leesburg. \$3600 703-779-7761 (10/01)

79 R100R Silver, 54,000 miles, excellent mechanical condition. Hard bags, driving lights, Corbin seat, windshield and many extras. \$2,700. Jaime Henriquez (301) 587-1833 (11/01)

97 MotoGuzzi V10 Centauro 4k. Luggage rack, gooseneck handlebars, 2 crossovers, 3 chips, new tires, sport fairing, chin spoiler, factory repair manual. \$8000. Tod (410) 719-0369 twaterman@hst.nasa.gov (11/01)

PARTS & GEAR FOR SALE

First Gear Leather Riding Pants, worn 1 season, excellent condition, Mens US 40 - \$225. Peter (410) 916-4721 or email: bmwcycleguy@home.com (12/10)

R1100S Parabellum shield, extra tall (22 inches), clear. Used one trip. Excellent condition. Original \$139, sell \$59. Will pay shipping. Peter Connell, 410-639-2019. E-mail PJConnell1@AOL.com (12/01)

First Gear Scout Leather Jacket. Ladies size 38, fits 5'6", 115 lb. frame with lots of room for layering underneath. Very innovative design with clever venting and lots of pockets and storage space. Includes removable liner with sleeves and neck warmer. Like new condition, seldom worn, no wear or tear at all. \$350.00. John Weicht (717) 633-9207 or hans75@blazenet.net (11/01)

BMW Kalahari jacket : Size US 50R/ Euro 60, Like new-\$200 OBO. Call Greg Haas (703) 905 8091 or email gregtybe@bellatlantic.net (12/01)

Full Staintune exhaust system for R1100GS, allows full size left bag, \$400/obo **Airhawk tush cushion**, \$40/ obo The Real Deal Hippo Hands, \$25 Ron Orem 410-581-3751 or ROrem@aol.com (8/01)

Body guard jacket, complete armor system (back!, chest, shoulders, and forearm/elbows) set in a lightweight lycra-mesh combination, can be worn under your riding jacket or on its own (sizes XXS-M, and L-XXL) - \$60 each, cold weather insulated/waterproof gloves black XL - \$30, Monsoon waterproof gloves black, L, \$20. Marius (202) 473-5616 (day). (9/01)

Motoport Canyon riding pants, excellent condition, padding in knees and hips, four pockets, mens large \$75.00. **Fieldsheer rain jacket**, excellent condition, men's large, \$30.00. **Olympia Kevlar gloves**, red/black, men's large, \$25.00. **K75 fuel injector cover**, looks nice and keeps hands off the injectors, \$20.00. Call Jim Fletcher at 410-765-1611 days, 301-352-3348 eves. (11/01)

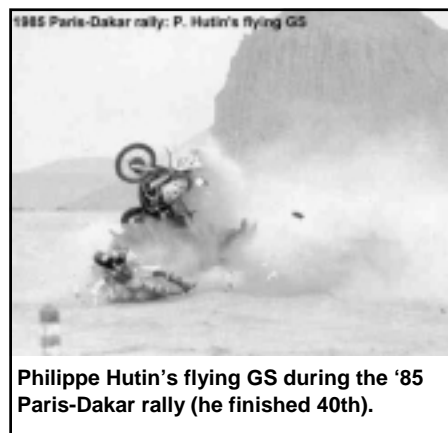
Alpinestar 3 season riding jacket. Zip out fleece lining that can be worn as a separate jacket. Black w/ silver reflective piping, heavy nylon

waterproof shell w/ vents and adjustable armor. Selling due to purchase of new riding gear. Worn 1 season, asking \$320.00. Eric, (h) 301-947-7902, eleven20@prodigy.net (11/01)

A few miscellaneous images from the 'net... unknown sources.



Australia vs. NZ: sign on the bottom reads "Next 120 km" :)



Philippe Hutin's flying GS during the '85 Paris-Dakar rally (he finished 40th).



English? police ST1100 mired in concrete.

checkpoints on time.

It was a beautiful ride to Hyder. Spent 1/2 day in the rain, but it cleared and the sun came out and was ideal riding. Even saw 2 black bears on the ride in and one on the way out. I took me 25 hours to reach Hyder, around 11 PM at night. As I was taking my photo at the Glacier Inn, the rain started and it got miserable. I rode another block to the Sea Alaska Inn to checkout a memorial to Ron Ayres for setting a record for hitting 49 state in 7 days. After spending 1 hour in Alaska it was time to head east. Just into Canada I took the 5 hour rest bonus at a motel. I checked my foot and doctored it up. It wasn't pretty. I was able to squeeze it back into my boot and checked out as it was getting light. Had a beautiful ride down through the Canadian Rockies and passed Lake Louise on the way to Calgary. Rode all day and at 3 AM stopped at the Alberta, Saskatchewan border for 3 hours sleep.

I was doing fine and right on schedule for the Maine checkpoint when my rally came to an end. I was just outside of Rugby, North Dakota, at 2:30 in the afternoon on an open dual lane highway when I ran into trouble. I hit a farmers grain truck that was traveling in the fast lane so as to take the next turn off. The trooper estimated the truck was doing 25 MPH. I was closer to 75 MPH (65 PMH for the police report) when I realized we were going to make contact. I hit the brakes but was too close. I had on my full riding suit and helmet and it was probably a good thing. I landed in the median strip, the bike a total loss and all I got was a broken scapula (shoulder bone). I was very fortunate. I was a little over 7 days into the rally and had put 7200 miles on the bike.

My objective at this point was to find a way home and get to Alabama for the finish. I very much wanted to be there to cheer for the riders making the finish. I had a good ride going but by not making the Maine checkpoint I would not get the large bonus points for Hyder. I would be a "DNF". I wanted to be in Alabama to hear about the awesome rides the Alaska riders took on. Barb arranged a flight out of Omaha, Nebraska on Thursday morning, so I rented a car, UPS'd most of the stuff off the bike and drove the 700 miles to Nebraska. To make a long story short, when I got home and prepared to leave for Alabama Barb saw my toe and how swollen my leg was. She took me to the doctor and he put me right in the hospital and on antibiotics because my leg had become infected. It was here that I found out that my big toe was broken. They kept me for less than a day. I was sent home on Friday evening to finish healing.

Riding the Iron Butt Rally was something I had thought about since 1986 when I read about the first running of the event. To pursue a gold medal would be a huge challenge but I had been preparing myself for this for 4 years. I am disappointed to have not achieved my goal but realize I have been very fortunate. Barb and my daughter, Karen both gave me guardian angels to carry and pin on my jacket and I guess I had them working overtime. Take out my 2 accidents and all I can say is "Wow, what a ride".

Congratulations again to our 3 finishers Paul Taylor, Bob Cox and Bob Higdon. Paul not only made Prudoe Bay, Alaska but then went to Key West, Florida before returning to Madison for the finish. Way to go guys!

To learn more about the Iron Butt Association and Rally look up their web site at www.ironbutt.com. □

SAFETY

The following discussion was forwarded to me from someone on the GS list. It's not so timely now that we're not packing for rallies, but it might be an interesting project to REALLY develop your packing system in the off-season, so you'll be ready to go at the last minute for your first Springtime trip.

From: Dave Howe <mototech@flash.net>

Several years ago a young couple on an airhead had camped out at our annual classic bike rally in East Texas. They packed all their gear and headed home. A sleeping bag came loose and wedged into the rear wheel, swing arm, etc. at about 70MPH. The bike stayed upright for a while with the wheel locked and finally crashed. The hiway was closed a good while, while they CareFlighted the couple out. The girl was DOA and the guy badly hurt.

Both were wearing protective gear. The bike was totaled.

Ian Schmeisser <ians@bellsouth.net> responded:

This happened to a member of a BMW Owners of Georgia club a number of years back, which was my motivation for writing an article about packing as part of the Motorcycle camping editorial for the BMW MOA (<http://www.bmwmoa.org/camping/packing.htm>) This article was written for the beginning camper, who may be strapping a bunch of stuff to their bike for the very first time. It is hard to overstate the importance of securely packing your bike for a camping trip.

Helen2Wheels (<http://helen2wheels.com/>) also has a lot of good information about packing techniques and some awesome products that make taking a bunch of camping stuff >way< safer than just strapping it on the bike.

Ian



Painted rocks commemorating military units at the Rockpile.

The Spirit of America shines through at the Columbia, MD Ride for Kids

Sunday morning, September 16, 2001, was an extra special day in Columbia, Maryland. After a week that included terrorists attacks on our Nation's Capitol and the tallest buildings in New York City, 1150 motorcyclists from four states gathered at The Mall in Columbia to show their resolve, not only to continue living life in the US, but also to continue with the fight against childhood brain tumors.

It was a sight to see as hundreds of motorcycles left the mall parking lot at 10:00 am sharp with a US flag flying on every motorcycle. Along the hour and a half route that wound through the scenic Howard County countryside, the riders were continually encouraged by folks standing beside the road, cheering, waving their flags, and even crying at the site of these motorcyclists who had come today. It was if there was a common purpose across the whole area that said, we will not be stopped as a country and we will not stop until we find an answer to this dreadful disease that is taking away our children at far too fast a pace.

It was once again a glorious sight as the riders filled the parking lot at Lincoln Tech, the end point for the ride. As they entered the big top tent for the "Celebration of Life" they were treated to two big American Flags flanking either side of the stage. Mike Traynor, the President and Founder of the Pediatric Brain Tumor Foundation of the US opened the special program with a time of remembrance for all those who lost their life in the terrorist attacks this week. And then, all the motorcyclists reached for the hands of those around them and sang "God Bless America". It was truly a touching moment as these Americans representing every race and nationality, on every brand of motorcycle, were united as one representing the best of America and motorcycling.

All were touched and the tears were many as Elaine Brocenos shared what it

is like to learn that your child has an inoperable brain tumor. This is exactly what she had faced less than 2 years ago when her then 7 year-old son Nathan was diagnosed. And yet Nathan was there on this day thanks to new treatments that resulted from recent research looking for less invasive ways to treat these tumors. It was Elaine who thanked all the riders for not giving up in the face adversity, and it was she who encouraged and exhorted the riders to "never give up".

While the real heroes at this event were the six "kids", ranging in age from 3 to 20 who are fighting and winning the battle against brain tumors, there were other heroes present too. Bob Henig was the top individual fundraiser bringing a whopping \$16,755 to pay for badly needed research. He was joined on stage by Alvin and Ethel Clemmons who brought \$6,170, Jackie Cooke with \$4,872, Al Leathers with \$4,635 and Evan Rosenberg with \$4,030.

More than forty motorcycle clubs and chapters were represented at the Columbia, MD Ride for Kids. The competition for Top Club honors was extremely tight with Manassas Honda Riders Club taking the top honors with \$9,697. Right behind them were Heyser's Riding Club with \$9,668 and GWRRA Maryland Chapter G with \$9,610. Fourth place honors went to the Diamonds Motorcycle Club with \$8,772 and fifth place went to Horner Honda Rider's Club with \$4,467.

Top dealer honors went to Bob's BMW of Jessup, MD whose customer's and friends brought \$38,820. The folks representing Heyser's Cycles brought \$12,876 and Manassas Honda was responsible for \$9,781. The fourth place dealer was Horner Honda with \$6,817 and Diamond Motorsports was fifth with \$5,472.

James and Lillian Bradford of Mitchellville, MD were the thrilled winners of the brand new Honda motorcycle.

Congratulations to Task Force Leaders Jackie Cooke and Bob Henig, all the Columbia Task Force members, all the day of event volunteers, the local sponsors and all the participants for a great event. After all, the real winners

on this date, were the kids who are battling this disease, for when the check representing the funds raised on this date was unfurled, \$173,219 had been deposited in the research funds to find the cause and cure of childhood brain tumors.

The money raised in Columbia will support the programs of the Pediatric Brain Tumor Foundation of the United States (PBTFUS) as it funds medical research seeking the cause and cure of childhood brain tumors. The Ride for Kids program will stop next in Sacramento, CA on Sunday October 7, 2001. For more information concerning the Pediatric Brain Tumor Foundation of the United States or the Ride for Kids program call 800-253-6520 or visit our websites, www.pbtfus.org or www.ride4kids.org.

Allen Hughes
National Ride for Kids Manager
www.ride4kids.org
www.pbtfus.org
800-253-6530, 828-665-6894 Fax

Haiku from a BMW grasshopper.

Engine Design

Can Harmony be
When opposing forces clash?
Flat twins show the way.

Broken Ignition Control Unit

Wondrous little box
You've no moving parts to fail
Yet my spark plugs sleep.

Cruiser

R1200C
Prancing, cantering show horse
You can gallop, too.

ABS

Sudden leap of deer
Panicked work of hand, of foot
No skid marks reveal

3 AM at the Rally

In the tents they snore
On tables their forgotten
Paper cups catch rain.

(Continued on page 15)

MONTHLY BREAKFAST RIDES and THE SLACK PACK

BMWBMW Breakfast rides are informal gatherings of members who meet for breakfast and ride afterward. Not all members participate in the after-breakfast rides, and many members like to show up solely for the breakfast. Interested? Show up early, look for tables with motorcycle helmets, and don't be shy about introducing yourself! If you'd like more information, or to volunteer to lead a ride one weekend, call the rides chair, Phil Space. Breakfast rides do not take place if there is a club meeting or another major event scheduled for that particular day.

Old Country Buffet

(Baltimore Breakfast Ride, usually 1st Sunday, 8 am). **Directions:** Satyr Hill shopping center at Satyr Hill & Joppa roads across from the Home Depot (at 695 & Perring Pky). *Jim Pellenbarg, (410) 256-0970*

The Cozy Restaurant

(Md. Breakfast Ride, 3rd Sunday, 10 am). **Directions:** Take I-270 north to Frederick, Md. & continue on Rt. 15 north; take first Thurmont exit; turn right at stop sign; turn left at light; proceed 1/4 mile; restaurant on your left. Or from Md. Rtes. 550 & 77: turn left at light in Thurmont; proceed about two blocks (street bears to right); restaurant is on right.

Town and Country Restaurant

(Va. Breakfast Ride, 4th Sunday, 9 am), (703) 347-3614. **Directions:** From VA Beltway, take I-66 West to Exit 43A, Rt. 29 South (Gainesville/Warrenton). Follow Rt. 29 South for almost 7 miles and the restaurant will be on your left.

The Slack Pack, world renowned for its spline lubes and burger tossing, is a monthly meeting where enthusiasts and the curious alike meet to talk about and work on BMW Motorcycles. Attendees are reminded to chip in generously for the food and drink, and to have all work finished by a reasonable hour (10:00 p.m. on weekdays) The Slack Pack usually meets on a Thursday or a Saturday of each month. For more info, please contact Tech Chair Bernie Stuecker.

Slack Pack

September 19th and October 25th, 6~9 PM

Battley Cycles/Rockville Harley-Davidson in Gaithersburg, Maryland. Technician on site, refreshments.

Battley



Ever seen a BMW chopper before? Here's the best example ever; looks like it started life as a slash-something and turned into something nearly unrecognizable, except for the engine. Got any cool iron like this? Bring it to the Square Route Rally next June!

Morton's

CALENDAR OF EVENTS

• • • • • • **Holiday Party** •

• **Directions** •

• **Directions from DC and Virginia:** •

- Route 270 towards Frederick.
- Take exit 26 (Urbana), follow MD 80 east. At the intersection on 80/355
- continue on 80 east. Proceed two miles and make a left
- onto Ijamsville Road. Follow Ijamsville Road for two miles
- and the Inn is on the left.

• **Directions from Hagerstown and Pennsylvania:** •

- Route 70 towards Baltimore.
- Take exit 56 (route 144).
- Make a left off of the exit onto 144 east. Follow 144 east for three miles and
- make a right onto Ijamsville Road. Follow Ijamsville Road for two miles and the Inn is
- on the right - just before the railroad tracks.

• **Directions from Baltimore:** •

- Route 70 towards Frederick.
- Take exit 59 (Route 144) and follow the signs to Ijamsville.
- Make a right onto Ijamsville Road. Follow Ijamsville Road for two miles and the Inn is
- on the right - just before the railroad tracks.

December 2, Christmas Party, Gabriel's Inn, Ijamsville MD.

See directions to the left of this column.

December 22, Bob's annual "Holiday Cheer" Open House

9 AM to 4 PM. Join your friends and the staff at Bob's BMW for this traditional year-end event. There will be tasty, nutritious refreshments, plus gifts, door prizes, and as always, plenty of good cheer all around. Of course, last minute shoppers will discover an abundance of irresistible bargains on all manner of great merchandise - from the smallest stocking stuffer to ...well, a brand new motorcycle! Don't miss it.

January 13, Gen'l membership meeting, LaFerme Restaurant

11 AM. See "Directions" column directions on the following page.

The events listed above can be either official BMWBMW events or events unrelated to BMWBMW which may be of interest to the BMWBMW membership.

More BMW Haiku

(Continued from page 12)

3 AM at the rally, #2

Now the bikers dream
Solitary hoot of owl
Answered with a fart.

A flat on the road

Like all living things
This tire needs air to thrive
Well, I'll walk the path.

Warrior's aftermath:

Wehrmachtsgespann R
75, born to war
You haul cabbage now.

Cornering technique

A "learning curve calls
Ah, I learn too much! Now I
Am one with the road,

Gathered on a field

Agamemnon's hord,
These leather armored masses?
No, just rally guys.

Independent woman

Pillion passenger
Who only sat and waited
Now she rolls her own

Damaged

Empty out my gold!
No wound cries for surgeon's skill
Like this gas tank dent.

Clutch Spline Lube

Nothing to put off
Mills of the gods gring slowly
But so loud as this?

Submitted by Pierre Richards #2066

December						
2001						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
2	3	4	5	6	7	1 / 8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Baltimore Breakfast Ride:
DECEMBER 7 • JANUARY

Maryland Breakfast Ride
DECEMBER 14 • JANUARY

Virginia Breakfast Ride
DECEMBER 28 • JANUARY

Planning an event or get-together of interest to BMWBMW members? Contact the editor, and we'll publish it!

January						
2002						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

BMW BIKERS OF METROPOLITAN WASHINGTON

Application for Membership/Change of Address

Membership (check appropriate box) and mail to Rob Taylor

New Member Renewal Change of Address

Name _____

Motorcycles
(Year, Model)

Associate _____

#1 _____

Street _____

#2 _____

City, State, ZIP _____

#3 _____

Occupation _____

Total mileage on BMWs _____

Phone Home (____) _____ Work (____) _____

Referred to BMWBMW by: _____

E-mail: _____ I belong to: BMWMOA # _____

Age Group

- 16-25 46-55
 26-35 56+
 36-45

BMWRA # _____

AMA # _____

I'm interested in helping in the following areas or committees:

- | | |
|--|------------------------------------|
| <input type="checkbox"/> Govt. Affairs | <input type="checkbox"/> Rally |
| <input type="checkbox"/> Membership | <input type="checkbox"/> Rides |
| <input type="checkbox"/> Newsletter | <input type="checkbox"/> Safety |
| <input type="checkbox"/> Nominations | <input type="checkbox"/> Technical |
| <input type="checkbox"/> Meetings/Special Events | |

MEMBERSHIP DUES

Regular Member \$20.00/year
Associate Member \$7.50/year

Dues may be paid for 1, 2, or 3 years. Associate members must reside at the same address as the regular member. Associate members receive membership card, pin, and decal and have voting privileges if age 16 or over, but do not receive separate newsletters or other mailings.

Make checks payable to **BMWBMW** and send them with this form to:
Robert Taylor, 19 Linden Hill Way SW, Leesburg, VA 20175

Between the Spokes

c/o Anton Largiader
964 Dewees Lane
Chester Springs, PA

FIRST CLASS