

the Spokes

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The Monthly Newsletter
of the BMW Bikers of
Metropolitan Washington
Volume 27, Number 9
September, 2001

BMWBW Club to Disband in '02

Jim Fletcher, Vice President

I stole this headline from John Nickum, but it's very appropriate. We have many club Directors taking a long-deserved break next year and we will need to fill some key slots. Without the help of our membership, there will not be a club next year. If you have made some new friends, or enjoyed the events that we put on, maybe it's time to give something back to the club. I've found that you get more out of something if you put more into it. Some things may need a fresh idea and you could be the one to make a difference.

Nominations and Volunteers Needed:

Some officers will run again next year, some will want to change roles, and some will not be back. All positions should be considered open next month during the elections. Some key positions currently have no one stepping forward. These are *Newsletter, Membership, Secretary, Internet, and Treasurer*. The club will not function without these roles filled. Other positions are crucial because they are what make our club fun like *Rides, Rally, and Events*. Other positions help us stand out as an advocate to our membership and community like *Government Affairs, Tech, Sales, and Safety*.

This is the month to step forward and volunteer to keep our club going strong. We have over 600 members who will surely appreciate your participation. Remember, it's more fun on the field than it is on the sidelines. Please contact me this month to be included in next month's election to the 2002 BMWBW Board of Directors! Thanks, Jim Fletcher (301) 352-3348.

The following is a synopsis about each Board position for each of you to review. Please take some time to see if you can assume one of these roles. Remember that this is a club and no prior experience is necessary for any of the roles, just a desire to get involved and help out!

BMWBW Board of Directors Position Statements, Roles and Responsibilities:

President. The President shall preside over and set the agenda for the General Membership meetings, the Board of Directors meetings, and other group events. The President also acts as the club spokesman when dealing with other BMW clubs or organizations.

Vice President. The Vice President shall assume the duties of President during his absence or inability to act. A close working relationship between President and Vice President helps to smooth the rough spots that might otherwise occur. The Vice President is also responsible for organizing the annual club elections.

Secretary. The Secretary keeps records at the proceedings of the club. The secretary shall prepare written minutes of all

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Bob King? flies the chair at a sidecar training class attended by four BMWBW members in July.

'Bama Bound on a BMW

By Bill Burns

In April I planned a motorcycle trip to Northeast Alabama and notified some friends that the departure date would be Thursday April 26th. There is a rim road for the Little River Canyon that sounded interesting for a motorcycle ride. It is kind of like a mini Skyline Drive.

At noon on Thursday a disparate BMW group of two RTs and one GS rider left Norfolk. A second GS rider hoped to catch up after his jury duty. We all got together in Johnson City, TN in the PM and left Friday AM. The plan was to run East to West across the Smoky Mountains to get on the Cherohala Skyway. I have ridden this 51-mile twisty mountain road that elevates to 5,000 feet during the RA Rally at Fontana. On this day I knew we would have a great scenic ride because of the clear skies. Alan on a GS led us down this 45-mile per hour limit road and proceeded to run 20 – 30 mph over. I had to follow him to warn him that we could end up in a Graham County Jail if we got stopped. I could not catch him. I won't do it again but THAT was a right sporty ride. The skyway is engineered so that the curves are consistent with no decreasing radius. Once you set your line you can hold your lean angle and if you cleaned the last curve you should make the next one. At a break, I asked my fellow riders if they enjoyed the scenery and got a "what scenery" answer. In the future I want to ride more with people who appreciate nature and like to stop at scenic overlooks.

Anyway, we saw no troopers. I recommend Friday if you want to blast the Cherohala Skyway.

At 4pm in Tellico Plains, NC we took a break and the jury

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Between the Spokes

Editor: Anton Largiadèr
Mailing: Dave and Angie Talaber

Between the Spokes, the monthly newsletter of the BMW Bikers of Metropolitan Washington, is published solely for the use of its members. Any copying and/or duplication of any of its contents without the written permission of BMWBMW is strictly prohibited.

Advertising: Classified ads are FREE to BMWBMW members and will run for two months. Rates for display advertising are available from the editor or from the club website.

Deadlines and Submissions: All submissions must be received by the editor no later than the tenth day of the month preceding the month of publication (e.g., **January 10** is the deadline for the February issue). Articles may be submitted to the editor either by e-mail:

editor@bmwbmw.org or mailed to:

Anton Largiadèr, Editor
Between the Spokes
964 Dewees Lane
Chester Springs, PA 19425

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

Club Affiliations: BMWBMW is chartered as BMWRA Club No. 15 and BMWMOA Club No. 40.

World Wide Web:

<http://www.bmwbmw.org>

STEERING HEAD—Stayin' safe.

What have you done to improve your riding skills this year? Did you buy a copy of Proficient Motorcycling or some other title on the skills of motorcycling and read it cover to cover? Did you attend an MSF/ERC class or a track school? Did you at least practice some quick braking or some swerves in an empty parking lot, in case you needed it on the road sometime?

This year, I managed two of the above self-improvement activities. My kids got a copy of Proficient Motorcycling (by David Hough, one of the keynote speakers at the Square Route Rally) for my birthday. I have scanned through it twice and read it from front to back once since then. I am still trying to practice all the techniques he recommends, at least to replace the bad habits I have picked up over the years.

I also took a motorcycle training class this month. Four members of BMWBMW attended a two-day class on

sidecar operation in July. Jim Cain was one of the two instructors, while Linda Tanner, Irv Warden, and I were three of the nine students. The class followed typical MSF format: some classroom lecture and theory followed by descriptions, demos, and individual practice of the range exercises. Sometimes the student was "ballast" in the chair (read passenger), sometimes the driver of the combination. A great deal of complex material was covered and (mostly) mastered in the time available. By the end of the two days, we all had managed to successfully complete all the exercises and felt we had learned a lot about handling a motorcycle with sidecar.

For a motorcyclist to stay safe, we must continually practice skills required by our sport. We would not expect a tennis pro to walk on the court at Wimbledon after four months away and

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THE 2001 BOARD OF DIRECTORS

PRESIDENT

Bob King
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PAST PRESIDENT

Bill Shaw (703) 860-2434

VICE PRESIDENT

Jim Fletcher (301) 352-3348
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INTERNET

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Webmaster@bmwbmw.org

RALLY

Co-chair Elsie Smith
Rally@bmwbmw.org
Co-chair Bernie Stuecker
Tech@bmwbmw.org

get to the semi-finals. So why do we think we can take a couple weeks or months off from riding and then be able to instantly perform at peak efficiency?

On to the Future

As I noted in the July newsletter, club elections are fast coming over the horizon at us. Have you thought about how you benefit from membership in the club, from the activities and events that other members plan for us? Did you find an area of interest that you would be willing to lead during 2002 to help other club members enjoy new activities? If you want to volunteer to help run BMWBMW, call Jim Fletcher or myself and talk to us about a position on the Board of Directors or as a member of one a standing committee. The ballot needs to be filled by mid September so it can be printed in the October newsletter. Call and volunteer today.

Don't forget that the Ride for Kids is coming up on September 16 in Columbia. A number of BMWBMW members have issued a challenge to the club to have a large turnout and donate to this worthy cause. At least three challengers have offered to each give \$500 of their own money to the ride for kids if we get 35 BMWBMW members to register their contributions in the club's name. The minimum donation is just \$35 and you could give more if you are able. As Ed McAleer noted, $35 * \$35 + 3 * \$500 = \$2,725$ for the Pediatric Brain Tumor Foundation. You also get to participate in the ride and the planned festivities. What a deal for just \$35. □

The rider shown on the August cover was Larry Marling, a former employee of Battley, shown riding his 1928 R52

Club member Steve Anderson, sales manager at Morton's BMW in Spotsylvania, is heading for Germany this month, courtesy of BMW of North America. BMW NA held a sales contest for its flagship K1200LT model, with the top ten salespeople winning a free trip to the BMW factory and design center, plus a chance to take part in the spectacular Oktoberfest celebration in southern Germany □

Mr John W. Nickum, Jr.
BMWBMW
7000 Natelli Woods Ln.
Bethesda, MD 20817-9324

Dear BMW Bikers of Metropolitan Washington

Thank you for your recent donation to the National Motorcycle Safety Fund in memory of Dave Keuch. You may use this letter as a receipt for your \$55.00 donation, for tax records.

The NMSF Board of Trustees has approved several worthy programs, including a video public service announcement, provision of motorcycle safety materials, funding distribution of motorcycle safety videos, and the provision of safety helmets to training sites for use by beginning riders. In addition, the NMSF has contributed to an education program on alcohol and drug education for motorcyclists. Your contribution will be put to use immediately.

As a contributor to NMSF, enclosed is a NMSF cloisonné pin as a small token of our appreciation.

Again, let me express my personal thanks for your generous support

Sincerely,
Laurie Longville
Program Administrator

Highway Cleanup

Bob King

BMWBMW will be cleaning our stretch of MD Route 214 in Davidsonville, MD on Sunday, September 30th from 9:00 to 10:30. Bring your work gloves and join us in making our section of road more scenic by bagging trash. The change in day was to accommodate some members who work Saturdays.

We'll meet at the Davidsonville Elementary School on Route 214. From the DC Beltway, take Exit 15 East (MD 214) about 12 miles to the school on the left or take Exit 19 East (US 50) to Exit 16 South (MD 424) to a right on MD214, with the school on your right.

If you get lost, call Bob King at home, 301-262-5978, or my cell phone after 8:00 that morning, 301-412-7827, for directions. □

TO THE EDITOR

Dear Anton,

Having just returned from some very exhausting riding in mud out west, I approached Ron Orem's column about bike detailing with interest. Since he took several swipes at the President, I can't let that pass. Were Al Gore's views to prevail, none of us would be riding any infernal combustion engine vehicles. Only high government officials would be permitted personal powered vehicles. The rest of us would be pedaling communal rickshaws imported from communist China, to a cadence dictated by Washington insiders.

Best,

Richard T. Wojciechowski

Octoberfest

Ed Phelps

The Octoberfest this year promises to be better than ever. The menu is changing and will be better than last year. We are planning a ride and self guided tours for your enjoyment. If you haven't been to the Thurmont area then this would be the perfect time to come and check it out. There are bunk houses for lodging so you don't have to set up a tent if you don't want to. We will have a TV, VCR and movie screen and we would like you to bring your own travels as well (photo albums also welcome) and share with the group on Saturday evening in front of the fireplace. It's a laid back weekend and you will have a great time in the Catoctin Mountains. Get your reservations in NOW! □

Bob's BMW is a runner-up in the *DealerNews Top 100*, a competition between 15,000 motorcycle shops nationwide. The judges, all store owners and professionals in the industry, look for superior merchandising, effective lighting, prominent interior and exterior signage, logical traffic patterns and customer access to merchandise. Additionally they review overall cleanliness inside and outside the store, the comfort of the customer lounge and the professional retail image put forth by the business, among other issues. □

Battley

(Continued from page 1)

official business transacted at general and Board of Director meetings.

Treasurer. The Treasurer shall receive and dispense all funds of the club. The treasurer will sign all checks; the Board of Directors will review expenditures. The treasurer will maintain club accounts for auditing purposes and prepare a report to be read at each general membership meeting. The treasurer will also submit an annual report to be published in the club newsletter.

Government Affairs Chair. The Government Affairs Committee is responsible for the monitoring of state and federal regulations concerning motorcycling and for coordinating efforts by the club and companion organizations to ensure that the views of the club are properly presented.

Meetings & Events Chair. The Meetings & Events Committee is responsible for arranging places and programs for general membership and board of directors meetings, and for

arranging places for club events not covered by other committees. In addition to the written requirement outlined in Section IV.B, the chairperson for this committee is also responsible for writing an article for the newsletter two months in advance of any major club activity (i.e., the rally, Oktoberfest, Monterey weekend, etc.).

Membership Chair. The Membership Committee is responsible for disseminating information to all interested parties and maintaining, with the help of the Treasurer, a current membership list. The Membership Directory shall be distributed annually. The Membership Committee shall also be responsible for introducing all new members to the club.

Newsletter Chair. The Newsletter Committee is responsible for the producing the monthly publication of *Between The Spokes*. There are three facets to the job. The first includes collecting content for publication, including articles from the membership and from the Board of Directors, obtaining advertisements from advertisers, and coordinating various monthly and seasonal events that need to be published. The second is laying out and editing the monthly publication, and then ensuring it is delivered to the printer in order that the membership receives it on or near the first day of the month. Lastly, highlight features and event information from the newsletter must be delivered (preferably by e-mail) to the club Webmaster for inclusion on the club's website.

Rally Chair. The Rally Committee is responsible for the planning, organization, and management of the rally. These preparatory activities include, but are not limited to, establishing a budget, identifying a rally site, and overseeing activities such as advertising/promotion, registration, food, entertainment, awards, door prizes, vendors, child/adult field events, T-shirt and pin design, insurance, etc. A final rally report will be submitted at the Board of Directors meeting immediately following the rally.

Rides Chair. The Rides Committee is responsible for the planning, organization, and

management of regularly scheduled, ride-related activities. This can include scheduling group rides, organizing contests (i.e., County Bounty, high mileage contest, etc.), or simply planning a route for inclusion in the newsletter. No fewer than six such rides/events will be scheduled and announced in the newsletter annually.

Sales Chair. The Sales Committee will maintain an inventory of club supplies and equipment available for sale, and make these items available to the general membership at meetings and other events. This committee will: 1) process and mail orders within seven working days or, when practical, make personal deliveries during meetings and/or other events; 2) coordinate with vendor suppliers to replenish inventory items when necessary; 3) introduce new items that are deemed desirable; and 4) provide an annual report in January to the Treasurer or other designated Board member following a complete and thorough inventory.

Safety Chair. The Safety Committee is responsible for the promotion of safe riding practices by club members, for coordination of the activities of the club in the promotion of greater safety for all motorcyclists.

Technical Chair. The Technical Committee shall serve as a clearinghouse for technical assistance, maintain club special tools, and submit a yearly written inventory in January to be published in the club newsletter.

Internet Chair. The Internet Committee is responsible for design and content of the BMWBMW website at <http://www.bmwbmw.org>. The Webmaster must keep the site updated with current content, keep abreast and take advantage of current web technology, and ensure the site is functioning properly. The Webmaster is also responsible for interacting with InterNIC and web vendors as required. □

Speed's

OCTOBERFEST - A WEEKEND OF FUN, FRIENDS & FOOD!
New members - if you haven't been able to attend meetings or events then come out for our Octoberfest. Great opportunity to meet fellow members and enjoy the weekend of fun and food in the colorful Catoctin Mountains!

Check in is Noon, Saturday October 13, and check out is 10:00 AM, Sunday, October 14
You must pre-register for this event. Registration must be received no later than Friday, September 29.

Fill out the form below and mail with your check made payable to BMWBMW to:

Ed Phelps, 7447 Old Washington Road, Woodbine MD 21797-9115

For more information, please call Ed before 9:30 PM at (410) 781-7521.

\$20 Adult/\$10 Child (12 & Under, Under 3 free) _____ Adults at \$20 each = _____

MAKE CHECKS PAYABLE TO BMWBMW _____ Children at \$10 each = _____

Rider _____ Passenger (s) _____ TOTAL = _____

Address/City/State/Zip: _____

Octoberfest is open to BMWBMW members, their families & guests Saturday Night Camping? YES

I/We hereby waive, release, and hold harmless the BMW Bikers of Metropolitan Washington and the American Legion Camp West Mar for any liability resulting from damage, loss or personal injury while attending the 2001 Octoberfest, or for any cause of action I now have, or in the future may have against them. This waiver extends to my heirs, executors, administrators & assigns.

Rider's Signature: _____ Passengers Signature(s) _____

October's General Membership meeting is Sunday, October 14 at 11:00 am at The Cozy Restaurant in Thurmont, MD. You DO NOT need to register for Octoberfest to attend, simply show up! (at 10:00 am if you want to dig in to one of the most sumptuous breakfast buffets around!)

Morton's

SECRETARY'S REPORT

Secretary's Report, General Membership Meeting, 12 August 2001.

About twenty-six club members attended this month's membership meeting at Lap's Quality Auto & Motorcycle Repair in Alexandria. Bob King opened the meeting at 1110 by thanking Lap Nguyen for hosting the club's monthly meeting. Bob asked if there were any new members present; Fred from Germantown riding a K1200 and Jerry from Herndon riding a K1100RS both stood and introduced themselves.

Bob Cox, the Government Affairs Chair, reported that the new Health and Human Services (HHS) Director supports the current wording of the Health Insurance Portability Act (HIPA). Bob indicated that some 70 members of Congress are working to make some sensible changes to the current law. He said that the Virginia Coalition of Motorcyclists (VCOM) will be meeting on 15 Sept in Richmond. He reported that the Motorcycle Safety Foundation (MSF) published its recent study of motorcycle accidents. He indicated that more in-depth studies would continue to better understand the causes and effects of motorcycle accidents. Bob stated that there were 2,680 deaths recorded in 2000, and that the rate seems to be climbing after falling through most of the 90s. Adding clarification, Bob said that 38% of these deaths were actually unlicensed riders, and that over 50% may have involved drinking & driving. Lastly he indicated that a new trend indicates that these deaths may involve "old men on big bikes" riding beyond their skill level. (Obviously, BMWBMW supports safe riding habits and the use of quality riding accessories! Make use of your access to fellow club members and activities to increase your longevity.) Bob King remarked that we should all contact our Congressional Representatives to express our dissatisfaction with the current HIPA law. He said that a motorcyclist that is involved in an accident with a drunk driver would not be covered at all (by the cage driver's policy) whereas the drunken driver would be!

Club member, Gerry Barton, asked Bob how the club did regarding this year's rally. Bob replied that despite the diminished turnout and the inclement

weather the club will likely break even. He said that there still are some outstanding deposits and the remaining tee shirts, so due to "tight management" we made out all right. The Rally co-Chair, Elsie Smith, remarked that you can't please everybody when it comes to food but since we had established a good relationship with Nihilator Catering, we were allowed to reduce our dinner order by 25%. This tremendously helped the club's bottom line, so we should consider this 'close working rapport' when choosing a caterer in the future.

Ed Phelps was next with his report on upcoming club Meetings & Events; he too thanked Lap for supporting the club. He said the next club meeting will be at Morton's BMW on 9 Sept, at the Cozy in Thurmont on 14 Oct, and at Battley's Cycles on 11 Nov. Ed added that several members are involved with preparations for the Octoberfest to be held at Camp West Mar on 13-14 Oct. Ed encouraged everyone to turn out and support this year's Octoberfest! Please send in your reservation for a good turnout at the Octoberfest.

Bob next announced on behalf of the BTS Editor that Anton is always seeking additional content. If you have any good trip reports from this season's adventures, be sure to get them into Anton. Bob also mentioned that the autumn Highway Cleanup is scheduled on a Sunday this time to allow some participation by workers at Bob's; it'll take place on 30 Sept at 0900, at the Davidsonville Elementary School. Bob also said that although he appeared to be preaching to the choir, he wanted to encourage club members to volunteer for Board positions in 2002. He said that with over 600 members, there ought to be at least a dozen folks interested in guiding the club. Please call or email Bob King or Jim Fletcher should you be interested in a particular BMWBMW BoD seat. The election form needs to get in by the 10 Sept deadline for October's newsletter. Lastly, Bob encouraged the club to participate in next month's Ride for Kids in Columbia, MD. He hoped we could get 35 members to sign up for this worthwhile event, especially if you're a sidecar rider (please see the write-up in the August BTS).

Bob Higdon then stood to inform the club that John Deacon, one of BMW's

riders in the Paris-Dakar race, died recently in an accident in the Rally Syria, and Jim Young of South Dakota, last year's MOA mileage leader, also died while riding in the Colorado Rockies. (Bottom Line: Ride Safe!) Bob explained that he has information on a new 'black box' that can solve some of the notorious surging problems associated with R bikes. Contact him if you want further information. And when asked, Bob said he had to accompany Mike Kneebone on his working trip to Turkey. He said that although he never had considered a trip there before, he would highly encourage other motorcycle adventurers to consider it their future travels. He was very pleased with their treatment and with the beautiful sights they visited! Following Bob Higdon, Bob Cox added that there might be five BMW² members riding in this year's Iron Butt Rally that kicks off on 27 Aug. Stay tuned for further reports in your BTS.

Bob King then introduced Lap, and thanked him for hosting the club one again. Lap said he's very pleased to help the club and its members. Jerry Cook added that 'everything's on-sale,' just make 'em an offer! With no further business, the meeting adjourned around noon. □

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Bob's

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duty guy was all stoked for the NC roads. I had to tell him that we had motel reservations in Anniston, AL. His reply was: "Alabama! We're going to Alabama?" So it was: at 8pm we were checked in, unpacked and in a Talladega restaurant eating catfish with the clock on Central Time.

The Little River Canyon is east of Huntsville near Fort Payne, AL. Northeast Alabama has peculiar climate and geography for the Deep South. There are small farms, hardwood forests, rolling hills, brown soil, and white water rivers. The geography reminds me of upstate New York. First see Noccalula Falls off the Lookout Mountain Parkway North of Gadsden, AL. This 100-foot water fall is in a state park and is an unusual sight for AL. Proceed North on Route 176 and you will be at the Little River Canyon Preserve. As you enter the canyon you can see the Little River has worn a 600-foot steep sided gorge out of the sandstone rock walls. The 12-mile rim road (RT 176) hugs the contour and the edge of the gorge. No guardrails, this road is very curvy and steep. You look

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Ride For Kids

How can you turn \$35 into \$2725 (or more?) and have a great time doing something wonderful to help some of the nicest folks you'll ever meet? By registering yourself on September 16th at the Ride for Kids event in Columbia!

Anyone who has participated in this event before knows what a heartwarming and uplifting experience it is. Not only do we get to take some of the kids afflicted with this disease for motorcycle rides, but we get to show support for their parents and families, and hear some of the positive changes we have helped to make possible in their lives. I promise you that if you come, you will get far more personal enjoyment and do more good for more folks than anything else you could do on a Sunday morning in September. If you're like most of us, you'll laugh, cry, feel more emotionally moved than you may have thought possible, and you will go home feeling better than you can possibly imagine. You, me, and about 1,000 other motorcyclists doing something good for somebody besides ourselves.

Here's how it will work: If just 35 BMWBMW members show up and tell the folks at the registration tent that they

want their donations to be credited towards the BMWBMW club totals (in addition to whomever else you want to share in the credit), the following people will donate an additional \$500.

\$500 Donors so far (and we'd like to encourage more of you to join us at this, or any other level that you can comfortably afford)

- Rita & Tom Hassall
- John Nickum
- Ed McAleer

(35 BMWBMW members x \$35 each = \$1225, and 3 x \$500 = \$1500. \$1225 + \$1500 = \$2725)

So, if you'd like to have a great time, help us raise a lot of money for the Pediatric Brain Tumor Foundation at this year's Ride for Kids event, and get our club's name recognized for the tremendously kind and generous people most of us are (or would like to be!) here's your chance. Get a registration form at any local motorcycle shop, or at the event, and come to the Columbia Mall at 8:00 am on September 16th. I'll see you at the registration tent!

Respectfully submitted,
Ed McAleer, edmcBMW@erols.com
(410) 956-3485 (home)

EDITOR'S CORNER

Why BMWBMW?

By Anton Largiader



Why should anyone be a member of BMWBMW? I can think of a few reasons. It's a great area to have a Beemer. We have two world-class BMW-motorcycle-only dealers guarding the northern and southern escape routes, a dual-brand dealer with a loyal following, and at least two highly-regarded independent shops. With the Blue

Ridge only an hour or two away, the eastern shore and the Maryland countryside closer, it's a great area to ride a Beemer.

We have a great newsletter, a club discount offered by at least one dealer (Bob's), cheap annual dues, and member support in the form of hosted rides and free tech sessions. But I live 150 miles from DC, and I work 250 miles away. Why am I a member of BMWBMW?

When I first started riding, and went to a few rallies and met some Beemer folks, the first ones I met—and the ones that were always there, helpful, and actively involved—were from the DC area. The first ones were probably DCMike, Dana, Lou Conley, Don Graling and Ted Verrill but I could easily rattle off another 20 names from the first years, most of whom have served as a club officer for many years. For me, the one single benefit that

has kept me close to the BMWBMW community has been the ability to continue to interact with these great people as a group, and serving as a club officer has given me a way to keep that group together.

After all, some of the club's activities aren't immediately visible as simply a free membership service. Publishing a newsletter, and organizing rallies, Slack Packs and weekend trips requires a lot of work by the members—work that is gladly put forth by these volunteers because they, like I, have an interest in keeping the membership together. We're also active in the government and have had direct impact on motorcyclists' rights (your rights) locally, but that doesn't happen without some effort expended on behalf of the membership.

So how do you like the club? Why are you a member? Do you want to keep seeing the newsletter the way it is, or do you want to see something different? Do you want the club to take a different direction with respect to charities and local action or do you like it the way it is? How about the merchandise offered, or the rides that we lead? Here's the kicker: Regardless of your answer—change or stasis—neither will happen without the membership taking an active role in the club's management. Don't assume that you're less qualified than others, or that "someone else will do it." You're wrong—the most qualified person in the world can't help without acting, and there simply is no "someone else" at this point. If you think you can offer something to the club, please step up and run for a position where you can make this "your club." □

CRUISE AND DINE



Scott (on the left) and Bill eating Lobster in Bar Harbor.

How far would you go for a 2 1/2 lb. Lobster? A thousand miles you say? Well that is what my friend Bill (2001 HD 1200ST) and I (2000R1100R) did last month.

Day One: Left out of Damascus, MD 7:00 a.m. and 378 miles later we arrived in Syracuse, N.Y. where Bill's sister and her family put us up in their beautiful home and stuffed us with home-cooking. Many thanks to the "Young" family for their hospitality.

Day Two: Left out of Syracuse, made no stop at the local Harley dealer so Bill could get an oil change and then turned east onto Rt. 3 going through the Adirondack State Park. This is a great riding road if you are ever in the area. Had one deer make an attempt at crossing in front of me, but luckily and park ranger was coming the other way and blocked for me. Went through Lake Placid N.Y. home the winter Olympics and it was pack with an Iron Man/Women event. Saw the jump platforms that the ski jumping events are held on, those guys are nuts. There are numerous lakes and great place to stop along this route, we had lunch in a little place called Cranberry Lake. From here we headed across Lake Champlain and into the State of Vermont. Spent the night in Stowe and rested up for our long haul in

the a.m.

Day Three: It was 42 degrees as we crested the summit at Smuggler's Notch to go and have breakfast on the other side of the mountain. Bill's hands got a little cold but I just fired up the heated handle grips (not the only time on this trip) and was fine. After breakfast we got onto Rt. 2 through Vermont and Gorham N.H. Again, this is great riding and highly recommended. Staying on Rt. 2 into Maine (an enterprising young man was selling Moose Horns in his front yard) and on to Rt. 95 north to Bangor. The good people of Maine are a bit confused by the 95 sign on their highway. They surely think it is the speed limit and do it. Saw a couple of Adult Osprey in a big nest right in the middle of the highway. The trip to Bar Harbor from Rt. 95 was by far the ugliest part of the ride so far. Tourist crap, Wal Mart, Home Depot etc. for about 50 miles but all is forgiven when you pull into Bar Harbor and Acadia National Park. We checked into the Atlantic Eyrle Lodge (207) 288-9786 where for \$138.00 we had a room overlooking the harbor and breakfast. We ate our long awaited 2 1/2 lb. lobsters on an outside pier restaurant called the Golden Anchor Inn and it was worth it. The restaurant is located at 55 West Street (207) 288-5033. After

dinner, we sampled a little local night life (pictures at Octoberfest) before turning in.

Day Four: Taking advantage of the "no helmet law" we went into Acadia National Park, which is a beautiful loop ride (about 1 hour) that ends up on the top of Cadillac Mountain overlooking the Atlantic and the Bay. Then began the dreaded interstate ride home and we only had a day and a half to do it. Made it to Danbury Conn. where the sidewalks fold up and go away at 8:00 p.m. on a Saturday night. I don't get it.

Day Five: We called home and 2 inches of rain were predicted in MD so we wasted no time in heading back. So far in our voyage, we had nothing but fantastic weather and actually didn't get any rain until Harrisburg PA and back to home.

The trip was just over 1,900 miles in five days and I can't wait till the next one. We had no problems with either bike, if you can believe that. Hope you all are getting in some quality riding time and hope to see some of you at Octoberfest this year. Bring pictures of your adventures.

Ride Carefully & Bon Apetite

Scott B. Ruete

BERNIE'S GARAGE

Fall Slack Packs

By Bernie Stuecker



September 19 and October 25, BMWBMW Slack Pack Series. Held at Battley Cycles/Rockville Harley-Davidson in Gaithersburg, Maryland. This is a chance for club

members and non members alike to talk about and work on BMW Motorcycles. One of our technicians will be on hand to offer advice & assistance. Refreshment will be served. The series is held from 6-9. This event is open to all BMW Riders and enthusiasts.

GOING, GONE TO REDMOND

By Ed Phelps



Tent city in Redmond, at the Expo Center.

Last year at the BMWMOA rally in Michigan it was announced that the 2001 rally would be in Redmond, Oregon. Barb & I had toured the Pacific Northwest after the Missoula rally and we decided this would be a good reason to return to Oregon. Besides, I had a good chance at making the Iron Butt Rally and I wanted plenty of saddle time prior to the end of August.

I can never just take a ride, I seem to always have a number of things going on at the same time. Barb thought I was nuts when in the spring I signed up for three season long motorcycle grand tours. I am involved in the America Wandering Sequential Highway ID Tour, so I have to check out US Highway route numbers. I also signed up to do the Team Strange Presidential Grand Tour and the AMA I've Been Everywhere Grand Tour. This meant that as we were traveling across the country we were continually stopping to take pictures of everything but the scenery.

Work has kept both of us so busy that we would not be able to get away for more than two weeks. So the plan was to ride 550 - 600 miles each day, relax at the rally then beat it back home, catching whatever pictures we could get along our route. The AWSHIDT pictures would be the easiest. I especially wanted US route numbers ending in "5" and "0" and as many others as would be practical while still riding for 600 miles. I would also collect whatever president names we could run across (Lincoln, Nebraska and Eisenhower Tunnel) and if an IBET happened to pop up I would stop for that as well.

We pointed the LT westward early Sunday morning and except for stopping for numerous route signs, Herbert Hoover's birthplace in Iowa, Lincoln, Nebraska and other presidential sites, we were in eastern Oregon Wednesday night.

Thursday morning we had a very scenic ride on US routes 20 and 26 and arrived at the EXPOSITION CENTER, site of the BMWMOA Rally. The center is a new facility with brand new buildings, paved roads and acres of green grass for the tents. There was plenty of room for the 6800 in attendance. Vendors filled two of the buildings, plus they were lined up around some of the roadways around the center fountain. You could find just about anything for bike and rider. It was all there.

On Friday morning we made the rounds. Of course Bob

Henig was there, then we found Linda Rookard and Frank Cooper busy at their booths. Ken and Leroy had driven the rig out for Bob's and were helping out. George Young was fitting a new seat on his 1200LT to test for comfort. Then we ran into Jesse Booth a little time later talking to George. Could have had a mini BMWBMW meeting 2800 miles away from home.

Barb and I had intended to do some of the documented rides, and maybe return to Crater Lake but we wound up staying around the rally, talking to people and visiting too many of the vendors. There were many seminars going on covering all kinds of interesting topics. Since I was trying to get tips about long distance riding, I attended George Barnes seminar (How I won the 99 Iron Butt) and High Mileage Riding presented by Heidi Weldon and Jim Young, the winners of the MOA mileage contest.

Somehow it was already Saturday evening and time for the awards presentations and we had not made it any farther than 25 miles from Redmond. Needless to say, we did not win either of the two motorcycles nor the Beaches trips. Not a thing actually. But we were relaxed and decided to take off right after the awards and head north for a picture of a state sign.



Caldwell Idaho—hit the jackpot for AWSHIDT points!

Sunday morning we crossed the Columbia River got the picture of the Washington State sign, crossed back over the river and started our homeward trek. This time we headed down to Colorado and returned home by I-70. Did you know there is a Roosevelt, Utah and a Wilson, Kansas? I have pictures to prove it. We still made close to 600 miles each day and reached home Thursday evening.

We had a great time at the Rally. The ride back and forth across the country went fine, and I am only sorry we could not have allowed for more time, but that's okay, we will just have to return in the near future to the Pacific Northwest and spend more time sight seeing. It is a beautiful part of the country that deserves some extended exploration.

Next years rally will be in Trenton, Ontario. This should be close enough that a large contingent of BMWBMW members could attend. You will be glad you did. □

Mexico - Seen through a Visor

By Monte R. Hart

Motorcycling in Mexico requires constant attention to the here and now, the burros and the topes (speed bumps), which line to stand in to buy a ticket, the grease on the decks of ferries, and so on. Fortunately, Mexican people are most forgiving, helpful, and generous despite my many faux pas. At least most of them. They're also curious about Salsa, with two basic questions on their minds.

It took me nine hours to ride from Guadalajara to Mazatlan, a distance of only 340 miles. I was in no rush, at first, but then got caught up in the hectic rhythm of the holiday exit from the big city. I was prepared to spend the night anywhere along the way that enticed me, but none of the towns did. So I pushed on, crossing a dry terrain of low mountains with steep valleys, then flat fields interspersed with scrub brush. An unattractive land, harried drivers in cars and trucks rushed to get through it, passing anything ahead despite the dangers. Getting an early start on Semana Santa, they behaved in un-saintly ways, as did I.

It got hotter with each passing hour. Truck and bus fumes stung my eyes, and other drivers irritated me. I passed a truck, joining a line of about five other vehicles waiting to pass yet another slow moving vehicle, then eased on the throttle to allow for some distance with the car ahead. Suddenly the truck I'd just passed started passing me, squeezing into the small space I had created. The bastard! At the next opportunity I passed it again, flipping off the driver as I raced by, in a rare display of temper. Semana Santa be damned!

In Mazatlan I found a pleasant hotel, near the port where I would catch a ferry to La Paz the following day. After a cleansing shower and change of clothes, I dined at a sidewalk restaurant. The cook prepared dishes over a charcoal fire that heated a large wok half full of oil. Fried chicken, fried potatoes, fresh tortillas and a cold beer were my meal that night.

I tossed the bones to a street dog that looked a mixture of poodle and terrier. Cute and street-wise, it claimed a position near my table; but moved aside whenever kids came near, for they can be cruel to strays. If my wife were here, I thought, she'd want to adopt this dog.

In the morning I rode to the port to buy a ticket for the ferry. A long line of truckers waited, engines shut down. They waved me clear to the front once the agent opened for business. He typed my information into a computer, then handed me a small scrap of paper.

"Take this over to that building," he instructed, "where you can buy your ticket." So I did, standing at first in a long line of people. No other drivers joined me, so I returned to the agent and asked again.

"There's a special line for drivers," he said. "That's what you want, not the long line for passengers." So back I went, and indeed found a much shorter line of truck and car drivers. People in this line weren't convinced that it was the right one for themselves, much less for me. We were all confused.

The ticket office still wasn't open for business, but when it did open an official tried to form us into three separate lines instead of two milling groups. "This line is for passengers," he said, "this is for vehicles, and this is for drivers with reservations." There were no signs indicating these instructions, and everyone outside of



earshot rushed forward with questions. In this melee, friendly drivers pushed me again to the front, and I was the first to purchase a ticket for La Paz and reserve a cabin. An overnight voyage, I wisely decided that a cabin was worth the extra fee.

"Come back around 12-1:00 p.m.," the ticket agent instructed. "The ferry departs at 3:00 p.m."

Back at the hotel I cleaned Salsa with some paper towels, the first time on this trip. A red-eyed man in ragged clothes watched, then came closer to inspect my progress and talk. At first he bothered me, his motives suspicious.

A fisherman's son, his body seem ravaged by drugs or alcohol, perhaps both. He told me about a Harley rally that happened a week ago in Mazatlan, and I told him that there would be a BMW rally this coming weekend. I learned that from a member of the BMW Club of Guadalajara, who introduced himself at a roadside rest area during my long ride from that city.

"BMW's are better than Harleys," said the ragged man. He bothered me less after that remark.

"How fast does it go?" he wanted to know. "How much did it cost?"

That afternoon I arrived back at the port, parking Salsa next to other vehicles staged near the ferry. Marines carrying semi-automatic rifles and pistols, federal anti-drug agents, and dogs searched every car thoroughly, one motorcyclist being the only exception.

"How fast does it go?" a marine asked. "How much did it cost?" I told him.

A special tractor backed each trailer into the ship's tight hold. It listed a bit to port, then balanced out as trailers filled the starboard side. Bored marines and federal agents gave Salsa admiring looks when not inspecting cars and trucks. An officer approached, curious about where I'd been and where I was heading. I showed him on a map. We talked about Mexico, the roads, burros, and being in the navy.

"How fast does it go?" he finally asked, looking closely at Salsa. "How much did it cost?"

My turn to load came at last. I rode Salsa into the hold and parked as instructed, squeezed against a truck on my left. The only way off was to climb over Salsa on the right, which I did. There, my right foot stepped into a puddle of oil or grease. It slipped as I put my weight upon it, twisted, and my knee (still sore from the accident a few days ago) gave out. Down I went, in agony. A sailor rushed over and helped me up, but once again I could barely walk.



(Continued from page 12)

After exiting the loading ramp, and re-entering on a passenger gangway, a ship's officer showed me the cabin. I had it all to myself, and promptly took a shower to get cleaned up from the spill and hot day. As sore as my knee felt, I didn't want to do this on a wet shower floor on a rocking ship. We got underway at 3:45 p.m., leaving the nice port city of Mazatlan far behind.

That night in the bar, people danced non-stop to a live band. Young and old,



from five to sixty-five, danced together on the small stage. Laughter, hoots & hollers, clapping, and screams of delight accompanied the music and dancers. I had a great time watching, nursing a cold beer and a sore knee on a barstool with several of the truckers. They were the same ones who had allowed me head of the line privileges back in Mazatlan, and gave me friendly smiles when I first entered. I felt at ease, among compadres.

We arrived at 9:00 a.m. the next day, and off-loaded in the port of La Paz, 17 kilometers from the city. Once again marines, federal anti-drug agents, and dogs searched every departing vehicle. This time they searched Salsa, although in a cursory manner.

An expensive city, at first I pulled into the parking lot of a recommended hotel on the main street and inquired about the

price of a room. "Seventy-five dollars," said the receptionist. More than I wanted to pay, I asked if he could recommend another less expensive hotel. "That's a good rate for La Paz," he cautioned. "Other hotels will be more expensive." I left anyway.

In the parking lot an attendant admired Salsa. "May I leave it here while I have breakfast?" I asked. No problem. So that's what I did, walking down the street until I found a pleasant restaurant and also another, cheaper hotel just around the corner.

"You can park your motorcycle in the lobby," the receptionist said, solving my security concerns.

Retrieving Salsa, I found two parking attendants admiring her. "It's German?" asked one. I said it was. "BMW's are better than Harleys," he said. I agreed.

"How fast does it go?" he wanted to know. "How much did it cost?"

I answered, then rode Salsa down the block, up a curb, and parked her directly on the sidewalk in front of my new hotel. No grease spots here, nor registration lines, and climbing a curb wasn't much different from handling the many speed bumps here in Mexico.

Later I'll ride her up two steps and into the hotel lobby. After all, she's pretty fast, cost me a bundle of pesos, and a lot of people know this by now. If they don't, they're sure to ask me next chance they get.

Hasta Luego, Amigos! □



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 Pellenberg, (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.

MEMBER'S MARKET

MOTORCYCLES FOR SALE

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 K1200LT Red, 5k miles, icon model with heated driver seat, bag liners, and highway pegs. The bike is garaged kept and in mint condition. \$12500 410-923-4517 Bill (7/01)

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)

95 K75SA Near mint, Arctic Silver with red saddle (like the one in the BMW museum), 19,500 miles, ABS, saddle bags, luggage rack, heated grips, 2 windscreens (tinted stock, tinted Aeroflow), Koni shock, Progressive springs, Staintune touring muffler, K&N filter, 3-spoke wheels, dual FIAMM horns, Hyperlite brake flasher, Runnin' lights f&r, PIAA Hyper White headlight bulb, Aeroflow headlight protector, BMW hand protectors, other small items. New battery, Metzeler tires and EBC kevlar brake pads. Original owner (8/95) and solely serviced at Bob's BMW. Stock muffler and shock convey. One of the nicest 75S's around and an excellent entry into BMW sport touring. \$6950, Scott Keimig, keimig@attglobal.net, 301-846-1906 (w) (8/01)

88 R100RT. Blue, 73000 miles, one owner. Loudoun County VA. Make offer. John Niccolls (703) 777-5596 jniccolls@aol.com (9/01)

79 R100R Silver, 53000 miles, excellent condition. Hard bags, driving lights, Corbin seat, windshield and many extras. \$3400. Jaime Henriquez (301) 587-1833 (9/01)

77 R100S project bike. Runs great, primer, Short final drive. Recent tires, front wheel, SH bearings, rear brake, grips. FAST. Leaking rear main seal and forks, broken key in fork lock, nonworking odometer and intermittent clock. A very stable and fun ride, but no time for it now. Pictures on request. \$3000 obo. John Fishman (301) 779-2309 (H) or (703) 697-7527 (w). Jkf011@earthlink.net. (7/01)

97 MotoGuzzi V10 Centauro 4k mi luggage rack gooseneck handlebars 2

crossovers 3 chips new tires sport fairing chin spoiler factory repair manual warranty until 9/01 \$9000. Tod 410-719-0369 twaterman@hst.nasa.gov (7/01)

PARTS & GEAR FOR SALE

Kathy's Bag Liners for K75 side hard bags, red with BMW logo. A must have at \$30 (new \$100). Call John Nickum at (301) 365-8300 anytime and leave message or e-mail jwnickum@prodigy.net (9/01)

Tank Panniers, by Bob Weiss (NLA) Should fit nicely on a K-75, or other bikes, and give lots of extra, accessible room for travel stuff (but they don't fit a PD particularly well). \$30 including shipping (new \$125) contact the editor, Anton. editor@bmwbmw.org (9/01)

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 (9/01)

BMW Kalahari jacket : Size US 50R/ Euro 60, Like new-\$200. BMW heated vest: size 3x-Like new-\$50. Call Greg Haas (703) 905 8091 or email gregtybe@bellatlantic.net (8/01)

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)

BMW Multivarior Tank Bag for R1100. One season of use, perfect condition with rain cover and removable map case, new \$275, \$195/obo. Call Mike at 703-560-6906 or mbellino@petroheat.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. **BMW Gore Tex riding boots**, totally waterproof, good condition, men's Euro 42, US 8/9, \$100.00. **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. (7/01)

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 (7/01)

WANTED

R80GS solo seat and rack; will buy or trade my dual seat with rack plus cash. John Van Dyke, 410-326-2766,

(Continued from page 9)

under your right handle bar into a 600-foot drop.

Riding the road was no time or place to sightsee. We saved that for the very scenic overlooks. I told the guys that the park service policy, when a rider goes over the edge, is the same as for a fallen climber on Mount Everest. Leave him where he lays. Good policy. You would never find him anyway. From Fort Payne at the terminus of the canyon we made our way across North Georgia with a feature ride on Route 180 at Suches. Route 180 is just south of Hiawassee, GA and everyone should make this ride before they die or get too old to ride. North Georgia has a super network of motorcycle roads. Route 180 is the best.

We spent Saturday night in a Super 8 at Black Mountain, NC. This whole trip was 1500 miles from noon Thursday to noon Sunday. By the way, we had four sunny days without a rain cloud in sight. Lucky us, in a lot of ways. □

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 I95 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).

REI, Bailey's Crossroads

From Beltway (I-495): take Route 7/Leesburg Pike east to Bailey's Crossroads. Turn left onto Carlin Springs Road. The store is on the right. From I-495 to the store is about 5 miles through Falls Church
From I-395: take exit 5, King St. (same as route 7/Leesburg pike) west about 1 1/2 mile to Carlin Springs Rd. Turn right.

CALENDAR OF EVENTS

September 9, BMWBMW membership mtg.

11:00 AM, Morton's BMW, Spotsylvania VA. See "Directions" column for specifics.

September 16, Ride for Kids, Columbia MD.

See www.ride4kids.org/media/schedule/events/columbia.html for specifics.

September 19, Battley Slack Pack, 6~9 PM.

See "Directions" column. Technician on site, refreshments.

September 20 ~ 23, RA Rally, Morganton NC

See www.bmwra.org for details. This rally will be held at the same venue as the 'MOA rally was a few years ago.

October 13~14, Octoberfest, Camp West Mar

Thurmont MD, same location as the rally.

October 25th, Slack Pack, Battley Cycles.

See "Directions" column. Technician on site, refreshments.

November 11, Gen'l membership meeting, Battley Cycles.

See "Directions" column.

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

September						
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						

Baltimore Breakfast Ride:
SEPTEMBER 2 • OCTOBER 7

Maryland Breakfast Ride
SEPTEMBER 9 • OCTOBER 14

Virginia Breakfast Ride
SEPTEMBER 23 • OCTOBER 28

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

October						
2001						
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 _____

Associate _____

Street _____

City, State, ZIP _____

Occupation _____

Phone Home (____) _____ Work (____) _____

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

Age Group

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

BMWRA # _____

AMA # _____

Motorcycles
(Year, Model)

#1 _____

#2 _____

#3 _____

Total mileage on BMWs _____

Referred to BMWBMW by: _____

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