

# the Spokes

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The Monthly Newsletter  
of the BMW Bikers of  
Metropolitan Washington  
Volume 28, Number 11  
November 2002

## An Old Magazine

By Ken Mackel

Russ Scoville and I both worked for the Department of Transportation, Federal Transit Administration, he as Special Assistant to the Associate Administrator and I as a writer of briefing papers for the White House and later, manager of the agency's State Management Review Program. I've known Russ for more than 20 years. He was a mentor and an old guy who loved to talk. After I'd recently put up a collage of BMW pictures spanning the last 40 years — my parents on their BMW in Germany, early 60s, me on my Dad's /5, early 70s, me on MY /5 during the Ride4Kids event, mid-80s, my '65 T-bird convertible and my /5, mid 90s, and finally, a great action shot of me riding the /5 back from Seneca Rocks — Russ stopped by to talk.

He noticed the framed collage. "BMW, huh? Nice bike." Russ went on to say that he didn't know much about the newer BMWs but had ridden a BMW years ago and enjoyed it.

OK, I thought, another guy trying to make conversation, you know, male bonding over macho

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## Iron Butt 2001

### A Two-Year Adventure

By Bob Cox

[Note: For two years he planned and for eleven days he rode like he never had before. Did he learn anything from this experience?]

### PART 9: The Finish

The next morning, Herbie Saint checked me in and I went through the final processing and point totals with Mike Kneebone. Everyone was pitched as we waited for the big dogs to show: George Barnes, Eric Jewell, and Peter Hoogeveen. The anticipation grew until 10:00 AM. Peter made it. All had phenomenal rides as did Bob Hall, Shane Smith and Paul Taylor. Theirs is the stuff of legends. Mine was a simply the challenge of completing an Iron Butt. John Burns wrote an old *Motorcyclist* piece about his experience and referred to it as a test of sleep deprivation. I didn't find that to be the case. It was more a test of your inner strengths and weaknesses. Are you a risk taker or an "in-the-box" kind of guy/gal? Obviously those who scored well on this butt were risk takers who pressed the limits of their machines, minds, and bodies. Since this is a holistic experience, the machine, mind, and body must function in unison. My machine and body functioned well, but the mind was too timid to stray far from the plan.

The dreaded plan was my comfort blanket. And the checkpoints my safe haven. Almost everything else was a risk. Mike exposed this personal struggle early on and I fought with it through out the rally. I had to face my fears. Why did I forgo the Barstow bonus up some Marine Corp road to a pile of rocks that would have taken all of an hour and earn me big points? Instead I chose a safer, more secure route direct to Widder's and the checkpoint almost six hours early. I

**Some of you will say I am just a chicken. Maybe so. I am still sorting it out.**

(Continued on page 6)

## Between the Spokes

**Editor:** Bob Higdon

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**Advertising:** Classified ads are free to BMWBMW members and will run for two months. Commercial vendors may contact the editor for rates.

**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., **May 10** is the deadline for the **June** issue). Submit articles by regular mail to:

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or by e-mail: [editor@bmwbmw.org](mailto:editor@bmwbmw.org).

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

**Address Change:** Please use the membership application/address change form on the newsletter's last page and mail to:

Linda Tanner  
8290 Crestmont Circle  
Springfield VA 22153

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

**World Wide Web:**

<http://www.bmwbmw.org>

## STEERING HEAD

### Fall Frolic

The weather is cooling down and there has been a bit of rain to clean the roads off. The time has come to plan and ride those fall tours. I like watching the farmers harvest their summer crops and prepare the fields for the winter crops. The cooler weather makes me more likely to ride a bit harder, so the exercise keeps me warm. Winter riding on dry days (and dry roads) is fun, but I like spring and fall rides in the country the best. Send an e-mail to [rides@bmwbmw.org](mailto:rides@bmwbmw.org) with your favorite fall routes.

### Current events and coming attractions

I hope you all sent in your ballots in the BMWBMW election. I'd like to think John's mailbox overflowed and his mail carrier needed a doctor's note from carrying the load. Come to the November meeting at Battley's and find out who the new club officers will be. Come witness the

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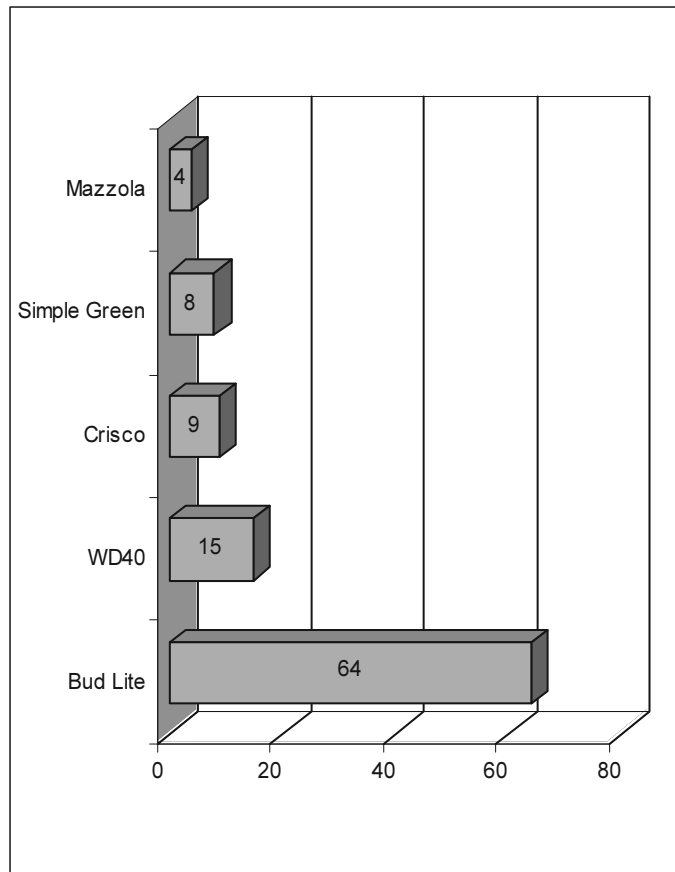
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unveiling of the new BMW AG-compliant club logo. Can you match the officers' names to their faces? Can we exceed the number of available chairs at Battley's and beat the number of members in attendance at Bob's in the spring? Did you pick the winning logo? IMWTK! What the heck does IMWTK mean anyway?

Search carefully in this issue and rush in your reservation form for the Holiday Party. I've seen the proposed menu and I can't wait for it to start. We've had club meetings at La Ferme before and I expect Alain will provide a most impressive spread for a formal dinner. By the way, there will be a few mystery door prizes provided by the outgoing president. I'm looking forward to seeing as many club members as possible at the party in December.

### OUR VITAL STATISTICS

*USA Today* reports that there are now more cars on the road in the Washington, D.C. area than there were dinosaurs around here during the Jurassic era. When the finite supply of this fossil fuel runs out next March, what will we use then to keep oiled? We asked 100 riders for their suggestions.



Source: USA Tomorrow

### MEMBERSHIP

*By Linda Tanner*

Our new members this month are Lawrence Clopper of Frederick MD, referred by Bob's, who rides a 2002 R1150RA; Ron Walker of Great Falls VA, referred by Jim Cain, is on a pair of R1200Cs (not at the same time, we hope); Jim Shoemaker of Alexandria VA, who found us through the website, rides a 2003 R1100S; Josef Seidel of Huntingtown MD, is on a 2002 R1150GS; and Adrian Apodaca of Washington, D.C., who found us through the website, is aboard a 2002 R1150GS.

<b>Regular Members:</b>	<b>539</b>
<b>Associate Members:</b>	<b>59</b>
<b>Total members:</b>	<b>598</b>

### MEETINGS & EVENTS

*By Ed Phelps*

The annual holiday party is moving a little closer to the center of things, from Ijamsville to club member Alain Roussel's La Ferme Restaurant in Chevy Chase. The board of directors has voted to subsidize \$10 of the cost for each club member and guest in attendance.

The banquet will begin at 5:00 p.m. on Sunday, December 15, with dinner following about an hour later.

Please see the sign-up form for the party on page 15. The cutoff for reservations is **December 9**. If you haven't eaten at this magnificent restaurant, we promise that you won't be disappointed.

### MILEAGE CONTEST

*By Wendy DeWolfe*

The 2001 BMWBMW mileage contest ends at midnight on October 31. Please submit your season-end data (same as entering data with updated miles) to Wendy DeWolfe by November 22 so she can get them tallied up in time for the Holiday Party.

Use the website form, send it by e-mail it to [Wendy@dwde Wolfe.com](mailto:Wendy@dwde Wolfe.com), or mail the data to:

Wendy DeWolfe  
8701 Cathedral Way  
Gaithersburg, MD 20879



## EDITOR'S BUNKER

Lee Harvey Oswald and I were born six days apart. When we were 24 years old, we even looked a little bit alike. The photo to the right was taken on November 21, 1963 at Brownley's, a bar in Foggy Bottom. The next day the world changed.



As I write this, another sniper is at work, this time in our neighborhood, not in Dealey Plaza. Nine are dead and two wounded in this grim spree. A white panel truck is believed to be the escape vehicle; I'm just grateful that it isn't a motorcycle. We reap more than our fair share of bad press already.

On which note Tim Moffitt, former President-for-Life of the club, accuses me of not countering the wretched press, specifically that I don't do what I should to buff up the image of biker trash like you and me. He says that I willfully fail to promote Ride for Kids and other charities that hook themselves to the nearest bike like a remora to a shark.

The real press, Tim says, covers such events with a positive slant. The riders are shown as actual humans, not Neanderthals with knuckles scraping the tar off the parking lot. The TV shows a bearded, 700-pound biker protectively herding smiling children around a maypole, not cops chalking the outline of a body in the Home Depot parking lot. There is video of teddy bears, balloons, clowns, and chocolate ice cream cones. Money is raised, disease evaporates, and eternal joy blankets Bunnyland like a warm waffle. What can possibly be wrong with that?

There is an adage that says if you remain calm while others about you are descending into chaos, you may not understand the problem. All right. I am not completed uneducable. If Tim says I'm wrong, I'll at least listen, not because he's smarter than I am but because his temper is worse.

So what does this mean? Well, obviously this charity issue remains as undead as Dracula. And it means that when I turn this rag over to Mike Walsh next month, I will be pleased to instruct him on the charity guidelines that have served me in my tenure: Do what you think is best, stop worrying, and go for a ride. You can't win.

Case closed.

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## RIDES

### Track School Inquiry

By *Tod Waterman*

I'm trying to arrange for the club to have a track day at Summit Point for sometime in 2003. I've been in contact with the head of the road race school of the Mid Atlantic Road Race Club (MARRC) and he is positive on the idea of creating a curriculum tailored to our membership. This would be geared toward improving street skills, not in preparation for road racing. A number of us have attended track days of one kind or another and the various magazines are littered with glowing endorsements as to how valuable and fun this sort of thing can be.

The cost would be approximately \$200 for the day. MARRC, as I understand it, provides the expert instructors, corner workers, and pretty much puts on the whole show. Please contact me in the next couple of weeks (e-mail preferred) if you are interested so we can move forward. We need 20 or 30 people and I would guess it would be a weekday as weekends are probably taken with racing. It took me several years to work up the nerve to do the CLASS school, which I did at VIP this year, and I was glad I did.

Contact [twaterman@hst.nasa.gov](mailto:twaterman@hst.nasa.gov), [twaterman@mindspring.com](mailto:twaterman@mindspring.com), 410-719-0369 (h), or 301-286-7137 (w).

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Morton's

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## *Iron Butt 2001*

*(Continued from page 1)*

could have left with Todd from Klamath Falls and gotten a big bonus at the dentist's house. But I chose to head straight for Sunnyside. Why?

Some of you will say I am just a chicken. Maybe so. I am still sorting it out. When we pulled into Huntsville I was ready to do it all again. At the banquet when I was handed my most treasured bronze finisher plaque I was determined to smoke out my demons and excise them in time for the 2003 rally. In the meantime, I have enjoyed putting together an album of experiences and capturing my reflections on paper. As with any great adventure, there are ups and downs. I had my share. But perhaps the real test is how one learns from those experiences and uses them to grow stronger and more accomplished. For starters, one gets back on the bike and starts riding.

### **PART 10: Epilog**

A cautious approach proved to be my weakest link. Fortunately mechanical issues did not compound that. In fact my 1998 K12RS is now the first BMW K12RS to finish an Iron Butt. For that I am proud and grateful. Other than a bent front wheel sustained somewhere enroute to the first checkpoint, the bike performed flawlessly. Brown's changed oil and put on a fresh set of Battleax 20s. Jerry pointed to the big bulge on the wheel as he was trying to balance it. Absent a fresh replacement, he pounded it back into shape. The bike did not burn a drop of oil.

However, K12RS wind protection is poor. And the turbulence around the windscreen and helmet was so intense that at speed I could hear neither the radar detector nor the CB with helmet mounted speakers. Exacerbating the frontal noise was the Shoei Duotec that required me to literally sit down and use a quarter to unscrew the visors clamps to change the visor. These older flip-ups are not known for silent operation and the time consuming visor changes added to frustration.

I had experimented with a quieter RF-800 and larger ear pads on the Duotec. But the larger ear pads wore quickly on my ears and the RF-800 was not a flip-up. This brings me to the subject of lubrication. I found that after several days, my ear canals were getting quite sore from my earplugs.

The solution, which I initiated too late, was coating the plugs with Vaseline. Speaking of lubrication, hydration was absolutely essential. The Aerostich Platypus worked great and nourished the body across the hot deserts and desolate stretches. Can't do a Butt without some kind of water system.

Additionally, the tank area on the K12RS is rather small. While I used a BMW multivario tank bag, I could not secure the multiple bonus sheets to the tank bag in a reliable method. I'll work on that for future rallies, but for the Butt it meant having to write bonuses on a 3x5 card, highlight them on a map and/or stop and open the side cases to check the bonus sheets.

One thing that came as a surprise was the need for a real cruise control. The Wrist Rest and Throttlemeister were OK for what they were designed. But adjusting something in the cockpit or sneaking a peak at the map or GPS would inevitably twist the wrist and the bike would zoom over the speed limit or the throttle would fall off completely. A real electro/mechanical cruise control (like those found on K12LTs) would have eliminated throttle variances.



**Author (left) and support crew, Bob Ryan, at the finish**

All told, my riding style was not very efficient. Stopping for gas and food. Then stopping to replace the visors. Stopping again to double check bonus sheets which had to be pulled from side cases. Stopping to take off or add clothes/electric vests/liners, etc. I probably stopped more often and longer to tend to personal comfort things than I suspect most riders did, not good for keeping up average speed and mileage.

What did I learn? A couple of things come to mind. First, Bob Brown was right: get a bike that is comfortable that can be outfitted with the necessary

electronics and conveniences. A silent cockpit and helmet are crucial. Secondly, take maximum advantage of Rick Morrison's sleep or ride theory. Don't be drawn to the checkpoint any sooner than necessary. Time at the checkpoint is wasted unless one is sound asleep in a motel next door. Don't ride over your head. Know your limits and ride within them. This can only be determined by riding lots of long-distance events and measuring one's mental and physical responses to changes in mileage, diet, and rest regimens. One's limits can also be expanded in the same fashion.

Finally, set goals but be flexible about achieving them. My initial goal was to do Hyder. But I had not focused on simply finishing. Obviously my goals changed and finishing became the primary goal. Managing risk and completing the "world's toughest motorcycle rally" became synonymous. I am embarrassed to say that Hyder, Denali, and Radisson exceeded my limits on this rally. But I am the first K12RS rider to finish an Iron Butt. And I will apply the lessons learned in the next one. Experience is a great teacher so I know what I need to work on. Over a period of ten days and sixteen hours I traveled 7,960 miles at an average speed of 52 mph. My 61st place is nothing to crow about, but it's a point to improve on. Thanks, Mr. Kneebone.

Now excuse me while I go searching for another Iron Butt motorcycle.

## LEADERS OF THE PACK

*[Who are these guys on the club's Board of Directors who spend your dues money on space shuttle trips and Ohlins shocks? How did they get to be so rich and famous anyway? This month Iron Butt vet Ed Phelps is on the microscope slide.*



I'm Ed Phelps and I am the chairman for Meetings and Events. In a weakened state after a fine dinner and all the camaradery, I volunteered for the job at the 1999 Holiday Party. They had me hooked.

I have been involved with motorcycling since

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getting out of the Army in 1968. My main interest at that time was in dirt bikes. Almost every weekend I would either be trail riding or racing hare scrambles or enduros. These events were endurance types of racing. Little did I realize how I was being prepared for endurance road riding.

My wife Barb was my pit crew for 15 years. The races were multi-hour, so I would have to stop for gas, lube the chain, guzzle some Gatorade, and get going again. After too many crashes I retired to the easy world of street riding. When our daughter stopped vacationing with us old folks, we sold the travel trailer, bought a tent, and did all our vacationing on two wheels.

I bought KTM dirt bikes and Kawasaki road bikes at Motor Sports Center in Baltimore. They took on BMWs and some of my friends switched over to them. I was always checking out the new models and reading about them. After returning from Daytona in 1984, I was ogling a 1983 60th-anniversary pearl white R100RT. It was a work of art. Barb must have felt sorry for me with my constant babbling, so she bought it for me for our anniversary. What a great bike (and what a great wife)! I have been on BMWs ever since.

In 1994 I added a K1100LT to my growing fleet. This bike liked to eat miles and, with my old endurance racing background, it was only natural to start into long-distance events. Riding Larry Fears' first Capitol 1000 got me started in endurance rallies and Iron Butt events. Since then I have done many endurance rides and events, including the Butt Lite II 7000 and the Iron Butt Rally last year.

My memberships include BMWMOA, BMWRA, AMA, and three local clubs. I am also the AMA Road Congressman for District 7.

My current bikes include two KTMs, the '83 R100RT Anniversary model, the '94 K1100LT and, new to me this spring, a '97 K1100LT.



## TECH

### Oktoberfest Experience

By Linda Tanner

Due to my reduced financial circumstances, I have decided that all work to my out-of-warranty RT has to be done by me. So, the timing of the Oktoberfest slack pack and my need for a valve adjustment seemed serendipitous. I read that Anton was going to be late, but I thought it could work anyway. I mean, there are lots of folks who must have done the job before, I think.

So, Ever Helpful Irv got me some el cheapo plugs at Walmart as I requested, and I packed my shop manual and my tools. I have a nice tool kit I used to work on my Honda that I still use. We arrived at Camp West-Mar in the early-afternoon. I parked my bike under the pavilion as I thought that would be the best place to work on it and left it to sit for a while to cool off. I chatted with the various rally goers for a while until Irv reminded me that I should get started if I had visions of finishing before dark.

As we started over to the bike, Phil Ager accompanied us, asking me if I had ever done this before. 'Of course not,' I responded. I got out the shop manual and, after some discussion, decided to change the spark plugs first. Those of you who know are smiling at this decision, no doubt. This brought up the first problem. The plugs I removed had two prongs over the center electrode, while my replacement plugs had but one. Much discussion ensued about whether to use the new plugs or

not. The consensus was not to replace the plugs. I, however, decided to go for it and put in the new plugs (after carefully gapping them, naturally).



Don Graling (L) assists author

Photo: Phil Ager

Then it was time to adjust the valves and the first step is to remove the spark plugs. DOH! So, out the new plugs came. Then was the decision of how much body work had to be removed to do the job correctly. And the valve cover guards and God knows what else. The prep took far longer than the actual adjustment, but, at the time, I didn't know that.

A crowd was gathering with each person having an opinion on how this should be done. Our very own editor, Mr. Higdon, was instrumental in guiding me down the proper path to valve happiness. As was already mentioned Phil, Don Graling, Bill Shaw, Jim Pellenbarg and too many others to enumerate assisted, some with helpful suggestions, others with hands-on help. I finally got all the valves adjusted and then came the putting the valve covers back on part. Another rub, as they just didn't want to seat properly. Thanks to Stanley Hall for showing the assembled throng

the proper way to seat the valve covers. After what seemed an eternity, the bike was back together enough for a test crank. Bingo! It started right up and sounded good to boot. And once I got all the pieces back together, I only had two fairing screws left over.

I didn't start drinking any of the wonderful beer that George Falcon provided until after the valve adjustment (but before I replaced the fairing). The bike is running better than it has in quite a while. Next lesson: throttle body synching!

Thanks to all who assisted. And I was happy to provide the early entertainment.



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## BMW RA Trip Report

by Phil Ager

Elsie developed the overall plan to reach Red River NM on Thursday; all I had to do was lead the way there starting at 0700 on Saturday. We had every intention of hitting some road food places along the way (*Roadfood*, by Jane & Michael Stern). Our initial goal, however, was to find a brewpub in Lexington KY, but it seemed to have gone out of business. We settled for a casual dinner in a downtown eatery (514 mi).

On day 2 we tried out the road through the "Land Between the Lakes" in southwest KY, but it was simply a ride in the woods (boring). We turned westward at the next opportunity, and made our way to a worthwhile stopover in East Memphis. At Corky's BBQ ([corkysbbq.com](http://corkysbbq.com)), we each truly enjoyed a large dinner platter. We split the racks of ribs, and savored a popular favorite after a long day (\$49, including tip). They even had a custom-brewed beer with a subtle smoked flavor to complement lip-smacking offerings (477 mi).

The next day took us through Arkansas on Rt. 40 where we observed the most diligent police presence of the entire trip (FYI)! We attempted a road food lunch in Sallisaw OK, but sadly found they were closed on Mondays. Instead we had a simple meal at a Western Sizzler and enjoyed lots of iced tea on a very hot day! We used our Camelbacks to stay hydrated, and I used a watered-down Aerostich Evap-O-Danna to cool transpirationally. Monday ended in Elk City OK

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(573 mi).

On Tuesday we toured New Mexico. The day started out quite cold though with strong northerly winds across the Texas panhandle. I was glad to have packed my electrics (to go under my new flow-thru Phoenix outfit). It warmed up nicely as we rode into the deserts of New Mexico. We had a wonderfully authentic southwestern meal at The Mexican Kitchen in Las Vegas NM. We then slabbed it into Santa Fe, and then had a nice cross-country ride on 84N, to 96W, to 44N. This led us toward Farmington for the evening. We later cruised through town to see what was on tap for dinner, and we discovered the Three Rivers Eatery and Brewhouse on Main Street. ([threeriversbrewery.com](http://threeriversbrewery.com)). Had great road food and sampled some very good beers (624 mi).

We made the obligatory stop at nearby Four Corners before heading off to Monument Valley on Wednesday morning. Simply magnificent, except for the roadside litter. I was particularly taken by the nearby Mexican Hat formation visible into and out of the valley. Amazing what time and water can produce.

Our next stop was at Natural Bridges National Monument, but first we had to ascend the Mokee Dugway. Talk about washboard! We successfully climbed the 1,100' gravel switchback roadway and followed more scenic byways north and east into Ouray CO. We arrived at dusk, a bit too late for a dip in the hot springs. But we did enjoy some good German cuisine at Billy Goat Gruff's, an authentic outdoor biergarten (465 mi).

Heading south toward the RA Rally on Thursday, we passed through four fabulous mountain passes over 10,000'.

Elsie's bike stopped working right at the Red River city limits, and she knew just whom to ask for guidance! I delivered her and then her luggage to the hotel, conveniently located next door to the rally HQ. While I was fetching luggage, Elsie registered, sought advice, and bought the last available fuel filter from Doug the Mechanic. Then she talked yours truly into going fishing inside her tank. That was indeed the problem (299 mi).

Red River is a charming ski village well-suited to the RA's following. It had everything needed to support some 3,000 visitors in August. All the usual vendors were inside the convention hall or just outside. The demo bikes were there from

*(Continued on page 16)*

## SURGING

### Now Hear This!

Don Arthur was formally installed as the new commandant of the National Naval Medical Center in a change of command ceremony on October 4. The admiral hopes that his new duties will not unduly interfere with his penchant for riding the wheels off his K12LT.



The new commandant and better half receive well-wishers in Bethesda

### End of Two-Strokes?

The U.S. Environmental Protection Agency is adopting strict emissions standards that could mean the end of two-stroke trail bikes and ATVs by 2006.

In announcing the new emissions standards in September, the EPA said the rules "encourage manufacturers of these vehicles to switch from two-stroke engines to cleaner four-stroke engines," beginning in 2006 for trail machines.

### End of Highway Cleanup?

Bob King notes that no one showed up for the Maryland highway clean up last month.

"Many years ago

BMWBMW signed up with the state of Maryland to host a highway cleanup for a one mile stretch of MD Route 214 from Davidsonville Elementary School east to Patuxent River Road. The state provided all the necessary safety equipment and trash bags for the participants. Signs were planted along the road to tell motorists who kept the shoulders clean.

"After years of declining support, the time may have come to close this chapter of our history and return our participation agreement to Maryland unsigned. A decision will be made next spring."

### End of Mileage Contest?

Just in case you missed it on page 3, the club's mileage contest will end on the last day of October. Submit final odo readings not later than November 22, 2002 to:

Wendy DeWolfe  
8701 Cathedral Way  
Gaithersburg MD 20879-1791

or mail the final data to her at [wendy@dwde Wolfe.com](mailto:wendy@dwde Wolfe.com).

### No End of Idiots

California Governor Gray Davis vetoed a bill to require all new and replacement traffic-actuated signals to recognize motorcycles and bicycles because "... it would result in unknown reimbursable state-mandated costs on local government by requiring them to install these new detectors."

We agree. It's better to leave an unknown number of riders sitting at intersections for days at a time while they mull over the prospect of filing suits against the state for false imprisonment.

### AMA Political Seminar

The AMA speaks:

"Are you tired of politicians in Washington, D.C., not representing your views as a motorcyclist? Are you willing to do something about it?"

"Whether you're a veteran lobbyist or just a concerned motorcyclist who wants to be heard on Capitol Hill, the American Motorcyclist Association's (AMA) Introduction to Washington seminar is for you.

"It is set for March 1-4, 2003 at the Phoenix Park Hotel in Washington, D.C. You'll learn from the experts about the issues facing motorcyclists today. And you'll learn the ins and outs of working with members of Congress and federal agencies.

"The seminar registration fee is \$75 and the registration deadline is February 11. Seminar materials and some meals, including a Monday night banquet, are included. Space is limited, so act quickly. AMA membership is required.

"For more information or to register by phone, contact the AMA's Sharon Titus at 614-856-1900, Ext. 1252 or by e-mail to [stitus@ama-cycle.org](mailto:stitus@ama-cycle.org)."

## IRRADIATED MAIL

Dear Editor:

Can you make sure that Bob's BMW receives credit in the November *BTS* for his "contribution of awards" to the Square Route Rally? I've either forgotten he was donating the awards, which approximated \$300, or he told someone else.

Thank you, short-time editor.

John Nickum

---

Bob's

## More Than Equal Rights

By Andy Goldfine and the Ride to Work Day Committee

Transportation planners and the public at large view motorcycles as thin, unstable cars, if not mere toys, because of their roughly similar transport characteristics (speeds, load capacities, infrastructure requirements, individual private ownership, etc.) and because they've long been grandfathered into road laws and vehicle codes. Today, motorcycles ride on the thin, historical coat tails of an elaborate and refined legal framework, and on a variety of transportation management protocols that have evolved and been optimized to serve and encourage the widest adoption of private automobiles.

But motorcycles are clearly as different from cars as they are from bicycles, commuter trains, or skateboards. They are a wholly unique kind of vehicle — machines unto themselves that ought to be fully recognized for their unique advantages — and provided with a set of exclusive legal and social accommodations so that they can be ridden more and utilized better as personal transportation tools. This will help them appeal to the largest number of people possible. This is how motorcycles can achieve their potential and provide civilization the maximum social good.

Everyone grew up absorbing well-crafted educational campaigns about how motorcycles have equal road rights. And we learned how light rail, bicycle, and pedestrian travel is separate from

automobile transportation and worthy of special paths, laws, taxes, funding, and other accommodations. It is time to ask that motorcycles not only be given the same rights as cars, but that such machines be given *greater* rights.

For example, many state laws and driver's training manuals make a big point about it being illegal to share a lane with a motorcycle. But in some circumstances, that's exactly what riders want and what is needed: the chance to share a lane and take advantage of their motorcycle's narrowness and nimbleness. We need the legal right to help reduce congestion for everyone. On a continuum, some bikes are slightly more car-like, such as cruisers or touring bikes. Some are more bicycle-like, such as scooters, dual sports, standard and naked bikes, and motards. But all are uniquely single-track vehicles.

What do we demand? At work and in private parking ramps we want the second best parking spots, right after the bicycle racks. We want to park our cycles in the areas that are the next-closest to the building's nearby entrances, just behind the special spaces for the disabled. And we want covered parking places that are more secure than those generally provided for autos. And places for storing riding gear. Remember, three to five bikes can fit in one car space so everyone else

ends up parking a little closer, too. On the road we want the right to legally filter when appropriate and in defined, safe ways to take advantage of our nimble machine's capabilities. And the right to legally put multiple bikes in a metered space. Or to legally park on selected sidewalk areas. Or the right to pass a traffic light sensor that won't trigger. Or to skip bridge and freeway tolls.

Motorcyclists want increased recognition. We help maximize the public utilization of our road system. We save time and energy. We cause far less damage to roads than any other vehicle using the highways. We contribute less to global warming. We do not require costly special corridors and paths as do bicycles, light rail or pedestrians. We are always engaged and awakened by riding.

We need a change in public attitudes.



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Founder of  
Virginia Coalition  
of Motorcyclists (V.C.O.M.)  
[www.VirginiaMotorcycle.com](http://www.VirginiaMotorcycle.com)

Russ

(Continued from page 1)

things like motorcycles. Russ went on to say that he'd bring in an article he wanted me to see in an old magazine. "OK, no problem, look forward to it," I said. He never brought it in.

Skip ahead a couple of years and I'm attending Russ' retirement party. "Hey, Russ, whatever happened to that magazine you were gonna give me?" He gave me another excuse and I wrote it off. Russ indicated he was in the process of building a home, the kids were coming home from college, etc. It was just another old guy blowin' smoke!

Yesterday I received a large envelope. Upon opening it I found a copy of the February 1967 issue of *Motorcyclist* with a small note that said "See page 15."

There on page 15 is a very young, clean-shaven Russ straddling a BMW! The article began, "In lion country near Mt. Kilimanjaro we met Russ of Salt Lake City. We rode the African veldt together for seven weeks before our trails parted in Rhodesia. Later, Arlene and I received a letter from our friend, Russ Scoville, Associate Director of the Peace Corps in Addis Ababa, Ethiopia: 'When I left you at Karila Dam, I continued south to Basutoland and Swaziland before riding north again towards East Africa and Ethiopia. Seventeen thousand miles in four months. I carried full camping gear and a week's supply of food. My R27 needed only a speedometer cable, a set of points, a spark plug and a front fender job (my fault) during that period.'"

The excerpt was taken from

Danny Liska's diary of his trip from the North Cape in Norway to the South Cape at the Southern tip of Africa — 40,000 miles on his BMW R60.



The legendary Danny Liska

Was I shocked! Russ signed it for me, "Enjoy the ride, go well, stay well." I'll have the article framed and mounted next to my collage. The title of the article? "When BMW riders meet, they become friends."

## SECRETARY

### Membership Meeting September 8

By Phil Ager

About forty-five club members attended the monthly membership meeting at Morton's BMW on another beautiful day for riding. Bob King began the meeting at 1110 by introducing himself and then thanked Jeff Massey and crew for hosting us. Bob asked any newcomers to introduce themselves, and we had four fresh faces respond. Bob then handed off to the vice-president so that he could speak about the coming club elections.

John Nickum presented the slate of candidates and especially thanked Mike for stepping up and accepting his challenge to take over as *BTS* editor. With the shuffle of board members, club sales remains the only open position at this time. John asked everyone to please return the ballot in their October *BTS* and to vote for the new club logo. On behalf of the Rides chair, John also mentioned two upcoming events: a poker run with the Manassas Harley Owner's Group, and a club ride with Pierre 'Pete' Richards in Bucks County PA on October 20.

Bob King asked the secretary if he had anything to report. Phil Ager offered thanks to Bob Higdon for taking notes and publishing minutes from the August meeting in Leesburg.

Billy Rutherford reported that the club's budget is doing better thanks to the Square Route Rally. We ended July with a balance of \$12,320.96 and closed out August up \$672 to \$12,993.91.

Meetings & Events chairman Ed Phelps reported that the October meeting will be at Lap's in Alexandria. He added the Oktoberfest would again be held at Camp West Mar on October 5-6. Ed was asked about the Holiday Party, and he said the board's consensus was to schedule a Sunday evening dinner at the La Ferme Restaurant in Chevy Chase MD on December 15. Details need to be worked out with Alain Roussel who is currently visiting France. Steve Coburn remarked that he'd enjoyed the San Diego club's mid-day holiday brunch where there was usually a ride to the

dinner. Bill Shaw also thought the daytime affair would allow more people to comfortably come from further distances and should be given consideration. Regarding events, Tom Hassall, reminded those in attendance of the upcoming Ride For Kids. Lastly, Bob King mentioned the MD roadside cleanup would be held on 12 Oct, with an optional ride to nearby Deale for lunch.

Membership chair, Linda Tanner then reported that there are currently 600 members: 542 full and 58 associate. She then distributed color examples of the logo finalists chosen by the logo committee.

Mr. Safety, Mike Walsh, did not provide a safety update. However, he asked the audience to send him any lessons learned over the summer for future publication.

The tech chair, Anton Largiadèr, surveyed the audience on Slack Pack attendance. He

was undecided on whether to take up the offer for a second Slack Pack at Battley's Cycle due to the notification timeline. Again, Steve Coburn suggested why not hold an Autumn Slack Pack in conjunction with the Oktoberfest. The club could satisfy two audiences on the same weekend. Now there's some audience participation! Also in the tech vein, Bob King showed an example of a full color wiring diagram produced by Doug Jacobs. You can view complete details at his website: [www.slash5.com](http://www.slash5.com).

Under new business, Lona Soule, George Falcon, and Terry Barnes described their participation in the second annual "America's 911 Ride." They said about 250 riders left Somerset PA on August 23, and then over 600 riders left Washington DC for the Pentagon and New York City on August 24. Ted Sjurseth of Leesburg VA dreamed up and organized the ride last year within six weeks of September 11th as a way to pay respect to all those lost in the terrorist attacks. Terry said it was an extremely well-organized ride, and he ended up riding about 1,000 miles in total.

Someone asked what was expected of the club with regard to the 2003 MOA rally in Charleston WV. John Nickum explained that BMWBMW had been volunteered to be a "host club," but he has not been able to reach any of the MOA's officers for specific details. Steve Coburn wondered how the BMW chartered clubs in West Virginia could have been overlooked (Mountaineer BMW Riders # 34 of Washington WV, and Southern

Cross BMW Riders # 232, of Cross Lanes WV). It was also said that attendees must go through the convention bureau for hotel reservations for next July 10-13.

Bob King thanked Morton's BMW for hosting the event, and introduced Steve Anderson. Steve then handed the floor over to Officer William Jeffreys of the Spotsylvania County Sheriffs Office. He asked our members to buy a BMW raffle ticket in support of one of their officer's children who is undergoing treatment for leukemia. The raffle prize is a R1150R donated by Morton's. Steve added that there would be a maximum of 4,000 tickets sold. Contact Steve for further details. He said a winner will be selected at the end of the year.

Mike Enloe asked Officer Jeffreys if he'd be riding in the upcoming police motorcycle rodeo, and was told they hoped to have someone participating. Check for details at [www.mapmrc.com](http://www.mapmrc.com) each September. (Phil attended and was impressed by the skillful HD riders, male and female. There were a few Kawasakis and BMWs in their own class. The foreign bikes were very nimble indeed.) Steve mentioned they would hold an Oktoberfest Open House on 19 Oct and they would host a Toys for Tots ride on October 27 at 10:00 a.m. Bring a new unwrapped toy to participate. Steve concluded by saying BMWNA is offering 0.9% financing on all 2002 models through year's end.

Jeff Massey said he had just attended the press release of the new R1200CL. He enjoyed his

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time on the new bike, and added the base model will sell for \$15,990 while an upgraded model with radio and chrome trim will run \$16,490. Irv Warden also attended the introduction and said "They are gonna sell a ton of 'em!" Jeff thought they'd get their first delivery in November. He also mentioned a new K bike was coming soon, but couldn't be more specific other than, "It's a modified K1200RS that's more touring oriented. It's called the K1200GT, for Gran Turismo. For two enticing views, see <http://www.bmwmotorrad.co.za/motorcycles/bikenews/k1200gt.html>. Ed Phelps later e-mailed that the European sport-tourer starts around €18,000.

With no further business, the meeting adjourned at 12:10.

### Board Meeting September 8

The BoD met at Ruby Tuesdays on Rt. 1 following the general membership meeting. Those in attendance were: Bob King, John Nickum, Phil Ager, Billy Rutherford, George Falcon, Anton Largiadèr, Ed Phelps, Linda Tanner, Mike Walsh, and unrestricted free agents Meredith Hassall, Lona Soule, and Irv Warden. The meeting commenced at 1300.

After brief discussions on the holiday party, Billy moved that Ed schedule the party at 5:00 p.m. at La Ferme. Anton seconded and the motion carried unanimously. Ed remarked that 5:00 p.m. was likely as early as he could arrange due to Alain's regular Sunday schedule. Ed will

coordinate the exact date and time upon Alain's return from France.

Bob distributed several copies of Irv's chronological research into early issues of *BTS*, and thanked him for his support on the history project. Anton then expressed an ardent opinion on the history project. He said time was running out and the board had to decide if it would try to continue the project Bob Cox began in the hope of producing something in time for the holiday party, or to make a pronouncement to push back the original year-end deadline. After further discussion, it was agreed to delay the publication in order to get the project back on track and to produce a worthwhile product indicative of the hard work put forth by the club's founders. The board agreed to

## 2002 Holiday Party - Registration Form

Sunday, December 15th, 2002, Cocktails at 5:00, Dinner at 6:00  
La Ferme Restaurant, 7101 Brookville Road, Chevy Chase MD 20815

Please bring a gift suitable for a small child; gifts will be donated to a homeless or disadvantaged children in the area

YES, I/WE WANT TO JOIN THE PARTY

Enclosed is \$..... for ..... adults (\$35/person)

Send your check, payable to BMWBMW, to Ed Phelps, 7447 Old Washington Rd, Woodbine MD 21797

Please include SASE if you would like an acknowledgement of your registration

**Deadline for registration is Monday, December 9th, 2002**

Name .....

Name .....

Address..... City ..... State ..... Zip .....

Telephone (H) ..... (W) .....

I/we hereby waive, release, and hold harmless the BMW Bikers of Metropolitan Washington and La Ferme Restaurant for any liability resulting from damage, loss, or personal injury while attending the 2002 Holiday Party. This waiver extends to my heirs, executors, administrators, and assigns.

Signature ..... Signature .....

invite the available founders and those contributors to be recognized at the 2002 holiday party, and to present a token of gratitude instead (with the promise that the final history product will be provided to them upon completion). Billy Rutherford said he'd come up with some gift ideas that would still show our appreciation for a job well done, and he'd get the board's input before placing any orders.

After a good lunch, the meeting adjourned at 1410 with no further club business.



### *RA Rally Trip Report*

*(Continued from page 9)*

BMW NA. We sat in on John Hermann's slide show on his Alpine rides, and got his autograph in the latest edition of his Alps guidebook.

On Saturday a dozen folks took a 4-wheel tour up into the nearby mountains to see how the off-roaders live. After an essential shower, we rode (*sans helmets*) to the RV campground on the edge of town and had our best meal at Brett's Steakhouse. I had *étouffée* (with a ton of crawfish), and Elsie had a huge pork chop topped with pear pieces. The eastward trip began after a fast bite at Shotgun Willie's restaurant. That got us to our first pit stop in Eagle's Nest after a nice ride over/through Bobcat pass. After our next pit stop in Clayton, a mystery rider began to tag along. He later asked if he could follow since we appeared to be headed back to Maryland. We finally introduced ourselves at the Cattleman's Café

in Sublette KS. Over hearty salads and lots of iced tea, we found out a little more about Norm Smith, a long-time member of BMWBMW. He was just returning from a long-distance, two-wheeled sabbatical to Alaska and Canada through Red River on his R100GSPD.

The rest of the day was spent reaching Wichita, our scheduled stopping point. Although told by a local that no beer can be had anywhere in KS on Sunday, that evening we did enjoy dinner at an Old Chicago Pizzeria with a mighty fine cold beer (513 mi).

Monday took us along some 'interesting' back roads — just not in Kansas. We exited Kansas in the southeast corner and jumped on I-44 to Springfield. We found our way down to Rt.14 east (passing up Lambert's Café II in Ozark). No way can you speed down this road like on the interstate, but you sure can fly (catch some negative G's over the rolling road). We stopped to catch our breath near West Plains where we cooled down with iced tea and strawberry shortcake. Route 160 was another fun ride (at least to Poplar Bluff). The day's goal was to reach the original Lambert's in Sikeston (*see, [throwedrolls.com](http://throwedrolls.com)*). It certainly qualifies as a road food experience! This place obviously initiated the obesity epidemic in America (528 mi).

We continued in our effort to avoid the big interstates as we rolled east across Kentucky on Tuesday. We made good time though, and we reached Hazard in the late afternoon. We decided to



Monument Valley, where Forrest Gump stopped running

keep rolling into Virginia and had a pleasant ride over the mountains into Abingdon at I-81. Norm was so pleased to be nearing home (where he could actually have a drink with dinner) that he said he'd buy if we drove. So we rode up the street and Elsie went straight to the Hardware Store Restaurant. It was another restored piece of local Americana where we had a relaxed dinner (514 mi).

Our last leg was simply a blast up I-81 and back down I-66. We made a pit stop in Haymarket, and said adios to Norm. After a quick snack, we had an uneventful trip around the Beltway (370 mi).

We got home around 2:00 p.m. only to find the recent drought had brought down a crooked old oak tree right across the driveway entrance! After five hours of cutting and hauling, I cleared a pathway for our vehicles. It'll take me weeks of incremental progress to finish cutting and moving the rest of that firewood. Still, it was another fabulous two-wheeled vacation — just over 5,000 miles with no speed bonuses. For the next trip, we might take a cue from John Hermann on page 204 of his book: "17 Passes in One Day!"

A new challenge has been laid down to Phil & Elsie!





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**MEMBERS' MARKET**  
**MOTORCYCLES FOR SALE**

**02 F650 Dakar**, 8.2K (zero dirt), absolutely perfect with two years of warranty remaining. Givi bags, Hawkeoiler, custom tankbag, two accessory plugs, anti-surge Techlusion module, Wrist Rest, 12K left on tires. This is Mike Kneebone's bike but is kept in D.C. Serviced by Battley, detailed by Shaw. \$7,695. Bob Higdon, [higdon@ironbutt.com](mailto:higdon@ironbutt.com), 202-966-3291 (11/02).

**98 R1100RT**, graphite, 23K. Excellent condition, hard bags, BMW tank bag, heated grips, Wrist Rest, cylinder guards, Hyper-lites, bike cover. Garage kept. Bought from and serviced by Bob's BMW. \$8,900 obo. Jim Turner, [jturner@lcor.com](mailto:jturner@lcor.com), 410-956-0606 (9/02).

**98 R1200C**, ivory, 9.2K. Excellent condition, dealer serviced, loaded, large passenger seat w/ backrest, hardbags, recent MD inspection. Photos available. \$8,500. 410-298-1683, [petsitting@worldnet.att.net](mailto:petsitting@worldnet.att.net) (10/02).

**94 Honda 250 Nighthawk**, 5K, very good condition. Faux carbon fiber bar end weights! All ready for the next newbie. \$1,600. Tod Waterman. 410-719-0369, [twaterman@mail.hst.nasa.gov](mailto:twaterman@mail.hst.nasa.gov) (10/02).

**92 R100R** with Velorex 562 sidecar. 60K. The side car was installed by Lowell Neff, premier BMW sidecar craftsman, in '99. Conversions: Leading link fork, subframe, upgraded shocks and lighting, steering damper, Corbin seat, heated grips, accessory plug,

bags. Very nice rig. \$7,500. Jim Fletcher, [jkfletch@erols.com](mailto:jkfletch@erols.com), 301-352-3348 (10/02).

**90 K75S**, Marrakesh red, 17K, color-matched saddle bags, BMW tank bag, new Metzeler tires, K&N air filter, Corbin by BMW seat. Beautiful condition. Garage kept. Must see to believe! Photos at [www.pbase.com/scootr65/motorcycle\\_for\\_sale](http://www.pbase.com/scootr65/motorcycle_for_sale). \$4,500. Kevin, 443-394-6063, [kevengland@yahoo.com](mailto:kevengland@yahoo.com) (8/02).

**94 R1100RS**, black, 60K, tall Parabellum and stock windshields, hard luggage, ABS, heated grips. \$6,500 obo. Don McKeon, [Don@BooksIntl.com](mailto:Don@BooksIntl.com), 703-661-1562 (w), 703-979-5818 (10/02).

**88 Suzuki Katana 600**, blue and white, 45K, Yoshimura exhaust, basement-kept. \$1,800 obo. Don McKeon, [Don@BooksIntl.com](mailto:Don@BooksIntl.com), 703-661-1562 (w), 703-979-5818 (10/02).

**84 R65**, blue, 27K. Krauser hard bags, tank bag, new Metzeler, overhauled carbs, dual front disc brakes by Lap, Koni rear shocks, Progressive front shocks, smoke Plexifairing windscreen. Second owner, garage kept, photos by email, excellent condition. \$3,000 OBO. George Brown, 202-942-0828, [browng@sec.gov](mailto:browng@sec.gov) (9/02).

**83 R80ST**, gray, heated grips, windshield, bags, Corbin and standard seat, low miles. \$4,800. Dennis, 410-488-1909 (w), 410-875-4273 (h) (10/02).

**78 R100S** motor sport with RS fairing kit included. All original, low miles, original owner. \$5,500. Dennis, 410-488-1909 (w), 410-

875-4273 (h) (10/02).

**PARTS & GEAR FOR SALE**

Two **Hein Gericke Concorde leather jackets** with liners, sizes 46 and 38. \$125 ea. BMW **Kalahari jacket** with Goretex liner, size 46, \$125.00. **Eclipse electric vest** with switch, size medium. \$80.00. Two BMW PVC **one-piece rainsuits**, bright orange, sizes 10-12 and 48-50. \$25 each. Two **Conspicuity reflective vests**, \$50 each. **Reynolds backrest/rack** for '83 R100RT. \$75. **Reynolds trailer hitch**, chrome, \$90. Two **Corbin seats**: dual bucket, touring, \$200 and dual canyon, \$75. Ed Phelps, [phelps2ride@starpower.net](mailto:phelps2ride@starpower.net), 410-781-7521 (10/02).

Kendon Stand-Up **motorcycle trailer**. Holds two bikes (2,500lb capacity) and folds up to roll away. The trailer has less than 1,000 miles on it. Minor, repaired damage. Hasn't been used in two years, just cleaning out the garage. For a picture or more information on this type of trailer go to <http://motorcycletrailer.com/kendon/Kdouble1.htm>. \$799.00. Mike Rowland, [mike@mikerow.com](mailto:mike@mikerow.com), 301-662-1959 (10/02).

Pair of **oilhead system bags**, pretty decent condition, you key. \$175. [ROrem@aol.com](mailto:ROrem@aol.com), 410-581-3751 (8/02).

**WANTED**

**Comfort seat**, preferably Sargent or Russell, for 99 R1100R. Joe, [JosephE.Kalet@MWAA.com](mailto:JosephE.Kalet@MWAA.com), 703-417-8616 (w) or 703-356-8180 (h) (9/02).

## BREAKFAST RIDES

*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 chairman.*

**Note: Schedules for breakfast rides are not fixed in stone nor will a ride take place if there is a club meeting or other major event scheduled on that day.**

### **Baltimore Breakfast Ride 1st Sunday, 8 a.m.**

Old Country Buffet, 2033 E. Joppa Road, Parkville, MD 21234. 410-882-3155. **Directions:** Satyr Hill shopping center at Satyr Hill and Joppa roads, across from the Home Depot at I-695 & Perring Parkway. Jim Pellenbarg, 410-256-0970.

### **Maryland Breakfast Ride 3rd Sunday, 10 a.m.**

The Cozy Restaurant, 103 Frederick Road, Thurmont, MD 21788. 301-271-7373. **Directions:** Take I-270 north to Frederick, MD and continue north on U.S. 15. Take the first Thurmont exit. Turn right at stop sign, then left at traffic light. The restaurant is 1/4 mile on your left.

### **Virginia Breakfast Ride 4th Sunday, 9 a.m.**

Town 'N Country Restaurant, 5037 Lee Highway, Warrenton, VA 20187. 540-347-3614. **Directions:** Take I-66 west to exit 43A (U.S. 29 south) toward Gainesville/Warrenton. Follow U.S. 29 south for 6.5 miles. The restaurant is on the left.

## CONTACTS & DIRECTIONS

### **Battley Cycles**

7830 Airpark Road, Gaithersburg MD 20879. 301-948-4581. From I-270 take Shady Grove Road east. At Muncaster Mill Shady Grove becomes Airpark Road. Go straight another 2.1 miles. Battley's is on the left.

### **Bob's BMW**

10720 Guilford Road, Jessup MD 20794. 301-497-8949. From I-95 take Exit 38-A east. Go about one mile and exit onto U.S. 1 north. Go to the first traffic light and turn right onto Guilford Road. Bob's is less than one mile on the right.

### **Lap's Quality Cycle**

3021 Colvin Street, Alexandria VA 22314. 703-461-9404. From I-395, take Duke Street east to a right turn onto Roth Street. Make another right onto Colvin. Lap's is a few doors down. From Old Town Alexandria, take Duke Street west to a left on Roth, then same as above.

### **Morton's BMW**

9816 Court House Road, Spotsylvania VA 22553. 540-891-9844. From I-95, take exit 126 to a traffic light at U.S. 1. Go north (left) on U.S. 1 to the third traffic light (Hood Drive/VA 636). Turn left onto Hood and turn left again onto Court House (VA 208). Morton's is approximately 3 miles on the right.

### **Speed's Cycle**

6360 S. Hanover Road, Suite L, Elkridge MD 21075. 410-379-0106. Take I-95 to Exit 43A, MD 100 east. After 0.9 mile exit onto U.S. 1 north. Go 1.3 miles to South Hanover Road. Turn right. Go 0.5 miles to Harwood Business Center, turn right, and go around to the rear building.

### **Red, Hot & Blue Restaurant**

16811 Crabbs Branch Way, Gaithersburg MD 20855. 301-948-7333. From Battley Cycles (above) exit parking lot to right and zero odo. At 0.4 mile right onto Rt. 124. Follow Rt. 124 to Midcounty Highway, then right onto Shady Grove. Go 1.2 miles and turn right onto Crabbs Branch Way. The restaurant is 0.1 mile ahead in the Giant Food shopping center.

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Re-lace with stainless steel spokes and nipples

## CALENDAR OF EVENTS

### November 10 (11:00 a.m.)

Battley Cycles, Gaithersburg MD

**BMWBMW general membership meeting.** See Contacts & Directions. Board of Directors meeting will follow immediately after the meeting at Red, Hot & Blue Restaurant, 16811 Crabbs Branch Way, Gaithersburg MD 20855. 301-948-7333. See Contacts & Directions.

### November 11 (8:00 a.m.)

Battley Cycles, Gaithersburg MD

Veteran's Day Ride to Arlington Cemetery. Meet at 8:00 a.m., roll out at 9:00 a.m. See Contacts & Directions.

### December 7 (10:00 a.m. - 4:00 p.m.)

Battley Cycles, Gaithersburg MD

Holiday open house. See Contacts & Directions.

### December 15 (5:00 p.m.)

La Ferme Restaurant, Chevy Chase MD

**BMWBMW annual holiday party.** This is a legitimate biggie, a welcome home to some of the founding members of the club, the installation of next year's officers and directors, the unveiling of the new club logo, and a great dinner at a great price. Sign up with the form on page 15. It is due not later than December 9.

*Note: Official BMWBMW events are preceded by "BMWBMW." The events listed above can be either official BMWBMW events or events unrelated to BMWBMW which historically have been of interest to our membership. For a complete list of motorcycle-related events throughout the U.S. and Canada, please visit the club's web site at [www.bmwbmw.org](http://www.bmwbmw.org).*



## The Love Promotion...

For a limited time, when you buy the 2003 F650CS we'll kick in a **free** Apple iPod MP3 player and the speaker system **PLUS** great 4.9% financing\*!



**Buy your BMW heated riding gear now for the fall**



**Time for new boots? Get your Sidi boots here!**

\*Available at participating BMW Motorcycle retailers. This offer applies to all 2003 BMW F650CS models from BMW Financial Services, L.L.C., from September 30 to December 31, 2002. Cost per month per \$1,000 financed contingent upon rate and model. Payment will change depending upon term, amount of down payment and customer credit qualification. Subject to credit approval. Not all customers will be eligible for financing.



**Motorcycles**

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**NEWS FLASH!**

- BMWBMW Membership Meeting, Sunday, November 10 at noon
- Stop by and welcome Bernie Hardgrave—years of BMW experience!
- Order your BMW Christmas Gifts today!

**SCHEDULE OF EVENTS**

- Mon. 11/11: Veteran's Day Ride "Ride to Remember" to Arlington Cemetery; meet at Battley's at 8am, leave at 9am
- Sat. 12/7: Rockville HD/BMW Winter Open House, 10am-4pm with morning ride at 8am

RIDE IN FOR MORE DETAILS ON THESE EVENTS

# BMW BIKERS OF METROPOLITAN WASHINGTON

## Application for Membership/Change of Address

Membership (check appropriate box) and mail to Linda Tanner

New Member    Renewal    Change of Address

Name \_\_\_\_\_

Associate \_\_\_\_\_

Street \_\_\_\_\_

City, State, ZIP \_\_\_\_\_

Occupation \_\_\_\_\_

Phone Home (\_\_\_\_) \_\_\_\_\_ Work (\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

**Motorcycles**

(Year, Model, Mileage)

#1 \_\_\_\_\_

#2 \_\_\_\_\_

#3 \_\_\_\_\_

Total miles on BMWs \_\_\_\_\_

**Age group:**

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

BMW MOA : \_\_\_\_\_

BMW RA #: \_\_\_\_\_

AMA #: \_\_\_\_\_

**Referred to BMWBMW by:**

\_\_\_\_\_

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

- |   |                                    |
|---|------------------------------------|
| <input type="checkbox"/> Government affairs | <input type="checkbox"/> Rally     |
| <input type="checkbox"/> Membership         | <input type="checkbox"/> Rides     |
| <input type="checkbox"/> Newsletter         | <input type="checkbox"/> Safety    |
| <input type="checkbox"/> Sales              | <input type="checkbox"/> Technical |
| <input type="checkbox"/> Meetings & events  | <input type="checkbox"/> Internet  |

### 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 check payable to **BMWBMW** and send it with this form to:  
Linda Tanner, 8290 Crestmont Circle, Springfield VA 22153

## Between the Spokes

c/o Linda Tanner  
8290 Crestmont Circle  
Springfield VA 22153

**FIRST CLASS**