

Election Issue!

By John Nickum

VOTE!

I do not have to remind you. Your mail box has been bombarded with literature from every candidate in existence to vote for them in state and county primary elections. I'm asking you to vote one more time by October 31st in an election that may be more meaningful than primary elections. BMW is electing its new Board of Directors for the year 2003. The ballot is included in this newsletter.

Please take five minutes, review the position statements for the board's candidates, pick your favorite logo, and mail your ballot to: John Nickum, Vice-President, BMWBMW, 7000 Natelli Woods Lane, Bethesda, Md. 20817-3924.

In past elections we have had a nominal club voter turnout, generally less than 10% of the total membership. Perhaps we can do better, so please VOTE!

Inside this issue:

Steering Head	2
Membership / Our Vital Statistics / Meetings & Events	3
Editor's Bunker / Sales	4
Candidate Statements	8
Surging / Irradiated Mail	10
2003 Election Ballot	11
Highway Cleanup / Rides	16
Members' Market	17
Breakfast Rides / Contacts & Directions	18
Calendar of Events	19

Iron Butt 2001

A Two-Year Adventure

PART 6: The Calm Before The Storm

By Bob Cox

[Note: In this third, and penultimate, installment of Bob Cox' experience on the Iron Butt Rally, can we hope that he has finally solved his planning woes?]

After a short stop in a ruthlessly noisy motel room in Spokane, I was up in the morning headed for Glacier National Park for a bonus and then on to U.S. 2 across Montana, North Dakota, Minnesota, and Michigan. If I never visit another national park again, it will be too soon.

Getting to the summit of Glacier National Park was an exercise in patience. It was Labor Day weekend and though the traffic heading into the park was reasonable, the climb to the top was fraught with timid drivers intent on viewing every sight. My objective was not the sights but the welcome center. Mismatch. After the requisite picture and down the other side of the park, I headed across wonderful U.S. 2. It's a wide, two-lane road with 65-70 mph speed limits and little traffic. In fact, there was not a single road construction project on the entire 2,000-mile stretch of road. And the only LEOs I saw were in the little towns. In my

early Air Force days I was stationed in Great Falls, Montana, so the rural route and towns were vaguely reassuring.

At this point I could castigate myself for not chasing more bonuses and living on the edge. But you know what? I had hit my limit in this rally.

I shot across North Dakota and into Minnesota on Sunday, picking up the requisite bonuses while staying on schedule.

Somewhere in Minnesota, dazed by the monotony and warm temperatures, I found myself slowly gaining on a clump of cars that were all moving at the same speed, as is common when two cars lock their cruise control on 63 mph and turn off their brains. As

(Continued on page 6)

Between the Spokes

Editor: Bob Higdon

Mailing: Dave & 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.

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or by e-mail: 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

Getting lost with a GPS

The morning of the September meeting dawned slightly overcast and cool, but I powered up the GPS and headed off to Morton's; determined not to get lost this year. I had used Garmin's MapSource to create two routes but had not taken the time to review them in detail. I chose to believe that the software wouldn't fail me (and I work with computers!).

So I zeroed the trip meter and pulled out of my driveway to go down I-95. As I approached the FedEx Stadium, ahead of the Redskins' fans, I felt a little drizzle on my windshield, shoulders, and visor, which quickly cleared. Following the directions on the StreetPilot's screen, I found myself nearing the dreaded Springfield Interchange, with the GPS telling me to go NORTH?!? I knew Morton's was south of the Beltway, not north. As I positioned myself for the exit, it straightened up and said "Go South." Whew, one bullet dodged. Now I can drone down I-95 until I near Fredericksburg.

Now, it says, turn west on VA Route 3, followed by several quick

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turns onto successively smaller roads. Now I'm cruising past trees and a few houses. The silly thing says I'm only 0.3 mile from Morton's and I don't recognize a thing. 0.2 miles away, 0.1 miles away. Where the heck am I?

Round a final curve and there are motorcycles parked by the fence on my left. The MapSource software brought me to the back fence of Jeff Massey's store. Stop for gas and turn around to the parking lot. Meet, greet, and ready for the meeting.

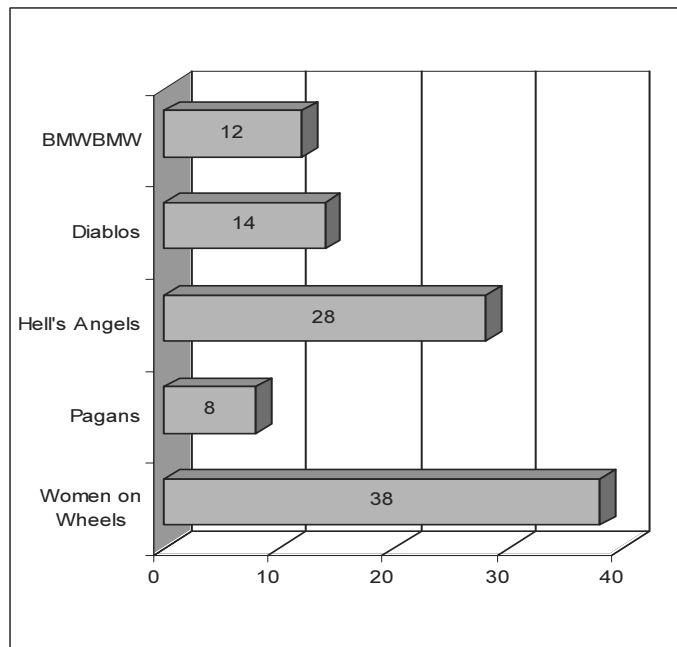
After the board meeting, I figured out how to reverse the route layout and followed it (and Phil Ager) home on US 301 right to my driveway.

Looking Forward

In this month's BTS, you'll find the ballot for club officers and the new club logo. This is your chance to select from the people who volunteered to run the club for next year and to pick a BMW AG-compliant logo. Make your vote count; follow the directions and return your ballot promptly. No hanging chads or dimpled ballots, just clean and clear markings.

OUR VITAL STATISTICS

With our military troops currently tied down in peace-keeping missions in Bosnia, Afghanistan, and south Philadelphia, which motorcycle gang should we enlist to lead the invasion of Iraq? We asked 100 bikers whom they thought could best do the job.



Source: USA A Couple of Weeks Ago

MEMBERSHIP

By Linda Tanner

Regular members: 542
 Associate members: 58
 Total members: 600

New members since 8/10/2002:

Irv Miller of Berkeley Springs WV rides an '01 R1200C. Willy Palmer of White Hall MD, referred by Bob's BMW, has a '78 R80/7. John Marsh of Washington, DC, referred by Jim Fletcher, is on a '77 R100S.

MEETINGS & EVENTS

By Ed Phelps

Octoberfest

Riders will be gathering at Camp WestMar on October 5th for the annual Octoberfest. There may be some last minute cancellations, so if you are kicking yourself for not getting your sign-up in sooner, then give me a call at 410-781-7521 ASAP.

In a related aside, Anton Largiadèr reports:

There will be a Slack Pack at Camp WestMar on Saturday afternoon during Octoberfest. I will provide tools and equipment for basic tasks but people should contact me beforehand to cover their bases. Pending changes (no one contacting me, etc.) this will start at about 1:00 p.m.

People do NOT need to attend Octoberfest (read: pay for Octoberfest) to attend.

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EDITOR'S BUNKER

By Bob Higdon

August was busy. First I rode down to Daytona on the K75 to give a speech, walk along the town's seedy boardwalk, and look for a 15th-floor condo where I can relocate to avoid D.C.'s confiscatory taxes and to play golf on Tuesdays with O. J. Simpson.



As soon as I came back, I switched bikes to the R80ST — yeah, I swore I'd never look at the airhead pigs again, but the flesh is weak — and rode from Ocean City to San Francisco and back, following U.S. 50 outbound and dodging rain on the way home.

I've wanted to do Fifty for a long, long time. The road generally follows the 38th parallel, where I've lived nearly all of my life (San Francisco, Tokyo, and D.C.). Going back to California invariably fills me with nostalgia that is almost paralytic. If I don't wind up in a Daytona condo, I will definitely be listening to fog horns in the City by the Bay.

The ride out was, as usual, better than the ride back. Each day I visited a bunch of bizarre places — the world's largest apple, the smallest church in the U.S., a gas chamber, the incredible castle that Jim Bishop has been building by himself on weekends for more than half his life, a sculpture of a headless chicken, a replica of the Liberty Bell made entirely of wheat, and a plaque marking the spot where Sam Spade's partner, Miles Archer, was gunned down by Brigid O'Shaughnessy in *The Maltese Falcon*. Only in San Francisco do they erect markers memorializing events that never actually happened. How can you not love such a town?

If I could have kept going, I'd have done just that. But I had to get this rag out the door. It's the election issue and an important one because 1) we have a contested office, 2) a candidate has been nominated for the club's Hall of Fame, and 3) we must choose a new club logo before we all wind up in copyright jail. The committee in charge of this problem has come up with three designs — well, four if you count the one that looks like the District's home rule flag, but no one in his right mind would ever vote for that one.

You can choose more than one logo, but you have to indicate your preference in order. A "1" means it's your first choice, "2" a second choice, and so on. We weight the results. Be aware of this, however: If only one truly appeals to you, the best strategy is to vote

for *just that one*. Don't indicate a second, third, or fourth choice. For developing an operations research tactic not unlike this, the schizoid John Nash won a Nobel prize and had a movie made about his dark, turbulent life. I give it to you for nothing. Am I not the most generous thing? You're going to miss me when I'm on the thirteenth green with O. J.

On a cheerier note we have finally nailed down a location and date for the holiday party. It will be at club member Alain Roussel's Le Ferme Restaurant in Brookeville MD on December 15. A sign-up sheet will appear in next month's *Spokes*.

Case closed.

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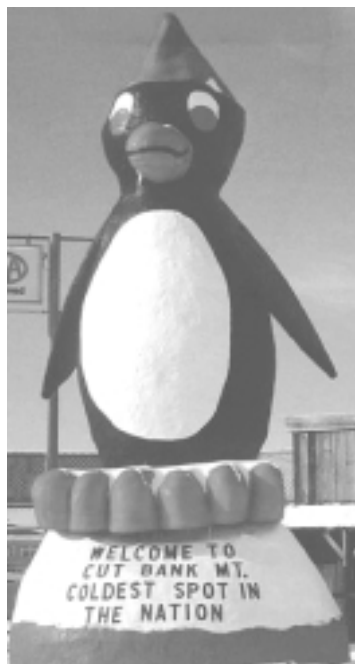
By Mike Enloe

If you missed the meeting at Morton's last month, you missed a great ride and a good time of socializing and catching up. You also missed an opportunity to buy classic club merchandise. The new logo will be voted on in October. Now is the time to get your classic logo merchandise. To make room for the new inventory, I am running a sale. All short sleeve T-shirts are \$10 and long sleeve T-shirts are \$13. Check the website for available sizes and colors.

To order, send email to sales@bmwbmw.org or call me at the numbers listed on the inside front cover. I will also be at the October GM meeting at Quality Cycles (see meetings and events for info). Buy now while supplies last!



Bob's



The world's largest penguin, a typical IBR bonus stop.

I beamed down on this indistinguishable brown car with small lettering on its trunk, I wondered what it said. Anything to break the boredom. Oops, "State Police." Damn. His lights came on and I pulled over on the shoulder with the helmet off before he was out of the car. After some preliminaries, the fellow asked me why I was driving so fast (77 in a 65 zone). I told him with a little poke at his rather sizeable belly that I was just following him! We were both

startled by my answer. But he found it only necessary to whip off a warning ticket and let me get on my way.

I arrived at the Aerostich plant in Duluth. Disappointed by the ugly building and the street that obviously hadn't been paved since the bricks were first covered, I took a short break in the shade and got the bonus. I headed east on U.S. 2 through Michigan on what became a most unpleasant experience. First, one can not make time on U.S. 2 going across the Upper Peninsula of Michigan as the towns clogged any hope of a spirited pace. The forests that straddled the highway were festooned with deer and other rally-ending animals. The scenery was not particularly appealing and the speed limit (55 mph) was enthusiastically enforced. It was a long, uneventful, and disappointing ride to Escanaba, Michigan at 1:00 a.m., punctuated by a near-miss Bambi incident that only made me angrier still. Walt Disney should be horse-whipped for making those long legged rats the object of sympathy and pity.

PART 7: The Good Lord Was With Me

Labor Day was the big day. I still had three hours to the bonus at the Mackinaw Bridge, then it was the long ride up toward Radisson, Quebec for the

30,000-point bonus. Taking that one down would guarantee a gold medal finish. I set out early for St. Ignace, watching the clouds move across Lake Michigan, and adjusted for the rather cool and windy conditions. Unbeknownst to me, Labor Day is the "Walk the Bridge" day, which draws thousands of people and the National Guard to help direct traffic. Ugh. I got in and out as quickly as I could and headed for Sault Ste. Marie, Ontario and points north. After customs I picked up a good map at the visitor center and headed east on Canada 17 for North Bay, my decision point for Radisson. I wasn't on the road 15 minutes before the rains came. Dark, thunder-laced clouds. Pelting rain.

Remember the heavy-duty yellow rain suit? That went on, along with my rubber lineman gloves, and through the rain I went. One hour, two, three, four. In North Bay I pulled into an abandoned gas station with an overhang. Even with the yellow rain suit my butt was sopped. The seat was wet. The auxiliary tank bra and tank bag were waterlogged. And the rain and clouds were moving due north towards Val d'Or and Radisson, tracking my exact route.

At this point I had an epiphany. My head was telling me get out of Canada. Now my Dad was born in Canada and I've ridden in Canada several times (remember the RA rally in Quebec?). So what is not to like? But I wanted out. I wanted out of the rain. I wanted to get to New York. I pressed on for hour five and then six. Rain. Rain. My guts were churning. Again I tried to get in touch with the feelings. Having been stationed and traveled all over the world and enjoying every bit of it, I never had an overwhelming urge to return to the States. Why now? So I began to pray.

And shortly it happened. The clouds parted and the rain gave way to sunshine and dry roads. Deep in my gut I was euphoric. I looked back towards Canada 11, which goes north towards Radisson, and the heavy dark clouds and rain were moving straight towards it. I could forgo the gold medal, I told myself.

Again a weight was lifted as I winged my way east looking at the blue skies and thoughts of Ottawa, Montreal, and crossing into New York at Cornwall — right according to plan. I never felt better than when I crossed the border into the US. Why? I don't know. Other than the rain, Canadian experiences and people have been wonderful. But

the urge to get into the States was overwhelming. And the resurgence of confidence when I cleared U.S. customs permeated throughout. Not far from Cornwall I stopped for the night and asked the motel owner if he would throw my wet clothes in his industrial dryer. As I collected receipts and finalized my plan for Gorham, he returned with my hot, dry clothes. Life was good. Tallying up the day, it was not lost on me that I traveled about 1,000 miles and collected only one bonus. It had not been good planning. I had a lot to learn about this business.

The next day was easy, picking up the two Vermont bonuses and heading into Gorham for real chow (the first in nine days) and a good night's rest before the final east coast leg. At this point I could castigate myself for not chasing more bonuses and living on the edge. But you know what? I had hit my limit in this rally. Eddie James told me later at the banquet that riders should ride within their limits. Know your limits and work within them. Limits can expand with experience and confidence (and a decent bike), but for me . . . well, I needed that rest and peace of mind.

Part 8: New York Was Easy: Give Me More

The checkpoint in Gorham, Maine was a real kick. Reynolds Motorsport does such a good job with all the folks and activities. I can see why Mike Kneebone uses them for his rallies. I had made a quick run up to Gorham in the summer since I had never been there before and wanted to scout ingress and egress routes. It's not an easy place to find and the travel times in and out can be deceiving. So when Mike handed out the last set of bonus sheets, I was rested and secure in what I needed to do.

Unfortunately I could not calculate an achievable number of bonuses for a silver medal. I lost a gold finish days ago when I chose not to go to Radisson. But a silver might have been possible. After lots of calculations (I was getting better at this process), I was still short a few thousand points. I was hoping for a really big bonus on the final leg, but it was not to be had. The gap may sound like a lot, but with the large numbers associated with the bonuses, it amounted to about three additional bonus locations throughout the entire rally. Next time!

Portsmouth NH was a snap and the route through Massachusetts, Connecticut, and New York was even easier, though a little chilly. Down the Hudson

Parkway and over to the Apollo Theater and toward the Twin Towers for the Wall Street bull bonuses. It was early morning and the cabbies were most

friendly with last minute instructions and directions. The roads were clean and generally well paved. Signage was good. On Sept 6th New York City and the financial district were great places to drive through and gawk at all the wonderful sights.

Holland Tunnel had an easy access from the FDR Drive to the NJ Turnpike for the trip to Mike's Harley-Davidson in Delaware, where I caught a few hours sleep before he opened. The next day was uneventful as I rounded through Maryland and down I-81 through Virginia. I met my buddy Bob Ryan in Staunton, Virginia. We rode on in to Chattanooga to get the final gas bonus. It was about 11:00 p.m. when Mike and Carolyn McDaniels showed up on their Ducati — they had been married en route to the start of the 1999 Iron Butt — and Dennis Kessler shortly thereafter on a totally trashed Triumph Sprint, a victim of Alaskan roads.

We all left about the same time and headed into Huntsville on U.S. 72. Now this is a nice road but is it ever boring. And late at night it is even more boring. It took every bit of will power and effort to keep my eyes from closing. There were times when I should have stopped for a few minutes to shake the doldrums out and didn't. But between Bob Ryan and Dennis and our teamwork, we limped into the outskirts of Madison and were fired up for the final 15-mile dash to the hotel. As we rounded the corner of the parking lot, there were a few arrivals and folks milling around. It was exciting to be back. But after a quick unpack and hotel check-in we hit the rack.

[Next month: Finale. The author considers his accomplishments and swears to obtain revenge.]



The Wall Street bull. We are not aware of a memorial to the Wall Street bear.

CANDIDATES

Billy E. Rutherford **President**

As the president of the BMWBMW, I will work with the Board of Directors and members to continue to improve the value of club membership. I am delighted that many of the board members have agreed to run again for a position on the board. Working with the board and the membership, I would like to establish goals for 2003. Some of the specific goals that we can accomplish are:

1) Select locations for monthly meetings that will support increased attendance and include short, interesting presentations at meetings.

2) Establish a Ride Leader/Road Captain training program using the Motorcycle Safety Foundation Group Riding Program for members who will be the leader or the tail gunner at the end of the group.

3) Improve and increase support for with local BMW motorcycle dealers particularly at their open house day.

4) Establish a new member welcome and orientation program that includes a special ride to acquaint them with the group riding procedures and provide them with an early opportunity to meet other riders.

5) Select several products that will be for sale with the new club logo and provide each member with a free new logo decal.

6) Evaluate the purchase of a trailer and additional EZ-Up type shelters that can be set up at events and out-of-town rallies. This would be the club gathering place and have chairs and

refreshments available for BMWBMW members attending the event. The trailer would also provide a spot to change clothes and store items particularly for one-day events. I established such a site at the Finger Lakes rally and was very pleased that several of our members came by. We all enjoyed having a spot to sit in the shade and visit.

7) Evaluate the Square Route location and activities. The rally has been successful and popular but there are opportunities to make it even more popular and increase attendance.

8) Establish a program to routinely recognize those members who have made significant contributions to the club.

I am proud to be a member of BMWBMW and will work hard to provide the leadership that will accomplish these and other goals that we establish during the coming year.

John Nickum **Vice-President**

This is an important year for BMWBMW. I call it a "re-building" year. It will be one in which this sizable club can step up to the responsibilities of reinvigorating this club and engaging new club members to pitch in and do their part to continue a long tradition of BMWBMW excellence. It is also significant because BMWBMW is the host club for the BMWMOA International Rally in Charleston WV. Although our specific duties have not been defined, we know it will take a lot of us pulling together to help MOA make the 2003 rally a success.

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I have been a member of this club since 1994 when I returned to motorcycling on a K-75, since replaced in 2000 with a R1100RT. My first tenure on the Board of Directors was in 1998 and 1999 as Sales chairman, moving on to the position of treasurer in 2000 and 2001 and then vice-president in 2002. I seems to take me two years to master any BOD job, so I need your vote to continue my record of two-year terms.

I am especially excited about the BOD in the year 2003 as my position requires me to "back-up" the president. I can think of no better qualified individual to lead this club back to its position of prominence than the nominee for president, Billy Rutherford. I look forward to working with him in completing out task of revitalizing BMWBMW.

Thanks, and please vote!

**Philip Ager
Secretary**

Your secretary needs to attend frequent meetings, is expected to record good notes, and then submit informative reports to the membership. In a moment of weakness, it seems that I conceded to the election meister that I'm willing to perform this function for a third year. All clubs live and die by their volunteers' involvement. So philosophically, I'm willing to do my part for one more year if you're willing to cast your vote. Come to think of it, that may not even be necessary. *But I still ask that you do your duty!* Please cast your vote for the new club logo and send in your ballot indicating your preferences for BMWBMW's leadership while you're at it! I'd appreciate your support once more as your secretary in this annual ritual.

**Mike Enloe
Treasurer**

During 2002 I served the club as the Sales chairman. I tried to attend the majority of events with a bag of T-shirts, decals, patches, and pins. Being sales chairman was a lot of fun and gave me an excellent excuse to go to many events and meet a lot of new faces. It also gave me an opportunity to serve on the board of directors and put in my two cents on the direction of the club.

For 2003 I am running for the position of treasurer. I am excited to increase my responsibilities in serving the club. I was the treasurer of my fraternity in college, managing a \$50K annual budget. In addition I have several years of experience as a project manager,

which has taught me the importance of organization.

I don't think that there is anyone else running for the position of treasurer. Please send in your ballot anyway to vote for the new logo and any positions with multiple candidates. If you are unsatisfied with any of the candidates, write in a vote. I won the sales chair position last year because I wrote in my name. Get two or three people to also write in your name and you can be on the board.

**David Beddoe
Government Affairs**

At the Square Route rally, working the registration table, I was asked to consider a board position. Since my mapping/geospatial work has me learning many government issues and business processes, I volunteered for the Government Affairs position.

As member of the club, I have attended many meetings (but missed far too many rides or rides afterward). At one, there was a heated discussion about paying tolls and parking garages. Mmmmm, that was an aspect of the club I hadn't anticipated. As a club, we need to understand the laws and the best practices. As a club we can be a formidable voice!

One action I plan to take is campus you and the membership who are not-so-active (that's the other 450 who we don't see much) to learn of issues we should pay attention to, lobby for, and ride for, so as to keep motorcycling friendly, safe, convenient — first in our region and second nationwide.

My goal is to keep up on

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local, state, and national issues and keep our membership informed, while understanding our members' needs, goals, interests, concerns, and abilities to contribute to our role as a club focused on cage-less enjoyment on and off the roads.

**George Falcon
Internet**

I've been honored to serve BMWBMW as Internet chairman for the past ten months.

I believe that we can and should provide ourselves BMWBMW-owned mail and web servers dedicated to the members of our club for less than \$1,000 using older hardware.

I believe we can and should trim website hosting costs by at least 10%.

I believe we can and should provide a low-bandwidth version of our website that can be used with internet-capable telephones and PDAs.

I've been programming since 1970, working with computers since 1985, and working as a

(Continued on page 13)

SURGING

Local Boy Makes Good

Jim Bensberg, who was AMA's first government affairs liaison in the District of Columbia and a good friend of our club, won a primary election in Colorado Springs CO for El Paso county commissioner. He now advances to the general election to face a Democrat on November 5 in the heavily Republican county.

Local Boy Makes Better

Don Arthur, who is not only about to set a club mileage record that may never be broken but spends his spare time shuffling between roles as a physician, lawyer, Ph.D., and admiral in the U.S. Navy, will assume command of the National Naval Medical Center (Bethesda) on October 4.

The Right Way

A bill has passed through the California general assembly that requires new and replacement traffic-actuated signal devices to recognize motorcycles and bicycles. It awaits the governor's signature. Minnesota enacted similar legislation as well. D.C. is pretty much hopeless, of course, but maybe we could interest Maryland and Virginia in following this sensible path.

The Wrong Way

Two years ago, in an effort to deprive drug dealers of dirt bikes, the Baltimore city council banned them, as well as motor scooters and mopeds. But as scooters continue to gain popularity — sales are expected to climb 25% nationally this year — pressure is being put on the council to reverse

itself. The ban continues to be supported by the police.

"They're all a nuisance," said Col. Robert Biemiller, the city's chief of patrol. He said drivers of dirt bikes, scooters, and mopeds tend to ride on the wrong side of the road, run lights, and ignore other traffic laws.

Should Biemiller decide that Baltimore's prohibitions aren't restrictive enough, he might consider walking a beat in Lebanon. The municipal council of Beirut has decided to ban *all* motorcycles from the capital as of October in a bid to eliminate traffic hazards and noise pollution. The unanimous decision exempts only three-wheeled motorbikes under 250cc in displacement.

"We don't care about the people harmed by the decision," said one council member. "We aim for the safety of a whole society."

Biemiller couldn't have said it better himself.

Another Cruiser Appears

Off on yet another BMW press intro, correspondent Irv Warden reports on the latest cruiser iteration to emerge from Berlin:

"I represented BMWRA's *On The Level* at the press intro of BMW's new R1200CL in Asheville, North Carolina," he writes. "This is basically a cruiser with a new six-speed transmission, a revised front suspension, a fatter front wheel and tire, bags, trunk, fully-integrated ABS, floor boards, heel and toe shifter, and a handlebar-mounted fairing.

"My impression is that this is a solid machine with performance limitations: 61 horsepower and 648-pound claimed dry weight, which are apparently irrelevant in

its market sector. It is not to my taste, but my guess is that BMWNA will have no trouble meeting its sales goal of 1,300 in the first year, which is probably about as many as Harley drops off of trucks in a year. Over half the motorcycles sold in this country are cruisers, so it appears that there is a strong argument that I am wrong and the chrome-and-fringe set are right."

For more details, you can read *OTL* or check the bike out at a dealer near you when it arrives in November.



New kid on the block:
The R1200CL

IRRADIATED MAIL

Dear Bob:

Three years ago my wife Joan was diagnosed with Lou Gehrig's Disease. A benefit walk is being held on Saturday, October 19, at 10:00 a.m. at the reflecting pool in D.C.

Will the club help with this or is it against the rules? If not, is there any acceptable way to get the word to the members? They can reach me at 703-241-4957 for more information.

Andy Kilgore

For the reasons set out in detail last month, it is not the club's policy to run announcements such as this.

BMWBMW 2003 Election Ballot

Directions:

We don't want to wind up litigating this in the U.S. Supreme Court, so please pay attention. There are three (3) steps altogether. First, go through the list of candidates and **CIRCLE** the names of those whom you think will help the board in the forthcoming year. Consider a write-in candidate for any position. Only the position of Internet committee chairman is contested.

Second, approve, disapprove, or abstain from the nomination of Tim Moffitt as a member of BMWBMW's Hall of Fame.

Third, four logos are set out below (and are displayed in color on the club's web site at www.bmwbmw.org). You may, but do not have to, choose more than one. Indicate your first choice by placing a "1" on the line immediately below the logo example. If you have other choices, select them similarly with the figures "2," "3," and/or "4." **Remember: "1" is your favorite!**

When you have done that, cut out this page, stick a stamp on the form, fold it so that the mailing address is shown, tape or staple the folded page closed, and toss it in a mailbox before the last day of October 2002.

If you have any question whatsoever, contact John Nickum at vp@bmwbmw.org or 301-365-8300.

1. Candidates for Board of Directors (circle as appropriate or write in):

President:	Billy Rutherford	_____
Vice-president:	John Nickum	_____
Secretary:	Phil Ager	_____
Treasurer:	Mike Enloe	_____
Government affairs:	David Beddoe	_____
Internet (contested):	George Falcon	_____
	Ted Verrill	_____
Meetings & events:	Doug Schirmer	_____
Membership:	Linda Tanner	_____
Newsletter:	Mike Walsh	_____
Rally (vote for two):	Brian Horais	_____
	Bill Shaw	_____
Rides:	Jim Fletcher	_____
Safety:	Ed Phelps	_____
Sales:	Bob King	_____
Technical:	Anton Largiadèr	_____

2. For approval by the membership:

Induct Tim Moffitt into the BMWBMW Hall of Fame (circle one): Yes No Abstain

3. Club logo selection (all logos are 2.5" high):



Choice (1-4)



Choice (1-4)



Choice (1-4)





Choice (1-4)



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--	--	---

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SCHEDULE OF EVENTS

- Sat. 10/19: 2nd Annual Covered Bridge Ride with Bernie
- Thurs. 10/31: Halloween Party and Fall Fashion Show

RIDE IN FOR MORE DETAILS ON THESE EVENTS

Between the Spokes

c/o Linda Tanner
 8290 Crestmont Circle
 Springfield VA 22153

Please
 Place
 Stamp
 Here

John Nickum
Vice-President, BMWBMW
7000 Natelli Woods Lane
Bethesda MD 20817-3924

Candidates

(Continued from page 9)

network engineer since 1988. I design reliable, cost-effective servers for GEICO for a living, and I believe that my experience in the computer industry puts me in an excellent position to help bring BMWBMW's internet-related initiatives into a leadership position among BMW motorcycling clubs worldwide.

I believe that the Board of Directors, as a whole, failed to accomplish some of the reasonable goals we set for ourselves this year. I believe that we can and should follow through to the best of our abilities to accomplish those goals, and set reasonable goals for ourselves for the coming year.

An accident that totaled my bike also put a dent in my redesign of the website. I ask not only for your vote to permit me to continue to serve through December 2003 and see through the initiatives I had in mind when I assumed this role. I ask for your regular participation as a member of the internet committee.

Ted Verrill **Internet**

I've been in the Internet business for almost ten years now. In 1995 I became BMWBMW's first Internet Chair and built the first BMWBMW website. In 1996, 1997, and 1998 I served in dual capacities as both the Internet chairman and newsletter editor. I also designed and built the BMW MOA website and was the first BMW MOA webmaster, serving from 1997 to a few weeks ago when Ian Schmeisser replaced me and I became Webmaster

Emeritus.

I'd very much like to once again serve as Internet chairman. I'd place as my first priorities redesigning our website and searching for ways to foster better communication among our members. I'd appreciate your vote.

Doug Schirmer **Meetings and Events**

I joined BMWBMW in July of last year. Soon after joining, one of the BTS issues decried the demise of the organization. Initially my thoughts were mixed. On one hand I thought, "Oh well, there goes the money I paid for my membership," and on the other, "Why not contribute to the success of BMW squared?" So with that I submit myself to the scrutiny of the BMWBMW Ethics Committee and the media for the position of Meetings and Events.

I know most of us have work and family obligations tugging at our sleeves and riding time takes a back seat to these. I had to jump through these hoops to make the ride to the MOA rally in Trenton and the Square Route rally this summer. I hope to continue an already good program so that more of us can "jump through the hoops" and attend meetings or events that we may not have done in the past.

Linda Tanner **Membership**

Hi, I'm Linda Tanner and I'm running (again) for membership chair. I hope to maintain the high degree of responsiveness that the club is used to from the membership chair and do my part to increase the membership

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Mike Walsh **Newsletter**

Our club's mission is to promote BMW motorcycling and I think that the newsletter is probably the most efficient and effective tool for the job. My position: *BTS* should continue to stand as a concise source of region-specific technical, touring, legislative, and safety information. It should focus strongly on items of local motorcycling interest and should provide a motorcycle-oriented outlet for club-members who are willing and able to contribute. Many members can't regularly attend meetings; many members prefer to ride alone instead of participating in the club's group rides; many members aren't

(Continued on page 14)

Candidates
(Continued from page 13)

interested in rallies. *BTS* is "created" by everyone and everyone in the club can enjoy it.

BTS doesn't duplicate the efforts of the major magazines but does indeed fill the void left by them. The mags can cover new model press releases, corporate politics, and rides along the Mendocino Coast. *BTS* should continue to cover club-members' bikes, motorcycle products and services, local highway construction status reports, and rides to "check-out Baltimore's water supply."

From my point of view, riding is better than both reading and writing but if I'm reading or writing about riding then I prefer the work of writers and readers who are regional riders.

Brian Horais
Rally co-chairman

I've been a member of BMWBMW since 1988 and I've served on a number of positions in the club. Included are Membership, Rally Co-Chair (with Don Graling) and Virginia Highway Cleanup. I currently ride a red '95 R1100GS that Rob Taylor accurately described at a recent club meeting with the question, "Are you still riding that old warhorse?" My previous BMW was an '85 R80. It took me seven motorcycles before I finally came over to the BMW "camp."

I look forward to co-chairing the BMWBMW club's premier event, the Square Route Rally, with Bill Shaw in 2003. My only concern might be with Bill Shaw's priorities: He's already

bugging me about being sure not to run out of root beer.

Bill Shaw
Rally co-chairman

Regardless of the weather, number of attendees, or status of the root beer, BMWBMW has not really had an unsuccessful rally in recent memory. This is due exclusively to the men and women overseeing the rally as well as all the great volunteers. The list of members who have successfully served BMWBMW by chairing or co-chairing the rally is long and distinguished. Names like Young/Pellenbarg, Sizemore, Smith, Graling/Horias and Nickum/Smith immediately come to mind. Anyone who has attended or volunteered at a Square Route rally in the last 10 years can attest to this and has come away happy and satisfied.

Hopefully, the tradition of having a competent, enthusiastic, and conscientious rally team won't be broken if Brian and I are elected (especially since Brian, unlike me, embodies all these attributes). Our goal simply is to continue our predecessors' successful management of the rally by providing plenty of good food, activities, entertainment, and a clean and safe place in which to enjoy the rally.

Jim Fletcher
Rides

I would like to continue for another year as Rides chairman. This year was a bit of a learning curve for me but I'm starting to get the hang of it. This year the focus was on safety and planned monthly rides. I've had a lot of help this year from members who have come forward to share

their favorite rides. This is a great way to get involved with the club and make new friends. I think next year will be more of the same with a few surprises to come. I look forward to working with you on new adventures.

Ed Phelps
Safety

I am running to be chairman of the Safety committee and I am asking for your vote. I would like to do a monthly article in *BTS* that would be timely for the season and informative for safety awareness. I am a road congressman for the AMA Congress and so I have access to their activities and reports and how it could help safety awareness for BMWBMW. I also hope to make available an experienced rider course for our members. If you have any suggestions or recommendations please contact me.

Bob King
Sales

I've decided to go once more into the fray and will be running for Sales chairman. I've served three years as vice-president and the past two years as president. I plan on taking a bit of a rest after 2003, as I'll have been on the board six of the nine years I've been a member. I'll let someone else have a turn in 2004.

Anton Largiadèr
Technical

Having two high-mileage Beemers and doing all of my own work (plus being a die-hard tinkerer), I can contribute technical articles of interest to owners of Beemers old and new.

(Continued on page 19)



Morton's

HIGHWAY CLEANUP

By Bob King

Come join the regulars at our fall highway cleanup session in Davidsonville MD on Saturday, the 12th of October. Plan to arrive about 10:00 a.m. at Davidsonville Elementary School and grab your trash bags. We can discuss going out to lunch after we finish cleaning our mile.

You can get to the school by driving east on MD Route 214 from exit 15 on I95/495 in Maryland. It is a comfortable ride once past the first mile or so of stoplights. Or go east on U.S. 50 at exit 19 on I95/495 to a right at exit 16 onto MD route 424. Follow that southeast to MD 214 and turn right to the school.

For last minute needs call Bob King at 301-262-5978 (h) or 301-412-7827 (c) for directions.

RIDES

By Jim Fletcher

Last month we went to Vintage Japanese Bike day at the White Rose Motorcycle park in Pennsylvania. Sean Downing led a great trip through the Maryland countryside to the event. At the show each one of us could look at the bikes we all started out on. I saw several bikes I owned during high school. Many were for sale and I was very tempted to bring one home but fear of Cindy kept the money in my pocket. Thanks, Sean, for a great day!

For October we have a real adventure planned by Pete Richards. Mark this one on your calendar. The ride, for those who

want to venture north to see fall foliage, will be a tour of covered bridges in scenic Bucks County, Pennsylvania. The date is Sunday, October 20th, with an on-site starting time of 11:00 a.m. Pete Richards has offered not only to lead this ride but also to share his house in Wyndmoor, near Chestnut Hill (Philadelphia) Saturday night for those who want to make it a weekend event.

To those participating Pete will mail maps and directions both to his house and to the starting location at the Roman Delight restaurant at Route 113 and Ferry road, near Doylestown, Pennsylvania. Each rider will also receive instructions for the following Covered Bridge Ride. Pete and those staying with him will leave his house promptly at 10:15 a.m. for the Bucks County rendezvous. After the run, which takes about an hour and a half, the group can have lunch at Roman Delight, where the fare is good and plentiful. I was up there a few weeks ago and the area is first class. I plan to head up Saturday if anyone wants to ride with me.

Pete has two bedrooms with double beds, living room space for a couple of sleeping bags, and a lawn that can accommodate a couple of tents. First calls get accommodations. You can get in touch with Pete at 215-233-2742 or email at pierre@snip.net for maps and reservations.

Directions to Roman Delight:
1. I-95 to I-476, take I-476 to the end at Plymouth Meeting, or take the PA turnpike (I-276) to Norristown exit (Plymouth Meeting).

2. Get on Germantown Ave. north (2-3 miles) to Rt. 202.

3. Right (east) on 202 to

Doylestown to Rt. 313.

4. Left on 313 (north) to Ferry Road. The Roman Delight is on the northeast corner.

Track day update

Todd Waterman has been ordained as "Lord Track-master." He is picking up where I left off on this task and is completing the arrangements started with the North East Sport Bike Association President for a BMWBMW introductory day at Summit Point. This will be using their instruction, insurance, etc. More to come on this. Way to go, Todd!

Volunteer to host a ride. We have a few more months left, so contact me to join in the fun!

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MEMBERS' MARKET MOTORCYCLES FOR SALE

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, 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 (10/02).

95 K1100LT, dark grey, 14.6K, upgraded running, brake and driving lights, Throttlemeister, top box, BMW tank bag, garaged, excellent overall. \$6,995. Ed Sybert, sybert@umd.edu, 301-460-0218 (8/02).

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 (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, 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. \$4,500. Kevin, 443-394-6063, kevenland@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, 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, 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 (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, 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, 301-662-1959 (10/02).

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

Corbin Dual Sport seat for K1100LT. \$150. **Corbin Dual Sport seat** for R100R. \$150. **Corbin back rest**. Fits either seat. \$100. Ed Sybert, 301-460-0218, sybert@umd.edu (8/02).

WANTED

Comfort seat, preferably Sargent or Russell, for 99 R1100R. Joe, JosephE.Kalet@MWSAA.com, 703-417-8616 (w) or 703-356-

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 Park 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.

Camp West Mar, Thurmont MD

From US Route 15 north of Frederick MD take the exit at Thurmont marked Rt. 77 (west). Follow it west for 7 miles and turn left onto Brown Road. Proceed about 0.4 mile and make a left into Camp West Mar.

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CALENDAR OF EVENTS

October 5 - 6 (Noon)

Camp West-Mar, Thurmont MD

BMWBMW Oktoberfest weekend. The annual gathering in the Catoctin mountains has been big and is getting bigger. A Slack Pack session is scheduled for Saturday afternoon. Call Ed Phelps for details and see Contacts & Directions.

October 13 (11:00 a.m.)

Lap's Quality Cycle, Alexandria VA

BMWBMW general membership meeting. See Contacts & Directions.

October 19 (9:00 a.m.— 4:00 p.m.)

Morton's BMW, Spotsylvania

Open house. See Morton's ad on page 15 and Contacts & Directions.

October 19

Battley Cycles, Gaithersburg MD

2nd annual Covered Bridge Ride. Call Bernie at 301-948-4581 for details.

October 20 (11:00 a.m.)

Doylestown, Pennsylvania

Covered bridge ride through Bucks County PA. See Jim Fletcher's column on page 16 for details.

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.

Candidates

(Continued from page 14)

I'd also like to resurrect the "Ask Dr. Slack Wrench" column.

HALL OF FAME CANDIDATE

Moved and duly seconded with ten signatures, Tim Moffitt is nominated for enrollment in BMWBMW's Hall of Fame.

Tim joined the club in 1985 and the following year assumed control of parts and supplies. As that committee's work contracted, Tim oversaw the distribution of dated rally shirts and materials to non-profit kids' groups in D.C.

He became membership chairman in 1987, in which capacity he created the club's first

electronic database of member information. He handled membership duties — including writing the software to handle renewals, second notices, drops, and mailing labels — from 1988 through 1991.

In 1988 he was elected president of BMWBMW and was re-elected to that office in 1989. It was during his terms as president of the club that the State of Maryland sought to require bikers to carry catastrophic health insurance. Tim was effective behind the scenes in preparing graphs, tables, and statistical summaries that were presented as evidence to the general assembly which effectively refuted the

administration's position.

In 1990 Tim moved to Colorado but even then continued to maintain the membership database for that and the year following. He has consistently maintained his club membership. He and his wife Coral have hosted more than a dozen member-guests in their home since their move to Parker, a suburb of Denver.

Tim has been a long-time supporter of and contributor to other motorcycle organizations, such as the BMW Riders Association and BMW MOA, where he served as a member of the MOA board of directors in 1993-95.

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