

the Spokes

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The Monthly Newsletter
of the BMW Bikers of
Metropolitan Washington
Volume 29, Number 06
June 2003

CALL for NOMINATIONS!

Yes, believe it or not, it's that time of year again when BMWBMW issues a "CALL FOR NOMINATIONS" to the General Membership soliciting those individuals who want to be nominated and run for positions as Officers and the Board of Directors.

The life of BMWBMW consists of those individuals who choose to step forward and help with the planning and organization of the events that we all participate in each year.

Being directly involved with the operation of BMWBMW is not only a chance for you to help but fun, rewarding and an opportunity to meet and enjoy lots of great people.

Please express your interest to John Nickum at jwnickum@prodigy.net, "vpbmw.org" or by calling me at (301) 365-8300.

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...what rain?

By Don Graling



Ed Read, Conrad Smith, Mike Enloe, Leroy Sloan, Jim Curry, Ken Thacker and Aaron Maurer

On Friday night as I headed to bed I could hear it really pouring outside. I thought to myself no way is anyone going to show up for the GS ride on Saturday morning. As I left the house on Saturday it was raining but not like the night before and the forecast was for clearing skies throughout the day. What a relief it was to spot Ed Read on his bright yellow GS as he made the U-turn to pull into the Town and Country Restaurant. Also seeing Leroy Sloan and Ken Thacker's GS's pulled up into the parking lot – along with Jim Curry's R1200C Cruiser. That's right Jim showed up his Cruiser to do the GS ride. Not bad ... at least I've got a couple of other nuts for the GS ride. We were a little early and as we got closer to the appointed ride time we added Mike Enloe, Aaron Maurer and Conrad Smith all on GS's and Jaime Henriquez on his K1200RS. Total of nine riders including myself – pretty good turnout on a rainy morning but the skies were clearing. Nice ride following Route 55 West through Front Royal to Strasburg. Then Route 11 to Woodstock for the ride up to the Woodstock Observation Tower. As we stopped at the bottom of the mountain for the wonderful view of the Shenandoah River we could see that we'd be soaked in at the top of the mountain.

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Between the Spokes

Editor: Michael Walsh

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:

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

World Wide Web:
<http://www.bmwbmw.org>

RIDES

By Jim Fletcher

The June club ride will be on Saturday June 21st to Mt Gretna PA, located just north of Lancaster. Sean Downing will be leading this great adventure. Mt Gretna is a very well preserved early 1900's resort village complete with a quarry swimming lake, roller skating rink, a playhouse, and some great ice cream from the Jigger Shop. Cost of the ride is free but there is a charge to swim in the lake - bring a bathing suit! The ride will depart from the Baltimore breakfast location, the Old Country Buffet, at 9:00 am. Sean will have printed directions for those who may want to travel a more direct way to or from Mt Gretna or want to leave early or stay later. We will be taking back roads on the way to Mt Gretna and a direct way on the return. Call Shawn Downing at 410-258-0995 mobile or 410-889-5518 home if any questions.

The rides committee meets at Peters Inn on bike night, the first Thursday of the month. Peter's Inn is located at 504 S. Ann St. in Baltimore; their number is (410) 675-7313. If you want to help plan some rides, please join me for some great food and conversation.

Information about Mt Gretna: <http://www.mtgretna.com/>; Mt Gretna history: <http://www.mtgretna.com/community/mtgretnashistory.html>; Forget lunch - ice cream!<http://www.jiggershop.com/>

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PRESIDENT'S CORNER

Summer Checklist

Many of my friends are leaving today to go to Myrtle Beach Bike Week. I had planned to attend but since my leg is still mending, I cancelled my plans. Some of my neighbors and I were planning to ride down and some were loading up their bikes on trailers. I like all bikes and enjoy riding with different groups. It is always interesting to attend a variety of biker events at different areas in the United States.

I am very happy to see that BMW is apparently making more of a commitment to support major activities in the U.S. We saw more BMW people and activities at Daytona this year than ever before and the return of the Boxer Race made Daytona a more rounded experience.

About this time each year, I start checking my saddlebags and switching "my stuff" for summer riding. I'm sure that each of us has our own special list but I would like to mention a couple of items that I think are very important.

Heat Injuries: We should all know the prevention and treatment for heat injuries since there is a high probability that we will encounter someone who is a candidate for suffering a heat injury and we will want to know the proper first aid treatment. There are many websites that have information on first aid and medical subjects but The Virtual Naval Hospital website is not copyrighted and the material can be copied. www.vnh.org/FirstAidforSoldiers describes the prevention, symptoms and treatment for heat injuries. I encourage each of you to go to this site to learn more about heat injuries. We will also consider putting this information on our BWBMW website. Some of the prevention measures that I take for summer riding are:

Water: If the weather is going to be hot, then I usually drink about a quart of water before I leave. I always try to have 2-3 bottles of water in my saddlebags. I use them when water is not available at a scheduled stop during a ride. I replenish them at the next stop. These are also necessary when you are at an event, such as Rolling Thunder, and spend several hours standing in the Pentagon parking lot.

Jacket: My summer Joe Rocket jacket or similar jacket replaces my heavier jackets. I still like to carry a North Face vest for the early morning or in case we hit cooler weather.

Gloves: I carry several pairs of gloves and use

the ones that are most appropriate for the weather.

Helmet: All of my helmets are white since they tend to be the coolest. Time to open up the vents.

Sun Screen: I always carry sun screen and use it on my face and neck. If I have any exposed skin around my neck, I will also add a light cotton neck scarf.

Boots: I wear the same boots throughout the year since they do the job in any weather.

If you have any special things that you do to make summer riding safer and more enjoyable, please send me an email and we will get it out to the membership.

I encourage all members to attend our meetings and participate in club sponsored events. Ride Safely.
Billy

BMWBMW Website Adds Message Boards!

As part of the ongoing evolution of the BMWBMW Website we've added a feature-packed message board! Stop in and check it out at BMWBMW.Org!

TREASURER'S REPORT

As of 5/10/2003, our account balance is \$8915.34. From 4/12 - 5/10, the club had income of \$4772.00 from membership dues, BTS advertising, rally pre-registration and track day registrations and expenses of \$5773.82 for BTS and Member directory printing and postage, rally deposits, track day registration, and web hosting.

Detailed report:

4/11/03	BALANCE	\$9,917.16
4/13/03	2056 Linda Tanner	-\$470.00
4/15/03	DEP Membership	\$659.50
4/22/03	DEP Rally Pre-Reg	\$300.00
4/22/03	2057 Ken's Speedprint	-\$978.54
4/22/03	2058 HostForWeb Inc	-\$10.00
5/2/03	DEP Membership	\$452.50
5/2/03	DEP BMW ² Track Day	\$3,000.00
5/5/03	2059 Ken's Speedprint	-\$480.68
5/5/03	2060 BMW ² Track Day	-\$3,000.00
5/5/03	2061 Dean Schroyer	\$100.00
5/6/03	DEP Rally Pre-Reg	\$360.00
5/6/03	2062 BTS Postage	-\$734.60

TOTAL 4/12/03 - 5/10/03	-\$1,001.82
BALANCE 5/10/03	\$8,915.34
TOTAL IN-FLOWS	\$4,772.00
TOTAL OUTFLOWS	-\$5,773.82
NET TOTAL	-\$1,001.82

SECRETARY'S REPORT

Board of Directors Meeting 13 April 2003

Billy Rutherford scheduled the BoD meeting before the General Membership meeting at Denny's near Hanover, MD. Those in attendance included: Billy, John Nickum, Phil Ager, Mike Enloe, Anton Largiadèr, Ed Phelps, Bill Shaw, Linda Tanner, Tom & Vivian Turnbull, Ted Verrill, Mike Walsh, and members Meredith Hassall and Bob Higdon. The meeting was called to order at 09:35.

Bob Higdon began by reporting on his research into the club's founding members. He said he located a telephone roster from May 1975 as well as a list of 22 members from December 1975. He wants to give these earliest members the recognition they deserve for establishing the club on a firm foundation.

Bill Shaw reported on the Square Route Rally's preparations. He said there would be two tire seminars, one on Friday and one on Saturday. There will be some self-guided ride sheets, as well as a special off-road ride with Devon Battley. Jim Fletcher will lead a Dave Keuch Memorial Ride. Bill said he has several terrific door prizes from the local dealers, and final details like a rally pack stuffing party are being worked.

Linda Tanner said she had emailed several lists of "interested individuals" to the designated club chairs, and encouraged the chairmen to elicit some help in the performance of their duties (as Billy has

repeatedly suggested). She added that the membership total is 591, and that the club directories would be ready for pickup on Monday. Linda Rookard and Frank Cooper will host a stuffing, stamping, and labeling get-together in Springfield on Monday evening. {Additional helpers were Bob Higdon, Linda Tanner, Irv Warden, and Phil Ager -- According to Bob, "It was only slightly more boring than I expected."}

Mike Enloe presented the treasurer's report for March. We started the month at \$8,767.83 and ended the month with \$9,917.16 due mostly to quarterly advertising income. Mike mentioned that Gerry Barton had done a review of the club's books and had found everything to be in order. Perhaps we'll be reading Gerry's survey report in a future BTS.

Tom Turnbull, sales chair, reported that he ordered new club pins from a German manufacturer recommended by Frank Cooper. He said he'd be ordering the often requested mock tee shirts with the new club logo. Additionally, his research has led him to an Internet vendor that offers fifty different items from mugs to shirts to tote bags with any club's logo. We'll therefore have significantly less inventory on hand to manage. They accept credit cards or checks, and the club will make a small percentage on every sale. Tom made a motion to establish an account with CafePress.com, Mike seconded with all others supporting the initiative. {Tom has placed an order for some product samples and we'll soon see how their merchandise looks and feels.}

Ted Verrill, Internet chair, said he wants to be courtesy copied on all submissions sent to the newsletter editor. Ted received kudos from Bill Shaw for his support to the rally co-chairs and from Bob Higdon for the recent site overhaul.

Billy Rutherford reported that Mr & Mrs Doug Shirmer were taking delivery of their newest child (a daughter) over the weekend (*so he missed this meeting*). The board meeting adjourned at 10:35, as we attempted to relocate to Speed's Cycle for the general membership meeting.

General Membership Meeting 13 April 2003

About thirty-five club members attended April's membership meeting at Speed's Cycle in Elkridge, MD. John Nickum opened the meeting at 1115 by introducing himself, and explaining that Billy Rutherford had had a mishap on his way to the meeting.

(Continued on page 6)



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Self-Guided Spain

By Rita Hassall

After several successful self-guided motorcycle tours in the UK, we thought it was time to attempt a self-guided trip to a non-English speaking country as a riding venue. We chose Spain for several reasons. First, one of us had rusty, high school Spanish, the riding was always described as delightful in the press such as *BIKE*, and there was a firm from which to rent motorcycles without joining an organized tour.

Iberian Moto Tours (IMT) has a number of organized tours through different regions of Spain at various times of the year. When there are motorcycles available not being used on one of those tours, the firm will rent to individuals. It was a bit cumbersome to make individualized arrangements because IMT makes one "go through" a stateside travel agency (Valerie Wilson Travel – Armonk; Armonk, New York) as a conduit to the firm in Spain. It would be easier to be able to deal directly with the staff of IMT. A US agent seems to be the rule for foreign motorcycle tour operators, though. Eventually, we worked out a week we thought would be good weatherwise and when two R1150 Roadsters were available.

The firm can rent motorcycles for pick up out of either Madrid or Seville. We developed an itinerary that took us out of Madrid west, then south, and around a circle such that we returned to Madrid from the east.

Overall, the riding in Spain is superb. As *BIKE* had described, there are "endless ribbons of highway." These highways are, for the most part, in excellent condition, clean, and free of things like minivans and oversize cars going very slowly. In the area of Spain we covered, there were some hairpins but there were more sweepers and the fun, back and forth curves through which you could get a great rhythm going. The routes are generally easy to follow (you don't really have to know the language) and well marked. As with many countries in Europe, knowing some of the towns to which that route is headed is the key to navigating. The routes are almost never marked with north, south, east, or west so you have to know the towns in order to know which way to turn. A detailed Michelin map was useful to identify the kinds of roads and the "scenic highways" in addition to route numbers. We plotted our final route by preliminary study of travel books and other material regarding things to see and

descriptions of the terrain.

Booking hotels was reasonably simple with the use of the internet. Many hotels did have secure parking for motorcycles, some for an additional fee. Travel literature we read indicated that particularly in the South of Spain (coastal resorts) there were some problems with theft from vehicles. Thus, we thought it prudent to arrange to secure the motorcycles. In one hotel, our two roadsters were allowed into the hotel basement (with a carpeted floor!) right next to the laundry! Later that afternoon, three other motorcycles (including a K1200 LT) joined them. Overall, Spain does tend to be very motorcycle friendly.

The timing of the trip could have been better. After we had made plans that could not be changed, we realized that we would be there during Christian Holy Week. We learned on the day of arrival, while discussing arrangements to return the motorcycles to the dealer, that Semana Santa would result in business closings during the celebrations, particularly on Holy Saturday, when we would need to return the motorcycles. The US agent for IMT had apparently not realized that our timing put us in Spain during the holiday week either and, thus, did not inform us

(Continued on page 8)



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(Secretary, continued from page 4)

He reported that Bill Shaw, who was trailing a small group of riders in his minivan, helped to right Billy's motorcycle nearby and then delivered the injured president to the Howard County Hospital for an examination.

Mike Enloe presented the treasurer's report for March. We ended the first quarter with a balance of \$9,917.16, in good shape to support rally expenditures. Mike also mentioned that Gerry Barton had reviewed the treasurer's books and found the records to be in order.

The rally co-chair, Brian Horais, reported that they've got some great technical seminars lined up to include Bridgestone & Michelin tires, detailing tips *from someone other than Bill Shaw*, and Larry Grodsky of Rider magazine to discuss safe road riding techniques. There will also be a discussion on Automatic Positioning Reporting System (APRS) that can communicate your GPS location via a radio/telephone and the Internet to family & friends (*for all you married Long Distance Riders*). Lastly, Devon Battley will host a GS ride in his very own 'back yard.'

Linda Tanner reported that club membership remained steady at 591, with 64 associate members, and that the 2003 club directory would be mailed on Tuesday.

Tom Turnbull, sales chair, reported that he had some collectable tee shirts available (with old logo). Tom mentioned that he would be outsourcing many sales items with an ecommerce provider called CafePress. He indicated that he intends to reduce the inventory management burden to just a few of the most popular items. Tom concluded by saying that new hats and tee shirts will soon be ordered, and he asked for volunteers to help him out with club sales at the rally.

Ted Verrill, Internet chair, said that he's always making improvements to the website; he added that the Square Route Rally registration form is available online.

In other events, Don Graling said that he'd be leading the scheduled ride to the Woodstock observation tower next Saturday. {Although it can offer the best views of the Shenandoah terrain, sadly, they were fogged in on their ride. All of Don's participants, however, successfully navigated the complex route and had a great time!}

Todd Waterman again asked for interested riders to sign up for the often-requested track day training session at the Summit Point Racetrack on June 6th.

He then discussed the requirements and the need for a safety inspection beforehand.

The tech chair, Anton Largiadèr, asked if there's still interest out there in Slack Packs? In the past year or two attendance has been in the doldrums, and he wanted to know if we should continue this activity. The audience expressed some nostalgia, but no definitive statement of need was forthcoming (let Anton know your opinion). Anton went on to say he'd have an oilhead static display set up at the rally but he didn't plan any public lectures. He reminded everyone to sign up for the mileage contest – every little bit helps! He remarked both he and Brian Horais had agreed to make charitable donations if a certain number of participants (*he intimated 110*) simply participate in the group effort (no overall mileage goal must be achieved). He then discussed his views on the Slow School conducted by BMW NA at Daytona in March. He described the general concepts and invited those interested to stay after the meeting to get a taste of the curriculum. {Anton did describe the slow school techniques to about a dozen individuals afterwards. He demonstrated left-hand and right-hand U-turns within the lines of two automobile parking spaces. It's a self-motivated school of thought – practice, practice, practice!}

Ed Phelps, safety chair, mentioned that there's still room in the Virginia Experienced Rider's Course at NOVA in Loudon County (on Father's Day). He reminded the audience that the registration deadline for the 4th annual Memorial Day Mason-Dixon 20-20 Rally was Tuesday (15 Apr). Don Arthur, last year's winner, said he'd be conducting a Long Distance Riding (LDR) clinic on Friday, 23 May. He'd also be 'escorting' a group of LDR "rally rookies" on their quest for Iron Butt certification. Now that's a selfless commitment to safe endurance motorcycling.

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With no further business, the meeting adjourned at 1205.

Board of Directors Meeting 4 May 2003

The May BoD meeting was held at the Leesburg Family Restaurant prior to the membership meeting at the Downtown Saloon.. Those in attendance included: Phil Ager, Ed Phelps, Bill Shaw, and Doug Schirmer, and Linda Tanner with the meeting commencing at 1020.

Due to Billy's last minute absence, Phil tried to elicit some dialogue among those present. Events chair, Doug Schirmer displayed two copies of RoadRunner magazine. He had met with one of the editors at the Chantilly motorcycle show, and Christian Newhauser expressed an interest in attending a membership meeting and making a brief presentation (in the fall). RoadRunner is currently a quarterly mailing, but will change to bi-monthly next year. It's oriented toward touring with lots of glossy pictures and route maps specifically designed for tank bags. We also briefly discussed the 2003 holiday party. Those present liked the central location, the food and service at Alain Roussel's LaFerme. Doug will contact Alain and see if he's willing to try our annual dress up affair once again.

Linda reported that we now have 601 members with an influx of memberships (533 reg & 68 assoc).

Ed Phelps was delivering club equipment from storage (in his barn) to both Doug and Bill. He mentioned the upcoming MD MSF Experienced Riders Course to be held at Bob's BMW on 11 May and the VA course is scheduled for 15 June. [Phil attended the Mother's Day session and wants to recognize members Rod Miller and Jim Patton for sharing their enthusiasm for intelligent motorcycling.]

Our "friends" Bob Higdon, Angelo Gravagna, and David Jones then made their entrance, and our business meeting subsequently adjourned at 1100 in time to attend the open membership meeting.

General Membership Meeting 4 May 2003

About fifteen club members attended the membership meeting at the Downtown Saloon in Leesburg, VA. Phil Ager began the meeting at 1108 by thanking those in the audience for attending and explaining that Billy had called to say he had to help get his wife to the doctor's office (pronto). Bob Weber introduced himself as a newcomer as this was his first meeting -- hope we didn't scare him off!

Bob Higdon then took the floor and ran with it (as he does so well).

His remarks concerned the president's recent crash. Bob said that the club was founded 29 years ago in May with its primary goal of promoting "safe motorcycle riding" (we're obviously still trying to implement and attain this objective). He described the circumstances leading up to Billy's cornering accident, and said he's grateful that Billy wouldn't be suing the club. Bob remarked that in checking with other participants in the adhoc "pick-up ride" over to Speed's Cycle, no one was certain how fast they were going along the scenic back road because they were too busy trying to keep up and not get lost -- since Billy happened to be the tail-gunner, he was the one person we could least afford to lose. This indicates that when riding in such pick-up groups, typical group behaviors tend to exhibit themselves. Bob made reference to an article in Motorcyclist from 10 years ago by Nick Ienatsch (see <http://62west.net/bikers/pace.html>). This article tells it like it is regarding group rides, but it does not address the recent pick-up ride. Bob said he'd probably express his views more formally in a letter to the editor in the BTS.

It was about this time that the technical chair, Anton, arrived and he got to lead the group (once more). He said he didn't think of the pick-up ride as "a group ride in classical terms." (We'd certainly agree with that since there was no planning or formal organization.) [For the record, BMW² group rides are much more structured and less intense. Don Graling successfully led such a group recently in the VA countryside without any side trips to hospitals.] Anton felt as though he (and everyone in such a group) is responsible for the "guy behind him." David Jones, who happened to be in attendance, said he was rides chair 21 years ago and his opinion on self-restraint was, "Don't be stupid enough to try to keep up with the jerk in front of you." Anton continued by saying that there needs to be a short list of group-riding rules that should be ingrained in all riders, especially BMW² riders, such that there's never a second thought about one's responsibilities in a group ride and possibly getting left behind. It was mentioned that commonly, if a turn is required, the leading rider waits at the decision point until a trailing rider can clearly see the direction of travel. Meredith Hassall added that these "simple rules" need to be easily remembered, such as "Stop, Drop, and Roll."

(continued on page 12)

SURGING

On the Move

Paul Mihalka, a salesman at Bob's BMW from the date the dealership opened its doors in 1991, will be leaving there at the end of June to assume a comparable position at Rockville Harley-BMW/Battley Cycles in Gaithersburg MD. In a sense it is a homecoming for Paul. He was formerly employed as a salesman at Battley's in the 1980s.

Paul not only knows how to sell bikes; he can ride them too. Routinely a leader in the club's mileage contests, Paul has accumulated more than 800,000 lifetime miles on BMW motorcycles, almost certainly the highest total achieved by any member of BMWBMW.

(Self-Guided Spain, continued from page 5)

that, on the day we planned to return the motorcycles to Movilnorte BMW, IMT's cooperating dealership outside Madrid, it would be closed. Fortunately, Scott Moreno of IMT, who happens to be from New York, making communication much easier, and his assistant, Isabella, were most cooperative and made special arrangements to get the bikes back and to return our large suitcases to us (they had stored them). On the other hand, the good fortune of being in Spain during Semana Santa provided us an opportunity to see a cultural tradition of which we were completely unaware. We were able to observe several processions in the cities we visited that are traditional during that week. They did cause some street closures that made finding

(Continued on page 10)

(Rain, Continued from page 1)

The ride up the mountain continues to be a challenge for me although I've now done it several times. Those switchbacks are steep and sharp and require some careful handling of both clutch and gas. Everyone made it to the top without a problem and what could you see from the top was absolutely NOTHING. It was so foggy that the promised view of West Virginia, the Shenandoah River, Ft. Valley and the Shenandoah National park will have to wait for a future trip. Several riders climbed to the top of the tower and the view was exactly the same – NOTHING. We actually had one club member arrive in his Mercedes – Bob – and I apologize I don't remember Bob's last name, was at the Observation tower a couple of minutes before we arrived.

The ride off the mountain is beautiful and we cleared the fog shortly after leaving the summit. A quick ride back to Front Royal and across some beautiful country roads to Marshall – Upperville – Middleberg and then to Aldie. As we passed through Middleberg who should I spot but Ted Verrill in his red BMW convertible. Ted saw us coming through town and shot a quick wave as I spied him in traffic.

The Aldie Country store was a hit with the entire crew – a well kept secret. The barbeque and picnic tables out back contributed to a gourmet dining experience after our 130 mile ride. Stories and adventures were shared and shortly thereafter everyone headed to further adventures on the road. I'd like to thank all the riders for showing up to keep me company on the GS ride. It was a great chance for me to meet new club members and share some of the fine Virginia country roads that I've discovered over the past couple of years.



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Morton's BMW

(Self-Guided Spain, Cont. from page 8)

our destinations a little difficult at times. Overall, a different week may have been easier but it really didn't get in the way of our enjoyment. On any self-guided tour, whether in the U.S. or abroad, you have to be prepared to solve a few unforeseen problems on your own.

Weather was markedly cooler than we would have anticipated. Cordoba was as far south as our route took us. The weather there was sunny, warm and much as we expected for "sunny" Spain. Further north, it was much cooler, particularly in the higher elevations. Luckily, we had prepared for all types of weather. Of course, there was some light rain off and on the first couple of days. This mostly depended on what side of the mountain you happened to be. Of course, we had a major rainfall for the trip back into Madrid making it difficult to get the gear dry to pack for the return trip. A slightly later date would probably be better in the central area but the trade off might be uncomfortable heat in the southern regions.

Our 9 days in Spain provided about 2100 kilometers of great riding with ample time planned into the itinerary for sightseeing, strolling the streets, or dropping into the local tavern at the end of the day.

The cost of our self-guided trip to Spain, not counting airfare, gasoline, or incidental purchases (all of which would also be extra on a tour with a group) worked out to about \$1,500 per person. Iberian Moto Tours provided excellent bikes and extraordinary personal service. These two elements were key to a very memorable trip.

Taking a self-guided tour does take more up-front planning which may not be everyone's cup of tea. But the planning and research can add to the depth of the experience. There is a greater element of freedom that seems inherent in motorcycle travel when you plan your own route and your own stops. You can choose to act on impulses as to places to go, when to go, and you can dine at a place of your own choosing if it looks inviting. Also, there is more freedom to interact with the local residents. The aura of a large group touring together is often a barrier to spontaneous conversation with the local folks. People seem less intimidated by a party of two. Choosing a tour versus a self-guided trip is a decision based on one's own travel expectations. But, a self-guided tour can be done relatively easily for less money and offers the advantage of greater independence.



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Bob's BMW

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(Secretary, Continued from page 7)

Anton proposed that the safety chair lead a subcommittee of interested individuals to come up with some principles and then reinforce them in the Spokes on a routine basis (whenever/wherever they can be inserted).

Ed Phelps, safety chair, agreed to work on formalizing some rules for the road. It's likely the BoD will also be involved. Please express your views by calling or writing to Ed. Regarding safety, he reminded everyone of the upcoming Experienced Riders Courses (ERC) in Maryland and Virginia.

Anton went on to encourage participation in both the MOA's and BMW² mileage contests. In the recently published national contest, Mr. Higdon came in first (*and last*) in DC, while only 11 riders from MD and 18 from VA participated. In contrast, Minnesota had "51 finishers" and nearby Pennsylvania had 65. Let's get signed up and put our efforts toward a common goal (like a large motorcycle club should). Anton indicated that he and Brian Horais had agreed to make \$500 donations to worthy charities if we could get upwards of 110 individuals ("or was is 130?" he couldn't recall) to JUST SIGN UP! No specific mileage number must be achieved! He said he's signed up about 45 people so far (*and here*

comes the summer).

Bill Shaw, the rally co-chair, indicated that last minute details were being addressed. The rally tee shirts would be ordered on Monday. He now has the much sought after rally pins in-hand. He said they couldn't get last year's DJ, so they have a band coming for Saturday night. He added, "Don't know if they're good, but they will be LOUD."

Linda Tanner reported that we had 16 new members in the last month, bringing the total to 601.

Regarding club sales, Phil mentioned that many new items with the new club logo will be available online through a partnership with CafePress.com. Regarding government affairs, Bob Higdon vented on the District of Columbia's income generating project concerning electronic speeding tickets. He said he received such "photographic evidence" in the mail. He explained how the local constabulary positions their unmarked Crown Victorias in troublesome areas, and then uses radar and cameras to document "the guilty" (*although, as in Bob's case, the camera can be set at 25 mph while the local limit is actually 35 mph*). No points accompany the ticket, just a fine; and there's no real judge, just a prosecuting attorney. Bob said that if caught up in

(continued on page 15)

MEMBERS' MARKET

MOTORCYCLES FOR SALE

2001 R1150GS, Special blue and white, 22,000 miles, aeroflow ws, jesse bags, engine protect bar, hella driving lamps, Bob's wrist rest, hyperlites, luggage rack for top case, sidestand foot, foot spoilers, \$11,500.00 Ed Abbott 410-775-2231 or Eabbott410@aol.com (06/03)

92 R100RT, 122k; Russell seat, cyl.bars & hwy pegs, trunk, pass. Boards, Reynolds trl. Hitch, trans rebuilt 95k; \$3000/OBO; 410-721-0277, martyliz@starpower.net; email for pics. (05/03)

69 R50/2, Starts easily, runs well, new battery, cosmetically challenged, \$2,300 OBO. Mike 410-626-1174, californiawalsh@aol.com (05/03)

00 K1200LT, 20,000 miles, Standard model, Great condition. Champagne, \$11,000; **93 K1100LT**, 70,000 miles, Teal green, Great condition. Serviced on schedule. Heated grips, Manual fan switch, Throttlemeister, Headlight lens shield, BMW tank bag. \$5000; **80 Vespa P200E** 5,000 miles, Excellent condition, \$2500. Angelo Gravagna 301-854-6027 afgrava@att.net (05/03)

99 BMW 1200 LT Standard, 12,000 miles, \$7,500 or best offer. Contact Don 703-426-1301 (04/03)

75 R75/6, Green, 39,000 mi, Rebuilt 2002, Windscreen, Crash Bar, BMW Bags, Looks Good, Runs Great: \$4,500. Peter 571-332-2685 (04/03)

98 R1200, black, 3.5k, original seat + new in the box Corbin, BMW saddlebags, BMW bike cover. Bike is in excellent shape. Always garaged, never in an accident and good maintenance. \$9,100. Roberto 703-236-5030, rav@inter.net (04/03)

94 R1100RS, red, 24k, ABS, corbin seat + original, B&B muffler + original, heated grips, BMW saddle bags, BMW tank bag, BMW bike cover. Bike is in great shape, no accidents or dropped. New battery. Regularly serviced. \$6,300. Roberto 703-236-5030, rav@inter.net (04/03)

00 R1100R, 25,000 miles, great condition, Pacific Blue, Heated grips, Hard bags, Tank bag, Moto lights, Good tires, New brakes, Serviced at Bob's & Battley Cycle's/\$7,500 obo This is a great bike, I am buying a bigger bike. Please call Scott Ruete at 301-482-2670 or email sruete@comcast.net (03/03)

77 R100/7 with 1974 Jupiter sidecar (USSR, sliding front end) 82K, rebuilt engine and rear end, Windjammer, 2 seats, bags, trunk, oil cooler, and more; \$5000, Irv Warden (703) 751-5297 Iwarden@aol.com. (01/03)

PARTS & GEAR FOR SALE

Kwik Kamp Trailer 1993 model 41" x 60" Excellent conditon. Two large awnings with poles. \$2100; **Reynolds Trailer Hitch** for K1100LT. \$200 Angelo Gravagna (301) 854-6027 afgrava@att.net (05/03)

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Solo police seat and a radio box for a 79 R100: \$125. A **Parabelum windshield** for a K1200RS for \$125; cost new was \$175. A new rear **brake pads** for a 79 R100 for \$20. Jaime Henriquez 301-587-1833. (04/02)

Moto-Sport Panniers w/ mounts for F650GS \$100; DARR boxes, the real deal Spam cans, no mounts \$100, BMW tank bag for F650GS \$75 Ron Orem 410-581-3751 or ROrem@aol.com (01/03)

BMW Kalahari riding suit with Gortex liner; jacket size 50 (L), pants size 60 (XL), good condition, \$175; Irv Warden (703) 751-5297 Iwarden@aol.com

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

5820 Washington Blvd, Elkridge MD 21075. 410-379-0106. Take I-195 to US-1 S/Washington Blvd via Exit 3 toward Relay/Elkridge/State Park.

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 turn left into Camp West Mar.

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CALENDAR OF EVENTS

June 6, 2003

Summit Point

BMWBMW Track Day (Contact Tod Waterman @ 410-719-0369 for details)

June 15, 2003

NVCC Loudoun Campus

BMWBMW ERC Safety Class (Contact Ed Phelps @ 410-781-7521 for details)

June 21 & 22

Bluegrass in Bluegrass—2003, Bluegrass, VA

July 10-13

BMW MOA National Rally, Charleston WV

August 29-September 1

Finger Lakes Rally, Watkins Glen, NY

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.

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(Secretary, continued from page 12)

this income-producing scam, follow the instructions to contest the ticket and be there in their courtroom to fight the injustice. Although “the appeal processes” are long and frustrating, you’ll eventually get your money back (*because the whole process is entirely unconstitutional*). It only lasted 15 months in Bob’s case. Irv Warden added that a class action lawsuit has been brought against the DC government. Bob said similar “laws” have been struck down in Denver and San Diego.

Anton then spoke about recent technical articles in the MOA’s Owners News by Matt Parkhouse. Anton remarked that when working on the drive shaft assembly, you should not reuse the U-bolts, and you need to be more assertive (than indicated) when torquing the new bolts to about 25 ft lbs. He also inquired if those present liked the amount of technical content presented in his paralever article. Several members said they liked what they read, although it did take them several passes to be fully understood.

With no further business, the meeting adjourned at 1225.



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

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