

the Spokes

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The Monthly Newsletter
of the BMW Bikers of
Metropolitan Washington
Volume 29, Number 05
May 2003

SQUARE ROUTE RALLY

29th Annual Square Route Rally Activities

This rally, more than any other in recent memory, is turning into a mini-national BMW rally in many respects. Here is just a sampling of some of the things that Bill Shaw and Brian Horais have scheduled:

Seminars:

Friday Evening - Tire Tech Seminar presented by Bridgestone Tires (a set of Bridgestone Tires will also be given away during this seminar)

Friday Evening - Motorcycle safety presentation given by nationally renowned Rider Magazine journalist and safety instructor, Larry Grodsky

Saturday - Automatic Position Reporting System/GPS seminar hosted by the person responsible for developing the technology, Bob Bruninga

Saturday - Oilhead presentation on the Techlusion R259 by Drew Alexander and Chris Sanders of Battley's Cycles

Saturday - Tire Tech Seminar hosted by Michelin Tires

Saturday - Cleaning/Detailing Session given by either Meguiars or 3M

And many, many more....

Special Events:

Saturday - Children Field Events

Saturday - A Woman's Rider Fashion Show

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Rally pin artwork by Robert Peterson

hosted by Linda

Rookard and LadyRidersWear

Saturday - And a DJ will be providing the musical entertainment following the awards presentation

Rides:

Saturday - Three self-guided rides have been mapped out by Ted Verrill and are being offered for those who want to explore the Catoctin Mountains on their own

Saturday - A special GS trail/enduro ride and lunch will be held at the Battley Farm and will be hosted by Devon Battley

Saturday - The Dave Keuch Memorial Ride is being reinstated this year and will be led by Jim Fletcher

We have also been accumulating door prizes from a multitude of companies that have been gracious enough to support our rally. These include: a complete Rukka riding suit from Frank Cooper and Adventure Motorcycle Gear, a Cycloak GTPPO Jacket from Bob's BMW, the previously mentioned set of Bridgestone Tires, a set of Michelin Tires from the

(Continued on page 8)

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.

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

Deadlines and Submissions: All submissions must be received by the editor no later than the tenth day of the month preceding the month of publication (e.g., **May 10** is the deadline for the **June** issue). Submit articles by regular mail to:

Michael Walsh, Editor
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Annapolis, MD 21404

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:
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SAFETY REPORT

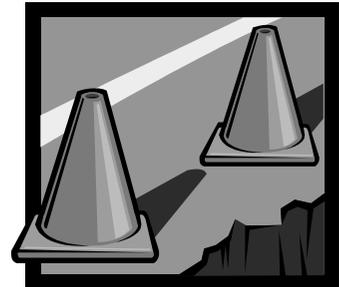
By Ed Phelps

Virginia Experienced Rider Course

An ERC has been scheduled for BMWBMW at the NVCC Loudoun campus on June 15th. Club members Tom Overman and Larry Lippolis have helped in getting this ERC into our schedule. The time are from 8:00am to 5:00pm and will cost \$75.00. To register please contact Ed Phelps at (410)781-7521 or email safety@bmwbmw.org

For members that have Fridays available NVCC will be holding ERC classes at the Alexandria Campus every other Friday. Visit their web site for more information and registration.

<http://www.nvcc.edu/alexandria/moto/AdvancedMotorCourses.htm>



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Thailand Enduro Touring

-Part 2-

By Shawn Downing

Thailand Trip Part 2: Far From Home

Luckily the weather got better after the first day and our off-road skills improved also. I could relate to the competitors in the annual Dakar Rally, which was going on at the same time, across Northern Africa. They didn't have to deal with gooey mud but I saw on TV many of the motorbikes grappling with endless miles of shifting, sugary sand.

Northern Thailand hosts very jagged mountains with the highest point, Doi Inthanon, at 2565 meters (8, 415 feet). The rugged terrain is home to many small remote villages that may take people on foot or a two wheel drive Toyota days or at best many hours to reach. Imagine numerous corkscrew turns upon corkscrew – both paved and unpaved. Road and trail grades were often 20%, 25%, and 33% (or 1 in 5's, 1 in 4's, 1 in 3's). For example, a 25% grade means that for every four feet of forward travel one would gain one foot in elevation. Need something you can relate to? Imagine a football field tilted on end. A 33% grade would have you looking up from one goal line to the other tilted 100 feet in the air. The nimbleness and power of a 250cc enduro motorcycle can take you to villages where electricity is

still not available.

Siam Bike is constantly searching out routes that are remote. A woman mentioned how she hoped the road in her village would be paved. To Wolfgang that is a signal to find another way. The people in Thailand are friendly and happy. You say "hello", they say "hello", you smile, they smile, you wave, they wave back. No one begs. No flies hovering around the heads of the village children. Sally Struthers begging to save the children of Thailand is absurd. There are some similarities between the States and Thailand. The USA has Hill Tribe people that live in aluminum houses on wheels where Thailand's Hill Tribe people live in elevated wooden or bamboo houses.

Food. Be adventurous. It is awesome. Every meal is better than the last. Some are spicy hot, some aren't. Chilies in vinegar or chilies in fish sauce or a dry chili powder can be found wherever Thai food is served and added to your dish to suit your hot requirement. Kinda like salt, pepper, and ketchup are back home. Lunches are at places on the road that serve great food cheap (breakfast and lunch are included in the Siam Bike package). The pleasantly odd thing is that a fresh,

(Continued on page 7)

STREET SURVIVAL 101

*Reprinted with permission.
American Motorcyclist Association
www.AMADirectlink.com*

Every time you ride, **give your motorcycle a quick visual inspection** for things like loose parts, leaking fluids or obviously low tire pressures. Regularly, give it a more complete check, using all the necessary tools.

Clear your mind before you even start your bike. We all get preoccupied by work, issues at home, even the outcome of a basketball game. But when you're on the bike, you have to focus on riding. Each time you switch on the ignition key, switch on your brain, too.

From the moment you get on the road, train yourself to use the Motorcycle Safety Foundation's **SIPDE** method for staying out of trouble. **Scan** all around you. **Identify** potential hazards. **Predict** what will happen. **Decide** how to avoid problems. And **execute** your plan. Do it all the time, and you'll drastically reduce the number of dangerous situations you face.

Another exceptionally valuable technique is also one of the simplest: **Look where you want to go**, because the bike will go where you look. Don't stare at that upcoming pothole – instead, look at the clear pavement next to it. Don't fixate on the car turning left in front of you – instead, focus on the opening

being created as it moves past, since that's your escape route. At times, it may take a real mental effort to pull your eyes away from an obstacle, but if you can see your way through trouble, chances are you can ride there.

It should go without saying, **but don't get on your bike if you've been drinking.** Your odds of being involved in an accident go up enormously.

If you're on a bike that's new to you, or you're riding under unfamiliar conditions (mountain roads, rain, etc.), you're statistically more likely to crash. Slow down, focus and take extra care.

Need to tune up your skills after a winter layoff or to get more comfortable on a new bike? Find a deserted parking lot and **do some tight figure eights and brake tests** before you face the real world. Keep at it till you feel truly in control of the machine.

Be aware that nailing the brakes isn't the only way to avoid a crash. Sometimes, **swerving or even speeding up** will get you out of trouble more easily.

Remember that in the famous Hurt Study in 1981, **the most common accident situations** involved a car violating a motorcyclist's right of way. Things have changed a lot in the years since, but cars turning left in front of you or pulling into your path from a parking lot or side street remain particularly common hazards. Ride like drivers don't see you in those circumstances, because they may not.

With those kinds of hazards in mind, **play the "what-if" game** as you ride. What if the car you're following slams on its brakes? What if the car on the cross street doesn't stop for the stop sign? What if the truck on your right suddenly swerves into your lane? Could you avoid it?

What's the best lane position for riding? The left tire track? The right tire track? The center? You can get all kinds of answers, but your real priority shouldn't be lane positioning at all. It should be "traffic positioning." Try to **create a bubble of space around you**. If there's a car exiting a parking lot on your right move to the left. If there's an oncoming car that could turn left, move right. If there's traffic around you, position yourself so you have the maximum cushion on all sides.

On crowded freeways, **the most dangerous place to be is often the right lane**, where cars are constantly merging in and out. If you don't need to exit any time soon, traffic positioning tells you that you're probably better off in the left lane, away from all the merging action. But don't get over there



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unless you're comfortable with the speed of traffic in the left lane – you don't want to trade the hazards of merging cars for the hazards of faster cars closing in on your tailpipe.

Most traffic tends to move in clumps, separated by open spaces. Instead of rolling along in the middle of a clump, speed up or slow down to get yourself into one of the open spaces.

You can use traffic positioning in other ways as well. On crowded roads, don't just stare at the back of the car in front of you. Put yourself in a position where you can **look through its windshield** at cars farther ahead. Or, move to a spot that lets you see around a truck or car that blocks your vision.

Changing lanes? Always use your head. Swivel your neck to check your blind spot so you don't change lanes into someone else.

In general, it's easier to **change lanes into a spot that's in front of you**, rather than behind you. See your spot, flip on your turn signal, do your head check and accelerate into it.

Remember that all other vehicles have blind spots, too. This is a particular problem around semi-trailers. As a demonstration, organizers at a recent rally placed four police cruisers and 28 motorcycles behind and to both sides of a parked semi. Not one could be seen from the driver's seat. **If you can't see the driver's rearview mirrors, the driver can't see you.**

Want to improve the odds that other drivers will see you? **Don't wear black.** Bright-colored riding clothes can make you more visible anytime, while a yellow or orange rain suit, with reflective stripes, will help you stand out when visibility is at its poorest.

Be aware of seasonal hazards. In winter, ice and snow are the obvious problems, **but salt can also reduce your traction** long after the snow is gone. In spring, **road conditions are at their worst** – watch for cars swerving to avoid potholes. In summer heat, highway **crack sealer can turn very slippery.** And in fall, **wet leaves are among the slickest surfaces known to man.**

Construction zones are another hazard associated with summer. If you find yourself on a multi-lane road that's being paved, and one lane is an inch or so higher than the other, **try to ride in the higher lane.** It's easier to move from high to low than the other way around.

Be equally aware of hazards associated with dif-

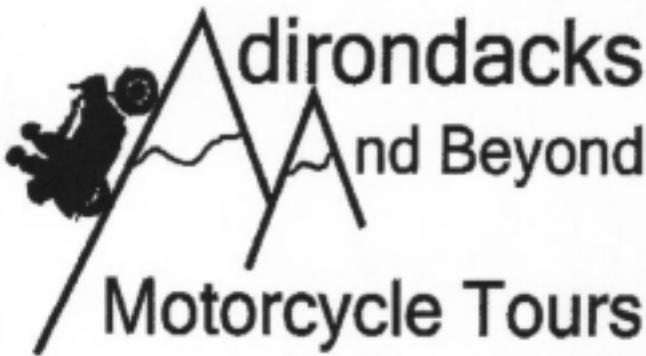
ferent times of day. In the early morning, **watch for dew and frost on roads.** Through the daylight hours, you have to contend with **sun glare and the highest traffic loads of the day.** Sunset is the time when **animals are more active**, while evening and overnight hours bring the **greatest risk of drunk drivers.** You can probably add hazards of your own. For instance, it seems the closer you get to quitting time on Friday, the more self-absorbed and rushed the drivers of other vehicles get.

Sunset and sunrise can create severe visibility problems. If you can see your own shadow ahead of you, **the drivers of oncoming cars will be staring right into the sun.** Anticipate that they can't see you.

Of course, rain is a hazard anytime. Be aware that **roads will be slickest** shortly after it starts raining as the water combines with oil on the road surface. Especially slick are lane markers and other lines painted on the road.

Riding with a group of motorcyclists can be fun, but remember **to ride your own ride.** If you're not comfortable with the pace, slow down. Don't rely on anyone else to make safety decisions for you.

(Continued on page 14)



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PRESIDENT'S CORNER

Daytona has come and gone. It was great getting together with my four sons at our annual Bike Week reunion. We stayed at the BMW campground and nearby motel. It was a test of how much rain the ground could absorb. When we returned from the washed out races on Sunday my trailer was standing in four inches of water. I went to Wal Mart, bought some rubber boots and started packing up for the trip home. Too bad about all of the rain.

I am now looking forward to attending some of the rallies in the Eastern US. My immediate schedule will have me just returning from the Georgia Mountain Rally as this goes to press. We have a home in Flat Rock, NC that is only 120 miles from Hiawassee, Georgia. I will go there first and then over to the Rally. Then to Myrtle Beach Bike Week which continues to grow. Several of my neighbors build custom choppers as a hobby and consider Myrtle Beach as their main event. The National Rally in Charleston, West Virginia will be a major event. Last year the Finger Lakes Rally was first class event and we plan to return. We will pick others to attend as the season goes on. My brother and I will probably head to Sturgis in August and spend some time riding the Black Hills. If any of you are planning to attend any of these events, please come by our campsite and visit.

Most importantly I am looking forward to attending our Square Route Rally. Brian Horais, Bill Shaw and the rally team have done a super job of organizing the rally events and lining up the presenters and sponsors. I have had many people from other clubs tell me how much they have enjoyed coming to our rally. Last year the rally was first class and I had an opportunity to meet a lot of people from many different clubs. I encourage all members to attend and enjoy this world-class event.

Ed Phelps is organizing Experienced Rider Courses in Maryland and Virginia. The Motorcycle Safety Foundation has revised the course to eliminate the classroom portion and focus on the riding exercises. I attend this course every two years and learn something each time – I also learn what I need to practice to maintain my riding proficiency. Again, this is a fun time and all of us can benefit from this course.

I was visiting Frank Cooper's warehouse and noticed that he had a 1972 Honda CL 350 Scrambler sitting in the corner and mentioned that I had had a

new one in 1972. Frank generously, passed the bike with title to me and after some minor wiring challenges it was running again. I am not ready to join the Honda Red Riders but am pretty excited about getting it back in riding condition. It is a nice bike and valid piece of motorcycle history. Thanks again, Frank.

Look forward to seeing all of you during the coming months at our club activities. Billy

Editor's note: Billy had a minor mishap on the way to April's club meeting. He high-sided after hitting some water in the middle of a blind left-hand turn and landed on his right side. The accident broke a bone in Billy's leg and caused minor damage to his bike. ...special thanks to Bill Shaw, Ted Verrill, and Ed Phelps for taking care of business after the crash.

MEMBERSHIP

By Linda Tanner, BMWBMW Membership Chair

April 2003

Regular Members:	527
Associate Members:	64
Total Members:	591

15 New members since 3/9/2003

Joe Breen of Arlington, VA; R1200C

Dan Brown and Cynthia Bernard of Arlington, VA, referred by Morton's; R1150RT.

John and Jody Douglas of Reston, VA; F650 & R1150RT.

Eric and Heather Dyckman of Bel Air, MD, referred by Bob's; K100LT.

Jim and Karen Fort of Arlington, VA; K12LT, R65 and a Harley

Jim Frankiewicz of Oakton, VA, referred by Tom Bracey; R1100RT

Darryl and Kimberly Hale of Taneytown, MD; Referred by Derrick Garland; R1100R.

Mike and Cindy Seay of Stafford, VA, referred by Morton's; R1200CL.

Kit Southall of Sterling, VA; K1100RS & Ninja 900 

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healthy lunch is not only cheaper, but faster than many a McDonald's meal I've had back in the States.

Siam Bike supplies everything you need to ride – boots, helmets, gloves, pants, and protective joint pads. Just because all your personal belongings are carried in a four wheel drive following vehicle doesn't mean you'll sleep in a tent. We stayed at reasonable and fairly clean places. Our second night accommodation is run by a Finn, which going by a cliché, has naturally, a sauna. A Dutchman ran a place in Pai that had natural hot spring water piped into your room's tub.

The trails are spectacular, rugged, and challenging. Besides the mud mentioned earlier, there is always the deep ruts that some times run diagonal to your bikes forward motion. Or two foot deep ruts where you are riding the ten inch wide crest at the top ("Look straight ahead, look where you want to go, don't look down!") Or riding the trough of a rut so deep the bike won't tip over, you have to dog paddle with your legs while your knees are at handlebar height. At the end of a day I was pretty exhausted. Not so much from the physical aspect but from spending six to eight hours concentrating!

Paved roads are for the most part in very good shape. On average a typical day is 60-75% off road with the remaining percentage asphalt. Of course you really don't want to be pushing adhesion limits on a knobby treaded bike. Many of the paved roads you'd die to have a CBR 600/R6/GSX/ZX. Deal's Gap, North Carolina may be the motorcycle mecca for curves in America. Thailand can exceed the number of curves per mile of Deal's Gap by a larger factor. Thailand can also exceed it for seemingly infinite number of miles too.

Go now.

Show up with enthusiasm and an open, observing mind. It is unbelievable.

As the Siam Bike information says, "If you want everything just like home, stay home!"

References:

www.siambike.com – Guided Enduro motorcycle tours in Thailand & Laos

www.gt-rider.com – Reference material for all things motorcycles in Northern Thailand & Laos

<http://www.geocities.com/bkkriders/links.html> (one stop everything Thai motorcycle-related)



BYE BYE BALTIMORE, HELLO CHANTILLY!

by Bob Higdon

The Cycle World International Motorcycle Show (presented by Toyota Trucks) showed up on U.S. 28 in Chantilly VA over the weekend of March 21-23, stuffing two huge buildings in the Dulles Convention Center with bikes, vendors, and motorcycle paraphernalia formerly associated with Baltimore's annual bike-a-thon. The show began its fourteen-city run last November in San Francisco, two cities more than were in the tour in 2002.

If you've seen the Baltimore show, Cycle World's production will be familiar. The admission fee is comparable (\$11, with a modest discount for AMA members), but for at least half the BMWBMW club members the traveling distance is much less. And anyone who has ever tried to find a parking spot in Crabtown's inner harbor will welcome the free parking in suburban Virginia.

In addition to the usual Tokyo and Milwaukee suspects, BMW of North America had a large display. Local dealers and distributors like Bob's BMW, Adventure Motorcycle Gear, and Lady RidersWear were also present. A booth promoting Andy Goldfine's Ride to Work program was manned by a contingent of BMWBMW stalwarts. Team Extreme, a trials exposition group, was scheduled to appear to do bike tricks that will not be seen again until the circus comes to town.

The organizers could not have hoped for better attendance during the show's run, even though the weather was marginal. Both buildings were packed, as was the expo center's parking lot. With such an excellent turnout, we should have every expectation of seeing this fine event return to northern Virginia next year.



Clyde Jones, Doug Schirmer, & Lou Church

SURGING

Riders Need to Act to Get a New Motorcycle Crash Study

The American Motorcyclist Association (AMA) is urging motorcyclists to contact their members of Congress to support a critical new national study into the causes of streetbike crashes.

The last such study -- "Motorcycle Accident Cause Factors and Identification of Countermeasures," commonly called the "Hurt Report" (after lead researcher Harry Hurt) -- was done more than 20 years ago. "The 1981 publication of the Hurt Report was a catalyst for the development of motorcycle crash countermeasures such as rider training and motorist awareness programs."

Motorcyclists can urge their members of Congress to sign the Green letter and to support funding for a comprehensive motorcycle crash study by sending a message through the Rapid Response Center at the AMA website at www.AMADirectlink.com.

Bill Introduced to End Biker Health-Insurance Bias

The American Motorcyclist Association reports that a measure has been introduced in the U.S. House to ban health-insurance discrimination against motorcyclists, all-terrain vehicle riders and others.

In the 1990s, Congress passed a law meant to bar employers from refusing to cover motorcycle-related injuries in the health-insurance coverage they offer employees: The Health Insurance Portability and Accountability Act. But federal bureaucrats re-

versed that law, writing rules to allow health-insurance discrimination against motorcyclists and others who engage in legal activities like skiing, snowmobiling, ATV riding or horseback riding.

Riders and others who want to end this type of insurance discrimination are urged to send letters to their members of Congress asking them to support the McInnis-Strickland and Collins-Feingold bills. An easy way to do this is to use the AMA Rapid Response Center at www.AMADirectlink.com.

8th Annual Law Ride: 10 MAY 2003

This ride is a very scenic 140 mile tour at the foot of the Blue Ridge Mountains.. Registration is 9:00-11:00 AM at Coleman PowerSports, 14105 Telegraph Road, Woodbridge, VA 22192; 703-497-1500. Registration Fee: \$11.00 (\$10.00 for AMA members) for each poker hand.

(Square Route Rally, Continued from page 1)

manufacturer, as well as generous gift certificates, apparel and/or motorcycle gear from Morton's BMW, Battley Cycles, Rider's WearHouse/Aerostich, Speed's Cycle, Aeroflow, Widder, Roadgear, Intersport Fashions, and the list goes on and on.

As a further enticement to get you to arrive early, the first 200 people will receive a ticket for a free chili dinner on Friday evening. But if you can't make it in time, do not fear. Nihilator Catering will be onsite the whole weekend providing culinary delicacies from their "Roach Coach." They will also be cooking the Saturday evening dinner which will consist of chicken, an assortment of vegetables, salads, breads, desserts, as well as a vegetarian lasagna which has been such a big hit the past two years.

(Registration Form: page 15) 

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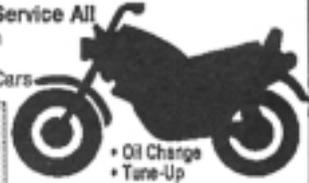
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RIDE TO WORK DAY

Ride to Work Day provides an opportunity to raise public awareness about motorcycling by submitting Public Service Announcements (PSAs) to local radio and TV stations and newspaper offices. Please add your local contact information to the Ride to Work PSA shown below and submit it to the broadcasters and Newspapers in your area. The more riders who submit this PSA, the better the chances are that it will be aired. Sending this PSA to the media is a great way to help improve the public view of motorcycling. All radio, TV and print news organizations must find new things to cover every day and most will welcome positive 'news' items like this. For more information, visit www.ridetowork.org The PSA can be sent on letterhead or blank stationary; and via fax or email (downloadable samples of this PSA are available at www.ridetowork.org. Release between June 1st - July 10th):

PUBLIC SERVICE ANNOUNCEMENT; Air from July 1st through July 16th

Contact: _____ (daytime), _____ (night), _____ (fax), _____@_____ (email)

Contact information is not for broadcast.

12th ANNUAL Nationwide Ride to Work Day

The 12th Annual Nationwide Ride to Work Day will take place on Wednesday, July 16th, 2003. Thousands of motorcyclists across the nation are expected to commute to work on their motorcycles to demonstrate to the public that:

- Motorcycles are a useful form of transportation and not just recreational vehicles.
- Motorcycles get great gas mileage and help conserve resources.
- Motorcyclists ease traffic congestion.
- Motorcyclists save parking spaces by putting multiple bikes in one parking spot.
- Motorcycles wear the roads down less than heavier vehicles.
- Motorcyclists come from all walks of life, work in all occupations, and are all ages.

The American Motorcyclist Association and many local and national rider organizations encourage all motorcyclists to ride their cycles to work on Wednesday, July 16, 2003, to help promote a positive image of motorcycling. For more information about Ride to Work visit www.ridetowork.org or call 218-722-9806.

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BMW TECH: PARALEVER SUSPENSION

By Anton Largieder

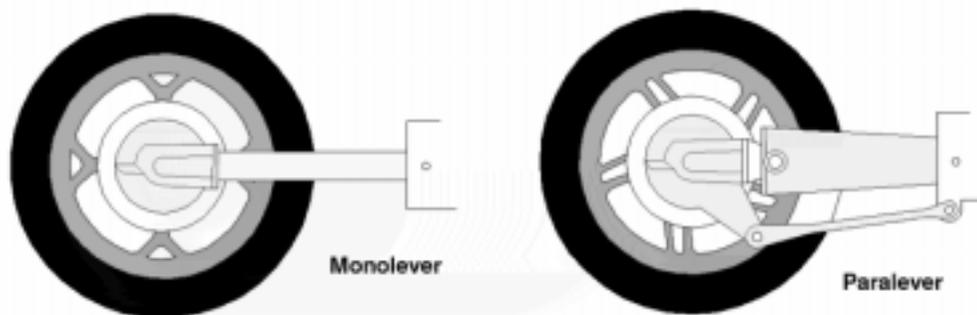
What is the "Shaft Effect" and how does the Paralever change things?

This article tries to point out the difference between the Monolever and Paralever suspension designs. While writing it, I happened across an article by Tony Foale in the January 2001 MCN concerning suspension "squat". It describes this topic in a different way but in greater detail for those who can understand the sometimes dense writing; head over to his website at www.tonyfoale.com for an older version of his MCN article. Rather than try to completely describe the design implications as Tony did, I'll be content to point out the principle of operation.

Our model will be a motorcycle with the rear wheel locked to the rear hub. This is a realistic example because in operation, it's that link between the wheel and hub that transmits the forces involved, so for a given moment in time we can assume that they are a solid unit. After all, removing that link is the same as coasting, and the effects that interest us occur under acceleration and braking (when torque is transmitted from the hub to the wheel).

Introduction

The Paralever suspension was introduced on the 1988 R80GS and R100GS, then used on the 4-valve K and Oilhead bikes (except the R1200C). Whereas the original Monolever system had a single pivot at the front of the swingarm (like typical motorcycles), the Paralever uses two links to connect the rear drive to the



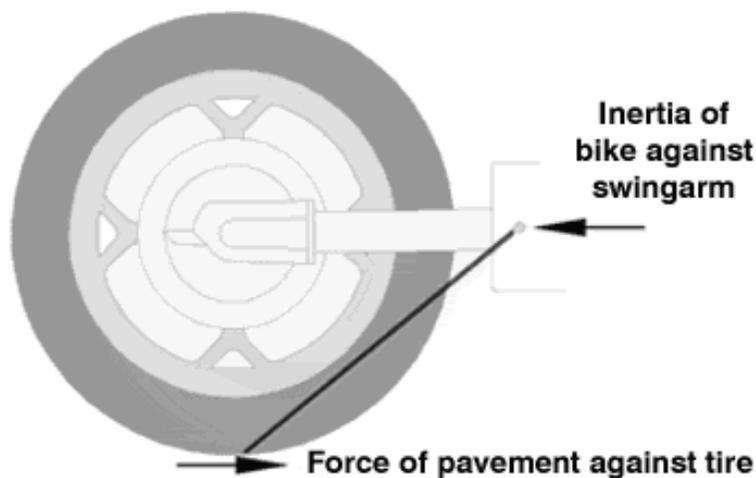
transmission. This is a "Four-bar" linkage, similar to double-wishbone suspension in cars which keeps the hub at a constant angle as the suspension moves. In fact, there are several similarities between the two that can be explored.

Let's be clear on some terms I'll use here. The "drive

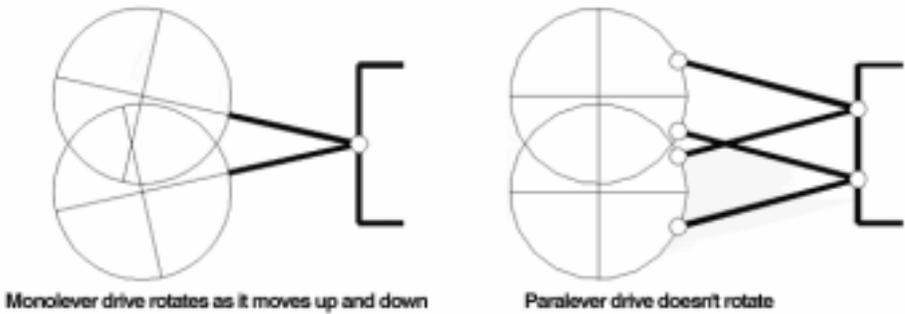
unit" is the rear drive, or the hub and gearbox that the wheel bolts up to. Whenever I refer to "rotation" I am specifically referring to the rotation, or angular change in position, of the rear drive unit as the suspension moves up and down. The wheel rotates while you ride but that's not important, and the Paralever links rotate around their end points also, but don't let that distract you. We are only concerned with the change in the angle of the rear drive unit (shown as a gray circle in the following diagrams).

Also, I will mention the forces acting on the rear drive: there is a road force (pushes forward on the tire's contact patch during acceleration) and this is balanced by the inertial force of the bike which pushes backwards at the swingarm pivot. These two forces, since they are not directly opposing each other, create a twisting force or **torque** in the swingarm.

Lastly, it's worth keeping in mind that most of my diagrams portray the two Paralever links as being parallel and of equal length. This isn't exactly correct, but making this assumption clarifies the difference. At the end I'll show how the actual geometry differs.



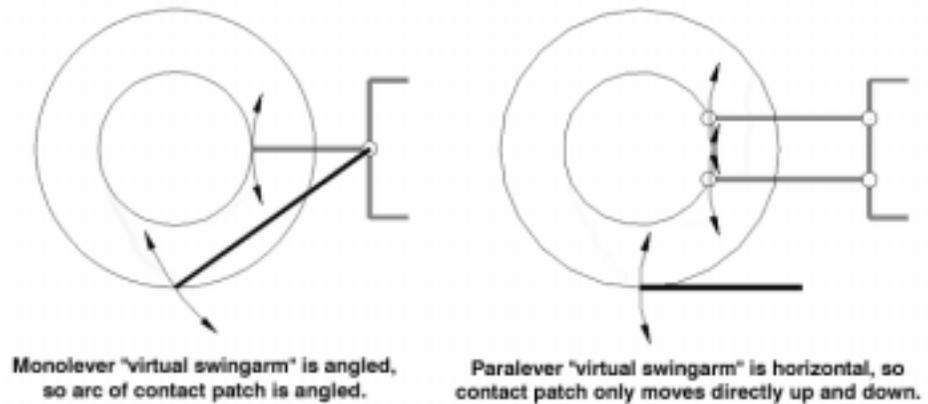
Refer to the diagrams below while we look at the basic concept: with the Monolever design, you can see that as the rear drive moves vertically, it rotates.



This is a simple result of the fact that the swingarm and rear drive are one unit, hinged at one end: vertical movement will cause rotation, and rotation will cause vertical movement. Looking at the second part of that relationship, the torque of the wheel (which is trying to rotate the drive) will move the suspension vertically. This torque-induced suspension movement, sometimes called "the shaft effect"

or "shaft jacking" is considered to be a drawback to traditional shaft-drive designs. The Paralever drive unit, on the other hand, does not rotate as the suspension moves up and down - it stays at the same angle as the chassis because of the parallel links. Since there is no direct relationship between vertical suspension movement and drive unit rotation, the torque of the wheel does NOT result in suspension movement.

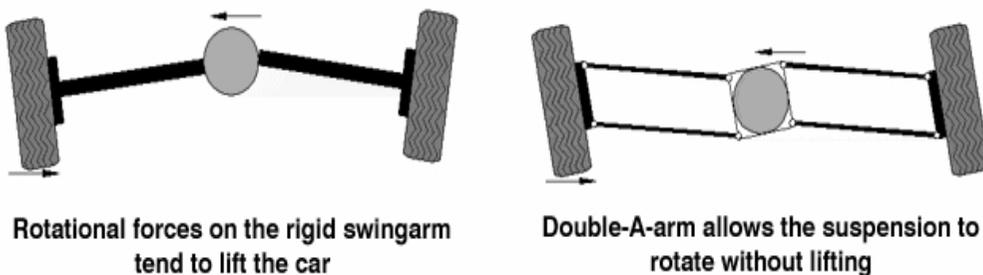
Looking at it another way, think about the motion of the contact patch with respect to the bike. Since the Monolever is one solid piece (in our example), every part of that system rotates around the swingarm pivot. As the contact patch pushes forward, it can actually move forward with respect to the rest of the motorcycle by pushing downwards.



But the Paralever isn't a solid system; the parts are moving without rotating, so each part is moving in the same arc. In fact, most of the parts are moving around a point that's in thin air!

Looking at the arc of motion of the contact patch, you can see that there is no real way for the wheel to try to "scoot underneath" the bike, as the Monolever does. In fact, this "virtual pivot point" is really at the heart of how the Paralever works; BMW has enabled the rear end to pivot around a location where they simply could not put a mechanical pivot.

Here's a automobile example of the same concept. The Monolever is like the "swingarm" rear suspension used on the Corvair. Remember "Unsafe at Any Speed"? The cornering forces tended to raise the rear of that car in exactly the same way, leading to the rollover issue.

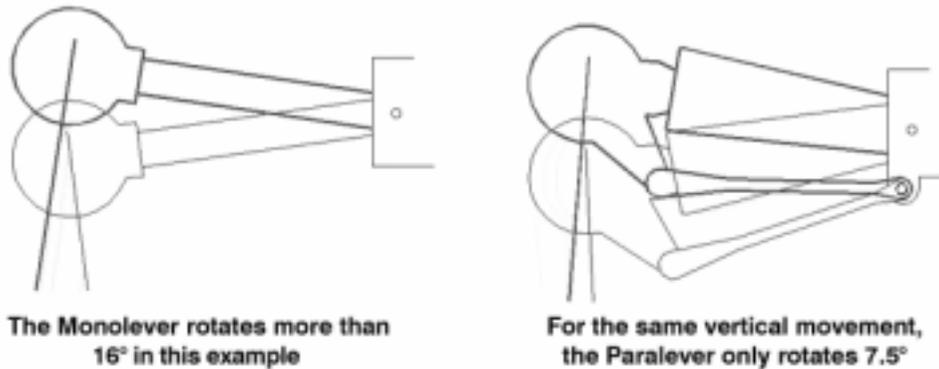


And the Paralever is just like the double A-arm suspension, which is one way the auto makers solved the handling problems inherent to the swingarm. Interestingly enough, another solution to the problem is simply to make very long swingarms, like GM used on

the front of their trucks for many years. The torque generated by the cornering force is resisted by a longer lever, resulting in less force at the end of that lever (and less lifting). And the parallel to motorcycles? The R1200C never got the Paralever because BMW considered it unnecessary with the longer Monolever swingarm it uses.

Now to be truly accurate: the geometry of the Paralever isn't an exact parallelogram. As shown below and in the original picture, the forward pivots are closer together, somewhat negating the theoretical benefit.

Consider that if the two forward pivots were in the same place, forming a triangle out of the rear drive, swingarm and torque arm, all three of those components would rotate around that point exactly like a Monolever. By moving the forward pivots closer together, they change a few things. For one, they gain ground clearance: with the parallelogram arrangement I described earlier, the forward pivot would just be too low when the suspension compressed over a bump. Primarily, though, they reintroduce some "shaft effect."



As shown here, the amount of rear drive rotation is cut roughly in half with the Paralever, meaning that torque-induced rotation is smaller and will play a smaller role in inducing vertical suspension movement. Leaving some of the "shaft effect" in place

isn't a bad thing, though... you want some to be there to counteract the "squat" which would normally take place during acceleration. Do you notice any squat or shaft lifting when you accelerate with a Paralever-equipped BMW? I don't, so I think BMW made the right design decisions.



(Survival, Continued from page 5)

Along or in a group, if you're doing something on your motorcycle that **makes you feel like you're in over your head**, you probably are. Back off.

What's the most dangerous animal in America? Bears? Wolves? Sharks? Not even close. **More people are killed in collision with deer** than in all types of animal attacks. Remember that if you see one deer crossing the road, chances are good there are more where that one came from. Slow down and look for the second, third and fourth members of the group.

The most dangerous places on surface streets are intersections. As you approach an intersection, scan in all directions so you know what's likely to happen. But before you slow down, also **check your mirrors** to see what's coming up behind you.

Be especially careful when you come up behind a car that's turning left at an intersection. Oncoming cars may not see you, and they're more likely to turn left in front of you.

When you stop at an intersection, **leave enough room between you and the car in front** so that you can pull to the left or right in an emergency. Keep your bike in first gear, so you're ready to take evasive action if a car behind you isn't going to stop in time.

Parking garages and tollbooths have a different hazard – those automatic traffic-control arms. They can be notorious for **not going up quickly enough or dropping too soon**. One solution is to look for a lane with a human being that will take your money and actuate the gate.

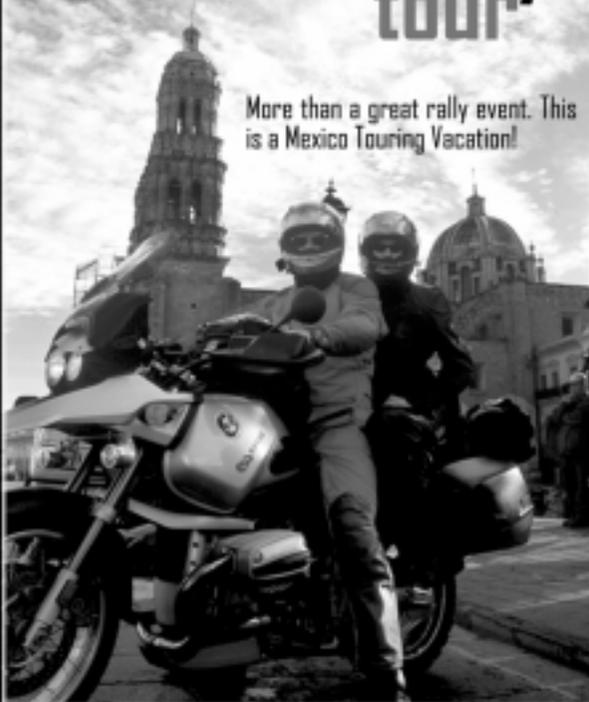
Get additional training. Even the best riders can benefit from enrolling in formal rider education programs. Contact the Motorcycle Safety Foundation at (800) 446-9227 or www.msf-usa.org for information or to find the class nearest you.

Finally, if you're feeling tired during a long day on the road and can't decide whether you should stop and take a break, that's a sure sign that you should **stop and take a break**.



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I was rear-ended in May of 2002 and my 2000 BMW K1200LT-C was ruined. While the property damage portion of my insurance claim allowed me to clear the loan I had with the GEICO credit union, and while the sale of the bike on Ebay permitted me to pay off a couple of other loans, elimination of these loan balances hasn't yet been reflected on the records of the major credit reporting agencies. Until the bodily injury portion of my claim has been adjudicated or settled (this may not happen in 2003), I don't have the cash I need to buy one without a loan. If you have a touring bike of any year and at least 1100 cc. displacement, which will pass a Maryland inspection you'd like to sell, I can offer you a down payment of \$1000 and payments of up to \$1000/mo. with an interest rate of up to 12% until the sale price has been paid. Commuting down I-270 in a car is a drag, and I'd hate to miss yet another riding season. I helped to get "America's 911 Ride"

(<http://www.americas911ride.org>) established, and I'd like to ride the route on a bike this coming August. I'm a senior network engineer with 15 years experience, and a third-year employee at GEICO HQ in Chevy Chase with solid performance appraisals. I will carry full coverage, including comprehensive, on the bike. Please email photos and a proposed sales contract to me at "gfacon@compmerc.com". Principals only, please. BMWMOA # 41700, BMWBMW # 2080.



What will you be doing on May 30, 31 and June 1?

MEMBERS' MARKET

MOTORCYCLES FOR SALE

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)

94 R1100RS, black, 60K, tall Parabellum & stock windshields, hard luggage, ABS, heated grips, new battery. *Motorcyclist* magazine's "Motorcycle of the Year" for '94. \$5500 or best offer. Don McKeon, Don@BooksIntl.com, 703-661-1562 (W), or 703-979-5818 (H). (03/03)

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)

91 GS1000-Paris Dakar, \$5500. red & white, exc. cond., always garaged; Parabellum, Corbin solo, BMW bags, many extras; under 50k miles; Call after 10 Feb, Joe Grant 703-532-5242 (01/03)

PARTS & GEAR FOR SALE

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poles. \$2100; **Reynolds Trailer Hitch** for K1100LT. \$200 Angelo Gravagna (301) 854-6027 afgrava@att.net (05/03)

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

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 turn left into Camp West Mar.

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CALENDAR OF EVENTS

May 4, 2003 (11:00 am)

Downtown Saloon, 7 North King Street, Leesburg (1/2 block North of Rte 7; across from the courthouse)
BMWBMW general membership meeting. Board of directors meeting will precede.

May 10, 2003

Morton's BMW, 9816 Courthouse Road, Spotsylvania, VA 22553

Spring Open House and Flea Market

May 30 –June 1, 2003

Camp Westmar, Thurmont MD

BMWBMW 29th Square Route Rall (Register *Right Now* with the form on page 15!)

June 6, 2003

Summit Point

BMWBMW Track Day (Contact Tod Waterman @ 410-719-0369 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.

TREASURER'S REPORT

By Mike Enloe

As of 4/12/2003, our account balance is \$9917.16. From 3/11 - 4/12, the club had income of \$3141.50 from membership dues and BTS advertising and expenses of \$520.68 for BTS printing.

A report of the 2002 financial review by Gerry Barton will be available in next month's BTS.

Detailed Report:

BALANCE 3/10/03	\$7,296.34
3/11/03 DEP Membership/BTS Ads	\$1,516.50
3/13/03 Correction to deposit	-\$40.00
4/2/03 DEP Membership	\$355.00
4/2/03 DEP BTS Advertising	\$1,270.00
4/2/03 2055 Ken's Speedprint (Apr BTS Printing)	-\$480.68
TOTAL 3/11/03 - 4/12/03	\$2,620.82
BALANCE 4/12/03	\$9,917.16
TOTAL INFLOWS	\$3,141.50
TOTAL OUTFLOWS	-\$520.68
NET TOTAL	\$2,620.82

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E-mail: _____

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(Year, Model, Mileage)

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#2 _____

#3 _____

Total miles on BMWs _____

Age group:

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 26-35 56+
 36-45

BMW MOA : _____

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| <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:
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