

the spokes

The Monthly Newsletter
of the BMW Bikers of
Metropolitan Washington

Volume 30, Number 03

Visit our website at www.bmwbmw.org

March 2004

RIDES 2004

2004 CLUB TRACK DAY

by Ed Phelps

by Tod Waterman

Trans-America Great States Tour

Announcement of the first of the rides. I want to offer this one up early so members headed to Bike Week will be able to start collecting states. This will be a season long ride that will give you plenty of time to take pictures and collect states. A few simple rules are as follows:

- 1.) Each time you visit a different state, take a picture of a state identifying sign with your motorcycle in the picture. Signs can be a state line sign, post office, municipal sign, etc. The important thing is that **the state name** must be readable in the picture.
- 2.) There will be a passenger class also, so include your passenger in the photo w/bike and state sign.
- 3.) Tour starts on February 15 and ends November 15.
- 4.) Submit photos and a log showing date and location of each photo. You'll send them to the Rides chair.
- 5.) All members of BMWBMW are welcome. You can use any type of motorcycle.

If you ride to Daytona, then out to the MOA Rally, you can easily pick up 20 states just going the most direct routes. There will be awards at the Holiday Party for a number of categories. So there's something to strive for, even if you have a problem getting beyond your home state. Who knows where the year will take you? The idea is to participate and have fun.

Local Rides

I will be announcing other season long rides that will be closer to home. There will also be some road events like poker runs, dice runs and maybe a moonlight ride. I have a joint ride scheduled on August 15th with the Concours Owners Group. Let's mix it up with some other groups. This will start with breakfast and conclude 150 miles later for a late lunch. More details next month.

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Our club, in conjunction with the Midatlantic Road Race Club (MARRC), is again putting on a day of advanced riding instruction at Summit Point Raceway near Charlestown, West Virginia. You can't read a motorcycle magazine these days without running across articles about track day this, track day that, on and on. You may not be one to jump on every trendy thing that comes down the pike, but attending a track school lives up to the hype.

The format will be similar to what is done at other track schools, alternating classroom instruction and track time to practice what we are learning. This is not a road racing school. Most riders with at least a year of riding under their belt could benefit from this and it is really fun. Consider it a step beyond the MSF Experienced Rider Course. As one of the instructors said last year, don't look at it as a racetrack; look at it as a highly controlled area, where you can go as far as you like with your motorcycle, without the distractions that we get on the road.

DATE/TIME/PLACE/COST

The place is Summit Point Raceway near Charlestown, WV. Visit their website for directions if you need specifics. <http://www.summitpoint-raceway.com/> and/or <http://www.marrc.org/>

The date is May 28th; Friday of Memorial Day weekend. Arrive at 7AM and expect to finish up at 5PM. **The cost will be \$275 and you must be a BMWBMW member.** Yikes you might say, that's a hefty increase from last year. Yes, but this is the same amount that MARRC

(Club Track Day, continued on page 2)



Photo by Tod Waterman

Trainers & trainees at Summit Point Race Track in 2003

Between the Spokes

Editor: **Phil Ager**
Mailing: **Dave & Angie Talaber**

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Advertising

Classified ads are free to BMWBMW members and will run for two months. Commercial vendors may contact the editor for rates. We request that display advertisements be submitted electronically no later than the 10th of the month preceding the month of publication.

Deadlines & Submissions

All submissions must be received by the editor no later than the 10th day of the month preceding the month of publication (*e.g.*, May 10 is the deadline for June).

Please email all submissions to editor@bmwbmw.org

If sending articles on diskettes or CD-ROMs, mail to:

Philip Ager, Editor
Between the Spokes
P.O. Box 44735
Fort Washington, MD 20749

Address Change

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

George Falcon
212 Dawson Avenue
Rockville, MD 20850-1812

Club Affiliations:

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

Find us on the Internet at:

www.bmwbmw.org



(Rides 2004, continued from page 1)

VOLUNTEERS

I would like to have a ride after each club meeting. For these, I need ride leaders who are familiar with the area near each meeting. Don Graling did just that after the meeting at Morton's BMW. His theme was Civil War sites. The theme can be like that, or just great roads in the area that members would enjoy riding.

If you can help with the rides program, or have ideas on other rides, please contact me at (410) 781-7521 or rides@bmwbmw.org. *All help is greatly appreciated.*



(Club Track Day, continued from page 1)

will charge in 2004 for their one-day road race school which does not include all the instruction we will get. It is also less expensive than most other schools. It is not cheaper than you can get for open track time, but that is a different scene altogether. The closely supervised track time we get is in a much safer environment than open track time. Get your riding buddies to join the club if they aren't members and want to come. *There is also a small fee (\$5 or so) to get into the track for the day.* You actually have to pay the fee for the whole weekend (there is racing on Saturday and Sunday) but get a refund as you leave if you are there for just the day. You can camp right there at the racetrack if you want and stay to watch the racing.

BIKE PREP AND TECH INSPECTION

MARRC has agreed to exempt us from much the bike preparation required for their road race school. We don't have to safety wire anything and normal coolant is ok. But we have to attend a short class to learn track rules and flag signals and our bikes have to pass a tech inspection.

(Club Track Day, continued on page 5)

THE 2004 BOARD OF DIRECTORS

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RALLY REPORT

by Marvin Bennett

The 30th annual Square Route Rally is moving along. Remember to mark your calendars for June 4, 5 and 6. Paul Mihalka will also be a speaker at the rally. As most of you know, Paul is very near to being a 900,000-mile man, and he's now the sales manager at Battley Cycles. Paul will be talking about road racing in South America 50 years ago. For three years Paul was the Venezuelan champion for 350cc and 500cc motorcycles and the 1953 South American Champion, 350cc Velocette. We plan on having a large number of Vintage BMWs at the rally, so dust your's off and show it to an interested audience! We'll be updating the web site, so watch for more details. If you are interested in volunteering, please contact me at rally@bmwbmw.org or call me at (703) 486-1515. *I also could use another co-chair because David had to drop out.*



President's Corner

We have three bike shows – DC, Baltimore and Timonium in a very short time during the cold of winter. It is interesting to see how the shows have come of age. While I enjoy going to each of the shows, the Timonium show has, in just its second year emerged as “The Show” and attracts the motorcycle dealers in our area. Last year we tried to support the Baltimore and Timonium Shows, but that stretched us a little thin. This year we decided to display at the Timonium Show. This decision was made much easier when Ed Phelps stepped forward as he has done so many times in the past and volunteered to coordinate the show activities and club members and friends to staff our exhibit. All of this was made possible by Bob Henig at Bob's BMW. Bob provided space to our club at no cost, and he and his team were very active in helping us sign up new members. Thank you, Bob, for your continuing support to BMWBMW. And thanks to Ed Phelps for making it happen and to those who volunteered to staff the exhibit.

Last year we had Don Arthur's immaculate K1200LT that he rode to the BMW national mileage award. It was interesting to see people read the display sign about the 117,000 miles in 12 months. Many turned to their wife and said and I only rode 3500 miles. That was quite a feat. So this year, BMWBMW had Paul Taylor's GS bike that he rode to win the Iron Butt Rally. Unless you have followed the rally, it is difficult to understand what a feat that really is – just to finish. Winning is a real achievement that puts you on top of the riding world until the next rally in two years. Congratulations to Paul again, and thanks for letting the club display your bike.

I am really looking forward to heading south to Daytona and getting in some riding with my sons. I have told many people how when they were growing up, we always had a common denominator – motorcycles. We got to know each other pretty well working on bikes and trailers, and sitting on the hillside watching each other ride the hills wherever the Army had stationed me. When we lived in Pennsylvania, I would load up the bikes and take them to the edge of a state park on Friday and have a pickup point to meet them on Sunday. They learned early how to navigate the trails, hone their camping skills and make decisions to avoid trouble. Some of my proudest moments were listening to the situations that they faced and the decisions they made to deal with each situation. I think when we all get on a bike in Daytona, we have a flashback to those years and all the fun we had and are still having. Today, like many years ago, the worries seem to fade and we enjoy being with each other, on a bike and just watching the world go by. It is special time for each of us.

After Daytona, my son Ron, and I will head over to Lazydays RV and travel trailer store near Tampa. He is picking up a 36' Raptor by Keystone fifth wheel Toy Hauler. It has a 12' garage, 32 gallon fuel station, air compressor, onboard 5.5 KW Onan generator. It is completely self-contained and one of the nicest I have ever seen. They will give him an orientation and we will spend one night in the trailer at their onsite campground to check everything out. I'll leave my trailer in Daytona and pick it up on the way back. We will convoy back to Virginia. Toy haulers are becoming more and more popular and are available in Motor Homes, fifth wheel trailer and regular towed trailers.

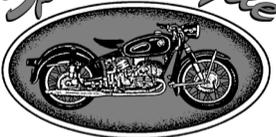
I still want to encourage each member with Internet capability to consider receiving the BTS only electronically. You simply check our website after the end of each month and download the latest issue a few days before you would have received your copy in the mail. Many of the pictures and other parts of the BTS are in color and if you have a color printer then you can print your own color edition. The mailing cost per issue is 60 cents. Printing is another 60 cents. I look on this as a service to the members. You don't give up anything and make money available to the club that can be used to support other member activities. If you want to try it, shoot the editor an email and tell him you want the email only. If you don't like it for any reason, send him another email and tell him to put you back on the mailing list.

I also want to encourage you to help with the Square Route Rally. Let the intrepid rally chair know that you want to help. For now, I'm headed south.

Ride Safely, Billy

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EDITOR'S REPORT

by Phil Ager

So far I've gotten good feedback on the *electronicBTS*. Please have a look at the most recent editions; each issue will get better through tutelage and hard work. After you've tested the paperless version at your PC, please consider if you can live without your printed, labeled, stamped, sorted and mailed version. The monies saved over the course of the year can be put to use in other ways such as the very useful awards that were presented at the Holiday Party or at future club events.

If you prefer your *BTS* on the Web, you'll have access before the printer is even through with the hard copy. Drop me an email at editor@bmwbmw.org if you choose to go paperless; I'll notify the membership chair. You'll be saving money that the club can spend on new initiatives. You'll also be saving trees and reducing the effort put forth by the Talabers. It'll even save on labels, *and the Talabers will thank you a ton!*



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TREASURER'S REPORT

by Mike Enloe

As of 2/10/2004, our account balance is \$8,555.42. From 1/1 - 2/10, the club had expenses of \$2,625.66 for BTS printing, Holiday Party, AMA conference (Gov't Affairs Committee) and supplies. Income was \$3,030.00 from membership dues, BTS Advertising, Holiday Party and Oktoberfest.

BALANCE 12/31/03	\$8,151.08
1/2/04 Returned Item Chargeback	\$(27.50)
1/2/04 Returned Item Fee	\$(5.00)
1/4/04 2105 AMA Legislative Conference	\$(75.00)
1/11/04 2106 P.J.Skidoos - Holiday Party	\$(1,881.27)
1/14/04 DEP Holiday Party Income	\$1,750.00
2/7/04 DEP Oktoberfest Income	\$25.00
2/7/04 DEP BTS Advertising - 3rd Qtr	\$627.50
2/7/04 2107 Ken's Speedprint - Feb 04 BTS	\$(402.48)
2/7/04 2108 Phil Ager - Sec & Editor Supplies	\$(24.50)
2/7/04 2109 Morton's BMW - Holiday Party Mileage Awds	\$(209.91)
TOTAL INFLOWS	\$3,030.00
TOTAL OUTFLOWS	\$(2,625.66)
NET TOTAL 1/1/04 - 2/10/04	\$404.34

BALANCE 02/10/04 **\$8,555.42**

SAFETY CHAIR'S REPORT

by Don Graling

I wanted to update everyone in the club on the current listing of expected Experience Rider Course Dates. Some of these are tentative but I'll try to identify which ones are such and which are solid.

Virginia ERC Class (A Special BMWBMW Program):

This class is currently scheduled for Sunday, **May 16th**. Location to be determined, but will be either the Alexandria Campus of Northern Virginia Community College or the Naval Air Station, Anacostia. If you aren't familiar with that facility, it is just north of Bolling AFB, near the point where the South Capital Street Bridge crosses I-295. BMWBMW club members Tom Overman and Larry Lippolis will be our instructors for this program. Additional details on registration and fees will be in an upcoming issue of *Between the Spokes*.

Maryland ERC Classes at BOB's BMW (One Special BMWBMW Program)

Sunday, April 18, 9am-4pm
 Sunday, May 16, 9am-4pm
 Sunday, **June 13**, 9am-4pm **** Special Class for BMWBMW Club Members only ****
 Sunday, July 11, 9am-4pm
 Sunday, August 15, 9am-4pm
 Sunday, September 12, 9am-4pm
 Sunday, October 17, 9am-4pm

All classes will have a one hr. lunch break (on your own). All classes meet at Bob's BMW for coffee, donuts, and registration; then move to the range, located at the MARC train station, intersection of Route 32 and Dorsey Run Road, approximately one mile from Bob's BMW. To register, contact Michella Wooten at Bob's BMW, 301-497-8949, ext. 255. For questions, contact Rod Miller at Bob's BMW, 301-497-8949, ext. 237. Dates and times are subject to change, so please call first.

Maryland ERC Classes at other locations:

For specific training center info go to: www.marylandmva.com/MVAProg/MOTO/ClassSched.htm and click on the site of your choice. A prospective

(Rides Safety, continued on page 6)

Use duct tape to cover breakable things like your headlight lens. This keeps debris off the track if you crash. It's a good idea to somehow disable your headlight from being on so the heat won't bake the tape to your lens (not required). It is recommended to tape up your tail light as well, but leaving a strip exposed so riders behind you can see you are braking. It is a good idea to remove your mirrors as well. Check your bike over before the tech inspection. Look for fluid leaks and set your tire pressure. Make sure that your brake lever doesn't pull all the way to the handgrip (a sign of a brake problem). Check brake pads too. Make sure brake fluid is fresh and full. The bike must be completely clean around the engine. This makes it easier to spot leaks.

A special note about tires. If you think you might need to replace one or both, you do. Tires are cheap compared to body parts (your bike's and your own). What will pass state inspection or what the local shop says is okay may not pass on the track. If you really have to squeeze a couple more thousand miles out of a tire, replace it and hold on to it and remount it later. The decision about what is acceptable is with the tech inspectors from MARRC. If your tires aren't new or nearly new, you are taking a chance on flunking the tech inspection. I've become a believer on this one. When one tire is worn, I replace them as a pair and I've accepted the fact that I'll be buying tires more often than before my riding skills started improving.

RIDER GEAR

Wear a full-face DOT, approved helmet (Snell 2000 approval not required), boots, and gauntlet gloves. Both leather and textile riding suits are okay. Zip together or one-piece suits are strongly preferred. Riding jackets and pants that don't zip together are acceptable. A single pair of jeans is not.

HOW DO I SIGN UP?

Send your \$275 (checks payable to BMWBMW) to me, Tod Waterman, 16 Holmehurst Ave., Catonsville, MD 21228 by the end of April. I'll need to know that we have enough people to have a class. We had 16 last year and my guess is we will have more this year as the word has spread on what a good time we had. If you don't find out that you can attend until May, no problem come on down but we can't really put this on if lots of people wait to the last minute before they commit. Please check the refund policy that follows.

THE DAY WHAT TO EXPECT AND BRING

Bring plenty of fluids to drink at the track. Bring your own food if you want; the lunch counter will be open as well. Bring extra gas. The gas pumps at the track will be open but not all the time and track gas is expensive. Also recommended are tools, shop rags, tire gauge, air pump, folding chairs, towels, an awning for shade, a big cooler and ice. You can pit anywhere you want, but I'll try to get the club banner and plant it somewhere so we can all hang together. Lots of people also ride their bikes to the track and don't bring all this stuff.

FAQ

Is this a rain or shine event? Yes, it is. This is typical of track schools and the rationale is that there is plenty to be learned about riding on wet pavement. Everyone who tours can appreciate that we can't always count on dry weather.

About insurance. This is a riding school, not racing so I believe your insurance covers you but I am not an expert on this issue. Check with your agent if this concerns you. MARRC requires your signature on a waiver. Individuals are required to have health insurance.

Track bikes. Yes, you can bring a non-street legal track bike to the class. You can bring any motorcycle you like so long as it passes technical inspection.

Can I bring another brand of bike? Yes, you have to be a club member but ride what you like.

CONTACT INFO

Tod Waterman: twaterman@mindspring.com, H: 410-719-0369 or W: 301-286-7137.

CANCELLATION AND REFUNDS

One flaw last year was not having a clear refund and cancellation policy, so I looked at what other schools published and plagiarized the most sensible one. The purpose is to get enough people committed in order to hold the event and still allow someone to back out (up to a point) due to the unforeseen. So here it is.

1. Sending in your money locks in your spot should the class fill up.

2. If you cancel 14 days or more before your scheduled date, you get a full refund.

3. If you cancel between 8 and 14 days before your scheduled date, you will lose 50% of your tuition.

4. If you cancel between 0 and 7 days before your scheduled date you will lose your entire school fee. BTW, MARRC is going to hold a High Performance Riding School on July 29th at Summit Point. It will basically be the same thing as our track day, but open to anyone. So for those who want more, keep an eye on MARRC's web site for information on this.



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(Rides Safety, continued from page 4)

student should contact the particular training center for further information.

At Montgomery College (MC), the Maryland Motorcycle Safety Program will be running ERCs once per month, currently ERCs are scheduled for 5/9 and 6/26. These are the only two that can be registered for currently (*Montgomery College does the registrations*). Later in the training season, MC plans on having ERCs on 7/10, 8/14, 9/19, and 10/17. Registration for the ERCs in July and August will open on May 12th, and registration for September and October classes will open August 4th. Registration forms can be downloaded here: www.montgomerycollege.edu/Departments/cedeptrv/regform.pdf and general and schedule info can be viewed here: www.mc.cc.md.us/Departments/cedeptrv/motorcycle.html All registrants must provide their driver's license number on the registration form, and students for an ERC must be a licensed motorcyclist. Costs are \$50 for MD residents and \$75 for non-residents.

Group Leader Rider Training

On Sunday, April 4th at the BMWBMW General Membership meeting at Speed's Cycles, I'll show the 15 minute MSF course tape on Group Leader training.

On Sunday, April 25th in conjunction with the Virginia Breakfast ride I will conduct the actual training session. With assistance from BMWBMW club members who have attended the training before, we will do a one-hour classroom session and then proceed to the roads in close proximity to the Town and Country Restaurant to practice on road techniques for leading group rides. Additional details will follow in the April BTS.

I will be working later in the year on a Maryland Group training session perhaps following the Baltimore Breakfast ride. I'll be contacting Jim Pellenburg on scheduling and a location for this program.

Adventure Motorcycle Gear

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SECRETARY'S REPORT

By John Nickum

BOD Meeting February 8, 2004 at Bob's BMW

In Attendance: Billy Rutherford, Bert Spittel, Mark Dysart, Phil Ager, Tom Turnbull, Anton Largiader, John Nickum, George Falcon, Mike Enloe, Ed Phelps, Marvin Bennett.

Absent: Ted Verrill, Linda Rookard, David Beddoe, Don Graling.

Guests: Jim Pellenbarg, Lona Soule, Meredith Hassall, Gordon Boltz.

Billy Rutherford, President, called the meeting to order at 9:33 AM.
Old Business;

B. Rutherford introduced the club's new Vice President, Bert Spittel, and welcomed him to the BOD. Under Goals for 2004, Billy again discussed the importance of each officer and committee chair establishing their objectives for the year and soliciting the participation of other club members. He specifically mentioned some BOD members who were working hard to accomplish these goals; Linda Rookard establishing a schedule of meetings and events for the entire year with specific notice of interesting speakers for General Membership meetings (such as Tom McGrath scheduled to speak at the Morton's BMW meeting in March), Don Graling planning numerous group rides, Marvin Bennett seeking new ideas for the Square Route Rally and Bert Spittel's responsibility for coordinating the Hall of Fame and Member of the Year awards. Committee Chairs for Government Affairs, Sales, Editor, Rally and Meetings & Events submitted Objective Reports to the BOD for review. Rutherford also pointed out that other BOD members were working toward improving club member participation at GM meetings. Anton Largiader has a tech session scheduled for the GM meeting in April and asked the BOD to submit suggestions for projects. It was also suggested that we limit the amount of time spent on committee reports during General Membership meetings to allow more time for socializing by attendees before the planned group rides.

New Business:

Vice President; Bert Spittel will actively pursue and facilitate the Hall of Fame and Member of the Year awards during 2004.

Secretary; John Nickum, report as published.

Treasurer; Mike Enloe reported that we have a bank balance of \$8,555.42 and that he will prepare a year-end 2003 financial report to the membership to be published in the BTS.

Rally Chair; Marvin Bennett (David Beddoe absent) presented the budget for the 2004 Square Route Rally to be held at Camp WestMar on June 4, 5 and 6. The BOD discussed the need to maintain the rally registration fees at \$30 for pre-registration and \$35 on site registration, the desire of the club to have a premium entree prepared for the Saturday night meal was emphasized. Chili for the

first two hundred attendees on Friday evening and the need to reduce the number of Rally T Shirts ordered to approximately two hundred was also discussed. Entertainment on Saturday night was reviewed with all agreeing the bands and DJ's of prior years were either too expensive or always too loud. The rally chairs will look at alternative entertainment including volunteer club musicians. A motion was made by Mark Dysart, seconded by Anton Largiader, to approve the budget submitted subject to adjustments for those items discussed and the addition of costs for awards, set up crew dinner Thursday night and miscellaneous expenses with a BOD final approval by e-mail. The motion was unanimously approved.

Membership; George Falcon reported the club has 475 active members and 63 associate members. George said he'd hold regular Membership Committee meetings every 3rd Sunday of the month at Dave and Busters Restaurant on Rockville Pike and these meetings will be published for February and March on the website. The new Club Directory for 2004 is in-process and should be published soon.

Editor; Phil Ager reported that he has been actively reviewing ways to encourage members to receive the BTS electronically by e-mail. Participation is relatively low in our organization and he urges all members to consider this option. Phil plans to send a courtesy email notification to the eSubscribers when the BTS is on the website. It was also discussed that we need a back-up for the Internet chairperson (Ted Verrill) so that items can be posted on the website in a timely manner. Phil also received a request from Laurel Highlands BMW Club to publish their rally in the BTS. The BOD agreed this was an acceptable practice as long as the rally notice appeared in the regularly scheduled "Calendar of Events" section.

Meetings and Events; Linda Rookard (absent) submitted a schedule of events/meetings for the year which will be published in the next BTS. Linda is also looking for another location for the Monterey Weekend held in August as the prior location is no longer recommended.

Sales; Tom Turnbull will be advertising items for sale in the next BTS. Turnbull also proposed several plans to make available a combination membership card/nametag. After discussion, Bert Spittel moved and Anton Largiader seconded a motion to produce laminated membership cards, approximately the size of a credit card, for new and renewing members with yearly update stickers for validation. Plastic sleeves would be made available at GM meetings so the members can use this card as a nametag. The motion was approved. Billy also requested that Tom conduct the door prize contest at the GM meeting by distributing raffle tickets.

Government Affairs; Mark Dysart submitted a lengthy summary of his objectives for the year. Considering all the issues facing motorcycling, the BOD agreed with Mark's proposal to limit our efforts this year to the support of Road Toll Equity. Mark will prepare an article for publication in the April BTS on this subject.

Internet; Ted Verrill was absent. The BOD agreed to

(Secretary's Report, continued on page 8)

(Secretary's Report, continued from page 7)

find someone interested in assisting Ted in a back-up position so that items are posted to the website in a timely manner.

Rides; Ed Phelps introduced several ride contests with awards at year's end. Great States Trans America Ride: winner will be the person who accumulates the greatest number of states visited proving their entry with photos of their bike and state road signs. Court House Ride: same criteria as above but limited to courthouses in the five states surrounding the Washington D.C. area. He will also promote several versions of the traditional Poker Run, as well as inter-club rides. Ed also requested volunteers to assist him with the Timonium Bike show over the Valentine's Day weekend.

Safety; Don Graling (absent) is working toward several Experienced Rider Courses, the promotion of the MSF video at meetings, a Group Leader course, and other safety programs.

Technical; Anton Largiader asked the BOD for locations and suggested ideas for Slack Pack meetings. Anton also asked that all board members submit their annual mileage figures to him by e-mail.

The meeting was adjourned for the General Membership meeting at 10:55 after a motion made by George Falcon and a seconded by Tom Turnbull.

General Membership Meeting at Bob's BMW

Billy Rutherford, President, called the General Membership Meeting to order at 11:05 AM by welcoming all those in attendance including ten new or first time meeting members and thanking Bob's BMW for hosting the meeting and providing the great food and beverages.

As this was the first meeting of the year, Billy reminded the membership of the benefits of the club, encouraging them to read the BTS, use the website for information, attend the Square Route Rally June 4, 5 & 6, and ride with a friend to Daytona. He added that as we begin a new year, he intends to shorten the general meetings to only pertinent issues, but he went on and asked for committee reports at this meeting:

Vice President; Bert Spittel introduced himself and asked for the members' involvement as he works throughout the year to increase the fun quotient of BMW² events.

Secretary; John Nickum. No report except for the minutes as published.

Treasurer; Mike Enloe reported a club bank balance of \$8,555.42 after income for January 2004 of \$3,030.00 and expenses of \$2,625.66.

Rally Chair; Marvin Bennett announced the Square Route Rally dates at Camp West Mar to be June 4, 5 & 6, 2004. Since this seems to be Vintage Bike Year (AMA Mid-Ohio Rally), the SRR will also feature vintage bikes and promises to be as good as ever. Volunteers are always needed, so please contact Marvin Bennett or David Beddoe.

Membership; George Falcon reported that we have 475 regular members and 63 associates.

Editor; Phil Ager requested that those who have articles for the *BTS* to please submit them for printing; especially those individuals with recent trips (otherwise he'd have to print his own). Phil also reminded the

membership that the newsletter was available on-line as a PDF file and may be more accessible to members than having to wait for the mail version of the *BTS*. Jerry Barton suggested that the US Post Office was now offering printing/direct mailing services that may save the club some expense. Phil will research the service further.

Meetings and Events; Linda Rookard was not present but Billy summarized some important activities for the year, which will be published in the BTS and on the website: Square Route Rally, Monterey Weekend in a new location (suggestions requested), annual picnic at Summit Point, MARC sponsored track day at Summit Point, BMWMOA and BMWRA national rally coordination leaders, AMA Vintage BMW bike days at the Mid-Ohio Raceway, Oktoberfest in the Fall, and many more.

Sales; Tom Turnbull announced that he had lots of club logo items for sale from patches to hats and shirts.

Government Affairs; Mark Dysart announced his project goal for the year would be "Road Toll Equity." He suggested that the membership continue to follow other motorcycle related issues at the AMA/MOA/RA websites.

Rides; Ed Phelps announced a full line up of ride activities for the year along with two contests; The Trans-America States Tour (pictures of your bike and state road signs) and Five Local States Court House Tour (pictures plus the court house sign) with awards for the greatest number accumulated. Ed will also be promoting a ride to Daytona, Poker Runs, Inter-Club rides, after meeting, specific events, and club breakfast rides. He also reminded the membership that the club needed volunteers (free admission) for the Timonium Bike Show scheduled for Feb 13, 14 & 15 and that a sign up sheet would be circulated. Paul Taylor's bike, last year's Iron Butt winner, will be featured at the Timonium show. Lona Soule also reminded the membership about the America's 9/11 Ride scheduled for August 19 - 21, 2004.

Safety; Don Graling was not present but Billy discussed the emphasis this year on rider education. MSF course schedules arranged by the BMWBMW club will be published in the BTS and you can contact Bob's BMW for additional safety training. The Group Riding video will be shown at the April meeting (at Speed's Cycle).

Technical; Anton Largiader announced that he would revive the Slack Packs for the year and that he was looking for individuals with garage space to volunteer. He also reminded everyone to e-mail their mileage to him for the 2004 Mileage Contest. Anton is also considering another slow school training session after a regular membership meeting.

After thanking Bob's BMW and Suzanne Henig for their hospitality, Billy then turned the meeting over to Rod Miller, Bob's representative, as Bob Henig was in South Africa for the introduction of the new BMW model lineup. Rod thanked the BMWBMW group for the good turnout and introduced some dealer specials as well as free calendar handouts including Timonium Bike Show discount coupons.

After the raffle of contributed door prizes by LadyRidersWear and AdventureMotorcycleGear, Billy adjourned the meeting at 12:05 PM.

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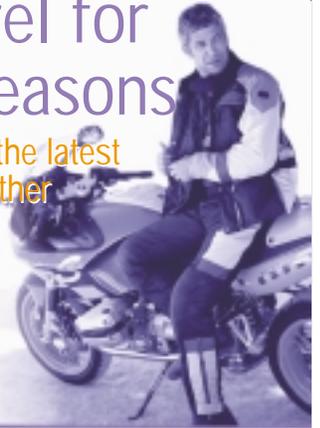
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Tech Chair Book Review

by Anton Largiadèr

Describing ways to set up a motorcycle workshop is not a 170-page task. This much is evident by reading the second edition of How to Set Up Your Motorcycle Workshop by Charlie G. Masi from Whitehorse Press. It's probably about a 100-page task at the most, but that would turn this book into a booklet that was unable to command a \$20 price. Still, there's good information to be had by sifting through.

There are really two parts to this book. The first 60 pages, describing the workshop itself, have a lot of solid information and recommendations that are doubtless the product of years of experience. The rest talks about tools, and loses its focus to an ever-greater extent as the book drags on. By the time he reaches the 170 mark, Masi has strayed so far from the topic at hand that it's hard to pick out the still-present useful information.

The first two chapters define "workshop" for one's own particular purposes. We each have different needs and resources, and therefore we can (and need to) do different things. The only real distraction is an inordinate amount of time spent talking about roadside repairs (discussed as a sideline called "temporary workshops") which isn't so relevant; people who have broken down on the side of the road don't have many choices and are unlikely to rush into town to buy this book for guidance. At the other extreme, he discusses professional shops that are also unlikely to be referring to this book (he does concede this point to dealerships).

Chapters 3-5 give us good, solid recommendations of what we absolutely want to use when setting up a workshop, from the floor to the electrical requirements to the lighting. Masi underscores with good, and often humorous, examples the importance of some of these decisions and the basis of the workshop practices he describes. This is the meat and potatoes of designing the workspace itself, and he knows the subject. Heating and cooling, storage requirements and solutions, and some basic workspace management round out this part of the book.

The main topic of the remainder of the book, what goes into the workshop, is weak. He describes ordinary hand tools (sockets, open-end wrenches, pliers) at great length, as if no reader would have had any exposure to them before, yet he completely omits the subtle distinction between Phillips head and Pozi-drive screwdrivers, a critical distinction for those who might want to upgrade their tools. He spends a whole page each on how to use a pilot bearing puller (one of about 100 common tools), change engine oil, check the battery, set timing and lube a drive chain. People who don't know these things are unlikely to be setting up a workshop yet, and the instruction they'd need is far beyond the superficial treatment given in the book. Moreover, the procedure for such things varies from bike to bike, so Masi can't hope to replace a real service manual. His credibility here isn't bolstered by his references to botched repairs, and the stated lesson that "if it ain't broke, don't fix it." At this point in the text, one is likely to wonder whom he's writing for.

Eventually it becomes clear that he's writing for

Harley owners. Although most of the featured workshops specialize in European or Japanese bikes, his instructional diversions tend to focus on one of his Harleys, or how to disassemble a primary drive system. Worse, the techniques or specifications that he infers for things like steering head bearing adjustment or wheel balancing have nothing in common with the needs of our BMWs. This might explain why Harley riders rarely take a hand off the handlebar to wave.

The Harley focus is entertaining, though. He recommends that several hours be set aside one day, every week, for bike maintenance. This is in addition to routine service at intervals of 300, 1000, 2000, and 5000 miles (or one year). BMWs haven't had maintenance needs like this since the Eisenhower administration. He cites a "long, long time" between drive belt inspections on a brand-new Harley, which turns out to be 5000 miles, shorter than an oil change interval on a new BMW. His experience in this area is so irrelevant to nearly any modern bike that it's laughable.

He devotes an entire chapter to welding. Like many other things, welding is a subject so complicated that a chapter in a book (on a purportedly unrelated subject) will hardly be a useful reference. What's relevant is the equipment, ventilation and work area, which he covers in about three paragraphs buried in the middle. A later chapter addresses welding of frames, which he insists shouldn't be done but goes on to describe anyway.

A few glaring omissions stand out. Nowhere does he mention a parts washer, which is a basic tool of a decent workshop. Bench top or freestanding, these have ventilation and lighting needs, and there are certain considerations when choosing the location. Also, there's no discussion of a budget or prioritizing equipment needs. For a small operation, how should one prioritize the use of valuable money and floor space? Should one buy a welder, or a parts washer, press, air compressor, or a lift? He would apparently buy a welder; I'd buy the parts washer.

I don't mean to say that the latter two-thirds of the book is without merit. It's all in the name of selecting tools, which is a noble cause, but that facet is nearly lost in the minutiae of his repair instructions. Selection of tools, like welding and service intervals, depends greatly on the type of bike that'll be in the shop. For a BMW shop, there are about 5 BMW-specific tools you'll need to do basic repairs, and that number climbs fast as you get more serious. Since this is likely true of other brands, it's well beyond the scope of this book.

Whitehorse Press is in an unenviable situation, trying to turn a profit on books by amateurs for amateurs. I think it's great that they can provide the variety of literature that they do, for a fairly small market that probably tends to recycle books pretty often. Making \$10 booklets instead of full-size books wouldn't be feasible. This book is overpriced compared to the amount of information you'd get from \$20 worth of *Bike or Motorrad*, but it's a worthwhile read if you're actually going to set up a workshop for the first time.

See <http://www.whitehorsepress.com/onlinecatalog/sections/proddata/masi2.htm> for further details.





Tod Waterman pitches the 2004 BMWBMW Track Day training opportunity to club members at the February General Membership Meeting at Bob's BMW (while Billy models the new line of Road-Cone-Orange s/s shirts).



Photos by Phil Ager

Ed Phelps stands at attention in the company of RoboBike at the 2004 Mid-Atlantic International Motorcycle Show. Bob Henig, of Bob's BMW, donated space for the club's booth and Paul's motorcycle display.

Please help our Meetings & Events chairwoman locate a new, hospitable "Country Inn" willing to host 20 or so BMW riders for the August Monterey Weekend (*only it won't be in Monterey, VA anymore*). We know a lot of you manage "to get around" quite a bit. We're interested in a hotel or town with some character -- not too keen on filling up another Days Inn... Email your thoughtful suggestions to events@bmwbmw.org, or call Linda at 703-451-6167 and leave a message. Thanks in advance for your ideas!



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MEMBERS' MARKET

MOTORCYCLES FOR SALE

03 R1150RT, 6K miles, blue, garage kept, top case, Throttlemeister, barbacks, \$14,300 OBO. Elsie, eves. 301-203-0600 or bmwems@aol.com (02/04)

02 R1150 GS Adventure, Black, 5K miles, Ztechnik and stock windshields, Low height and stock seats, BMW fog lamps, Battley's Techclusion (no surge) module, BMW saddle bags, Marsee tank bag, Wunderlich side stand foot, \$12,000. Bike is in great shape, always garaged, no accidents or dropped. Bryan Hunt 240-777-2770 or bighunt@hotmail.com (08/03)

02 K1200LTC, Silver, 2,000 miles, always garage kept with cover. New condition. \$15,000 Anthony Vitucci 301-606-0992, avitucci@erols.com (08/03)

01 K1200LT-C, Black in color, 8,500 miles, BMW installed intercom, 3 helmets, Garage kept. Bought for commuting, lost commute. Must sell. Valued at \$14,500; asking \$13,500. Mike 304-728-8876 mdumer@citlink.net (12/03)

01 Aprilia Furtura RST1000, Flame red, ~6k mi. Superbike-based, V-twin sport tourer. Hard bags, Dunlop D220s. Incredible torque, incredible handling - the best saddle in the business. Bought race bike; garage too crowded. \$9099/OBO; 410-788-0627, akwesq@bcpl.net (01/04)

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 Cycles, \$6,000 - firm. This is a great bike. Please call Scott Ruete at 301-482-2670 or email srute@comcast.net (09/03)

1999 K1200LT, Gray, 18Kmi, Like new condition, Meticulous maint & care, Always garaged, Intercom, radio/tape/6CD player, Passenger floorboards, BMW liners, heated seats, good tires, more \$10,000/BO 703-737-6439 or LVSloan222@aol.com (03/04)

97 R100RTA, Glacier Green, 20.5k, Sargents & original seats, Aeroflow & original windshields, ELF pegs, Bob's barbacks & footpeg lowerers, Givi top-case, ABS, htd grips, BMW throttle lock, serviced at Morton's. \$8,000/bo 703-237-9191 chipcliff@aol.com. (02/04)

PARTS & GEAR FOR SALE

First Gear black leather riding jacket (XXL)with removable liner (\$250). **BMW gore-tex riding boots**, that fit person with 10.5 US medium shoe size (\$100) Gregory Haas: 703-905-8091; gregtybe@bellatlantic.net (02/04)

Like new, women's mandarin/gray/black **BMW Savannah pants**, size 6R/EU36, worn once, \$175. **Corbin "Touring Package"** from '98 R1100RT includes rider & passenger seats plus one moveable back rest, gray with blue piping, good condition, \$200. Jim Kent 703-644-2465, James.E.Kent@verizon.net

Shock for K1100LT, practically new, excellent unit, used for only 3500 miles. Bike too tall for my inseam size, had to change to a shorter shock. \$125.00 plus shipping. 301-963-2911 evenings. (09/03)



Advertising

Classified ads are free to BMWBMW members and will run for two months. Commercial vendors may contact the editor for rates. We request that display advertisements be submitted electronically no later than the 10th of the month preceding the month of publication.

Deadlines & Submissions

All submissions must be received by the editor no later than the 10th day of the month preceding the month of publication (e.g., May 10 is the deadline for June).

Please email all submissions to editor@bmwbmw.org

If sending articles on diskettes or CD-ROMs, mail to:
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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 Pellenberg, 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 95 North to Route 100 East. Take first exit to Route 1 North. Go approximately 3 miles. We are located on the left just before Levering Avenue.

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.

SURGING

For an interesting perspective on the enforcement of the speed limits (*or lack thereof*), check out the front page story in the **Baltimore Sun** on 15 Feb.

*"Tickets for going 30 mph or more over limit up 63%" Alas, they want you to register as a **mySun** web user to read non-current materials!*

BMW NA has issued recalls for both R & K series motorcycles concerning defective gas line O-rings. <http://www.safetyalerts.com/recall/a/04/v00958.htm>



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CALENDAR OF EVENTS

March 14, 2004

BMWBMW BoD meeting at 09:30 at Denny's, w/general membership meeting at 11:00 at Morton's BMW, Spotsylvania, VA. **Bring your m/c insurance declaration page; Tom McGrath will speak on what it means as well as VCOM initiatives.**

April 4, 2004 (first Sunday) www.speedscycle.com

BMWBMW BoD meeting at 09:30 at Denny's in Linthicum, w/general membership mtg at 11:00 at Speed's Cycle, Elkridge, MD.

April 9 - 11, 2004

IBMWR Blitz to Branson #9, a Ride to Eat event - *reservations recommended.* www.ibmwr.org/events/04_blitz2branson.htm

April 17, 2004

Grand Opening and Spring Open House at Morton's BMW, Spotsylvania, VA. www.mortonsbmw.com

April 24, 2004

Spring Open House at Bob's BMW, Jessup, MD. www.bmwobobs.com

April 30 - 2 May 2004 www.bmwmo.org

14th Georgia Mountain Rally at the Bald Mountain Campground (www.baldmountainpark.com) just outside Hiawasse, GA with shady campsites, hot showers & friendly folks. Deal's Gap (US 129) and other wonderful roads in all directions!

May 23, 2004

3rd Annual British & European Classic Motorcycle Day at Buttler's Orchard, Germantown, MD www.classicmotorcycleday.org

May 28-30, 2004

Mason-Dixon 20-20 Endurance Rally, York, PA www.masondixon20-20.org

June 4-6, 2004 www.bmwbmw.org/rally/bmwbmw_rally.shtml

BMWBMW 30th Annual Square Route Rally, Camp West Mar MD, near Thurmont MD. See Marvin's update on page 3. Come on out, pitch in, and let the good times roll.

June 25-27, 2004

2nd Annual Laurel Highlands BMW Riders Campout, near Pa Turnpike Exit-10, Somerset, PA. www.laurelhighlands.org
For more info, contact Jason Kaplitz (814) 535-8669, gjay@floodcity.net or George Blackham, blackham4@charter.net

July 15-18, 2004

2004 BMW MOA International Rally, Spokane, Washington www.bmwmoa.org
The Spokane County Fair and Expo Center, 404 N Havana Street, Spokane, Washington 99202, (509) 477-1766

July 16-18, 2004

AMA's Vintage Motorcycle Days (VMD) with *BMW as their Marque of the Year!* The Vintage BMW Motorcycle Owners (VBMWMO) will be hosting their First International Vintage BMW Rally at the VMD event. See www.amacycle.org or www.vintagebmw.org

Sept 16-19, 2004

2004 BMW RA National Rally, Canaan Valley, West Virginia. www.bmwra.org
Canaan Valley Resort is located in the middle of over 6000 acres of state park land on the edge of the Monongahela National Forest, over 3200' ASL. The valley is in a remote part of West Virginia (about 4 hrs drive from DC). The rally is open to all BMW riders and their guests. They will have seminars, many vendors, some BMW dealers, beer tent and local music at night, etc.

The 2004 AMA Chevy Trucks U.S. Superbike Championship (Eastern US) schedule is as follows:

March 3-6 — Daytona International Speedway, Daytona Beach, FL

May 14-16 — Barber Motorsports Park, Birmingham, AL*

September 3-5 — Road Atlanta, Braselton, GA*

September 17-19 — Virginia International Raceway, Alton, VA*

* Denotes double Superbike event



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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Associate _____

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Occupation _____

Phone Home (____) _____ Work (____) _____

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**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:
George Falcon, 212 Dawson Ave, Rockville MD 20850-1812

Between the Spokes
c/o George Falcon
212 Dawson Avenue
Rockville MD 20850-1812

FIRST CLASS