

the spokes

The Monthly Newsletter
of the BMW Bikers of
Metropolitan Washington

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Visit our website at www.bmwbmw.org

Time to Square Route Rally

by Marv Bennett

The Rally is really taking shape. Go to the web site for details on the events scheduled for both Friday and Saturday. If you've previously just come up on Saturday, you really should plan on getting up there on Friday this year. Paul Taylor is our speaker Friday night and everyone should turn out to hear his tales of last year's Iron Butt competition. We'll be sure to have the beer truck open after your mini-commute up to Thurmont. The letters have gone out for door prizes and vendors and we're excited about the responses we're getting. Larry Marling is working on the vintage bike club members so we should have a large contingent of classic BMWs in attendance. We're planning the usual rides and events for a fun-filled Saturday that'll conclude with a terrific rally banquet including grilled pork chops, chicken cordon bleu or veggie lasagna.

I still need your help though. When I accepted the position as co-chair for the rally, I was retired, working part-time as a substitute teacher, and we were living in an apartment. Now I have two new jobs, our daughter is getting married this year, we are buying a house and will be moving on the first of May, and my co-chair "had to drop out because of family and business commitments." I'm getting excellent help but we'll need more volunteers to help make this a great rally and the largest rally ever. Please sign up on the web or send me an email if you can help at marvinben@comcast.net. We will be putting up information for volunteers on the web in the near future. If you cannot volunteer, please come to the rally and pre-register if possible. We need for as many people as possible to pre-register so that we can determine the number of meals we need for dinner on Saturday night. I look forward to seeing you all at the 30th annual Square Route Rally on June 4th!



Photo by Phil Ager

Rally regular Dick Spahr competes in the blind side-car race

Dragon's Lair

by Monte Hart

Inside the heart of every rider lives a dragon-slayer. It's the voice that tells us to push ourselves harder into the curves, stretch our personal boundaries beyond the comfort level, feel the adrenaline rush as we tackle a tight turn. The more dragons we slay, the more self-confident we become, which can be a good thing. It becomes a bad thing when our personal dragon-slayer thinks itself invincible, when we go out of our way to find bigger, meaner dragons for it to slay.

Dragons live on most roads, crouched down in the swerves and dips, hiding behind the gravel on a blind curve, or sunk deep into the black ice on a winter's day. They lie in wait for the unwary, the unskilled, but mostly for the over confident rider.

Only the foolish go looking for a dragon to slay. I was foolish, and went looking. I'd taken the Experienced Rider Course twice within a one-year period. The last time, which happened just days earlier, I never had to repeat a single field exercise. I aced the course. The instructor took me aside afterward and recommended that I take the instructor course and start teaching the class. My dragon-slayer stood tall and proud, ready to conquer even bigger dragons than those I'd faced so far.

When I completed the Blue Ridge Parkway in Cherokee, North Carolina, I felt free. No more scheduled interviews for the rest of the trip. I could pick up highway 19 and head directly toward the Natchez Trace along an easy road, or take highway 129 over Deals Gap and enter the Dragon's Lair. I thought about it for a minute, and headed toward the Lair.

A big dragon lives at Deals Gap in Tennessee, so big you can find it listed on some maps of the area. Over an 11-mile

(Dragon's Lair, continued on page 8)

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Between the Spokes

Editor: **Phil Ager**
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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. 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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Address Change

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

BMWBMW is chartered as
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BMWMOA Club No. 40.

Find us on the Internet at:

www.bmwbmw.org



TREASURER'S REPORT

by Mike Enloe

As of 4/13/2004, our account balance is \$8,650.27. From 3/11 - 4/13, the club had expenses of \$1,224.47 for BTS printing and postage, postage for rally letters and membership committee expenses and income of \$1,679.50 from membership dues and club merchandise sales.

BALANCE 3/10/04	\$8,195.24	
4/3/04 2113 David Talaber BTS Postage		\$(647.20)
4/4/04 2114 Mark Dysart - Rally 2004 Postage		\$(24.79)
4/4/04 2115 George Falcon - Membership Expenses		\$(150.00)
4/7/04 2116 Ken's Speedprint - April 04 BTS		\$(402.48)
4/13/04 DEP BTS Advertising		\$150.00
4/13/04 DEP Membership		\$1,529.50
TOTAL OUTFLOWS		\$(1,224.47)
TOTAL INFLOWS		\$1,679.50
NET TOTAL 3/10/04 - 4/13/04		\$455.03
BALANCE 4/13/04	\$8,650.27	



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President's Corner

Changing Season

I almost thought spring was here, but the rain and cold weather returned. Spring is coming though so I decided it was time to start the switch over to warm weather riding. I have discussed some of these areas before, but think they are worth repeating. If you have some tips for summer riding, the editor will be happy to publish them.

What's in my saddlebags? The first thing to make the switch is my gloves. I carry several pairs ranging from light-weight golf gloves to super heavy. The heavy weight and a couple of other pairs come out, and I add a pair of summer waterproof gloves.

The neck warmer gets replaced with a couple of large bandanas. I like these for extra neck protection from the sun, and in really hot weather, I will wet them down and put them around my neck.

Sun block is a year round item. There is a lot of discussion about the rating. Follow your own thinking but I like the 45SP Water Babies. I put it on my face and neck since they are usually the only exposed body parts. If I get off the bike for 30 minutes or more, I will splash sun block all over my face, ears and neck.

Next I take out the liners from my riding pants. The armor stays in and the liner goes in the bag. They are pretty comfortable year round with the liners in them, but I am more mobile without them. I keep them on the bike in case it gets cool. I like to start riding early in the morning so the liners will still get used throughout the summer.

I like to carry a small umbrella for a couple of reasons. First, if I am watching an outdoor event such as the races at Laguna Seca in the California sun—I love that umbrella—instant shade. Next, if we stop along the road and there is no shade, I use the umbrella to keep the sun off of the bike and me. Sound silly? Try it! I don't have an umbrella girl.

Water is a necessity. I like to carry a couple of bottles and use them when I cannot get water from another source. Our bodies can do without a lot of things, but water is not one of them. Prime your system in hot weather by drinking a couple of bottles of water before you get started on your ride. Carbonated drinks don't help. Drinking lots of fluids also will help you urinate. When you get dehydrated, you have no urge to urinate and nothing to pass. The waste in your system does not get flushed so you can get ill. Make sure you are taking in enough fluids to urinate throughout the day.

I spend a lot of time in Arizona and have learned to respect hot weather. I am active every month of the year in temperatures that are above 100 degrees for weeks. It is really pretty simple—you must prepare to deal with the weather and know what to do and then be sure you do it. We tend to disregard many of the hazards of hot weather.

Recognize the symptoms for heat stroke and heat exhaustion. In most cases, you start to feel a little light headed, have clammy skin and flushed face. Fluids, shade and cooling the body usually take care of the problem. Check a first aid manual to learn the full list of symptoms and treatment procedures.

Always protect your skin from the sun.

Taking a few simple precautions and planning your ride will make it comfortable and safe in the hottest weather.

April's Meeting

Speed's did a nice job of supporting our April meeting. We had a nice turnout and I think most of us learned a few things from the Motorcycle Safety Foundation video on group riding. Anton Largiader had about 20 members who stayed after the meeting to learn how to repair a flat tire with different types of equipment.

Rallies

I like to attend Rallies. Each rally has something unique that works for that rally. I would appreciate it if you would email me some of the unique things that you observed at other rallies that might work for our own Square Route Rally. What works for one rally might not work at another, but all ideas will be evaluated. Some of the things I have seen and liked include free popcorn and videos on Friday evening, separate area for children to watch videos, hand washing system near portapotties, field events and excellent speakers. I have also liked it when you did not have to leave the rally area to eat or get a beer. Send me your ideas on rallying.

I'm looking forward to our Square Route Rally in June and hope you send in your registration.

Ride Safely.

Billy



TRACK DAY AT SUMMIT POINT LAST CALL

by Tod Waterman

Those interested in attending the club track day put on by MARRC at Summit Point should write their checks now. The cost is \$275 and the date is **Friday, May 28th**. Check out the March and April issues of BTS for all the details, now available online if you don't have the paper copy. You will have as much fun as you can stand and you will become a better rider in one day. Make the checks out to BMWBMW and send to:

Tod Waterman
16 Holmehurst Ave.
Catonsville, MD 21228
home: 410-719-0369
work: 301-286-7137
twaterman@mindspring.com or twaterman@hst.nasa.gov

Anyone who has sent me a check and wants to verify that I have it can give me a call or zip me an email (none will be deposited until one week before the event).



MEMBERSHIP REPORT

by George Falcon

Full members: 449 & Associate members: 53
Total: 502

Number / percentage of full members electing to access BTS from website: 30 / 6.7%. The Membership Committee "head count" is up to four people, not including the chairman. A meeting was held Friday to discuss porting of the database to a free open source database called "mySQL." We have a volunteer who'll donate his time to plan the port and define some standard queries.

Renewing members:

Alvarez, Roy D.	Holliday, Melba
Barton, Gerry	Kaplan, Mark
Cantwell, Joe	Mackison, Stephen W.
Chilcoat, Douglas T.	Orem, Ronald L.
Denison, E. W. "Bill"	Rough, Allan C.
Dinger, Peter W.	Seidel, Joe
Hodzic, Enver	Ukleja, Mark

New members:

Donald O. Catterton—a City of Baltimore police officer living in Severna Park. Don's riding an '03 K1200LT-C, and has 2,000 miles on it already. He expressed an interest in the Rally and Rides committees.

Brady S. Rischman—a young man living in Powhatan, VA. Brady was referred by Morton's, and is riding an '04 R1100S. He says he has many years of experience on motorcycles. He is 22 years of age and is interested in helping the Membership, Rides, Rally, and Sales committees.

Dale H. Sarratt—a schoolteacher and writer living in Pasadena, MD. Dale's riding a '98 F650, and has 1,000 miles on BMWs so far. He was referred by Bob's BMW and is already a member of the BMWMOA and BMWRA.

Elmer Streeter Jr.—a production manager living in Frederick. Elmer rides a '01 R1100RT, and has ridden 55,000 miles. He was referred to the club by Bob's BMW, and is interested in the Meetings & Events, Rides, Safety, and Tech committees.

Robert (Bob) and Donna Torche—a civilian program manager with the military. Bob has a new blue and silver '03 R1150RS, which is his first motorcycle. They live in Gaithersburg, and have toured on this bike and a K1200LT. They found out about us through the website, and attended the first Membership Committee meeting. Bob expressed an interest in pitching in with the Safety or Tech committees.

POKER RUN - RIDES REPORT

by Ed Phelps

The club held the first poker run of the year on April 18. It started and finished in Thurmont Maryland with a 70 mile ride in between. The weather was great for this ride with temps in the low 80's with lots of sun. The riders met for breakfast at the Cozy Restaurant along with the Thurmont Breakfast Ride group. A huge turnout of over 40 riders were there for the breakfast ride and eight members took part in our first poker run. Most had never done a poker run prior to today, but now they are true believers in the fun of riding a poker run.

They left the Cozy on a 70 mile ride that took them through Catocin Park and through some very scenic roads above Smithsburg. Everyone raved about the roller coaster road (just ask one of the eight). The route took them into Pennsylvania and then turning southbound for the ride down Route 233 through South Mountain and the very scenic Michaux State Forest. Some missed the turn at Blue Ridge Summit but a quick U-turn had them back on track to Fort Ritchie and finally Thurmont.

The finish was at the Pizza Hut in Thurmont (after all, it had been three hours since breakfast) where they cooled off and drew cards for the best poker hand. Pam Fisher with a pair of Jacks was our winner with Chris Zink close behind with a pair of fives. The third spot went to Eleanor Barritt with a pair of twos which meant, the top three spots was taken over by the ladies of the day.

So our next poker run will be on May 23rd starting at the Warrenton, Virginia breakfast location. This time we need you guys to do a little better job of drawing cards.

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SAFETY CHAIR'S REPORT

by Don Graling

The safety program is really rolling now, and by the time you receive your May Between the Spokes we will have completed both the first Bob's BMW Maryland Safety program and the Virginia Group Leader training session. We showed the 15 minute video on Leading Group Rides at the April meeting at Speed's and I think that everyone learned some good ideas from the video.

Virginia ERC Class

(Special BMWBMW program):

This class is scheduled for Sunday, May 16th. The location is the Alexandria Campus of Northern Virginia Community College. BMWBMW club members Tom Overman and Larry Lippolis will be our instructors for this program.

To register for the program go to <https://whoami.vccs.edu/whoami/> and find out if you are already part of the Virginia Community College System, statewide database. If you are, proceed to <http://www.nvcc.edu/alexandria/moto/RegForm.html> and complete the

(Safety Report, continued next page)

(Safety Report, continued from page 4)

registration form with the EMPL ID found at the first link. That registration form needs to be completed and sent to the MSF Registration office accompanied by your payment.

Payment can be in the form of cash, check, money order or credit card (MasterCard or VISA). If paying by credit card, the completed registration form (with payment information) can be faxed to them at 703-845-6083. If paying by cash, the registrant needs to appear in person. Office location is Room 213 in the Engineering building on the Alexandria NVCC campus. Directions to NVCC, mailing address, map of the campus and hours of operation can be obtained from <http://www.nvcc.edu/alexandria/moto/index.htm> If paying by personal check, that needs to be done at least two weeks before class commences in order to obtain a completion card at the end of class.

If you are not already part of the aforementioned database prospective students need to complete the application at <http://apply.vccs.edu/> which will generate their school / EMPL ID. Once that is obtained, follow the directions above for registration.

If anyone needs help throughout this process, please email the MSF team at alexmoto@nvcc.edu or call 703-845-6240/6280 during office hours.

Maryland ERC Classes at BOB's BMW

Sunday, May 16, 9am-3pm

Sunday, June 13, 9am-3pm ** Special Class for BMWBMW Club Members only ******

Sunday, July 11, 9am-3pm

Sunday, August 15, 9am-3pm

Sunday, September 12, 9am-3pm

Sunday, October 17, 9am-3pm

All classes meet at Bob's BMW, located at 10720 Guilford Road, Jessup, Md., 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 1 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. Additionally, these programs are not restricted to just BMWs—please encourage your riding partners to participate in one of these programs during the riding season.



Call Paul Mihalka today for a test ride at (301) 948-4581.

May is full of exciting events at Battley Cycles. Check the Events section at www.battley.com for information about the **Cruz'n for Cancer** ride on Sunday, May 23 and **Rolling Thunder Weekend** on Saturday, May 29.

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Product Evaluation: Rukka's Air Power Riding Suit

by Bill Shaw

(The following article is printed with permission of Motorcycle Consumer News. And for those that don't know him, BMWBMW member Frank Cooper is the importer of Rukka apparel. ed.)

Either by accident or design, most motorcyclists end up accumulating an assortment of riding gear in an unending quest to find the perfect helmet/glove/boot/riding suit combination for every occasion and weather condition. Most of us quickly settle on a comfortable, safe and quiet helmet and quality pair of boots that we use year round, but finding the equivalent in a riding suit has proven to be more challenging. And since a suit hasn't been made to handle every situation, we inevitably compromise and end up buying one that comes as close as possible to meeting our needs.

Intrigued by the advertised versatility and the unique features offered in the Rukka Air Power APR3 suit, I ordered one. Available for both men and women in black/titanium, the Rukka Air Power suit has a distinctive European design that sets it apart from other all-season riding suits. The most noticeable feature is its outer nylon shell: the pants and jacket are made from a knit Cordura® fabric. Known as AFT for Air Flow Technology, this material is designed to maximize ventilation while still providing maximum abrasion resistance. The Cordura AFT makes the suit feel as though it is already "broken in" without any of the stiffness that usually accompanies other suits made from heavier denier Cordura.

The jacket is shorter in the torso than other touring suits, and as a result, doesn't "ride" up when sitting down or leaning over the tank. The collar is made from neoprene, which will not chafe even the most sensitive skin, and the ubiquitous hook-and-loop and zipper cuffs allow for an infinite level of adjustments. It also has four waterproof pockets and one non-waterproof pocket. While the pockets are comparatively small relative to those offered in suits by Aerostich and First Gear, each is more than adequate to store a wallet or cell phone. The Air Power suit has a detachable water and windproof lining made from Gore-Tex® with OUTLAST®. OUTLAST is a thermal material which reportedly helps maintain a rider's thermal equilibrium by using specially selected phase change materials (PCMs). The jacket's two-layer liner allows the rider to inflate the membrane by means of a breathing tube. The amount of trapped air, in theory, offers "adjustable insulation" and is supposed to work in conjunction with the PCMs to alleviate the need for an additional layer of clothing.

The pants are made from Cordura AFT as well as stretch Cordura and have a detachable Gore-Tex liner too. The pants have one non-waterproof pocket and are as comfortable as a well-worn set of jeans. The short length of the zippers on the legs, however, prevents the rider from donning the pants with his/her boots on.

Also contributing to the suit's comfort level is the body armor. The patented armor is made in a waffle pattern from a soft, elastic rubber-like material and is designed to be flexible and move with the rider while simultaneously allowing air to pass through. In Rukka parlance, it is known as the RVP Air Protector system. Upon impact, it is said to disperse energy to an

area ten times larger than hard armor. The Air Power suit comes with a full compliment of body armor for the shoulders, back, and elbows/forearms in the jacket, and hip and shin/knee protection in the pants.

I wore the Rukka suit for about 30,000 miles and in most every conceivable weather condition. With respect to this suit's ability to breathe, the Air Power suit really does live up to its name. It vents better than my Vansons Perf jacket, or anything else I have used to date. This becomes apparent when the suit is held up to the sky—you can virtually see through it! The Cordura AFT fabric is most effective in hot, humid conditions. Living in the Washington, D.C. area and using the South and Mid-Atlantic states as my motorcycle playground, I can attest to its effectiveness. I was never in want of more ventilation.

This attribute, however, is the suit's major shortcoming when riding in the desert. It vents so well that trying to use evaporative cooling will result in a completely dry t-shirt within five minutes as it did when I crossed both the Great Basin Desert and Death Valley last year.

With the Gore-Tex liners in place, the Rukka suit is also one of the most waterproof I have ever used. It is at least as good in this regard, if not better, than my old standard—First Gear's Kilimanjaro. It kept me completely dry, including my seat/crotch, while riding for six hours in a cold and driving rain last spring. However, I found that the AirVantage® adjustable insulation feature was not that effective when temperatures drop below 50 degrees. And when completely inflated, I felt somewhat like the Michelin Tire Man. So I just ended up using my electric vest which provided more heat and less bulk.

(Rukka Evaluation, continued on page 12)

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SECRETARY'S REPORT

By Phil Ager

BMWBMW Board of Directors meeting April 4, 2004 at Denny's Restaurant; Hanover, MD.

Board Members Present: B. Rutherford, M. Enloe, P. Ager, M. Dysart, G. Falcon, D. Graling, E. Phelps, L. Rookard.

Meeting Guests: F. Cooper, L. Soule.

President Rutherford called the meeting to order at 9:45AM.

New Business:

President; B. Rutherford said that he wanted B. Spittel to coordinate on Dealer support at their upcoming April Open Houses. He then asked E. Phelps if he could help organize a new member's ride following a Thurmont Breakfast. Billy commended Jim Pellenbarg and Bernie Stuecker for their support at the Baltimore and Virginia locations. Ed agreed to work on it. After discussing whether to have a supply of 18" BMWBMW banners at \$30 each, the Board unanimously approved a modest, initial order of ten 18" square banners for the Sales chair to make available to the membership with a motion initiated by L. Rookard and seconded by M. Dysart. Billy thought that the club could use an up-to-date inventory of its possessions after stating that Linda Tanner had returned an old printer to him. He asked E. Phelps to start a spreadsheet and coordinate the club's property whereabouts with the BoD (since many items are currently being stored in Ed's barn). Ed nodded his agreement.

Vice President; B. Spittel absent. No report.

Secretary; J. Nickum absent. Report as published in April BTS; P. Ager recording the board's minutes.

Treasurer: M. Enloe did not have a finished report, but reported a current balance of \$7,548 with April's BTS postage costs as the only recorded expense. G. Falcon indicated he had many membership checks on-hand for Mike to deposit. Mike spoke on Marv's behalf regarding rally preparations, saying the door prize solicitation letters to dealers and vendors were delivered or mailed. The rally agenda is being finalized; there won't be a women's' fashion show. Mike planned to meet with Suzie Stout, the club's founding member, to pick up some photo/slide images from an early Square Route Rally. It is Marv's plan to select one image as the theme for the 30th anniversary tee shirt, which is already vintage BMW oriented. Lona offered to assist with the production of rally tee shirts; she suggested an enjoyable, affordable, and acoustic, "South Mountain String Band" as possible live entertainment at the rally. Billy thanked her for the suggestion and said it would be considered at the next rally planning meeting.

Membership: G. Falcon reported that he'd email his report as he had recently been entering new members into the database so as to deliver the checks to M. Enloe. He also reported that after coordinating with an assistant to the printer and then delivering his final edition to Woodbridge, he now needed to reformat the 2004 directory into a two page per sheet layout for Ken's to produce the standard 8.5"x5.5" directory. He said 30 members have agreed to the *electronic*BTS. Lona asked about retaining members if everyone can now get the BTS online. Mike remarked that we discussed this before, and

that it's thought that more members will join due to the club's Internet content rather than quit. Billy said that many BMW clubs have already done this as a service to their members.

Editor; P. Ager had nothing new to report, but Billy asked that he consider contacting additional advertisers that the membership might use such as Haulmark trailers and such.

Meetings & Events: L. Rookard said that the May board meeting would be at Billy's on 16 May, and that she's still working on the July and August meeting places (perhaps Hagerstown and Manassas).

Sales: T. Turnbull absent. No report.

Government Affairs: M. Dysart had forwarded an AMA newsletter to the board, and said he was awaiting additional information from the AMA on the motorcycle tolls initiative.

Internet: T. Verrill absent. No report; the web site is up-to-date.

Rides: E. Phelps said he's trying to increase club involvement with the Poker Run concept. He would review his rides contests for the year at the GM meeting, and he handed out a few county-bounty placards to interested board members.

Safety: D. Graling reported he would show the group riding video at the GM meeting, and then he needed to skedaddle.

Technical: A. absent. No report, but on the agenda for the general meeting.

On a motion by G. Falcon and seconded by L. Rookard the meeting adjourned at 10:30AM.

General Membership Meeting, Speed's Cycle

Billy Rutherford, President, called the General Membership meeting to order at 11:05 AM at Speed's new Ducati and Moto Guzzi dealership facility. Approximately 60 BMWBMW members were in attendance.

After welcoming all, and asking for new members, Rutherford thanked Speed and his crew for hosting the meeting in their showroom. The standing room only crowd no longer had to gather in Speed's service bay. Billy then recognized Bob Henig, who said long-time friend and club member Paul Mihalka had been in a car accident, and he asked those present to sign a get well card that he planned to deliver after the meeting.

Committee Chairs made the following announcements:

Rally (M. Enloe for M. Bennett);

Mike invited everyone to the 30th Annual Square Route Rally on June 4, 5 and 6 at Camp West Mar in Thurmont, MD. He said the schedule of events is being worked but that Paul Mihalka and Paul Taylor will be speaking along with noted author and acknowledged "Friend of the Marque," Roland Slabon. Mike said the Vintage BMW Motorcycle Owners club will be a major presence and that the rally committee could always use more volunteers to help share the workload.

Membership (G. Falcon);

Offered to sign up any new or renewing members in the audience, and stated that 30 individuals had signed up for the *electronic*BTS at the club's website.

Meetings & Events (L. Rookard);

Mentioned the club picnic at Edinburg, Va. City Park on

(GMM Minutes, continued on page 8)

(GMM Minutes, continued from page 7)

2 May. Tod Waterman is now organizing the 28 May Track Day at Summit Point, WV; and Linda's looking for interesting meeting sites for July & August after June's Square Route Rally.

Raffle (L. Rookard);

The GM meeting raffle was conducted. Both E. Phelps and M. Hassall (*Yes, Again!*) won BMWBMW tee shirts donated by the club.

Rides (E. Phelps);

The summer's contest rides were reviewed; the Trans-America Great States Tour, the County Seat Tour and the BMW² Points Road Rides. Information available in April BTS and on website. He thanked members Chris Zinc and Bob Henig for printing and laminating the county bounty participant ID placards.

Safety (D. Graling);

Mentioned the 25 April Group Leader training session to follow April's breakfast at the Town'N Country Restaurant in Warrenton, the many Experienced Rider's Course (ERC) opportunities at Bob's BMW, and the 16 May ERC training at the Alexandria NOVA CC campus. Billy mentioned our long-standing commitment to safe motorcycle riding as stated in the club's bylaws, and Don then showed the long-discussed, seldom-seen, MSF-approved, group riding video.

M. Enloe mentioned the Message Boards on the club's website as a great way connect with other BMW bikers, to find a riding buddy, and that Anton usually answers the tough tech questions. He also mentioned another of his Ride2Eat opportunities for Mexican food in Leesburg on 7 Apr (those reading the message boards already know this of course).

A. Largiadèr then reminded everyone of his planned tire plugging session to be held in the service bay out back saying he had several plugging tools to demonstrate (about 20 members observed the tech session).

As the meeting ended, Speed thanked those present for attending and offered some steep discounts on riding gear. The meeting was adjourned at 11:46 AM.

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(Dragon's Lair, continued from page 1)

stretch of road lie 318 twists and turns that carry you over the Smokey Mountains and drop you down at Chilhowee Lake, one of the many dammed rivers created by the Tennessee Valley Authority.

I rode up the highway not knowing when it entered the Dragons Lair. It was a pleasant day, shortly after noon when I passed The Crossroads of Time Motel and Motorcycle Camp-ground. Two Japanese superbikes were parked in the lot, and I waved at the riders as I passed. I kept putting up the road, wondering if this was "it," Somehow I had imagined it differently, thinking that the road started from the top of Deals Gap.

The road started heaving and twisting underneath my tires, as if trying to shake me. Far from pushing it, I just maintained a calm, stately pace. I practiced getting set up properly for the curves and throttling through them, my particular weaknesses when riding. I found myself leaning the loaded bike over more and more as the curves got tighter, but it was all manageable and fun. Then the road reached the top, and started down the far side of the mountain, and that's when it dawned on me that I had entered the Dragon's Lair.

This isn't so tough, I thought. Sure, these are tight curves and they're close together, but I'm riding it and having a ball. Maybe I could have even more fun if I jacked up the throttle and pushed myself harder. Besides, didn't I just complete the Experienced Rider Course with flying colors? I can handle higher speeds, I thought. And so I twisted a bit more on the throttle, pushing right to the edge of my personal experience boundaries, and a bit beyond. I was flying down that mountain, throwing the loaded bike first one way and then another, carving huge wounds into this fearful Dragon with every corner. At least that's what I thought, until I rounded a curve with an angry bump at the top.

The Dragon awoke as I rounded that curve, and humped its back. At a steep lean, with a fully loaded bike and tightened rear shocks, I hit that hump right as the Dragon roared awake, breathing fire at me for disturbing its slumber. Its breath tossed me off the road and into a ditch, so quickly I almost didn't know what was happening. One minute I was flying down a tight road in full control, and the next instance I was heading straight into a leafy ditch. Just like that.

In a moment of clarity I knew I was going off the road, but saw a way to ride it out. It looked like a shallow ditch, and in my mind's eye I saw myself riding through it and exiting on the far side, completely intact with nothing damaged.

I was wrong.

The Dragon wasn't going to let me off so gently. It was determined to punish me further. I rode into the shallow ditch and almost immediately plunged deep into a hidden channel. My left hand luggage caught on the channel's edge and broke off, dragging me down. Still gripping the handlebars and sitting upright on the seat, the bike and I tumbled into soft dirt and leaves. My leather pants and riding jacket slid gently along. My helmet bounced once against the dirt. Then I stopped.

I was still alive.

The left turn signal was blinking so I shut it off, and the engine was still running, so I hit the kill switch and then turned

(Dragon's Lair, continued on page 9)

(Dragon's Lair, continued from page 8)

the key to the off position. I smelled gasoline dripping from the carburetors and closed the gas lines. Then I crawled off the bike, breathing heavily, and tried to right it but couldn't. In that position, butt to the bike and legs straining, a fellow in a pickup truck drove by and stopped. Soon afterward the two superbike riders flew by and immediately returned to help a rider in distress.

That would be me, I thought, feeling humiliated.

The four of us righted the bike, pushed it to a turn-off area, and I spent time assuring them all that I was okay and unharmed.

One of the superbike riders saw my plastic coffee cup strapped to the back of the bike and said, "That's probably what did it."

"What?" I asked, eager for any excuse except my own stupidity on which to place the blame.

"That coffee cup," he said. "If it weren't for that extra weight you might have made it through the curve." It made me laugh, and relieved a whole lot of the humility that I'd already started heaping upon myself for being so careless and daring.

Convinced that I was unhurt, they finally left. I did feel fine, just highly embarrassed about succumbing to the temptations of thinking I was a dragon-slayer and attempting it on a fully loaded bike on an unknown road. I should have been wiser and checked it out a time or two before challenging it, I thought, then changed my mind.

No, I should have never tried to slay this dragon in the first place. Or any dragon.

My trip is ruined, I thought, surveying the damage. My windshield had torn loose, as had my left rear hard luggage. My beautiful faring now had scratches on it, and my helmet had a ding where it had hit a pebble or rock underneath those leaves.

"If you can walk away from a spill, then you're lucky," one of the superbike riders had said. I guess I was lucky.

I rested a bit, collecting my thoughts and wits. More experienced and unencumbered riders whizzed past. Trucks lumbered by, hogging both lanes in those tight turns. Gradually I reassembled my gear, using duct tape to secure the windscreen to the faring, and gravity to hold my hard bag in place. Then I set out, heading on down the mountain and away from that Dragon.

Three superbike riders rested next to a bridge spanning Chilhowee Lake. They had passed me screaming after I resumed my descent at a more prudent speed, their knee pads grazing the road in the turns, sending up sparks. I pulled up behind them and parked, then asked the closest one, "What time are you getting on your run?" His bike had "Brian, Semi-pro" stenciled on the tank. He glanced at his watch.

"It's three o'clock."

I laughed. "No, I mean what's your speed running the Gap?"

"Hell, I thought you wanted to know the time." He looked over at his two friends and asked them, but neither of them knew.

"Are you a professional rider?"

"Kinda," Brian said. "I do some semi-professional riding, but those two are just hell raisers out having a good ol' time."

The hell raisers nodded in agreement.

Leaving, they rode to the other side of the bridge, turned around, lined up, and raced back up the Gap. The two hell raisers popped wheelies as they passed me. Brian the semi-pro just flashed a hand wave. Then off they roared, running at high speed back into the Dragon's Lair to slay it. I watched them with envy.

Over on the bridge a fiery red head shouted as they passed, "Get a Harley!"

I walked over and asked, "Mind if I join you?"

"Sure, go right ahead," she said. So I did, dangling my legs over the side of the spanning bridge just like she and the two men with her were doing. Donna was thin as a rail, with red hair that spilled down her back, cascading like a flaming waterfall over a pale blue tank top. Steve and Mike were shirtless and brown as tobacco spit. Both sported tattoos on their arms. All three of them were drunk.

"How come you said to get a Harley?"

"Cause them rice burners ain't real bikes," Donna said. "Hell, if yore gonna ride you might as well ride an American motorcycle and help the American workers."

Mike, the drunkest of the three, decided to return to their car. He wobbled over to where I sat and gave me a big HI-FIVE hand slap, then said, "I'm a pure bred Tennessean. See?" He gave a silly grin, pointing as proof to his bright orange boxer shorts that rode up above his jeans.

Donna and Steve lamented about the new anti-drinking laws that were "ruinin'" things in Tennessee. "Like right now, if a trooper came by we'd haveta hide these beers. Cain't even sit on this bridge no more and drink openly, like we usta do."

"If a trooper came by I'd haveta jump in that lake," Steve said. "Cause otherwise he'd arrest me." Donna nodded in agreement.

"They would, too," she said. "We ujeta come down here and have some good parties, but now you're not allowed to drink on the bridge." Steve took another swig from his beer anyway.

"Yep. I'd haveta jump right in that lake!"

They asked if I'd come over the Gap, and I said I had. I told them about my fall.

"Don't be challenging that road," she warned. "We can't even count the number of friends who've died up there."

"Yep," Steve said. "Every year people get kilt on that thar road."

"They ought to shut it down," Donna said. "It's probably the most dangerous road in all of Tennessee."

I don't know if that's true or not, but I do know one thing: a big Dragon lives there, just waiting for the next unwary, unskilled, or over confident rider to come along and challenge it.

Copyright 1999 Monte R. Hart, America – Seen through a Visor

P.S. Monte suggests those taking the ERC courses remember to keep their wits about them—*Don't let the training intoxicate you!* He adds, "Unfortunately, motorcycling is far from my mind these days. M&C Personal Chef Services, LLC has just opened for business." If you need some culinary assistance, check out their web site: www.personalchefsvcs.com



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DIRECTIONS: From U.S. Rt. 15, north of Frederick, MD, take exit at Thurmont, MD marked Rt. 77 West. Continue through parks and make left turn on Brown Road. Go about 3/4 mile and make left into Camp West Mar.

OTHER: Gate registration opens 12 noon, Friday, June 4. Beer is available on site. Pins and mugs to first 400 registrants. Registration awards are based on information from this form and will be awarded to BMW motorcycles and their riders/passengers.
NO PETS, NO PETS, NO PETS. Sorry!
Thank you for your continued support.

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- At Gate** \$35/Adult Children: \$1 per year up to age 15

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I/We hereby waive, release, and hold harmless the BMW Bikers of Metropolitan Washington, Camp West Mar, caterers and entertainers, for any liability resulting from damages, loss or personal injury while attending the 2004 Square Route Rally, or for any cause of action I now have, or in the future may have against them. This waiver extends to my heirs, executors, administrators and assigns.

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Passenger(s) Signature _____

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02 K1200RS, striking Pacific Blue, under 15Kmi, factory tail rack & side cases, Fiamm horn, stock and Z-Technik windshields, cruise control, heated grips, MZ-4, and more power than any sane rider will ever need, pristine shape, garaged, no accidents, serviced at Bob's, only ridden by MSF instructor; new GS arrives soon. \$12,500, Scott 301-371-6449, keimig@attglobal.net (03/04)

01 K1200LT-C, Black in color, 8,500 mi, BMW installed intercom, Garage kept, 3 helmets. 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, ~6Kmi. 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 13,500 mi, excellent cond., Charcoal Gray, Heated grips, System Cases, Tank Bag, Seat Bag, MotoLites, new rear tire, Mags not spokes, new rear brakes, Windscreen, Serviced @ Bob's, \$7,000. Cleaned each ride. Must sell. David Beddoe 571-214-2000 or david.beddoe@verizon.net (03/04)

00 R1100RT 4,800 mi, Custom blue paint w/bags and trunk painted to match, Sargeant seat, Aeroflow windshield, Remus and original pipes, heated grips. Always garaged, perfect condition. \$9,900 Call 703-328-3117 or aecustomhomes@comcast.net (05/04)

99 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, 20.5Kmi, 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)

1996 K1100RS-SE ABS Black&Silver, BMW bags, Bagster tank bag, GIVI

rack, Good tires, 28Kmi, throttle meister, extra accessory plug. Call for more detailed info. \$5,900, Leesburg, VA 703-777-3611 rtaylor@natca.net (05/04)

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

Side stand for K75, never installed, still sealed in original packaging. Cost \$96 retail; will accept any reasonable offer. Please call Seth at 703-944-6321, capitalist1@ureach.com. (03/04)

Two full face black motorcycle helmets (large). One's a Fulmer; other a KBC. Very good condition, barely used. Snell 95 and DOT approved. \$25 each. (410) 889 5518 or shawn.downing@jhu.edu. (05/04)

(Rukka Evaluation, continued from page 6)

Skeptics might wonder if such a well-ventilated suit can offer the same level of protection as other high-end riding suits. Unfortunately, I introduced the Rukka Air Power suit to the Phoenix tarmac at 55mph while taking a little ride around the U.S. last August. In an accident where my bike was totaled, I literally walked away with nothing more than an abrasion the size of a dime on my right elbow. This ultimate, albeit unintentional, test speaks volumes about how well Rukka designs, constructs and manufactures its suits.

As it turns out they know a thing or two about making protective clothing. Rukka has been manufacturing rainwear for motorcycle riders and sailors in Finland since 1950. And with a 5 year materials and workmanship warranty, the company firmly stands behind its products.

(Rukka Evaluation, concluded on page 15)

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

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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

5099A Jefferson Davis Highway, Fredericksburg, Virginia 22408. 540-891-9844. From I-95 South, take exit 126 to a traffic light at U.S. 1. Turn left (north) on U.S. 1 to the traffic light at Courthouse Rd (VA 208). Finally, turn right at the next light into the large parking area at Morton's BMW.

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.



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Date: June 6, 2004. Event: Ride For Kids® benefiting the Pediatric Brain Tumor Foundation. Location: **Richmond, VA.** Start location: Brook Hollow Shopping Center, Short Pump, Va. It is on Hwy 250 (Broad St.) approximately 1/2 mile West of I-64 Exit 178. Registration Opens: 7:30 a.m. Registration Closes: 9:15 a.m. Ride Begins: 9:30 a.m. SHARP!! Rain or Shine. Ride travels through scenic countryside, with police escort. Celebration of Life program at endpoint includes award presentations to individuals, chapter/clubs and festivities. Grand Prize: New Honda Motorcycle. Free coffee/donuts and light lunch. For additional information, please call (757) 868-4542, email Jeff Munn at Jeff_Munn@hotmail.com, or visit our website at www.ride4kids.org

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CALENDAR OF EVENTS

April 30 - 2 May 2004 www.bmwmoa.org

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

May 2, 2004

BMWBMW Annual Summer Picnic, Edinburg City Park, Edinburg, VA. *Hope you RSVP'ed!*

May 23, 2004

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

May 28, 2004

BMWBMW Track Day at Summit Point Racetrack, www.summitpoint-raceway.com/index.html

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 Front Page report! Come on out, participate and 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, gsjay@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.amadirectlink.com or www.vintagebmw.org

Aug 19-20-21, 2004

America's 911 Ride, depart Shanksville, PA 0800, 20Aug; depart D.C. 0800 21Aug; Arr NYC ~1715. www.americas911ride.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 6,000 acres of state park land on the edge of the Monongahela National Forest, over 3,200' 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.

Sept 19, 2004

Ride For Kids, 10300 Little Putuxent Parkway, Columbia, MD www.ride4kids.org/columbia/index.htm

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

May 14-16 — Barber Motorsports Park, Birmingham, AL* -- * Denotes double Superbike event

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

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

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.

(Rukka Evaluation, continued from page 12)

In an already crowded motorcycling apparel market, the Rukka Air Power does stand out. It cools as good, if not better, than vented suits designed specifically for this purpose, yet with the liner in place, is more waterproof than many all-season suits. In short, this is the most versatile suit I have yet to encounter.

So if full-length leg zippers or large cargo pockets on the jacket are not all that important to you in an all-season riding suit, the Rukka Air Power APR3 should be on your short list of suits to consider. Available separately in both men's and women's sizes, the pants retail for \$547 and the jacket retails for \$897. Pricey? Yes. But quality, comfort, and safety usually come at a slightly higher cost.

Adventure Motorcycle Gear, PO Box 366, Springfield, VA 22150. 800-217-3526 info@adventuremotogear.com

BMW BIKERS OF METROPOLITAN WASHINGTON

Application for Membership/Change of Address

Please check appropriate box

New Member Renewal Change of Address

I decline a paper newsletter; I can read *Between the Spokes* on the club's website!

Name _____

Associate _____

Street _____

City, State, ZIP _____

Occupation _____

Phone Home (____) _____ Work (____) _____

E-mail: _____

**Motorcycles
(Year, Model, Mileage)**

#1 _____

#2 _____

#3 _____

Total miles on BMWs _____

Age group:

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

BMW MOA Mbr# : _____

BMW RA Mbr# : _____

AMA Mbr# : _____

Referred to BMWBMW by:

I'm willing to help with the following areas or committees:

- Government Affairs Rally
 Membership Rides
 Newsletter Safety
 Sales Technical
 Meetings & Events 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