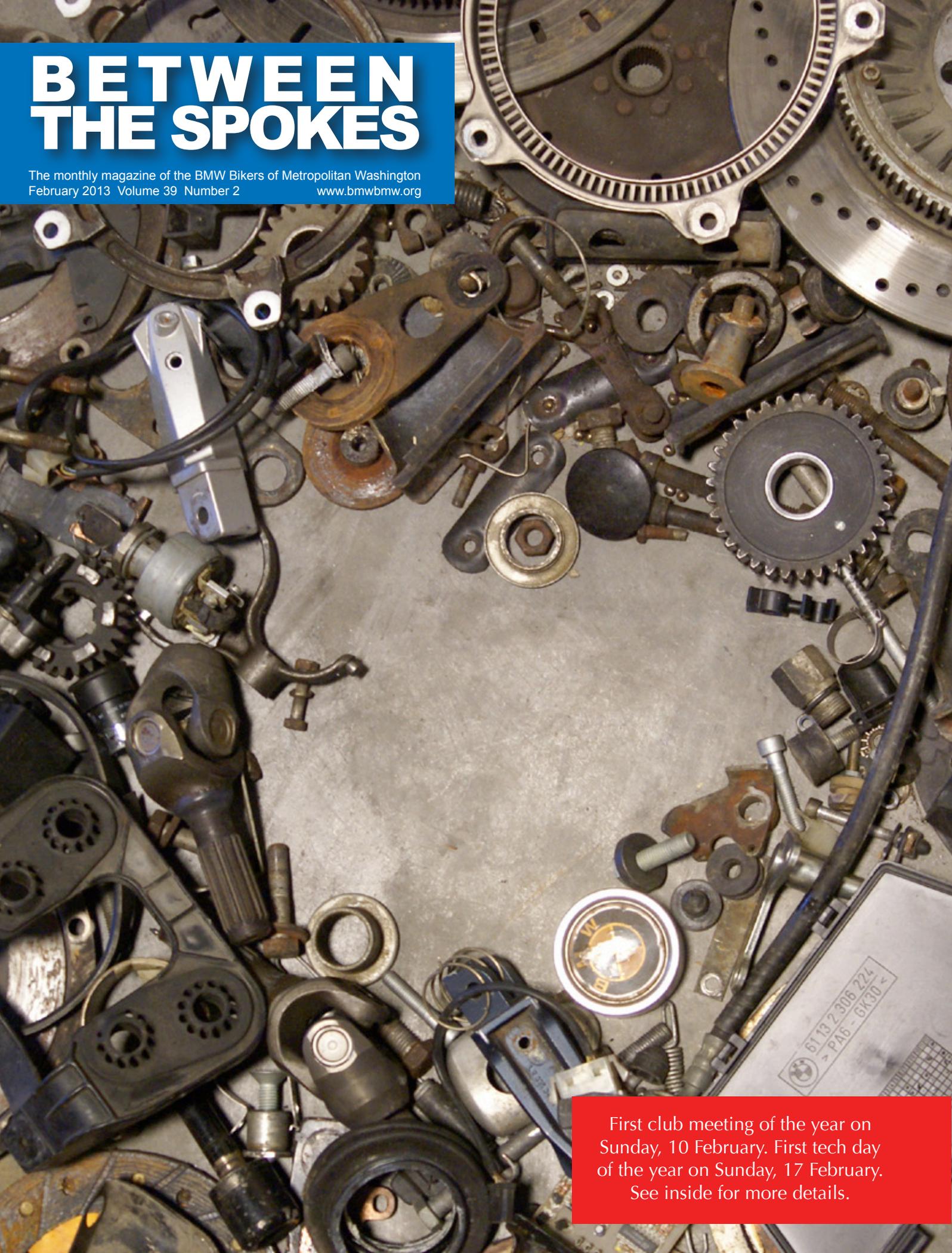


BETWEEN THE SPOKES

The monthly magazine of the BMW Bikers of Metropolitan Washington
February 2013 Volume 39 Number 2 www.bmwbmw.org



First club meeting of the year on
Sunday, 10 February. First tech day
of the year on Sunday, 17 February.
See inside for more details.

IN THIS ISSUE

- 4 proposed bylaw change
HENRY WINOKUR
- 6 bill shaw's long distance touring tips
- 7 a first aid kit for the road
SUZANNE GLOVER
- 8 i've been everywhere grand tour results
ED PHELPS
- 10 love in staggered formation
WES FLEMING
- 16 stagecoach café ride to eat
TINA FRAEMBS
- 20 that's handy, man: helmetlok ii
WES FLEMING

ON THE COVER

Random parts arranged in a seasonally-appropriate fashion.
Photo by Wes Fleming.

CLUB EVENTS CALENDAR

Sun 10 Feb: Board of Directors (10 am) and General Membership Meeting (11 am)
The Motorcycle Center of Maryland, 7638B Old National Pike, Boonsboro, MD 21713

Sun 17 Feb: Tech Day: focus on suspension
Morton's BMW, Fredericksburg, VA

Sat 9 Mar: BoD (10 am) and GMM (11 am)
Morton's BMW, Fredericksburg, VA

Sun 14 Apr: BoD (10 am) and GMM (11 am)
Battley Cycles, Gaithersburg, MD
Tech day to follow at noon

Sat 11 May: BoD (10 am) and GMM (11 am)
Bob's BMW, Jessup, MD

31 May - 2 Jun: 39th Square Route Rally
Camp WestMar, Thurmont, MD

Sat 15 Jun: Tech day — Dulles, VA

Sun 14 Jul: BoD (10 am) and GMM (11 am)
Beemers Über Alles, Manassas VA
3rd annual swap meet will follow.

Sat 10 Aug: BoD (10 am) and GMM (11 am)
Bob's BMW, Jessup, MD

Sun 8 Sep: BMWBMW Club Picnic
Location TBA

Sat 21 Sep: Tech day — Fredericksburg, VA

5-6 Oct: BMWBMW Oktoberfest
Camp WestMar, Thurmont, MD

Sat 9 Nov: BoD (10 am) and GMM (11 am)
Morton's BMW, Fredericksburg, VA

Sun 8 Dec: BoD (10 am) and GMM (11 am)
Battley Cycles, Gaithersburg, MD
Tech day to follow at noon

National Events

8-10 Feb: Timonium Motorcycle Show
MD State Fairgrounds
www.cycleshow.net

20-23 Jun: BMW RA Rally
Biltmore Estate, Asheville, NC
www.bmwra.org

18-21 Jul: BMW MOA Rally
Oregon State Fair & Expo Center
www.bmwmoa.org

Sun 22 Sep: Ride For Kids
Howard County Fairgrounds
www.balt-wash-rfk.org

BETWEEN THE SPOKES

February 2013
Vol. 39 No. 2

BMW Club
Bikers of Metropolitan
Washington



Between the Spokes Staff
Editor, Wes Fleming
editor@bmwbmw.org

Associate Editor, Elsie Smith
Associate Editor, Leigh Duffy

Between the Spokes (BtS), the monthly magazine of the BMW Bikers of Metropolitan Washington (BMWBMW), is published solely for the use of its members. Any reproduction of its contents without the written permission of BMWBMW is strictly prohibited. Back issues can be downloaded at www.bmwbmw.org/archive.

BtS welcomes all news, story and photo submissions from club members. No article is too small! Submissions are used on a rolling basis and may not appear in the month they are submitted.

Materials may be edited for length, content or style. Send all submissions to the editor.

Classified ads are free to active club members and run on a rolling, space available basis. Commercial vendors can see advertising rates and requirements at www.bmwbmw.org/advertising. Display ads must be submitted no later than the 15th of the month preceding the month of publication.

Please submit address changes and all membership correspondence with the form at the back of the magazine.

BMWBMW is chartered as BMW MOA club #40 and BMW RA club #15.

Club meeting minutes are available online at www.bmwbmw.org/node/53.

2013 Board of Directors

President, Maria Vandergucht, president@bmwbmw.org
Vice President, Scott Keimig, vp@bmwbmw.org
Secretary, Rick Haskins, secretary@bmwbmw.org
Treasurer, Henry Winokur, treasurer@bmwbmw.org
Membership, Karen Ager, membership@bmwbmw.org
Newsletter, Wes Fleming, editor@bmwbmw.org

2013 Committee Chairs

Events, VOLUNTEER NEEDED, events@bmwbmw.org
Government, Ed Stiles, government@bmwbmw.org
Internet, Andy Dooley, webmaster@bmwbmw.org
Rides, Ed Phelps, rides@bmwbmw.org
Safety, Chaz Fisher, safety@bmwbmw.org
Sales, VOLUNTEER NEEDED, sales@bmwbmw.org
Tech, Tina Fraembs, tech@bmwbmw.org

www.bmwbmw.org

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The Square Route Rally is the club's annual signature event. We gather for a weekend of riding and camping in the beautiful Catoctin Mountains of Frederick County, MD. The area offers superb riding and the rally offers plenty of fun, tech events, speakers and opportunities to catch up with old friends. You might even make some new friends among the couple of hundred Beemer riders that attend. Camp WestMar in Thurmont, MD has plenty of space for camping, seminars, rides, door prizes, beer, food, vendors and lots and lots of FUN! Camping is a given and there's plenty of space to spread out, but there are also several bunkhouses if you're not a camper. Toilet and shower facilities are rustic, but modern enough that you won't be looking for a mail-order catalog.

This event needs people just like YOU to make it happen. We're always looking for volunteers to help with the rally and it's never too early to get in touch. We can use your help whether you have a lot of time to share or only a little. No matter whether you want to help out up front, during or after the rally—all help is needed and appreciated!! If you'd like to help, please shoot me an email at vp@bmwbmw.org, or send me a PM on the message boards to ERC Scott. Please be sure to give me your name, phone number and email address so that I can get in touch with you!

— Scott Keimig, Vice President and Rally Chair



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Proposed change to BMWBMW bylaws

By Henry Winokur,
BMWBMW Treasurer

When the club was first formed and still small, two-thirds of those present at a regular meeting was probably a significant part of the membership. In consideration of the fact that the club's membership is now in excess of 400 and rarely more than 10% of the members show up for monthly meetings, allowing two-thirds of those present at a meeting to make changes that affect a group this large puts a lot of control over the club into the hands of a few. Whether a member can be physically present at a meeting to vote should have nothing to do with whether something as important as a bylaw change gets approved.

Current bylaw: XI. Amendments

Amendments to these bylaws may be adopted by a favorable concurrence of two-thirds of the votes cast at any regular meeting, after having been proposed in writing at a regular meeting at least one month previously, and a copy thereof sent to all members with notice of the meeting at which their adoption is to be voted on.

Proposed change

Any member in good standing may propose a bylaw change by submitting it to the Board of Directors. Amendments to the bylaws shall be voted on during the normal election cycle, when elections for the Board of Directors are held, unless the delay until

an October ballot represents a financial, legal or other similar risk to the club. In that circumstance, amendments to these bylaws may be adopted by a favorable concurrence of two-thirds (2/3) of the votes cast at any regular meeting, after having been proposed in writing at a regular meeting at least one month previously, and a copy thereof sent to all members with notice of the meeting at which their adoption is to be voted upon.

For bylaw changes accommodated within the election cycle, the proposed change will be announced in the September issue of the newsletter, posted online in the General Forum of bmwbmw.org no later than September 1, and discussed at the September General Membership Meeting. For bylaw changes required outside the election cycle, the proposed change will be announced, posted and discussed as above, if possible, at least one (1) month preceding the vote.

Ballots shall be placed in the newsletter and/or in an online (email) notification to all members at least one (1) month, but not to exceed three (3) months, after the initial announcement in the newsletter and online in the General Forum of bmwbmw.org. Discussion regarding the bylaw proposal may be held online, in the newsletter or at the meeting(s) prior to the voting.

Ballots to be counted shall be returned to the Secretary, or a committee appointed by the Board, via US Mail or electronically, if that method is available, within 30 days of the original ballot placement date in the newsletter. If a committee exists, they will report the results to the Secretary, who will announce the results in the next newsletter and the General Forum on bmwbmw.org.

Bylaw changes shall be adopted by a favorable concurrence of two-thirds (2/3) of the votes cast by eligible members and associate members in good standing. 315



Baseball may not be all it's cracked up to be, but club meetings are! Join us at club meetings and events, which take place at least once a month. See the club events calendar inside the front cover for dates, times and locations of club meetings, tech days and other events.

The club is currently looking for a volunteer to help coordinate meetings and events. If you're available to help out with the Events Committee, contact Maria Vandergucht, president@bmwbmw.org, and let her know you're interested.

We're also looking for somebody to coordinate the club's merchandise as the chair of the Sales Committee. Again, contact Maria if you're interested in helping out with this aspect of the club.

BMWBMW thrives on the participation of its members — volunteer today and help make the club a great experience for everybody!

"Wrigley Field" photo by a random Cubs fan — or possibly a camera with a timer. Karen and Phil Ager won the I've Been Everywhere Grand Tour, the club's annual riding contest. See Ed Phelps' story about IBEGT and the Great States Tour on page 8.

Join us!

By Maria Vandergucht

Well, here we are kicking off the new year! It's hard to believe that the the Board and I are starting a second year working together. I'd like to thank Scott, Karen, Wes, and Henry for their outstanding service to the club and for agreeing to come along for the ride with me again. I'd also like to welcome Rick Haskins and wish him the best in his role as secretary.

This month's *BtS* features the highlights of club events for 2013. In addition to our meetings, we have a robust schedule of tech sessions. These are a great opportunity to come out, meet fellow members, and wrench a bit on your bike (BONUS: save money and gain confidence in doing your maintenance). Many members also plan impromptu Rides-to-Eat

and meet-ups to go for a ride; check out the forum for updates.

If you are a relatively new member, WELCOME! I encourage you to come to any event and say hello to your fellow BMW enthusiasts. We are a welcoming bunch with a few crazies, much like your own family. If you are a returning member, thanks for continuing your support of the club. As a member, you have a voice in the club and I encourage you to speak up with ideas and input. Constructive feedback is ALWAYS welcome!

In addition to the Board's ongoing work during the year, we also conduct an annual planning session in February to help manage all the club activities. This day-long meeting includes coordinating the *BtS* calendar and kicking

off the annual rally planning and budget process. By investing this time up-front, we hope to make the club a more enjoyable experience for all of us in 2013.

Speaking of the rally, Scott is already hard at work working on the 39th(!) Square Route Rally for your enjoyment. Advertisements have gone out to the major clubs/publications and we have started working on the door prizes, always a rally highlight. Scott has some information about the rally and planning on page 3; be sure to let him know if you are interested in playing a small or large role in our rally's success.

I encourage you to enjoy your club this year. Join us at a meeting, arrange a Ride-to-Eat, and come hang out at the rally. I look forward to seeing you soon!



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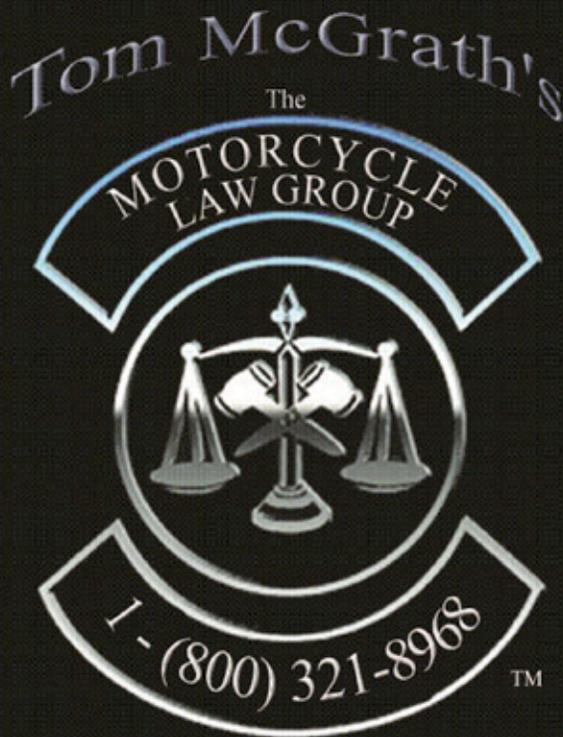
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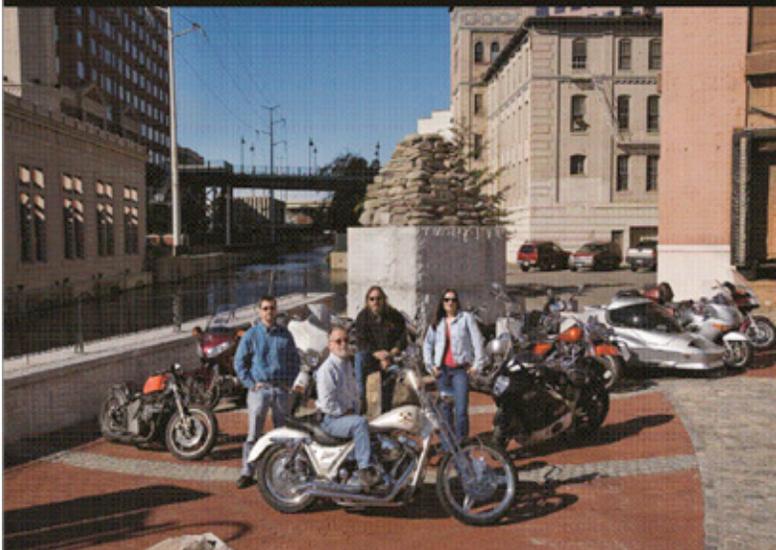


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BILL SHAW'S LONG DISTANCE TOURING TIPS

Medical information

As responsible riders, we have already weighed the inherent risks associated with motorcycling. In preparation for a day we hope will never come, *i.e.*, a motorcycle crash, most of us have taken precautionary measures to protect ourselves by wearing protective gear and/or adding auxiliary lights to our bike. What if the unexpected happened and we weren't able to speak to our rescuers? How could we relay important medical information about ourselves to an Emergency Medical Technician (EMT) or a first responder? One solution is to place important medical information in a conspicuous place like on the outside of your helmet or in an appropriately labeled pocket of your riding suit.

Attaching information on the outside of the helmet can be accomplished in a couple of ways. The easiest method is to simply print out the information from your computer and affix it with clear packing tape. A cleaner method is to use a label maker. Below, and in no particular order, is some information you might consider including:

- Full name.
- Date of birth.
- Blood type.
- Emergency contact number.
- Allergies (or “NKA,” which is a medical abbreviation for “no known allergies”).
- Instructions (“Please do NOT remove helmet” in case the first responder is a Good Samaritan who has no medical training).
- Medications (or the location of where to find this information, *i.e.*, “List of medications in wallet”).

I recommend placing this information in a couple of locations on the helmet, including the chin bar. When a trained EMT/first responder appears on the scene of an accident and the injured party is unconscious, they are taught to apply the ABCs of first aid: ensure the accident victim has an open **A**irway, that he/she is **B**reathing, and that there is **C**irculation. This is most often accomplished facing the person. Therefore, if the bio/medical information is on the front of the helmet, it is more likely to be noticed. Just be mindful if you ever loan your helmet to a friend.

An alternative solution to attaching medical information on the outside of your helmet is to place it in an outside chest pocket and then label the pocket “MEDICAL” with an indelible marker. I also carry it in my wallet in case it's missed elsewhere. After all, and in spite of our best efforts, even the most skilled riders are involved in crashes. We would be remiss if we didn't prepare for this eventuality in the hope, of course, that that day will never come.

3:5

Bill Shaw is the Editor-in-Chief of the Iron Butt Magazine and has been a BMWBMW member since 1994. He has also served BMWBMW as its President, VP, Secretary and Rally Chairman on two occasions. For more safety-related articles like this, I'd suggest subscribing to the IBA magazine — it's only \$20 a year and you don't need to be a member to subscribe! —Ed.

A first aid kit for the road

By Suzanne Glover

When putting together an everyday first aid kit for a motorcycle, there are two things to keep in mind:

Keep it small—Keep it functional

Many people traveling with a smaller mode of transportation are forced to travel light, and so are stuck cutting out many things. One of the things that inevitably ends up cut is the first aid kit. With 15 years of cumulative experience in the field and the hospital as a paramedic and 14 years backpacking, I know how important it is to have a first aid kit. Let's go over what you REALLY need for everyday travel on your motorcycle.

Start with **Band-Aids** and **4x4 gauze pads**, which will cover the basics from cuts to large scrapes. Add some **athletic tape** to secure the 4x4s or anything else. You can also use **duct tape** for this, but it shouldn't be used for long periods of time. In backpacking, duct tape is used as a quick fix for blisters, but it is wise to later remove it and use **moleskin**. Duct tape will usually rip off a layer of skin when it comes off, so be prepared for that.

I recommend a Swiss Army knife, as it carries a very useful tool—**tweezers**—and more so you have all your tiny tool bases covered. Pack some **Bacitracin ointment** for minor burns and **Aquaphor** (or some variation, such as Bag Balm) for chapped lips—or chapped anything, for that matter.

Bring **uncoated aspirin**, not necessarily for pain, but for any cardiac-related stuff that pops up. *[Look for more info on that in a future article—Ed.]* For pain, pack any type of **NSAID**. I prefer ibuprofen but naproxen or something else from that group is fine. You can pick your poison. Load up a little **Benadryl** for any possible allergic reactions and some of those little **alcohol pad packets**—the simplest disinfectant out there.

Stuff in a few pairs of **non-latex gloves**. You can get these at any grocery or auto parts store and they're handy for many things, like fixing your motorcycle without getting your hands dirty whilst on the way to work. They also prevent you from contaminating a wound as well as prevent you from getting cooties from somebody—and yes, cooties is a technical term. If you're going to go all out to avoid cross-contamination, you'll want a **pocket mask/face shield**. In the event you need to perform rescue breathing or CPR, you really don't want to be swapping spit with the person you're trying to save. When situations like these go down, they are messy and the last thing you want to think of is getting an infectious disease and how long it takes to get infectious disease screening results, especially if you don't know the person you saved.

These 12 items—which I consider the absolute bare essentials—should all fit in a

small pouch or case. You can personalize your own list by adding things that are specific to you, such as an Epi-Pen, if you're so prescribed. Women can add items such as Pamprin or Midol. Anything else can pretty much be MacGyvered, such as making cravats out of socks or t-shirts and crafting splints from branches or final drive torque arms. You get the picture. I'm sure some reader is already contemplating a surgical use for a ballpoint pen! Add at your discretion, but heed my recommendation not to skip anything on the list.

Additionally, you may also want to think about a first aid class. This can be highly beneficial in that you would understand the mechanics of injuries and be able to treat them appropriately with whatever you needed on hand. It would also help you decide what items you would want to add if you wanted additional items in your kit. Knowledge can be the best tool in your first aid kit and better still, knowledge easily fits into any small space!

As a final note, I would like to point out that the list would change slightly for a longer road trip. In this case, you would want to add things such as an extra prescription of your medication in case you lose your bottle of blood pressure pills, and definitely a copy of your eyeglasses prescription for those of us who are myopic. This is a lifesaver when you lose a lens at the bottom of the Grand Canyon or step on your glasses leaving a bar in Myrtle Beach during Bike Week. I would also, in this case, bulk up on the 4x4s and add some roll gauze to the package. Your mini-pharmacy should also include Imodium AD, Tums, Zantac (also great for allergic reactions in conjunction with Benadryl) and Pepto-Bismol for any of the tummy troubles you can get from drinking the water. Of course, you can just stick with beer, avoiding that problem altogether.

Good luck, drive safely and drive happy!





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I've Been Everywhere and Great States Tour results

Barb and I had a great time at the Holiday Party awarding the 2012 winners. We came up with something totally different from previous years' awards. We had always made the awards based on a wooden plaque with various shapes and computer designs for the data plate. This year Barb spent a lot of time at the craft store looking for just the right thing, and came up with a photo album of all the sites each member visited, and put them in a storage box covered with maps of the world. After all, the theme this year was "I've Been Everywhere."

We again offered two season-long rides. You could choose one or both. The **Great States Tour** has been a club favorite, so we keep offering it each year. Rules are simple: Visit as many states as you can during the tour. It's the riding all over North America that can be the challenge.

The second choice was the **I've Been Everywhere Grand**

Tour. The sights to visit are all in the song "I've Been Everywhere." There are 92 places all over North, Central and South America referenced in the song. We didn't expect anyone to collect all 92, but 30 or so could be collected east of the Mississippi. To get over 40 you would have to ride over a good part of the USA and Canada. We tried to put in substitute sites, but it just made for some confusion. Either way, there was still plenty of riding to be had.

The Great States Tour had five members (only four of whom intended to submit results) who received awards at the party. Jody Douglas documented visiting 25 states. Included in her pictures were five that had John holding both their numbers, so that gave John five states, much to his surprise. John received fifth place for having five states while Jody got fourth place for 25.

Third place went to George Van Mater with 27 states/provinces. You might remember that a couple of years ago George won the Great States Tour by nabbing all 50 states; so far he is the only member to get all 50 in the course of one year. He is adding Canadian provinces in his travels since he has already nabbed all the states. Will he be the first to hit all the Canadian provinces in one year?

Second place went to Chris Russell-Wood. He did a lot of riding this year and stopped long enough to document 29 states. Good going, Chris.

First place was a perfect tie between Karen and Phil Ager. They traveled together and visited 37 states. Outstanding performance, Karen and Phil.

The I've Been Everywhere Grand Tour had three members submit results, and boy did they do some riding. We were happy to see that George Van Mater hasn't

gotten tired of riding the tours and visited sites such as TALLAPOOSA, SARASOTA, KALAMAZOO and MATTAWA, ONTARIO. George visited 49 IBEGT sites. He is always a hard-charging rider that likes a challenge and we keep trying to give him interesting challenges as well.

Our Grand Champions were again a virtual tie. Karen and Phil Ager rode their motorcycles from the Atlantic to the Pacific and border to border to net an amazing 78 sites. They collected locations like BARABOO, HENNESSEY, OSKALOOSA, TEXARKANA and WINNEMUCCA Road. Places like CHATANIKA (Alaska), BARRANQUILLA (Columbia) and TOCOPILLA (Chile) were for some reason out of reach for this traveling duo, but they got most everything else in between. To get 78 sites was an outstanding accomplishment for our very deserving winners.

We also wanted to acknowledge Arwyn Fleming for her participation with her dad Wes. Wes had a long trip planned riding his sidecar rig with his daughter Arwyn as passenger. She would have been an entry in the passenger class, but as too often occurs, the trip did not happen as planned. Barb thought it appropriate to award Arwyn an album with number 13 1/2. Wes said there were some state photos, so she will have the start of an album for future travels. It is great to see the younger children joining in and hope more will join Arwyn next year and in the future.

Thanks to everyone for joining in the tours. We have a lot of fun doing this each year. We hope the winners enjoyed the albums and hope those at the Holiday Party had a chance to check out some of the pictures. Stay tuned for the 2013 Rides Program.



In this typical Great States Tour photo, you can see the three things that are necessary to claim a state: motorcycle, placard and something that identifies what state you're in.

Membership Report

Provided by Karen Ager, membership@bmwbmw.org

As of 31 December 2012, BMWBMW had 391 members and 69 associates for a total of 460 active on the rolls. During December, 11 members and two associates renewed; BMWBMW also welcomed four new members. The new members joining in December were: William Haskins of Woodbridge, VA; Christopher Ogden of Montclair, VA; Chris Pippin of Aberdeen, MD; Dean Sherick of Alexandria, VA.

Treasurer's Report

Provided by Henry Winokur, treasurer@bmwbmw.org

For the month of December 2012, the club's opening balance was \$20,203.78; the closing balance was \$20,161.12, showing a net loss for the month of \$42.66.

Income for the month was \$1,107.29, broken down as follows: annual party fees, \$525; membership fees, \$207.50; BTS advertising, \$300; miscellaneous income, \$74.79.

Expenses for the month were \$824.46, broken down as follows: BTS printing and postage, \$815.31; PayPal fees, \$9.15

2012 Mileage Contest

Provided by Steve Willis, mileage@bmwbmw.org

1. Christopher Russell-Wood at 53,777 miles
2. Don Graling at 36,153 miles
3. Bruce Watkins at 29,719 miles*
4. Matthew Corrigan at 28,964 miles
5. Paul Mihalka at 28,189 miles
6. Jim Patton at 25,641 miles
7. Karen Ager at 25,607 miles
8. Phil Ager at 25,127 miles
9. Tina Fraembs at 23,643 miles
10. Lisa Hecker at 22,008 miles
11. Bob Stransky at 21,708 miles
12. Wade Butler at 21,250 miles
13. Steve Anderson at 20,199 miles
14. Ken Eichhorst at 18,223 miles
15. Jody Douglas at 13,852 miles
16. John Litner at 13,066 miles
17. Paul Wilson at 12,938 miles
18. Gene Freund at 12,479 miles
19. Henry Winokur at 11,454 miles
20. Brian McLeod at 11,123 miles
21. Chris Barritt at 10,501 miles
22. Tim Mudrick at 10,137 miles
23. Maria Vandergucht at 8,378 miles
24. Linda Mooney at 8,318 miles
25. Steve Clifford at 6,960 miles
26. Garrett Stone at 6,448 miles
27. Wes Fleming at 6,189 miles
28. Terry Barnes at 5,850 miles (sidecar)**
29. Wes Fleming at 4,659 miles (sidecar)
30. Nicki White at 4,484 miles

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*Bruce Watkins' submitted mileage was subject to an error not recognized until after the club's holiday party.

**Terry Barnes' mileage was calculated after the final list of participants was posted online.

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Love in staggered formation

It's not at all unusual to see two bikes going down the road. You've seen it a thousand times, a million, one bike in the left track, another just behind, over in the right track. We assume they're friends, not knowing anything more about the pair of riders than we can see.

Due to our demographics, perhaps, many BMWBMW members are married or in other long-term, committed relationships. At times it may be a struggle to include our significant other in our love for riding, but others among us have not only embraced the love of riding, but gotten bitten by the bug so significantly that they hop off the back seat and wrestle control of their own motorcycle. Some of us could never imagine ever being a pillion, absolving control over whether to turn left or right to another person.

The club has lots of couples in it. Many are a joined-by-the-seat pair, but others can't imagine sharing space on the same bike's seat. It's time to meet a few of the latter.



Greg & Shannon Krammes

"We met in 1986 while serving in the US Air Force in Bitburg, Germany—27 years ago!" says Shannon (G650GS). Greg (R1200GS) adds, "We now have an empty nest, since our son and daughter are both finishing up college, so we can spend our days planning our next adventure." Shannon reminds him the nest isn't completely empty, since they recently added Belle, a Labrador Retriever, to the family.

Cheree & Jim Craze

Though they didn't release any details, Jim (R1200GS) and Cheree (F650GS) have perhaps the most potential for a movie adaptation of all the "how we met" stories related here. They met Valentine's Day weekend through Cheree's roommate, who was a co-worker of Jim's at the military base at which they were all stationed. Cheree says, "That was 22 happy years ago." Jim says, "Riding together has improved our marriage in that we now have an activity to do together that we both really enjoy. When we started riding together, we started spending more time together."



Chase & Corey Hinderstein

"We met in college and have been together 19 years, married 14 in March. No kids, but we do have two snorty dogs," says Corey (F800R), who spends a lot of time on the road for her job. "Chase loves riding too much to give it up, and it would be a shame to lose time together when I'm home because he's on the road without me, so we try to strike a balance." Chase (R1200GS) says how they ride together is similar to when they scuba dive, relying on body language and communication to achieve their goals.

Leigh Duffy & Steve Roth

"We're condo neighbors," Steve (Ducati Monster 1100S) says. "She noticed my gear in the elevator and seemed intrigued by motorcycles." Leigh (F650GS Dakar) adds, "It's hard to ignore a 6'3" guy dressed head-to-toe in leather." Steve says, "At first I thought she was just making conversation, but it turns out she's an honest-to-goodness gearhead. She's a very independent person, and through our hiccups and trials with this new hobby, I'm trying to show her she can fully count on me. Riding together requires a great deal of trust." "The main difference between our relationship at home and on the bikes is that I've never asked Steve to pick up any 400-pound objects at home," Leigh says, adding, "I don't think I'd fully appreciate the extent of Steve's patience if I hadn't started riding, as it takes superhuman patience to accompany a novice rider on a thumper while straddling a snarling Ducati liter bike."



France-Lee Griggs & Michael Potter

"Mike makes it sound weird, but we met on Craigslist about two years ago," France-Lee (Ninja 250R) says, "He was looking for a place to live and my apartment was five minutes from his new office." They met in person the day Michael (R75/5 SWB) moved in, became best friends and the rest, as they say, is history. France-Lee continues, "Mike and I used to go on romantic rides together before we were even dating. One time, we were stopped off the George Washington Parkway watching a sunset and one of us even made a joke about how romantic it was."



Jody & John Douglas



Photo by Chase Hinderstein

"We met when John was selling used cars with my dad in Champaign/Urbana, IL," Jody (F650GS) says, continuing, "Never trust a used car salesman, right? Luckily he was too honest to be great at it." One day John (R1150RT) gave Jody, who worked part-time at the dealership, a ride to the University of Illinois, a ride that would eventually lead to two children, five grandchildren and three great-grandchildren. John adds, "We've been an item for just over 52 years and married for 51 of them." Their nest isn't quite empty, as it contains Beemer the Wonder Cat, who John says "is quiet and handles well."

EIGHT *sixteen bikes* COUPLES

Every relationship features a different set of interacting personalities, skill levels, desires, goals and riding styles. They all come together on the road, though, in way that a couple that rides together on the same bike can't quite understand.

When reviewing the answers to the questions sent to these motorcycle couples, some trends start to become apparent. Most of the women, Cheree and Shannon excepted, became inspired to ride after seeing how much the men enjoyed the experience. Of course, most of the men ride an R1200GS (or secretly wish they did), but a number of the women ride GS bikes as well, either single-cylinders or the new parallel twins. Every rider mentioned above expressed a fondness for protective gear, with men more likely to comment about their helmets and women more likely to express appreciation for a good pair of riding boots. What is clear from all their responses is how much they enjoy riding and that they consider doing so as a way to build, strengthen and expand their relationship.

Chase says, "It was an exciting and dramatic moment the summer day I came home and found Corey gone on her bike by herself for the first time." Greg says, "A lot of the responsibilities and challenges of life are left at the doorstep and you tend to relax when you're cruising around on beautiful country roads. Shannon adds, "Or riding like maniacs through dirt, rivers, mud, ice or snow!" "We like to travel alone," Paul says, "mostly because we can set our own pace and not feel compelled to accelerate or hold back for others." Steve expands on Paul's sentiment, saying, "All groups say safety is top priority, but that is often forgotten as soon as the engine turns over," and Leigh adds, "Steve knows I'm a novice and rides accordingly," emphasizing the trust factor needed to ride with another person.

Another major theme winding its way through the couples profiled for this feature is training. Among the 16 people here, there are 12 MSF Basic Rider Courses (or their equivalent), several CLASS and ERC sessions, a handful of Total Control and Jim Ford Workshop classes, and even a trip to the California Superbike School. [See the April 2012 BtS for

By Wes Fleming
Photos courtesy of the couples

Chase's story.] Couple that with the raves for protective gear – Greg and Steve look great in their leather jackets, after all – and this proves to be a group that takes safety seriously.

France-Lee says, though, "I admit, despite adhering to ATGATT, motorcycle gear is my least favorite part about riding. Women's gear is mostly unflattering and not very aesthetically pleasing. I love my Nolan N104 helmet, though." Michael agrees, saying "The comfort, airflow and quality of my Shoei Multi-Tec are so great, I'll never go cheap on a helmet again." Shannon says, "I was amazed at the difference a good pair of boots made." Jim swears by his Aerostich one-piece suit, while John wears only a thin LDComfort under his Aerostich Darian two-piece suit most warm days. "Basic physical comfort is really vital to riding safety," John says, echoing France-Lee's sentiment that the wrong gear can detract from the whole riding experience.

Only the Douglas, Krammes and Moon families have kids and naturally some of their kids have picked up the habit. John says, "We gave our son a Yamaha 100cc dirt bike when he was 13. I took my Honda Scrambler along and taught him what I knew. Our daughter learned too, because of her husband's interest. She rides a 600cc Ninja and an 1100cc Virago." "They worry about us a little," Jody adds, continuing, "Our daughter would much prefer that her mother enjoyed sitting on the front porch. She rides, but I don't think she particularly enjoys it. She follows our rides on the SPOT, calling nervously when she sees no movement for a time."

Shannon says, "The kids think it's great that we ride together, but of course they worry and never forget to remind us to be careful." Greg adds, "They've both shown a limited interest in riding, but neither has taken that big next step, except to ride our KLX 250 around the yard – but who knows what the future will bring."

Laura says her teenage daughter likes to ride with her sometimes, but it's her son that got bitten by the riding bug in a big way – he earns his living as a motorcycle mechanic in Maryland. Both kids have been on ATVs and dirt bikes since they were little. "My kids'

Irene Pfefferman & Paul Brown



"We met online in 2008," Paul (R1150GSA) says. "It was a natural match, as my screen name was MyDog-PlotsAgainstMe and hers was ImlnCahootsWithYourDog." Naturally, they have dogs, who they suspect would love to ride in a sidecar but would take control and only allow rides to the pet store. Irene (Suzuki SV650) says, "Motorcycle travel necessitates people to practically consider logistics that aren't as relevant to other types of travel. Agreeing on how these factors influence travel makes motorcycling a very good make-or-break situation for couples." Paul adds, "That we have future trips planned together is a good sign."

Laura & Patrick Moon

"We met at work," Laura (F650GS) says, "at the Johns Hopkins Applied Physics Lab." Pat (R1200GS) continues, "Thirteen years later, we're still working together, now for Lockheed Martin." Laura says, "Patience can wear a little thin when you're frustrated by traffic, mechanical issues or bad weather, but motorcycling is the one thing that we have a common passion for." Pat agrees, saying, "Riding has allowed us to spend more time together doing something we both love to do." Laura still sometimes climbs on the back seat to "enjoy the view and closeness."



stepmom was killed on her motorcycle in 2008 in a hit-and-run by a drunk driver," Laura says. "Needless to say, it was a difficult time for all of us. We cancelled a big bike trip we'd planned for a week later; it didn't feel fair to the family to do that so soon." Pat continues, "It was very hard for us to get back on our bikes, but we're glad we did. The memory of that is always in the back of our minds and we have become much more attentive riders since."

Experience, of course, is another feature of how, when and how far we ride when it's time to hit the road. Leigh is the newest rider in this group, eager to go on out-of-town trips after she's put some more miles under her tires. At the opposite end of the trip spectrum are Greg and Shannon, who rode 4,300 miles through 13 states in two weeks last June. "The first day was Shannon's longest-ever day ride – 500 miles," says Greg. "It was an eye-opener for what was to come." Jody rode several thousand miles last summer as well, having enough trouble with her motorcycle that she traded it in on a new one in Utah so she could get the rest of the way to California to visit her son's family. [See the December 2012 *BtS*.]

If you recognize Paul and Irene, it's likely due to having read their extended and amusing trip report in the November 2012 issue of *Between the Spokes*. Their trip to Newfoundland was equal parts adventure and challenge, like most trips tend to be. "Maybe one day we'll conquer the north-to-south American adventure together," Irene says. Paul adds, "We aspire to learn Spanish."

Chase and Corey will embark on an African safari-by-motorcycle in March with Ayers Adventures. Given that their longest bike trips so far have been overnighters, they're both understandably excited for what lies ahead. Corey says, "We'd love to do more foreign travel and have talked about New Zealand and Austria as well as traveling out west to see places like Glacier National

Park." Austria wouldn't be too far away if Michael got to take a trip he and France-Lee have discussed. "We talk a lot about a dream trip through Europe, either renting or buying bikes in Germany, seeing the Alps, then riding to France to visit France-Lee's family."

On this side of the ocean, though, Cheree says, "The longest trip we've taken together was down the Blue Ridge Parkway to overnight at the lodge in Peaks of Otter. Coming back we detoured through West Virginia, then rode to western Maryland and hit the club's Oktoberfest before coming home. It was only five days, but it was a blast!" "We plan on going down to North Carolina for the RA Rally this year," Jim says, "and maybe Sherando or the Finger Lakes rallies, just to see those places." Laura and Pat plan to take a trip to the Canadian Maritime provinces and do a loop around

the Great Lakes; Laura says, "We like to travel just the two of us – that way there's no chance of us holding someone else up or vice-versa. There are times when it'd be nice to share the experiences with friends as they're happening, though."

BMWBMW has many member couples and a good number of them are active and involved with the club, attending meetings, tech days and rallies. Cheree and Greg have served as the Tech Chair, Jody did a stint as the club's Secretary and regularly volunteers at the Square Route Rally, Paul was the Membership Chair, Chase helps out with the Elections Committee, Pat and Laura have hosted tech days, and Leigh helps edit *Between the Spokes*. Their strengths are our strengths and we can all learn from their examples. They are part of what makes this club so vibrant.

315

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Paul Mihalka inducted into the BMWBMW Hall of Fame

Longtime club member Paul Mihalka was inducted into the club's Hall of Fame at the annual holiday party on Saturday, 12 January 2013.

After a brief introduction from Scott Keimig, Jim Ford (pictured at far right) took the podium and delivered a rousing, rosy speech full of anecdotes, humor and wisdom. Following Jim, Drew Alexander gave a short speech and presented Paul with his Hall of Fame plaque:

For logging over 1.2 million miles on BMW motorcycles, for mentoring and inspiring fellow riders, for reminding us that it's more important to ride than to talk about riding.

"You don't stop riding because you get old. You get old because you stop riding."

Photo by Phil Ager



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Stagecoach Café Ride to Eat

Story and Photos
by Tina Fraembs

I wanted to do one last ride before the end of the year – and I wanted it to be a fun one. After chatting with some friends, I decided to join them for lunch at the Stagecoach Café in Stockton, AL on December 31. This was the 16th annual “Last Ride of the Year” at the Stagecoach and I thought, what the heck, I can do that over the weekend, at least if I get out of town before the storms hit.

Next thing you know, I’m loading up Rocket and heading south on I-95. I thought about which route I would take, but I knew I would be leaving late in the day and so my first thought was I-81 goes down in the valley and would be darn cold. In my infinite wisdom, I took I-95, making a pit stop at Morton’s BMW for some Gerbing’s heated pant liners, and then off I went. I headed south from Morton’s around 6 pm on Friday. I was hoping I could get in about 300 miles before stopping for the night.

It was such a beautiful night, the weather was nice and dry and with my new pant liners, I was toasty warm. I usually travel long distance with my Gerbing’s jacket liner, boot insoles and gloves, and the pant liners are a wonderful addition. I finally made it to Charlotte, NC and decided to rest for the night. Saturday morning it was 34 degrees and misting. I was lucky enough to miss the rain all night and was hoping I could ride out of the rain. It ended up being pretty cloudy most of the way down to Stockton. I arrived in Bay Minette, AL around 3:30 pm and finally found the 50-degree weather.

It was a beautiful afternoon, so I

stopped for the day and met up with some friends for a night of good food and great conversations. Sunday morning, we awoke to find it 28 degrees outside. I immediately thought to myself, “Where is the warm Alabama weather?” We rode over to Stockton around 9 am and some bikes were already there; the parking lot was not quiet the rest of the day. Hundreds of bikes arrived and the temperature started going up, eventually reaching about 55 degrees. It was hard to tear myself away when it was time to go.

Ray Fagan started the Ride to Eat in Stockton. He used to roam the countryside on his motorcycle and attended his first ever RTE in San Antonio, TX. An email list post offered free coffee to anyone who showed up and a free meal to whoever rode the farthest. Ray was sure he was going to win that free meal, but when he got there, some guy from New Jersey showed up and beat his distance. Ray didn’t get his free meal but he was hooked on the long distance thing and decided to host his first ever RTE, so he picked the Stagecoach Café in his back yard, Stockton. It’s a nice little restaurant with a small back room for people to meet and tell stories and it was the place to be.

About 50 people showed up and Ray was so thrilled that he decided to do it again the following year. Sixteen years later, the tradition just keeps growing. Bikers know to meet at the Stagecoach in Stockton every year on 30 December for one last RTE of

weren’t just sitting around chatting; riders mostly arrived, ate and left in a constant stream.

There are awards given out during the day: longest distance ridden (male or female), youngest rider, oldest rider and oldest bike ridden “from your house, not trailered to town and ridden to the restaurant.” It’s impressive when you see a 1949 Harley Davidson show up. Shane Huseman from Daphne, AL restored a Panhead that has been in his family for over 40 years and proudly rode it to the gathering. The youngest rider was 18-year old Greg Mariscal, who rides a BMW F700GS from Enterprise, AL. The oldest rider was Dick Meyer, 80 years young, who rode in on a 2008 Goldwing. The longest distance ridden award was a tie for a couple from Utah. They rode over 2,000 miles to attend this event, each on their own bikes. Cletha rode a BMW F650GS and her husband Eric rode a Super Ténére.

I finally tore myself away from the Stagecoach around 2:30 pm. I jumped on I-65, took that to I-85, and then got on I-95 for the last stretch home. It was a beautiful ride out of Alabama and Georgia, even on the slab. I finally stopped Sunday night around 10:30 to watch my poor Cowboys lose to those darn Redskins. The temperature had dropped to 31 degrees when I stopped; when I started again on Monday morning, it was 26 degrees. Heated gear or not, it’s hard to stay warm with that much cold air hitting you. As I enjoyed a very warm shower, I had to smile at my 1,900-mile ride just to have lunch with some friends. **3:5**



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BREAKFAST RIDES

Breakfast rides are informal gatherings of members who meet for breakfast and often a ride afterwards. Not all members participate in the after-meal rides and some like to show up solely for the ride. Interested? Arrive early, introduce yourself and be ready to have fun. Look for the tables with helmets and jackets piled on or near them and don't be shy.

If you'd like more information, or to volunteer to lead a ride one weekend, contact Ed Phelps at rides@bmwbmw.org.

You can find out more by perusing the "Rides to Eat" section of the BMWBMW online forums.

1st Sunday — 8 a.m.
BALTIMORE
BREAKFAST RIDE

GOLDEN CORRAL
7908 Rossville Boulevard,
Baltimore, MD 21236. To
have a reminder e-mail
sent to you the week
before the breakfast,
send your e-mail address
to Jim Pellenbarg,
jpellenbarg@juno.com.

3rd Sunday — 10 a.m.
MARYLAND
BREAKFAST RIDE

THE COZY
103 Frederick Road,
Thurmont, MD 21788.
Take I-270 N to Frederick
and continue north on
US 15. Take the first Thurmont
exit. Turn right at the first
stop sign, then left at the
first traffic light. Go 1/4
mile and look to the left.

4th Sunday — 9 a.m.
VIRGINIA
BREAKFAST RIDE

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Nokesville, VA 20181.
Easily reached via I-66, US
29 and VA 28. From 28,
turn S/SE on Fitzwater, then
cross the railroad tracks
and look to the left. Riders
gather in the back room.

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A late-model Yamaha and a 1952 Velocette show the wide variety of bikes that get ridden to the Stagecoach.

A photo from the roof of the restaurant shows how crowded this RTE gets.



Below, RTE organizer John Harrison hands out the awards for Oldest Rider (Eric, 80) and Longest Distance Traveled (tie between Cletha and Eric, a married couple from Utah).



The award for Oldest Bike Ridden to the RTE went to this avant-garde Harley-Davidson built around a 1949 panhead engine.



There are some things taken quite literally at the Stagecoach Café.



HelmetLok II by Rocky Creek Designs

By Wes Fleming



The HelmetLok II secures a Shoei RF-1100 helmet to the rear grab-handle of an R1200GS.

The original HelmetLok secures a Shoei MultiTec to the same R1200GS, but through one of the stock side case mounts, because it won't fit around anything else.



Every now and then, somebody invents something that is so simple—yet so useful—that you have to kick yourself for not thinking of it and starting your own business. The HelmetLok by Rocky Creek Designs is exactly one of these things.

The concept is simple: You ride somewhere, you want to walk away from your bike, but your side cases are full (or you don't have any). Not wanting to risk losing your \$400 Shoei, \$500 Arai or \$700 Schuberth, you normally would just carry your helmet with you.

Not any more.

As long as your helmet has D-rings and your motorcycle has handlebars, you can use the HelmetLok II to secure your helmet to your bike and walk away secure in the knowledge that your pricey lid will be right where you left it when you return.

Greg Jensen invented the original HelmetLok in 2010 by combining a 3-digit combination lock with a carabiner. It worked exactly as planned, enabling riders to lock a helmet to their bike and walk away. After doing the motorcycle show circuit in 2012, though, Jensen took the advice of dozens of riders that loved the original item and developed the HelmetLok II.

I have one of each, and I can tell you, as cool as the original was, the second iteration is even better and more useful than its ancestor. With the larger size of the carabiner, you can now lock your helmet to the handlebar or even to the grab handle by the back seat of an R1200GS. The larger barrel on the new, 4-digit combination lock is easier to read and manipulate. It's also easier to set a new combination, thanks to a small slider (accessible only when the lock is open) that's easy to move with a fingernail. The body of the carabiner is now coated with a matte plasticized substance, reducing the possibility of scratching either your helmet or your bike.

It's rare that a simple idea can strike such a chord of usefulness. It's rarer still that a manufacturer will listen to the customers and improve the product to make it eminently more useful than it was before. Greg Jensen achieved both.

The HelmetLok II is available at online retailers for \$25. A 6' long cable (that coils up to 4.5" when not in use) is available for \$8; the cable enables you to lock up a jacket or a helmet that has a chin bar but lacks d-rings.

www.rockycreekdesigns.com.au



The differences between the two generations are subtle, but important. The R1200GS key is shown for size comparison. The original is at the bottom of this photo, with the second generation at the top.

Photos by Wes Fleming

Morton's BMW to host first club tech day in 2013

By Tina Fraembs, tech@bmwbmw.org

Our first tech day this year will be Sunday, February 17 and will be hosted by Morton's BMW in Fredericksburg, VA. The staff at Morton's has agreed to open their doors for us, offering plenty of garage space to work on our bikes. Doors will open at 8 am with coffee and donuts provided.

This year, I'm going to try to make the tech days topic specific. Keep in mind, you can always do your routine maintenance tasks, but this way, if there's something you've wanted to learn or get help with, these topic-specific tech days will be sure to help.

Our first topic is going to be Suspension. Many people have never adjusted their shocks, usually because they don't understand how they work or how to set them up properly. There are many factors in setting up your shocks. Most bikes come with factory suspension designed for the target

weight of the rider; on BMWs, that's usually around 180 lbs. The springs are set to help return the bike back up to the ride height after the compression of the suspension. They also help hold the ride height after the bike has been loaded down with gear or passengers. Understanding the damping adjustments will keep your bike from becoming a pogo stick. You want to adjust the shocks for low- or high-speed compression and cornering. You want to check how the bike feels for the majority of your ride. Racers will adjust their suspension differently than a rider just cruising down the street.

There are adjustments to help with issues such as:

- Bike tends to over- or under-steer
- Front end washes out
- Deflecting bumps
- Suspension feels harsh and jars you when you hit a bump

There are so many things to consider that I've called for help. Stuart Beatson from Morton's BMW has kindly accepted our invitation to come to the tech day and help us understand the suspension process a little better. Stuart has worked with BMWs for more than 20 years; he's a CLASS instructor and former national champion road racer. He's dealt with a variety of riders and bikes and has a deep understanding of how a motorcycle's suspension works. He'll be able to help you understand your bike, its suspension and how to make it work best for your riding style.

I hope you'll join us on Sunday, February 17. Remember, garage doors open at 8 am with coffee and donuts available. Morton's is also offering special discounts that day: 15% off BMW items not already on sale (bikes excluded) and cases of oil will be discounted 20%. There will be other surprises announced that day, so come on out and let's have some fun! If you have any questions, please feel free to contact me.



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*Rick Haskins and Nate Kern discuss the details of the new HP4 at the International Motorcycle Show at the DC Convention Center in early January.
Photo by Wes Fleming*

A photograph showing two men, Rick Haskins and Nate Kern, leaning over a BMW HP4 motorcycle. Rick Haskins, on the left, is wearing a light-colored jacket and glasses. Nate Kern, on the right, is wearing a dark blue polo shirt with a red logo. The motorcycle is blue and white. The background shows other people and a display area.

**BETWEEN the SPOKES
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