



VOLUME 40 | ISSUE 02 | FEBRUARY 2014

Between the Spokes

THE MONTHLY MAGAZINE OF THE BMW BIKERS OF METROPOLITAN WASHINGTON



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From the editor

As many of you will remember, everybody in the club gets two issues by mail every year. The February issue (this one) has the year's calendar of club meetings in it; the October issue is our annual election issue. This issue includes the second in our year-long series of cool bikes. I'd also like to thank all three D.C. area BMW dealers for taking the time to let us know what's coming up at their shops in the next few months.

—Wes



ON THE COVER

There's nothing quite like an R 1200 R painted up to look like a 1970s R 90 S. Photo by Marcus Sattler.

The magazine's new logo debuted last month and was designed by Scott Bricker, the founder of, and primary designer for, Orcada Media Group, www.orcada.com.

UPCOMING CLUB EVENTS

08FEB CLUB MEETINGS

Board of Directors @ 10.00, General Membership @ 11.00
Zi Pani Breads/Café, 1560 Opossumtown Pike, Frederick MD 21702

09MAR CLUB MEETINGS

Board of Directors @ 10.00, General Membership @ 11.00
Morton's BMW, Fredericksburg VA



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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.

BETWEEN THE SPOKES



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BMWBMW

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Advances in technology boggle the mind

I like to think that I am unaffected by psychological stimuli employed by motorcycle manufacturers to sell their wares. I'm generally aware of the use of marketing buzz words in advertising and feel adept in spotting a marketing department's boilerplate "factoids" cut-and-pasted into ride reviews in the motorcycle press. As a result, I approach motorcycle publications with a bit of a jaundiced eye. The only way to temper my skepticism regarding claims of the newest, fastest, best handling, most comfy, etc. bike in the market is by putting my Cordura-covered butt on the saddle and spinning the rubber. I suspect I'm not the only cynic out there, a fact of which BMW Motorrad management is clearly aware, as evidenced in its long-standing policy of promoting liberal test rides on demo machines.

Stick me in the D.C. convention center at the Progressive International Motorcycle Show filled with the latest and greatest bikes, though, and I lose all sense of objectivity. There is something—the bright lights, sparkly paint schemes, friendly, smiling sales staff, or maybe some mind-scrambling motorcycle pheromone pumped into the HVAC—that makes me rise to the bait of innovative technology on display. This was particularly the case this year, since the BMW showcase was the first feature I saw upon entering the exhibition hall. The foot traffic into Beemerland and the riders queued up to check out the new bikes should be very heartening to our dealerships and the accountants in Munich.

In recent years, it's amazing how various electronic control systems have been incorporated into our machines for the joint purpose of increasing performance and safety. ABS, traction control, tire pressure monitoring and electronically controlled dynamic damping suspensions are fast becoming the norm for sport-touring bikes. Every year there is advancement, and the most amazing item I heard about this year is Bosch's Motorcycle Stability Control (MSC) system. This system integrates the disparate electronic control systems to counteract a number of dynamic processes negatively impacting bike stability.

Apparently, incorporating sensors for lean and yaw angles along with the wheel speed sensors of conventional ABS, then integrating these sensors with the electronic throttle/traction control and applying Bosch's stability control algorithm, allows a rider to safely brake hard while leaning into a curve, even on a slippery road. That's right, an anti-lock braking system that prevents wheel lock-up while cornering! I don't know where Bosch came up with the statistic, but they claim that this system could prevent over 65% of low-side crashes while braking. I retain considerable disbelief in that estimate, as I sense there may be quite a learning curve for experienced riders to unlearn years of braking skill development, and I suspect I'm in that cadre. That said, I do remember watching a Ducati rider low-side at a corner apex, likely because of grasping too much front brake due to too

high an entry speed for his ability—the rider might have avoided significant trauma to his thigh and groin in the ensuing collision if he had better corner braking skills, or (if Bosch is right) his bike was equipped with MSC. Certainly, it's food for thought.

The MSC system has other applications to make for safer and faster cornering. Apparently, it can significantly reduce, if not eliminate, the tendency of a braking bike to heel-up out of lean and run wider than intended. This could effectively allow most any rider to safely trail-brake in corners and simultaneously nail the desired late apex point and allow for quicker turn-in. Pretty cool stuff.

Various applications of these integrated control systems are becoming available. Undoubtedly, there are cynics who lament the proliferation of electronic controls on bikes, but given the incredible performance capabilities of modern motorcycles, I am guardedly glad to see this development. To put things in an historic perspective, when I first became aware of BMW bikes in the mid-1970s, the R 90 S was the highest performing BMW and in fact won the AMA Superbike race at Daytona. The power of that classic machine is on par with the F800 series of today, is superseded by all the boxers, and is perhaps half that of BMW's very powerful K- and S-motors. If done unobtrusively, the intervention of Bosch's cyber-guardians should be just as welcome to me as ABS has been the last 20 years.





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As I write this, the hills of Thurmont are covered with snow and winter has reared its ugly head. Fear not fellow riders, the 40th Annual Square Route Rally will be here before we know it, so let the planning and prepping begin!

For those who have never attended it, the Square Route Rally is the club's premier weekend event. Over the past 40 years, members and friends have gathered for a weekend of riding and camping

in the beautiful Catoctin Mountains. Rally-goers are treated to informative seminars, great rides, fabulous prizes, fantastic food and beer. This year, we're adding some new touches to make the rally even more enjoyable and fun for all. However, what makes the Square Route Rally great are the folks who attend and the stories they share!

This year's Square Route Rally needs people like YOU to make it happen. We're looking for volunteers to help with all aspects of the rally. No matter whether you want to help out before, during or after the rally, any assistance is greatly appreciated! If you'd like to help, please send me an email at vp@bmwbmw.org, or send a PM on the BMWBMW message boards to **drewalex**. Please be sure to provide your name, phone number and email address so I can get in touch with you.



40th ANNIVERSARY SQUARE ROUTE RALLY FRIDAY 30 MAY—SUNDAY 01 JUNE 2014 CAMP WESTMAR—THURMONT, MD



Photo by Dan Muir

CLUB BUSINESS

Annual Financial Report

By Henry Winokur, Treasurer

Currently the club's fiscal year runs from 1 October to 30 September, and this report will cover that time frame for 2013. With Board of Directors' approval, we have started the process of changing our operating year to 1 January to 31 December to match our calendar year, so that the numbers will be more easily correlated to what is actually going on with the club's finances.

Income (rounded): membership \$7,905. Miscellaneous income nearly \$83. Parties generated slightly over \$2,345, BtS advertising income was \$4,150 and Square Route Rally income was slightly over \$8,942, for a total of slightly over \$23,425.

Expenses (rounded): Bank charges, \$4.00, Internet hosting fee, nearly \$100, meeting expenses nearly \$263, membership expenses, \$690, party (Holiday, Oktoberfest and the picnic) expenses: \$2,995, PayPal, slightly over \$307, Postage, almost \$629, BtS expenses (printing, postage, etc): almost \$5,780; printing and mailing the membership directory, slightly over \$905, Square Route Rally, slightly over \$11,131. Total expenses were slightly over \$25,964.

All in all this produced a loss of slightly over \$2,539. Some of this loss comes from money spent on membership supplies that won't have to be purchased again for several years. Additionally, the pins that we give out for the Square Route Rally arrived after the event and we were forced to buy additional packaging and postage (slightly over \$321). Hopefully that won't happen again.

The Board of Directors will look closely at the monies spent and do our best to cut our losses, which may mean that for certain events, prices may have to go up.

For precise amounts, Treasurer Henry Winokur will be happy to send you the Yearly Profit and Loss for 2013. Get in touch with him via email at treasurer@bmwbmw.org.



Butt Lite VII prep—part 3

Over the last two months, I have talked about my thoughts and preparations for the Butt Lite VII rally this summer. This month, I decided to try to explain what an endurance rally is all about.

A rally is part scavenger hunt, part trivia quiz, part poker run, and part marathon, all done on a motorcycle and completed within a strict time limit. The goal is to have the most points at the end of the event. Riders acquire points by visiting “bonus locations” and properly satisfying requirements specified in a set of instructions called a rally book. Every bonus location has a point value; proof of fulfilling the requirement may take the form of a physical object like a receipt or a photograph as described in the rally book. Complete the requirements and get the points. Sounds easy, doesn't it? Each rally has its own set of rules and challenges. Reading comprehension is critical.

Bonus locations and their assigned point values are determined by the Rallymasters. Rallymasters often have a theme or some underlying connection among all of the bonus locations. Sometimes bonuses are selected because they are sentimental, like the grave of a friend or relative, or purposeful, like making a purchase from a rally sponsor. Other times, the location is selected because of geographic location or challenging riding conditions: a breathtaking overlook, a stretch of mountain road or a crowded beachfront boardwalk.

At the beginning of a rally, every rider gets the rally book with a list of bonus locations, point values, bonus requirements, directions/address, what the rider is actually looking for (a statue, plaque, business, etc.) and what time it is available. Riders typically begin their effort by plotting the sites using mapping software that will help them to plan the ride. Riders are not expected nor compelled to claim every bonus location. The bonus list is like the menu at a Chinese restaurant—you pick and choose what to visit rather than trying to grab them all. The rider's job

is to construct a route that moves from the start location to the endpoint within the allotted time while attaining as many points as possible.

A rider must also allow time for sleep, fuel, meals, traffic, twisty roads, construction, weather conditions and other obstacles. Riders try to balance the available time with the number of miles they can cover against the potential points available to them. The top finishing riders will maximize their points per mile and points per minute ratios. At the completion of the ride, each rider submits carefully recorded rally data, required bonus evidence and photographs to a rally scorer for tabulation. Riders can rack up penalties if they didn't follow instructions precisely or exceeded the allowed time window.

As an example, here's what the bonus locations looked like at last year's Mason-Dixon 2020 rally. The start and finish point was a motel in Martinsburg, WV. This rally also had a mileage cap, that is, a specific mileage that could not be exceeded if the rider was to be considered a finisher. There were two mandatory bonus stops—a three-hour rest bonus and a visit to the gravesite of a deceased rally rider at Ft. Indiantown Gap National Cemetery in Pennsylvania. You could not be a finisher without meeting these two requirements.

The rally started at 0600. My route went south from Martinsburg through

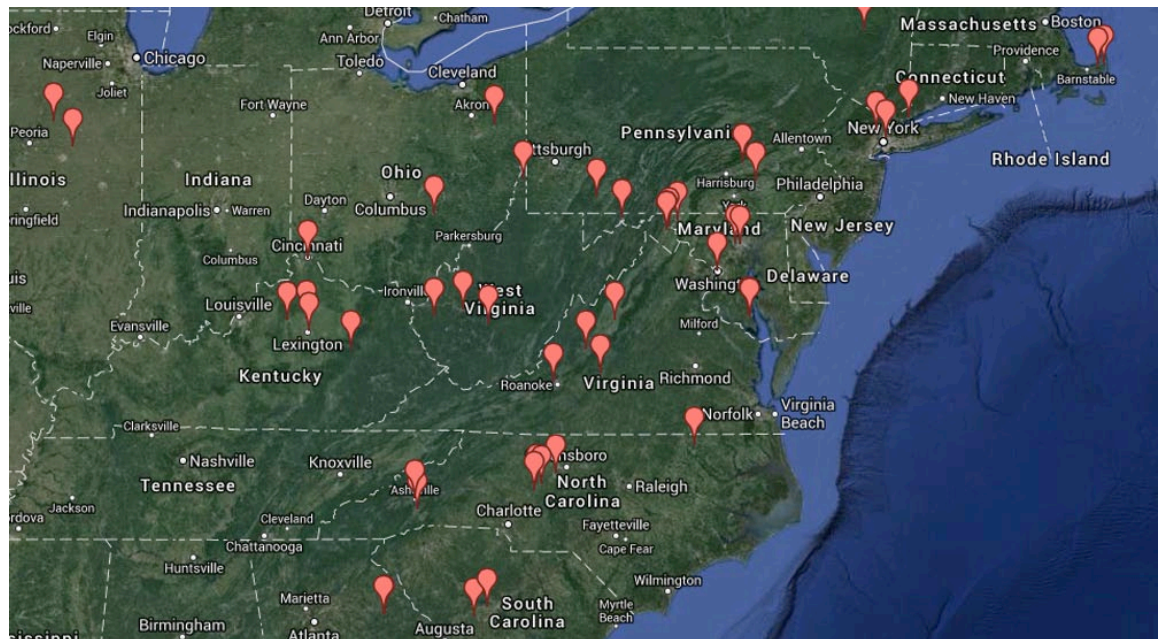
Roanoke, VA to Lexington, NC (near Greensboro), then turned northeast to a bonus near the Virginia/North Carolina border. Around midnight, I took a five-hour rest stop in Annapolis, MD. At 0500 the second day, I went to a bonus in Washington, D.C., headed north through Baltimore, picking up more bonii (plural for bonus in Rally speak) en route to the cemetery, and finally rode south to the finish in Martinsburg, arriving about 1400—an hour before the mandatory finishing time.

At the finish, I gathered my rally materials and prepared for scoring. A scorer, in my case Chaz Fisher, acted as a reviewer and certified that I did indeed satisfy the requirements of each bonus location that I visited. Scorers reviewed every participant's submission and tabulated the results. This ride got me 12,304 points—fortunately with no penalties—and I finished 26th out of 46 riders. The winning rider started out as I did, but in Roanoke he headed to West Virginia and Kentucky, back through Ohio to the cemetery, and finally back to the finish. That route was worth 16,501 points.

While my finish was not as high as I had hoped, I learned more about my capabilities as a long distance rally rider and what it takes to do well. Hopefully, I will be able to apply these lessons in the future.



Rallymasters Rick Miller (MD 2020) and Scott LaShier and Gary Sipe (Void) unknowingly helped with this article.



Orange burst

Retro looks – modern performance

In 1975 I owned a R 90 S in Daytona orange, so for the past several years I have been looking around on the Internet for a good used one. I was always held back by what the sellers thought they were worth, usually in the neighborhood of \$10,000 to \$15,000. Plus those 1970s bikes have 30-plus-year-old technology.

The improved technology of modern bikes was in my mind when I got the idea to have a new bike painted to match the look of my old R 90 S, which is what eventually led me to where I am now.

My 2011 R 1200 R Classic now has 6,500 miles on it. I bought it new from Morton's BMW in Fredericksburg, VA. I was immediately attracted to the instrument panel, spoked tube-type tires and the silver frame. After I bought it, one of the first things I did was to ride a Saddle Sore 1000 to Sedalia, MO to make sure this bike was rideable.

The paint job was the most important part of me buying this bike. If I had not gotten the paint job lined up by a reputable painter, I would not have bought the bike.

First, I looked into having the paint done by a shop up in Ohio, but nixed that! Then out of the blue, Rhonda Hoffman, now living in Richmond, walked into Morton's looking for something to do. Morton's BMW owner Jeff Massey remembered my idea and put me in touch with Rhonda.



Jeff organized a meeting of all of us at the store, where I met Rhonda for the first time. We talked, and I told her what my vision was. She told me what she could do; she also had some great ideas that are incorporated into the paint job.

While she was at Morton's, we got out the tools and started dismantling the bike. Rhonda started right away taping the individual parts for painting. Within an hour, all the parts that were going to be painted were off the bike, taped up and in the back of Rhonda's car.

I also want to thank the parts department and Jeff again for getting all the extra parts lined up from Wunderlich—the fairing, rear fender and LED taillight. We got the chrome valve covers and LED turn signals from BMW and the titanium exhaust from Akrapovic. I also have to offer a special thanks to Dewey Keeton for putting the bike back together again.

Even after all the work and expense, I would do it all again. I had such a good time interacting with everyone. The bike turned out beautiful and is a pleasure to ride. If I had to do it again today, I would want the new waterboxer, like my 2013 liquid-cooled R 1200 GS—but I can't imagine where to put the radiators!



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Have an interesting motorcycle?

Marcus' cool orange smoke R 1200 R Classic is the second in our new "Bike of the Month" feature; last month's was Dave French's heavily restored 1960 R50/2 sidecar outfit.

Between the Spokes would like to feature YOUR bike as our Bike of the Month some time during 2014. If you have an interesting bike, drop us a line by sending an email to editor@bmwbmw.org.

We'll send you some questions to get you started on telling your tale and don't worry if you don't have any great photos of your bike—if we need to, we'll send somebody to you to take photos!

If you know somebody that has a bike you'd like to know more about, ask them if you can tell us about them (be sure to provide their contact information) or—even better—you can be our correspondent and write up their story yourself.







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Ural revamps entire line for 2014

There's an hypocrisy inherent in the motorcycle world. What happens is fairly simple. Motorcycles dazzle you in your youth. You ride whatever you can get your hands on, which usually means riding small, inexpensive bikes. By the time you get your first big bike, it's used—if not abused—and maybe you spend more time working on it than you do riding it. Ten years later, though, you've got a steady job with enough cash left over every month to make a payment, so you buy something new.

Skip forward another 20 years and maybe you've got two or three bikes in the garage—nothing more than 10 years old, though. You love riding, but there's something about it that's missing. You long for the thrill of burning down the road on the kind of bikes you rode 30 years ago. That visceral, gut feeling lets you know you were living life to the fullest.

To get that feeling back, you go out and buy an old bike. If you've got the means, you get one that's been restored. If not, you get one that at least runs, because otherwise your significant other will

wonder why the hell you just dropped five grand on a rusty frame, greasy motor and six milk crates filled with grimy parts.

Then, the first time you get out on the road, it hits you: These old bikes, while they look great and they sound great, when it comes to stopping and accelerating, well, they kind of suck. That's when you realize what you really want is a bike that *looks* 30 years old but performs like it came out of the factory last week.

You could do what Marcus Sattler did and have your R 1200 R painted to look like a 1970s R 90 S (see *page 6 in this issue—Ed.*). Another option is to do what BMW hopes hundreds of us will do come spring and buy an R nineT (see *"Retro is the new black" in the December 2013 issue—Ed.*).

Until now, though, if you drive a sidecar rig, there wasn't much you could do other than hang a tub off your favorite bike. Sure, you could go buy a Ural, but even with the updates they made in 2010, you knew you were getting into something that both looked and performed completely retro.

In 2014, that comes to a screeching halt. It might just get off to a screeching launch, too.

Ural drivers are a loyal bunch and they've been putting up with 70-year-old technology for quite some time. In 2003, Ural bit the bullet a little and put a disc brake on the front wheel. They later realized that maybe they weren't great at making every single subsystem on the rig and started buying Japanese carburetors.



Now, Ural has made some changes to their line that are revolutionary instead of incremental: Fuel injection and disc brakes all around, even on the sidecar wheel.

In the modern age, when fuel economy, emissions standards, and ethanol in the fuel supply swirl together to create an ever-complicating myriad of problems for motorcycle manufacturers to overcome, Ural is introducing a computer-controlled electronic fuel injection (EFI) system. A Michigan-based company, ElectroJet, designed the EFI, which uses components from Bosch (Germany) and Delphi (also based in Michigan).

The immediate hesitation from Ural drivers is very straightforward. One of the beautiful things about a Ural rig is how easy it is to make most repairs by the side of the road—after all, Ural gives you a tool kit extensive enough to disassemble a Buick. Never fear, roadside fixer-uppers. Ural's EFI includes dual redundant computer controllers and can run just fine on one electronic control unit (ECU).

While road tests haven't been published yet, the system looks pretty solid on paper. It controls both fuel delivery and ignition timing, as well as reading data from a pressure differential sensor to avoid affixing additional throttle position sensors. They even designed



the look of the throttle bodies to mimic the retro styling of the bike.

Fuel injection doesn't, however, give the venerable Ural engine a much higher output. Horsepower rises from 40 on 2013-spec engines to 41 on 2014 engines, but they've tuned the EFI mapping and redesigned the camshaft to give a bump in low and mid-range torque, improving and smoothing acceleration under 50 mph. Peak torque jumps from 38 @4600 rpm (2013) to 42 @4300 rpm, with 90% of available torque below 2300 rpm.

Another pleasant side effect of going to fuel injection is that they've upgraded the entire wiring harness and improved its weather resistance to be able to withstand the higher voltages required. While they were making that change, they went ahead and switched over to a traditional spin-on oil filter, too, significantly easing routine maintenance. They also upgraded the fuel lines and other engine components that help move, filter and store air and fuel.

Continued on page 20



Engine displacement:	749 cc
Bore x Stroke (mm)	78 x 78
Compression ratio	8.6:1

At right and immediately below is Ural's new fuel injection system, which doesn't look too dissimilar from the old carburetors. Note the kickstart lever located just below the side panel.



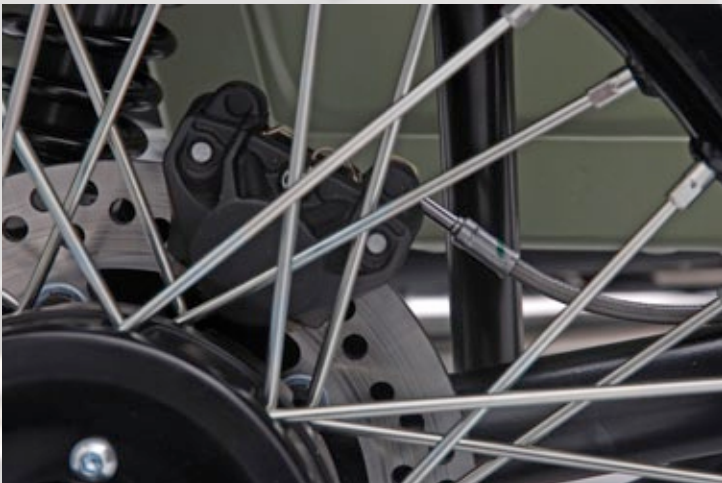
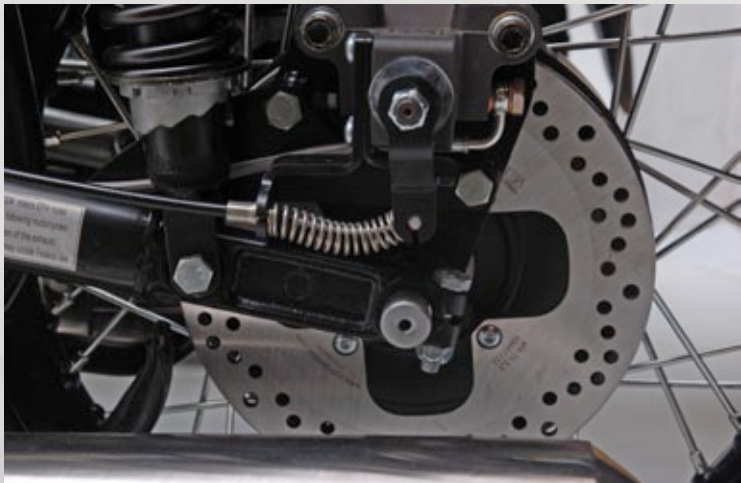
Gears	4 forward 1 reverse
Final drive ratio	4.62
Wheels	2.5 x 19 aluminum rims with steel spokes



The Ural T is the base model and is only available with single wheel drive. The Patrol and Gear Up models are available only with two-wheel drive, which is selectable at the driver's discretion. All three models feature IMZ's leading link fork and 19" wheels all around.

The M70 model has traditional telescopic forks, 18" wheels and is available only in single-wheel drive. Its specs—including the inclusion of a kickstart lever—are the same as the T, Patrol and Gear Up with minor differences in length, width, ground clearance and weight.

Fuel standard	91 octane unleaded
Fuel capacity	5.0 gallons last gal. is reserve
Fuel economy	up to 37 mpg
Range	up to 185 miles



These four photos, clockwise from above: The completely redesigned rear brake from the outboard side, then the inboard side (note the steel braided brake line), the sidecar wheel with its redesigned hub and two-piston disc brake, and the redesigned hub of the front wheel.



Top, the IMZ-Ural logo is clearly stamped into the new knee pad and the bright red paint shines, showing off the quality of the paint job. Above, the updated dash cluster with more modern indicator lights prominently displayed. At left is the new final drive—lighter, stronger and requiring less maintenance.

Max recommended speed	70 mph
Max allowed weight	1,325 pounds
Alternator	Denso, 55 amps 770 watts
Trunk volume	2.9 cubic feet

2014 International Motorcycle Show in Washington, D.C.



Todd Dibell of Battley Cycles wasn't the only IMS attendee (or booth worker) excited to see (and sit on) the brand-new S 1000 R. Pictured here is the very first one to hit the USA, courtesy of BMW NA and thanks to Morton's BMW. Pricing hasn't been announced yet.

The blue wheels on this S 1000 RR really set off the flashy body panels.



The water-cooled R 1200 GS (above) got almost no attention, but the new R 1200 GSA was rarely without somebody near it.





Bob Aldridge (right) manned the BMW Motorcycle Owners of America booth, signing up new members and talking about recent changes in the club's organization



KTM didn't have a factory presence at the show, but Jim Palmer of JT Motorsports brought one of the brand-new 1190 Adventures that have only been on showroom floors about a month. He's suffering from a broken leg, so he wasn't able to give any impressions of how this bike handles. We'll be looking to investigate this interesting bike in a future issue.



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The only booth at the IMS drawing as much attention as BMW's was Indian's. Polaris, the company that now owns the Indian marque, is clearly not messing around and has a clear understanding of how to sell motorcycles. They've started with phenomenal looking motorcycles built around an engine with excellent reviews from motorcycle journalists. Paint is perfect and chrome is profligate, but somehow it's clear they're not all show and no go.

Indian didn't just show up with bikes, though they did bring at least two examples of each current model—the Chief Classic, Chief Vintage and Chieftain. They had a bike with no body panels on it up on a lift so its innards could be seen. They also brought a ton of literature for people to take and hats, jackets and other wearable merchandise for people to buy. Indian clearly understands that part of selling motorcycles in America is to establish an image and build a community.



BMW NA announces fuel pump flange recall

BMW announced a recall of over 50,000 R-, K-, S- and HP-model motorcycles to repair the fuel pump flange and/or auxiliary fuel pump flange, both of which could develop cracks and leak fuel. The recall should start in February and affects the following model years: R, 2005-2011; K, 2005-2012; S 1000, 2010-2011; HP2, 2006-2010. For more information, contact the National Highway Traffic Safety administration (888.327.4236 or www.safercar.gov) or BMW customer relations (800.525.7417 or CustomerRelations@bmwusa.com). Also see the September 2012 issue of *Between the Spokes*, page 8—Nicht Über Max, Victims of the Modern Age.

Battley Cycles' love for BMW motorcycles started when Devin Battley became an authorized dealer in the mid-80's and is the oldest BMW dealer in Maryland. Devin raced BMW motorcycles professionally throughout the 80's and you can still find him often tearing up the track on his S 1000 RR.

By the time you're reading this, BMW Motorrad will have announced the US pricing for the five new exciting models presented at the International Motorcycle Show in Washington, D.C. The IMS in D.C. was the first to showcase the S 1000 R alongside the all-new R nineT, R 1200 GS Adventure, R 1200 RT and K 1600 GTL Exclusive. All the models were met with enthusiastic excitement from potential customers, and Battley Cycles has taken even more deposits on these new models despite US pricing not being announced at the time of the show. Spring is shaping up to be a fantastic riding season for riders on brand new BMW motorcycles in the metropolitan Washington area!

BMW Motorrad had its second best year for motorcycle sales in 2013 with 14,000 units sold. Thanks to support from current and future members of BMWBMW, Battley Cycles' growth with BMW Motorrad USA in 2013 increased 34%, selling 75 units up from 56 unit sales in 2012, which was up 27% from the previous year. Battley Cycles is ranked #2 in its district for 2013, up from #3 in 2012. Thanks for the continued support!

Unfortunately for us all, 2013 was also marked by a very sad event. Shortly after being honored by BMWBMW as a Hall of Fame inductee, Paul Mihalka, lost his battle with cancer. Paul was not only admired by many of us, but he was an amazing man and the consummate BMW ambassador. Paul is still in our thoughts and is missed greatly. Hardly a day goes by without someone asking about him at Battley Cycles. While I will never be able to fill his shoes, I was honored to walk alongside Paul for the year we spent Saturdays together in the BMW showroom.

Battley Cycles' very own Drew Alexander accepted the office of the Vice President with BMWBMW, taking over for Scott Keimig as he stepped into the office of president. Drew was voted Member of the Year for the club in recent years and is well-known by members for his highway rescues, speeches on riding and sense of humor. Congratu-

lations to both of them and all the new officers for 2014!

For the first time ever, the BMWBMW Board of Directors and General Membership meetings to be held at Battley Cycles in December were canceled due to inclement weather. However, we recruited two new club members that day!

Big news for 2014! Battley Cycles is currently breaking ground on renovations and expansions to our dealership that will include a brand new state-of-the-art BMW Motorrad showroom that we hope to have completed by spring.

In addition, Battley Cycles recently hired Greg Keoho as our new Sales Manager. Greg has more than two decades of experience in sales management in the motorcycle industry and comes to us from Coleman Powersports. Please say hello to Greg and help us welcome him into the Battley Cycles family when you stop by.

Thanks in advance for your support in 2014. We look forward to seeing you and continuing our support of BMWBMW and the great folks who are members this year. Cheers!



Tired of all the cold weather?
Come over to Battley's on
Saturday February 22 for
our Chili making & eating contest!

If you make a great chili, bring a crock pot of it and enter it to win in our contest. If you can eat chili fast, bring your tummy to our chili eating contest. It all starts at 11am and runs to 2pm. No entry fees, so come have a great time!

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MyRoadID

For more information, see www.MyRoadID.com.

You're out riding and you are involved in a crash. You are transported to the hospital or emergency room and you arrive unable (for whatever reason) to speak for yourself. Who ya gonna call? In other words, how do you get your current medical information and history into the hands of those who need it (first responders and emergency room staff) right now?

Initially, there was the idea of using the abbreviation ICE (In Case of Emergency) for cell phone users. It was supposed to

provide a location in the phone, where the phone's owner could provide a telephone number of someone to call *in case of emergency*. That's great, except that most users these days keep their phones locked, making access to ICE information unavailable, if the phone still even works. First responders probably won't take the time to try to access a cell phone—provided they can even find it.

There is a way, though. It's a web-based service called RoadID, and it was specifically established for active people to carry proper ID.

The website points out that "Every day, people leave their homes without any form of identification. The only way to have identification with you all the time is to wear it." Then there's this conundrum: dogs (and other animals) have ID and it's generally worn, but more often than not, *active* people don't. As motorcyclists, we, of course, have our driver's license, but that doesn't provide much more than a name. It's a start, but in an emergency situation the EMT and ER staff want to know everything about a victim's medical situation and the sooner, the better. That's what RoadID does.

The RoadID system has two versions. The original version provides emergency contact information on a badge worn by the user. The interactive version has on the badge login information to access the wearer's medical records and the ability to access that information from anywhere in the world, either online or by phone (24/7). There are some differences in the cost of each version and the best source of information is the website.

If you spend time outside and you have medical issues of any kind, then wearing a RoadID bracelet or dog tag makes sense.

I wear a RoadID Elite, which uses a silicone band. It's very comfortable, never gets dirty and it stands out on my wrist. It will wear out after a while, but it is cheap to replace.



A passing to note

Andrew Zorn, who reported at odd intervals on motorcycling in China for *Between the Spokes*, has passed away. He was found in Hong Kong on 30 December 2012. Authorities suspect some measure of foul play, but no details were available at the time of this writing. He is survived by his sister, Bethany, their mother, and his wife, Jing.

Andrew is pictured at right taking advantage of a motorcycle taxi. See his article and photos in the September 2012 issue of *Between the Spokes*.



In addition to the seminars featured below, Bob's BMW has many more exciting events planned for the coming months. Be sure to visit bobsbmw.com for regular updates and/or follow us on facebook.com/bobsbmw. Interested in suggesting a Saturday seminar topic? Email me (hanna.creekmore@bobsbmw.com) with your suggestions.

Refurbishing on a Budget at Bob's BMW, 1 February at 11 am

Maybe you want to revive that keepsake classic bike in your garage without spending the tens of thousands it might need for a total "concours" restoration. Maybe your daily rider, though not as young as it once was, still has life left in her but could use a little common sense TLC to age more gracefully. This is the session for you! As a group you will assess needs and evaluate multiple project bikes, identify what you can do to save money versus what you might want to leave up to the experts, and learn how to budget your project and create a timeline to get it done! Bob's BMW owner Bob Henig and Master Technician Dave Grunberger will lead this session.

Lighten Your Load, 15 March at 11 am

We're lucky at Bob's that we get to meet so many touring riders who stop by the store on their travels, but sometimes we also get to see firsthand the consequences of the way they have packed their gear. These can range from rider fatigue because of the extra effort required to ride with poorly arranged luggage, to serious safety issues such as an overloaded bike compromising handling or causing excessive tire wear. Join us for an informative discussion about how to keep the weight down—yes, putting your stuff on a DIET—and a demonstration of proper packing techniques that will enhance your safety and riding pleasure.

Better Understand Your Insurance Policy: What It Covers And How You Can Save!, 22 March at 11 am

Presented by Rider's Insurance. Get a free gift along with a free quote while you are here!

Let's Ride, 29 March at 11 am

Spring is on its way! Is your bike ready for the road? Let our expert technicians show you the important safety and performance issues that are often overlooked in the zeal to ride as soon as winter loosens its grip.

Email hanna.creekmore@bobsbmw.com to reserve your space for any of these seminars today! Visit bobsbmw.com for more details.



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How much winter riding can YOU bear?

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Ural, *continued from page 11*

With GO very much sorted, Ural turned its attention to STOP.

Ural riders have gotten used to the Brembo caliper on the front brake disc; they haven't changed the four-piston caliper or the 295 mm floating disc up front.

The drum brakes on the rear and sidecar wheels, however, are gone. The rear (drive) wheel features a big-bore single-piston Hayes Brakes (HB) caliper, which squeezes a 256 mm fixed disc. HB also provides the two-piston caliper on the sidecar wheel; it clamps onto a 245 mm floating disc. All these calipers and discs mean four things—improved feel at the controls, improved stopping power, increased adjustability, and reduced maintenance.

Like the addition of the fuel injection system necessitating an upgrade to the wiring harness, updating the brakes required changes as well. All three wheel hubs now feature sealed bearings and the drive wheels (rear and sidecar) feature bolt-on spine flanges instead of cast-in drive splines. This might sound like Greek (or Russian) to you, but what it means in practical terms is that Ural drivers won't have to replace their wheel hubs due to worn drive splines. This also led to a redesign of the parking brake mechanism, as well as a complete redesign of the final drive, which is lighter, stronger and shared across the entire line of Ural motorcycles.

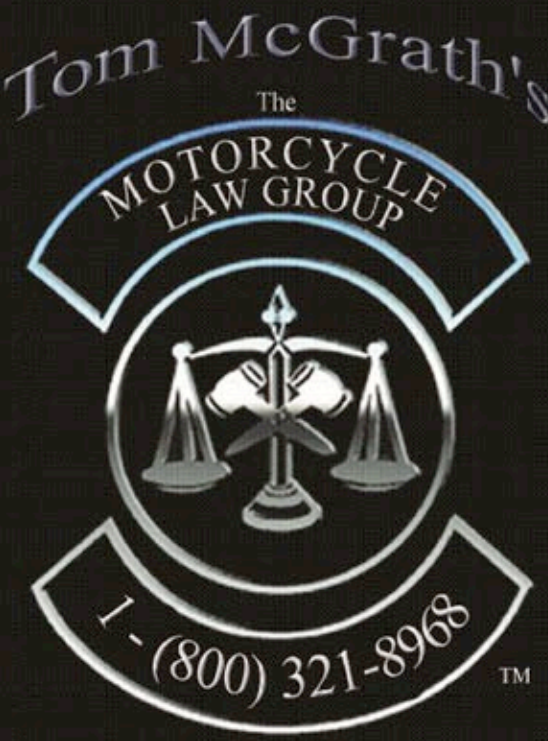
One of the great things about all this improved performance is that it does not come at the expense of weight—Ural has actually trimmed the weight of its standard rig by nearly 10 pounds!

The performance upgrades to the 2014 Urals also include a completely new hydraulic steering damper, which replaces the old mechanical friction-type damper. Ural rigs are already fairly light—for sidecars anyway—and narrow, so a steering damper that improves handling will be a welcome upgrade indeed. While they were redesigning the damper, they went ahead and redesigned the triple clamps, which are now made from forged aluminum alloy rather than cast metal.

With all these performance changes, you might expect Ural to make a quantum leap forward with their aesthetics. You'd be wrong, however, and probably eminently pleased that Ural is sticking to their retro good looks. They have, however, made updates and upgrades to a lot of cosmetic details, such as the knee pads, tank badges, dashboard and more.


One unfortunate side effect of all these upgrades and updates is that the MSRP is also seeing an update. The base model single-wheel-drive Ural T jumps from \$12,099 in 2013 to \$12,399 for 2014. The top-of-the-line 2WD Gear Up runs \$15,999 and the popular 2WD Patrol comes in at \$15,599.

For more information, surf over to Ural's website, www.imz-ural.com.



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While spring is always a busy time at a motorcycle shop, this might just be a season to remember at Morton's!

We start with Gerbing Day on Saturday, February 1, where reps from Gerbing will show you the latest items from their catalog, explain the features, and fit you properly. We'll even have Gerbing items on sale all day!

We'll hold our sixth annual Chili Cook-Off on Saturday, 15 February. This is your opportunity to test your recipe against all comers for the title of Chili Champion; it's also an opportunity for the rest of us to get a free lunch!

In March, we'll host BMWBMW for a combined tech day/club meeting on Sunday, 9 March. We're still working out the exact schedule, but that should be posted online very soon.

A few days later, on Thursday, 13 March, we'll host a multimedia presentation by Rene Cormier, author of University of Gravel Roads, a coffee-table quality photo book of his five years riding around the world aboard a BMW F 650 single. We'll have refreshments at 6 pm, followed by Rene's show at 7 pm. Copies of his

book will also be available for sale and autographing.

On 12 April we will hold our annual spring open house, with demo rides on the new models, great food, music, door prizes, games for the kids and great deals for the parents!

May brings our biggest event of the season—the fourth annual Spring Fling Rally at Natural Bridge, Virginia, on 16-18 May. This hotel rally attracts riders from all over the U.S. and eastern Canada to scenic and historic Shenandoah Valley for a weekend of good fun, great rides, delicious food, and the special camaraderie that only motorcyclists can share. This year's theme is "The Search for Stonewall," in memory of Thomas "Stonewall" Jackson, Confederate general, teacher at Virginia Military Institute, and resident of nearby Lexington.

Your rally fee includes:

- Catered buffet dinner (including vegetarian entrée) Saturday evening.
- Special presentation by Backroads magazine editor and publisher Brian Rathjen and Shira Kamil.
- A selection of great door prizes.

- Stonewall Jackson scavenger hunt with its own prize for the winner.
- Route sheets and/or GPS data downloads for rides in the area.
- Vendors
- Seminars
- Optional (\$20) Brats & Brews dinner Friday evening, featuring grilled food (including vegetarian black bean burgers), salads, and local micro-brews.

You can get all the latest Spring Fling info on our website: www.mortonsbmw.com.

The fun continues into June, when we'll hold our fourth annual Off-Road Training Day at the Massey farm just minutes from our store. We're working on some nice additions and improvements for 2014, so stay tuned for more details.

Our monthly Rides To Eat will also start up again as soon as the weather gets a little more motorcycle-friendly.

Look for details on all these popular events on our website or in our monthly e-newsletter. We hope we'll see you at a Morton's event this spring!



Reserve now for the 2014 Spring Fling Rally!



May 16-18, 2014

Join us for a weekend of great roads, good food, interesting seminars, and terrific company, all at historic and scenic Natural Bridge, Virginia.



Your \$45 rally fee includes vendors, seminars, route sheets, scavenger hunt, door prizes, Saturday evening buffet dinner & presentation.

Optional Friday Brats & Brews dinner \$20.

Complete info and registration on our website, or scan the QR code for direct access.



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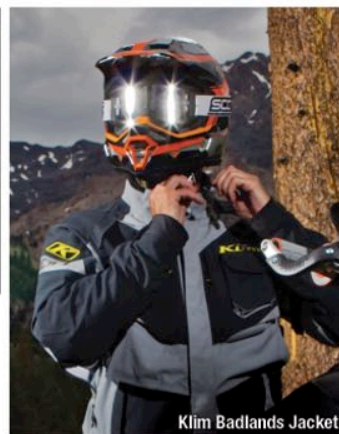


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CLUB EVENTS

Sat 08 Feb: Board of Directors (10) & General Membership (11) meetings at Zi Pani Breads/Café, 1560 Opossumtown Pike, Frederick MD 21702

Sun 09 Mar: BoD (10) & GM (11) meetings at Morton's BMW, Fredericksburg VA

Sun 13 Apr: BoD (10) & GM (11) meetings at Battley Cycles, Gaithersburg MD

Sat 10 May: BoD (10) & GM (11) meetings at a location TBD

30 May–01 Jun: 40th Annual Square Route Rally at Camp WestMar, Thurmont MD

Sat 12 Jul (date not confirmed): BoD (10), GM (11) meetings & Swap Meet (12) at Beemers Uber Alles, Manassas VA

Sat 09 Aug: BoD (10) & GM (11) meetings at Bob's BMW, Jessup MD

13 or 14 Sept (date to be confirmed):
Annual club picnic, location TBD

04-05 Oct: Oktoberfest at Camp WestMar
Sun. BoD (09.30) & GM (10) meetings

Sat 08 Nov: BoD (10) & GM (11) meetings at Morton's BMW, Fredericksburg, VA

Sun 14 Dec: BoD (10), GM (11) meetings & Tech Day (12) at Battley Cycles, Gaithersburg MD

NOTE TECH DAYS!

BMWBMW is in need of folks to host tech days throughout the year. If you're interested, contact our Tech Chairs at tech@bmwbmw.org.

REGIONAL & NATIONAL EVENTS

7-9 Feb: Timonium Motorcycle Show at the Maryland State Fairgrounds in Timonium, MD. www.cycleshow.net

7-16 Mar: Daytona Bike Week in Daytona Beach, FL. www.daytonachamber.com/bikeweek/ce

18 May: Classic Motorcycle Day at High Point Farm in Clarksburg, MD. www.classicmotorcycleday.org

25 May: Rolling Thunder XXVII Ride for Freedom. www.rollingthunder1.com

29-31 May: 42nd Annual RA Rally at Barber Motorsports Park and Museum in Birmingham, AL. www.bmwra.org

2-7 Jun: Americade in Lake George, NY. www.americade.com

16 Jun: Ride To Work Day

24-27 Jul: 2014 BMW MOA International Rally at the Minnesota State Fairgrounds in St. Paul, MN. www.bmwmoa.org

4-10 Aug: Sturgis Motorcycle Rally in Sturgis, SD. www.sturgismotorcyclerrally.com

11-14 Sep: DelMarVa Bike Week in Ocean City, MD. www.delmarvabikeweek.com

21 Sep: Baltimore-Washington Ride for Kids, Howard County Fairgrounds, MD. www.rideforkids.org

11-13 Oct: Barber Vintage Festival in Birmingham, AL (same location as the RA rally). www.barbervintagefestival.org

15-19 Oct: American International Motorcycle Expo (AIMExpo) at the Orange County Convention Center in Orlando, FL. www.aimexpousa.com

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 at 8
BALTIMORE BREAKFAST RIDE****GOLDEN CORRAL**

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

**3rd Sunday at 10
MARYLAND BREAKFAST RIDE****THE COZY**

103 Frederick Road, Thurmont, MD 21788. Take I-270 N to Frederick and continue north on U.S. 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 at 8.30
VIRGINIA BREAKFAST RIDE****THE MAIN STREET PUB**

7140 Main Street, Clifton, VA 20124. Park across the street by the rail car or behind the pub. Walk through the convenience store to the restaurant in the back. The ride to the pub requires a nice stretch of twisty back roads.

Please check appropriate selections:

☐ NEW MEMBER

☐ RENEWAL

☐ CHANGE OF ADDRESS

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(year, make, model)

Associate

STREET

BMW MOA #

CITY, STATE, ZIP

BMW RA #

Referred to BMWBMW by

OCCUPATION

AMA #

I'm interested in helping out with
the following committees:

- | | |
|--|---------------------------------|
| <input type="checkbox"/> Gov't Affairs | <input type="checkbox"/> Rally |
| <input type="checkbox"/> Internet | <input type="checkbox"/> Rides |
| <input type="checkbox"/> Meetings & Events | <input type="checkbox"/> Safety |
| <input type="checkbox"/> Membership | <input type="checkbox"/> Sales |
| <input type="checkbox"/> Newsletter/BTS | <input type="checkbox"/> Tech |

PHONE (c) (h) (w)

E-MAIL

AGE GROUP

- | | |
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| <input type="checkbox"/> 16-25 | <input type="checkbox"/> 46-55 |
| <input type="checkbox"/> 26-35 | <input type="checkbox"/> 56-65 |
| <input type="checkbox"/> 36-45 | <input type="checkbox"/> 65+ |

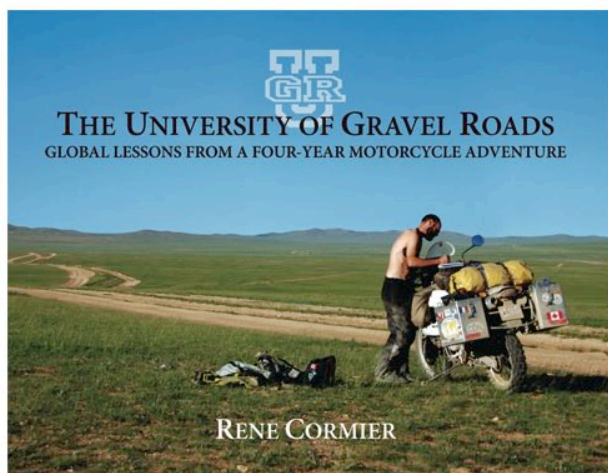
MEMBERSHIP DUES

Regular Member: \$20/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 have all the privileges of regular members but do not receive a separate copy of the newsletter. Make check payable to "BMWBMW" and send it with this form to: Joel Gladding, Membership Chair, 12 Teasdale Ct., Potomac Falls, VA 20165-6242. Membership dues are not refundable.

Sign up now for The University of Gravel Roads!



Join us for a special **FREE** presentation by author/traveler
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Thursday evening, March 13, 2014.
Refreshments at 6pm, presentation at 7pm.
Details on our website!

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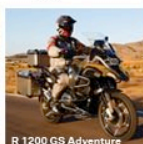
In fact, there are hundreds.
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of torque to its superb handling
and sophisticated electronics,
satellite stereo to the world's
first adaptive headlight, the
K 1600 GTL is clearly in a class
of its own.

Isn't it time you made one
your own?

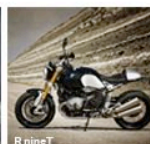
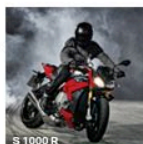
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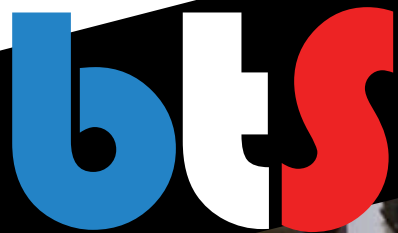
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2014 K 1600 GTL MSRP \$24,445 includes ABS and destination but not options, tax, tag, registration,
or other official fees. Other prices not released at press time. Optional equipment shown.



IF YOU RIDE,
LEAD.

Sign up **here** for the latest
news and current events from
BMW Motorrad USA.

Let us know you're here
on our Facebook page.

The R nineT is gathering interest and inspiring excitement; reports are that BMW has already sold 400 of the retro-styled user-configurable motorcycles, far surpassing even liberal estimates of its first-year sales. BMW hasn't specified a release date, but most think it will be later in the first quarter.



BETWEEN the SPOKES
BMW BIKERS of METROPOLITAN WASHINGTON
ESTABLISHED IN 1974

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