

# the spokes

The Monthly Newsletter  
of the BMW Bikers of  
Metropolitan Washington

Volume 30, Number 11

November 2004

Visit our website at [www.bmwbmw.org](http://www.bmwbmw.org)

## More Than Just a Motorcycle Tour

Rita Hassall, #990

A small, single-sheet, tri-fold brochure picked up at the Birmingham (UK) Motorcycle Show was a very unassuming introduction to the adventure to be had with Highland Rider Motorcycle Adventure Holidays in Scotland. Tours to Isle of Skye, the Malt Isles, the Orkney Islands and others are offered. We chose the 6-day tour of the Outer Hebrides—billed as the “Outer Limits – Beaches on the Moon” tour. Because the trip involved multiple ferry crossings, it was unlikely we would ever attempt to visit the islands on our own since we had no clue how to safely anchor a motorcycle in the hold of a large ferry boat.

The owner and operator of the touring company is one person, Peter MacIntyre. He personally leads the tours and is a born and raised true highlander from Gairloch. Without a doubt, his knowledge of the lore, love of the highlands, friendship with all we met, made for the most unique trip one could ever desire. Yes, the riding was a great part of the trip, but the experience was enhanced by Peter’s enthusiasm for his highlands and the islands.

The trip started at Peter’s home outside of Linlithgow, Scotland. After a quick trip across the country (a half day’s ride), we arrived at Oban to await the first ferry crossing aboard a Caledonian MacBrayne ferry. Because one of their ships was out-of-service, we had a later departure and had to stop at two additional islands on the way to our destination, the Isle of Barra. The ferry crew was most helpful in tethering the bikes. They were used to having motorcycles as well as the semis, camping trailers, and other assorted vehicles on board. There was really no concern with having a bike fall over. On this trip and our other longer ferry crossing, our group was invited to spend some time on the bridge to observe navigation and the operation of these large vessels. After an eight-hour crossing, we landed on Barra at 12:15 AM!!! What were we doing riding motorcycles on a single lane road on an Atlantic island at that time of night? *(Rita’s Ride, continued on page 7)*



Photo by Rita Hassall

The Hebrides Ferry connects ‘mainland’ to the islands

## Time for Track and Tech

Anton Largiadèr, #1642

Saturday, October 8th I attended a track day at [BeaveRun](#) near Pittsburgh. This event was a joint effort of Reduc Sportbike Association (with whom I’ve done several track days) and Sportbike Track Time. The riding classes followed Reduc’s structure, with Novice, Intermediate and Advanced groups, plus Expert for holders of racing licenses. Although my BMWs were pretty slow, I rode in Expert which is nice because there are fewer riders there.

I say BMWs, because, although I was hoping to ride my R75/5 race bike, I wasn’t confident that I could run it all day, so I brought the R1100RS as backup. The /5 had given me a few problems at the BMWBMW track day last spring, and since I really can’t run the bike anywhere except on the track, I had no idea if it was fixed.

Both bikes got ‘teched’ or inspected by the club’s staff. The front brake pads on the RS were marginal but passed. The /5, of course, has much worse brakes even on the best day, but it’s so charming that no one has the heart to fail it. It got a sticker also. Then, I tried to start the /5. No starter, so a vigorous push resulted in... nothing. We towed it down pit road—nothing. I was hoping that the new battery was all it needed, but alas I had to quickly switch to the RS for my first session. And since the RS had the junky battery that had been in the /5, I had to jump-start that one every time.

The first session went well. I had been on that track with the /5 about a year before, and really liked it. Gradually the lines began to come back, and I started to get in the groove. With a relatively heavy and underpowered bike I was taking wider lines than the other riders, but in the corners I didn’t lose much ground.

Back in the pits, I pulled the tank off the /5 and found that the wire had come off the coil. Simple fix, and this clarified the way it had suddenly died on me last spring, after merely stumbling with the bad battery. Two separate problems need

*(Beaver Run, continued on page 4)*

### Inside this Issue

President’s Corner	3
Bike Photos from 2004 Internot	5
Membership & New Member Profiles	6
Secretary’s Report	11
Bob Higdon’s Trip, Part 4	14
Members’ Market	16
Calendar of Events	19

## Between the Spokes

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

*Between the Spokes*, the monthly newsletter of the BMW Bikers of Metropolitan Washington, is published solely for the use of its members. Any copying and/or duplication of any of its contents without the written permission of BMWBMW is strictly prohibited.

## Advertising

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

## Deadlines & Submissions

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

Please email all submissions to  
**editor@bmwbmw.org**

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

Philip Ager, Editor  
*Between the Spokes*  
P.O. Box 44735  
Fort Washington, MD 20749-4735

## Address Change

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

Elsie Smith  
P.O. Box 77  
Olney, MD 20830-0077

## Club Affiliations:

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

Find us on the Internet at:  
**www.bmwbmw.org**



## RIDES REPORT

The rides program is winding up this month. Get those last minute courthouses with a late season ride. With lower temperatures, it is the perfect time to get in a ride before the snow comes. Remember how hot it was in July and August? Well, enjoy the cooler weather while you can. Just get all your pictures together or even download them on a CD, and get them in the mail by November 12th, or better yet, bring them to the General Membership meeting at Battley Cycles on November 14th. I will accept them there.

Make sure you come to the Holiday Party where I will give the results of our poker runs, the Courthouse Tour and the Trans America Great States Tour.

Anton also sends a REMINDER that **the club's 2004 mileage contest will end at midnight, 30 November**. Immediately thereafter, please email your ending mileage to Anton at **tech@bmwbmw.org** so he can tabulate the results. Will it be Don Arthur, Norm Smith, Paul Mihalka, Anton or a new long distance rider taking the Grand Prize for 2004? Come out to the Holiday Party and listen to the final report in person! Friendship and fun is the reason we ride our BMWs (and Hondas) all over this globe.

## MEMBERSHIP REPORT

by *Elsie Smith*

### October '04 Membership stats (as of September 30, 2004)

#### Membership statistics:

**Full members: 482      Associate members: 47      Total members: 529**

Number / percent of members electing to download newsletter rather than receiving a printed copy: 69/ ~14%

#### New Members:

**Katrina (Kate) Gehle** of Frederick, MD, is riding a 2004 R1150RA and also has a 2001 Aprilia Scarabeo 150.

**Mark Hollahan**, astride a 2003 R1150 RT lives in Alexandria, VA.

**Daniel Connell** of Poolesville, MD is keeping his ride a secret. We'll just have to catch up to him at a meeting.

**Annalee Cardillo**, riding a 2003 F650GS lives in Silver Spring, MD.

#### Renewing Members:

19 members and 2 associates.

## THE 2004 BOARD OF DIRECTORS

President: Billy Rutherford  
president@bmwbmw.org  
H: 703-455-6942  
W: 703-440-0914  
Fax: 703-440-9005

Vice-President: Bert Spittel  
vp@bmwbmw.org  
H: 410-465-7246

Secretary: John Nickum  
secretary@bmwbmw.org  
H: 301-469-9503

Treasurer: Mike Enloe  
treasurer@bmwbmw.org  
H: 540-338-1263  
W: 703-265-5087

Gov. Affairs: Mark Dysart  
government@bmwbmw.org  
H: 301-527-8795

Internet: Ted Verrill  
webmaster@bmwbmw.org

Mtgs & Events: Linda Rookard  
events@bmwbmw.org  
H: 703-451-6167

Membership: Elsie Smith  
membership@bmwbmw.org  
W: 301-774-3622

Newsletter: Philip Ager  
editor@bmwbmw.org  
H: 301-203-0600

Rally: Marvin Bennett  
rally@bmwbmw.org  
H: 703-486-1515 / Cell: 703-869-8657

Rides: Ed Phelps  
rides@bmwbmw.org  
H: 410-781-7521  
W: 410-760-0072

Safety: Don Graling  
safety@bmwbmw.org  
H: 703-818-5242

Sales: Tom Turnbull  
sales@bmwbmw.org  
H: 410-987-8842

Technical: Anton Largiadèr  
tech@bmwbmw.org  
H: 610-506-3616

## President's Corner

**Election of Officers.** I hope everyone took time to vote. The ballots were due October 31 and the results will be announced at the November meeting. I have mentioned several times over the past two years the advantages of serving on the board or joining one of the committees. I encourage each of you to participate.

**Holiday Party.** December 12 will be here before you know it. Bob Higdon accepted our invitation to speak at the party. Bob will discuss his "Around the World in 80 Days" journey. Some of his emails about the journey were published in the BTS and it is an adventure that only a handful of riders would ever attempt. I read Bob's email reports and look forward to hearing him and see the photographs of the trip. You won't want to miss this presentation.

**Oktoberfest.** By all accounts, Ed and Barb Phelps did a great job (again) in organizing and conducting this annual event. Check the message board to see some great pictures and read what you missed. I see this as a growing event that will continue to be a fall favorite.

**Winter is Coming.** I saw the temperatures hit the 40s this October morning and it prompted me to think about doing my winter checks for riding gear and the bike. Even though my bike has heated grips, I like to have a couple of great pairs of gloves. Each of us has our favorite combination of riding gear. There are few things more miserable than being cold and wet. Check your gear and your bike to have them ready for winter riding. I ride with different groups and the major difference I have noticed is that most BMW owners ride throughout the year and the other groups do not ride when the temperature drops below 50 degrees.

A couple of years ago, Phil Ager led a Sunday ride in Southern Maryland. When I left home the temperature was 22 degrees. We had about 20 people meet at a restaurant for breakfast and a ride for a seafood lunch. The temperature reached the 50s by afternoon and we all had a great ride home. We need to get Phil to recycle that ride.

**Biketoferfest – Daytona.** I go to Daytona each year for Bike Week but have never been to this October event. I plan on riding down just to check it out. There are no races, but a lot of other activities that look interesting. Will let you know how it was next month.

**Trailing Your Bike.** I just read a letter to the editor in the AMA magazine from a rider who was very critical of all of the trailers that were used to get bikes to and from Sturgis. He was really upset that all bikers were going to haul their bikes in trailers and clog up the roads. Last year I rode to Sturgis with some friends and once we got into SD there was a steady stream of bikes going both ways to and from Sturgis. There were also some trailers. I-95 to Daytona is the same during Bike Week. There are a lot of reasons why people trailer their bikes. There are limited motel accommodations in Sturgis, but they have some of the largest and most well equipped campgrounds to be found anywhere. The Buffalo Chip campground offers top level entertainment and room for over 1,000 campers. If you check out the Daytona International Speedway website you will see that the infield has been turned into a Buffalo Chip campground. Buffalo Chip will offer the same quality of facilities and name entertainment in Daytona as they have done in Sturgis for many years. Quite a change for the Daytona crowd.

Some of the bikes you see are uncomfortable after 25 miles and are not set up for the long haul. They trailer them to the event and then ride around locally. Others have "Toy Haulers" that carry the bikes and once at the event become campers. Some are well equipped and others are just the trailer with a sleeping bag. Toy Haulers are one of the fastest growing segments of the recreational vehicle market. They are particularly popular with the off road riders and motocross racers.

**Fatal Motorcycle Crashes on the Increase.** Our ranks are becoming more diverse and that is fine. What is not fine is the dramatic increase in fatal motorcycle crashes. We will have our Safety Office provide a report on this in the near future. I still find it hard to believe that people will ride a motorcycle without a helmet when not required by state law.

With that I will stop my rambling and ask that you all ride safely. Billy

## Wanted! Your Picture.

We'd love to have a picture of you and your BMW. Email to [editor@bmwbmw.org](mailto:editor@bmwbmw.org) with a short note with your name, what the bike is and where you are (if applicable). Don't be surprised if you receive an email from Nancy Oswald for a brief interview about yourself, your bike, why you joined the club, etc.

Bert Spittel Financial  
Financial Planning, Insurance &  
Investment Services

Anita R. Spittel  
Accounting & Tax Services

Bert Spittel, CLU, ChFC

3722 Meadowvale Road  
Ellicott City, Maryland 21042

(410) 465-7246

410-721-8033  
Fax 410-721-8032  
Hours: Mon-Fri 8-5  
Sat. 9-4



**Jet Motorcycle Towing & Accessories**  
Motorcycle's, ATV's, Personal Watercraft

1523 Defense Hwy  
Gambrills, MD 21054

JIMMY CASSELL  
Owner  
Emergency Towing  
410-562-7861



two separate fixes. So I tightened the connections and the bike started right up for the next session.

Golly, I like riding that bike! Compared to the RS, the steering is much lighter and the bike is eager to lean into the corners. The suspension is perfectly horrible, but hopefully the riders in back of me found that entertaining before they blew past. Everything was going well, and I was building a list of tweaks that it needs (a tach, maybe some sort of change to the fork oil) when I went to shift from second to third and accidentally bumped the lever down into first as I moved my foot. The bike didn't like that at all, and started this wicked fishtail as the rear wheel skidded, and the engine made all kinds of noise. I recovered, but on my way down the back straight I could feel that something wasn't right. There was a lot of valve noise on the left side and power was down. Damn!

Back in the pits. Off with the valve cover. The exhaust valve adjuster had backed off completely and had gouged the valve cover from the inside. Could it be that this had merely coincided with the botched shift, as the coil wire had with the dying battery? I reset all of the valve clearances, checked the pushrods for straightness and buttoned it back up. Started up again for the third session, still didn't feel right and the bike stalled as I was riding back from the starting grid. Again, a last-minute switch to the RS for the third session and then I took another look at the engine. I found that I had no compression in the left cylinder, even with the proper valve clearance. That bike's day was over.

Having definitively settled the "what bike should I ride" question, I set about trying to go fast on the RS. I never got really happy with the handling, due somewhat to the Avon Azaro tires which are probably too 'touring' and not enough 'sport,' but I still made a good go at it. At the end of the front straight I'd see 115 in 4th gear, then switch to maximum braking at the 150m marker and drop a gear, keep the bike going straight as the back end got REALLY light and tried to step out, then pitch it left into turn one. Climb up and over to the right side, swing the bike right and run a bit wide to make two and three into a single curve, brake

Photo by Anton Largieder



Anton's machines arrive at Beaver Run Racetrack, near Pittsburgh, PA on the utility trailer.

slightly and pitch harder right into four and then gas it for the short stretch before turn five. Brake and drop another gear, accelerate uphill into the turn, shift to third as I swap sides again for turn six, get all the way to the left of the track and then just veer right into... nothingness. Turn seven is a blind crest where one can't see anything until halfway through the turn, and the track drops away to the left, so I need to really work to keep the bike to the right because by now I've gone up into fourth and want to be all the way to the right with the throttle wide open for turn eight, which is just a kink in the middle of the back stretch. After that the track bends to the right again; apex this one at about 105 with a good amount of lean going, then it's time to scrub off speed and drop two gears for the uphill 180° turn ten. Halfway through that I grab third gear, thankful that I'm leaned far to the right and not to the left, and then click back to fourth as I round the left kink that brings me back to the front stretch. Back to redline in fourth gear and it's time to look for that 150m marker.

That was basically how the rest of the day went. All I could do was practice racing skills, and I actually did pass two people which was very cool. One session I almost got taken out twice, though, which wasn't very cool.

The first time, I had just flown into the abyss beyond turn seven and was working my way to the right side of the track when a rider passed me on the right, already heading left for his drive into turn eight (the guys on real sportbikes didn't need as much of the track as I did). I still don't know how he didn't take my front wheel out from under me but we apparently didn't touch. Later on in the same session, as I was transitioning between turns one and two, a rider passed me on the right driving deeper into turn two than I was, again crossing my path and nearly hitting my front wheel. In both cases it was just a matter of them being on different lines and thinking they'd pass me a bit more quickly than they did; I got an apology in both cases and that's just how it goes with the race group. A friend reported that I was turning consistent 1:13 lap times on the 1.53 mile course, giving me a 75MPH average. Not too bad, and better than many in the other classes, but the fastest riders are around one minute.

The last session of the day, I felt the bike starting to lose power at high RPM. Too dangerous to stay on the track, so back to the pits. Clogged fuel filter I suspected; it had been changed pretty recently but I guess I hadn't been

(Beaver Run, continued on page 5)



(Beaver Run, continued from page 4)

getting the best fuel. I did have a spare with me but with no more sessions to ride, there was no point in doing any more mechanical work on the gravel parking lot.

That night we had a cookout at the track, with teams of riders running an endurance race on the kart track long after it was too dark to see, and plenty of good beer. The next morning we headed home (most of the riders were staying for the second day but without the /5 there was little point for me) having breakfast on the road and then Meredith rode on ahead, enjoying the twisties and fall colors at her own pace while I drove with the trailer and the two tired boxers. We took almost identical routes, following US250 all the way across WV until Staunton, VA, then jumping on the slab for the last 45 minutes home. Traffic was almost nonexistent, fall colors were in full glory and the sky was blue. A great day to be on a bike or even in a car.

Back at home, I verified the bent exhaust valve in the R75/5 and the clogged filter on the R1100RS. Minor repairs, both. The next adventure will be the Airhead Invitational at Barber Motorsports Park in late October.

Reduc - <http://www.reduc.com>

Sportbike Track Time - <http://www.sportbiketracktime.com>

BeaveRun - <http://www.beaverun.com>

My race bike - <http://www.largiader.com/slash5>

Historic m/c racing - <http://www.ahrma.org/>

Barber events - <http://www.barbermotorsports.com/events.html>

## Snapshot from Intermot 2004



BMW introduced the new K1200S sport bike at the 2004 Intermot



A fine piece of V-twin artistry (not ready for the Alpine twisties)



Polizei version of the C-1. Don't want this in your rear view mirror

All Photos by Linda Rookard



The artist FLATZ represented the God Hades with this furry MZ bike Hera, bejeweled MZ1000 S, covered with Swarovski crystals & lacquer





## New Member Profiles

### Annalee Cardillo

It's amazing to me that I am riding a motorcycle! I got my permit and a 1991 Honda Nighthawk 250 a little over two years ago. I had been a passenger with a friend on his BMW for only a couple of months when I thought to myself, "I want to ride my own bike!" I signed up for the MSF course and found it to be extremely helpful and an absolute must for new riders. This past April I bought my new 2003 BMW F650 GS and I'm enjoying the new power, looks, and safety features.

I have attended two BMW rallies: Trenton, ON (2002) and Charleston, WV (2003) and recently went on one of those evening rides with BMWBMW. I am also active with the local chapter of Women on Wheels (Capitol Cruisers). The group has meetings and rides every month. I hope to attend some of the BMWBMW meetings and go on more rides with this group as well. I ride almost every weekend, weather permitting, and have gone a total of about 12,000 miles.

I would like to expand my circle of motorcycle friends, travel a little farther on familiar roads, and explore new destinations.

—Annalee



Annalee's trusty steed - *Hope she racked up some miles in 2004!*



Photo by Ed Phelps

### Kate Gehle

I'm a writer and editor for a satellite company, and plan to apply to physician assistant school in a few years (with EMT/paramedic training beforehand). I grew up in the US, England, and Afghanistan, and enjoy adventures with new people, cultures, and open roads.

After moving to Urbana, MD, I purchased an Aprilia 150cc scooter this past June to have some fun and to rebel against the skimpy gas mileage of my 4Runner. The scoot's great for scootin' down the rural part of Rte. 355 (work's only 15 mins. away), but it just doesn't have the versatility or range of a higher-powered bike. I'd been eyeing the F650GS, and thought it would be great for commuting and possible off-road adventures. But, THEN, a salesperson at Bob's convinced me to consider the R1150R, which he said was a good beginner bike and wouldn't overwhelm a newbie. And it is. I just love the bike—very smooth cornering and handling, power when you need it or want it, and it's a beautiful red.

I'm looking forward to meeting other members...I plan to make the Virginia ride out of Warrenton at the end of October.

—Cheers! Kate



Kate's sleek red beauty – *Hope the Poker Run was Fun!*

### Wanted! Your Mileage.

Remember, the club mileage contest ends at midnight, November 30. Send your final mileage to Anton at [mileage@bmwbmw.org](mailto:mileage@bmwbmw.org).

(left) Heather and Mike Enloe dressed for the occasion at BMWBMW's Oktoberfest. They had just returned from a European vacation and had visited the "real" Oktoberfest twice. They even took time to go shopping while there. The authentic Bavarian flag made for a good backdrop for pictures. (See more Oktoberfest photos on page 7 and 8.)



Photo by Rita Hassall

**Preparing to ride on the Isle of Barra**

Starting at the south end of the Hebrides, our trip took us over causeways from South Uist to Benbecula and North Uist. At the ends of the causeways, there were signs to use caution "Otter Crossing." Alas, we didn't see any otters. There was another small ferry to South Harris. This is truly like a moon-cape. There are no trees and the ground appears very hard, supporting mostly heather and sheep. Of course beaches and sea life abound on the perimeters of the islands. Seals and many marine birds were common sights from the decks of the ferries and on the shorelines. Peter took us to visit the single-garage sized shop of Mr. Donald John, a weaver of the famous Harris Tweed. He is the last in his line to practice this labor intensive, handicraft work. He was in the process of tying almost 800 separate strands of Harris-grown wool to weave into a particular clan plaid to outfit the huntsmen of an estate. He had also provided an order of tweed to Nike for an upcoming style of athletic shoe.

Further north, we got to the island of Lewis with visits to the Standing Stones of Callanish and a rebuilt highland village of 18 "black houses." The houses were common in the early days of the islands and were called black due to the smoke of the peat fires always burning.

After another long ferry ride from Stornoway on the islands to Ullapool in Scotland proper, we embarked on a ride through some of the glens of the highlands. We spent a full day



Photo by Rita Hassall

**A scenic single track road in Scotland**

in and around Peter's hometown of Gairloch. The day's stay also included a stop for tea at his mother's lovely cottage. It also included a hike—and not an easy one (no real trail over large rocks and muddy, peaty soil) to the crash site of a WW II American plane. The passengers were headed home after the war and because of the dense fog they missed clearing the top of this rocky cliff by less than 100 feet. Like the travel on the islands, we spent much of the time in the highlands on single-lane roads with passing places. Peter, in a Hi-Viz color jacket waved cars into the passing places so we moved on unimpeded. He did look a bit like a cop in that jacket.

Aside from indescribable natural beauty, we saw many out-of-the-way sights, such as Rob Roy's grave and the monument to the soldier who started the British commando units. The final run home included a "wee blast" of 90 miles an hour down the M9 back to Linlithgow. It was truly an adventure overall.

The tour included bed and breakfasts in quality hotels—one with a young woman owner that was a master chef; tour guide for the full tour; all ferry crossings; and entrance to any places of interest that charged a fee. The groups are necessarily small since, particularly on the islands, the lodgings are small. Our group included the two of us, Peter, a couple from south of London riding two-up, two Scotsmen from Glasgow and another gentleman from the London area. The UK folks all rode their own motorcycles—three Hondas and a Triumph Sprint ST. Peter has a small stable of bikes that can be rented in addition to his own bike, a Yamaha FJ1300. These include a Yamaha XJ600N, a Triumph Tiger, and a BMW R1100RT. Prices vary. He can also rent equipment should you not want to carry your own. I rode the Yamaha and Tom rode the Tiger. I'll keep my roadster, thank you.

If you have any interest, visit [www.Highlandrider.com](http://www.Highlandrider.com). Peter is a wonderful host for Scotland—including some salty humor and some suggestions and information about Scotch single malts from first hand experience, of course. He showed his true highlander status by coming to dinner in his family tartan kilt.



**Dinner time with Meredith Hassall, Anton Largardier, Heather and Mike Enloe, Shane Holt, Dave Holt and George Falcon at the end of the table with Lona Soule turning her back to us. Many thanks to Lona for picking up the growlers of German beer in a very hectic Frederick. And thanks to Rita Hassall for building the fire and warming the hall.**





Some of the group relaxing after feasting on an authentic Oktoberfest meal of wursts, brats, chicken, German potato salad and potato dumplings. There was a variety of German beers also. We had door prizes to give away and they were souvenirs from Munich 2004 Oktoberfest.



Photos by Ed Phelps

Tom Hassall brought his accordion and entertained the group. He can really play that thing.



**Wanted! More members at Oktoberfest 2005!**  
 Oktoberfest is a special club event. Barb and Ed Phelps have done an outstanding job putting this event together for the past several years. It's a team effort, and part of it is showing up. The more the merrier; so join us next year!

(left) The weather cooperated for the weekend except for a short time Saturday afternoon. Many members moved their bikes under the pavilion just in case. After dinner many people returned to the pavilion to kick tires and tell lies.

Take the road less traveled to Battley Cycles...it makes all the difference!

**K1200GTs are in stock!**

Check with Paul Mihalka (ext. 2084) for special financing, BMW incentives and the Battley bonuses on all 2004 BMWs in stock!

**BMWBMW Club Members Only**

**Technision R259 Fuel Injector Controller Special \$230\***

\*Installation extra. You must present this coupon at time of order.

**BATTLEY CYCLES**

YOUR LOCAL DEALER SINCE 1986  
 7830 Airpark Rd, Gaithersburg, MD  
 (301) 948-4581 • www.battley.com  
 Monday-Friday 9-7 Saturday 9-5





**Peter Ebertz made quite the entrance at dinnertime!**



**Gerry Barton and Barb Phelps are toasted for their work in preparing the authentic German dinner. Note the interesting, his-and-hers Oktoberfest aprons. Gerry even did eggs and pancakes for breakfast.**



**Mike and Heather Enloe and Peter Ebertz salute Tom Hassall for his willingness to "play along."**

## Dr. Slack Wrench

by Anton Largiadèr

### Fuel petcocks and reserve lights

*"Why can't new Beemers have fuel petcocks like the old ones? With them, I know exactly how much fuel is left. So simple, no electronics needed."*

I actually do hear this from time to time. Those of you who are incredulous need to read no farther. And for those who don't know what I'm referring to, the old carbureted BMWs have mechanical fuel valves which let the engine run out of fuel with about a gallon remaining in the tank, at which point the rider turns the valve to allow the remaining fuel to be used. That way the rider knows that he is on his last gallon and needs to find a pump.

As usual, the new technology really is better. In this case, there are two reasons why the reserve light is a good idea.

First of all, safety. "So there I was, in the left lane right before the two lanes merged into one for the construction, at the top of the hill, nearly past the five fully-loaded tractor trailers running nose-to-tail in the right lane who were full on the throttle trying to carry momentum to the top, and right as I'm abreast of the driver's door of the first one, with the concrete barriers a hundred feet ahead in my lane...." or maybe it's "So I pull out for a pass, and just as I cut back in front of the cement mixer at the bottom of the downhill..." OK, get the point? Sudden power loss isn't the best way to notify the rider that he has only 40 miles of fuel remaining, if it happens at a moment when he wishes that he has 100 feet more fuel NOW, never mind what happens in 40 miles. A light on the dashboard does the job with a much higher level of cooperation.

The main hurdle, however, is technical. Old bikes fed fuel via gravity to the carburetors and didn't have any complicated wiring for float sensors and lights. Yes, the fuel petcock is a very simple device that works well aside from the obvious safety issues. The fuel-injected bikes, however, already are committed to having lots of wiring, including wires into the tank for the fuel pump. That pump doesn't like to run dry, either, and the catalytic converter doesn't like the fuel mixture that it gets when the pump runs out of fuel. In short, there is no good reason at all, in this day and age, why the engine should be deprived of fuel merely to send a warning message to the rider, and BMW has provided a much better means for that warning with the reserve light.

Some old-timers do turn the petcocks to 'reserve' before putting themselves at risk the way I've described. Once they're on their own again, it goes back to 'main' and the low fuel manifest itself at a time of the rider's choosing.

If your fuel light comes on too early or too late for your liking, you can bend the float arm as a means of calibration. If it comes on inconsistently, the float arm might be rubbing on the vent hoses in the tank. Your dealer can help you in either case, but if you want to dig into it yourself feel free to contact me at [tech@bmwbmw.org](mailto:tech@bmwbmw.org).





THE BMW ENTHUSIAST'S SUPERSTORE SINCE 1981.

**BOB'S  
BMW**

**UNBELIEVABLE DEALS NOW!**  
Buy a new BMW... and Get THIS!

Great Model Selection!	Bob's Bucks* and/or	Bob's Cash Rebate!	
'04 K1200 RS	\$	<b>The deals are so good we can't publish them here!</b> Go to our web site now or Call to find out more!	
'04 K1200 GT	\$		
'04 R1150 RT	\$		
'04 R1150 RS	\$		
	APR	Special	Bob's Bucks*
'04 R1100 S	0.9%	& 3 FREE Pymts	& \$
'04 R1150 R	0.9%	& 3 FREE Pymts	& \$
'04 Rockster	0.9%	& 3 FREE Pymts	& \$

Visit our web site!

... And even MORE DEALS on K1200LT, R1200 Cruiser models, F650 models. Call now to find out more!

\*What are Bob's Bucks? It's money you can spend at Bob's on Apparel, Parts, Accessories, Insurance and Service Contracts, Gifts & Gadgets—just about anything in our store except motorcycles, service labor, or Edelweiss travel.

**ACT NOW or MISS OUT!**

Certain restrictions apply. Credit customers must be approved by BMW Financial Services at the Elite level to receive the rates quoted here. Call Bob's BMW today or visit our web site to get all the details.

**BLACK FRIDAY**

This year, right after Thanksgiving, experience Bob's **ALTERNATIVE** to **SHOPPING MALL MADNESS!** (You'll be GLAD you dropped by.)  
**Friday, November 26,**  
**9AM -4PM**

BMW'S DU/ LGUVTRU & 74FDVHV\$16487QFDVHV

**\$119 pair**

For R1100-1150 RS/RT & R1100S  
 Switch between CITY Cases and standard size SYSTEM Cases with one set of bag liners that does it all. One zip changes the dimension to perfectly fit either type.

**Apparel for ALL Seasons**

Shop **NOW** for bargains before next year's styles show up! Still plenty to choose from. **SAVE!**

**bobsbmw.com**  
**1.888.269.2627**

**10720 GUILFORD ROAD**  
**COLUMBIA/JESSUP, MD 20794**



## SECRETARY'S REPORT

### BMWBMW General Membership Meeting, 3 Oct 04, at the Cozy Restaurant, Thurmont, MD.

Treasurer Mike Enloe (acting on behalf of absent President Billy Rutherford) called the meeting to order at 11:05am. There were about 35 people in attendance.

Enloe thanked Barb and Ed Phelps for all they did to make this year's Oktoberfest a hit. There were about 40 people in attendance. There was good food and entertainment by Tom Hassall. Everyone needs to put it on their calendar for next year.

#### COMMITTEE REPORTS:

**Treasurer:** Mike Enloe didn't present a report (too early in the month).

**Gov't Affairs:** Mark Dysart will need some help shortly to contact legislative representatives. He's working on things pertaining to reducing/eliminating tolls for motorcycles and larger punishment for people that hit/kill motorcyclists (a'la Rep. Bill Janklow, R-S.D).

**Meetings:** Linda Rookard said the General Membership meeting will be held on November 14 at Battley Cycle in Gaithersburg. The Holiday Party will be on December 12 at J.R.'s Stockyards Inn in Tysons Corner, VA. Cash bar opens at 5:00pm; dinner will be served at 6:00pm; party ends at 10:00pm. Choices will be prime rib, salmon or vegetarian. Cost will be about \$25 per person (with the club subsidy included). It's a pre-registration event and the form will be in the next issue of BTS.

**Tech:** Anton Largardier submitted an article for the BTS. In addition, he wrote a piece for the RA's *On The Level* about the R1200GS.

**Newsletter:** Phil Ager said keep the articles coming in. Pictures are also welcome.

**Membership:** Elsie Smith reported that the new printed membership card/letter and window envelopes have been received. Starting with September renewals and new members will get them. (In an emailed report to the Secretary, 482 full members, 47 associates for a total of 529, 69 received the eBTS for about ~14% of the membership. There were 4 new and 19 renewals in September.)

**Rides:** Ed Phelps said the last poker run of the year will be on October 24, leaving at 10am from the Town & Country Restaurant near Warrenton, VA.

#### OTHER BUSINESS:

Mike Enloe said we still need a secretary on the board. Pam Fisher volunteered for safety chair. Remember to write her in your ballot. He also said the message board is a good resource for pickup riding partners. The next Ride to Eat is on October 6. Jim Bade said the message board has information about the Bay Bridge Ride II, October 16-17. He encouraged everyone to join the fun. Frank Cooper and Linda Rookard reported on their trip to Germany. At Intermot, they checked out the 2005 lines from their major suppliers. Saw lots of new uses for Gore materials; had front row seats for the Oktoberfest's opening parade (THE Oktoberfest).

The meeting was adjourned at 11:45am.

Respectfully submitted,  
Elsie Smith



**Representing Injured Motorcyclists In Virginia**

**Leading the Fight for Rider Rights In Virginia**

Law Offices Of  
**J. THOMAS McGRATH**

2606-2608  
W. Cary Street  
Richmond  
VA

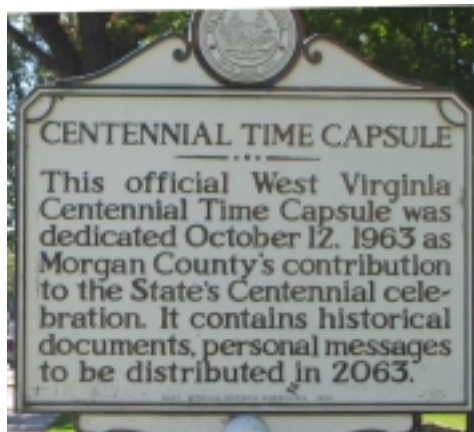
**CALL TOLL FREE 1-800-321-8968**

Founder of  
Virginia Coalition  
of Motorcyclists (V.C.O.M.)  
[www.VirginiaMotorcycle.com](http://www.VirginiaMotorcycle.com)



Photo by Ed Phelps

**At Oktoberfest, Mike Enloe was holding a technical session and got plenty of guidance while working on his GS. Poor Mike—he took a lot of ribbing when Mike Downing parked his GS in the pavilion. Although both bikes are white, Mike D's was spotless while Mike E would rather ride than wash. Later, Anton offered up additional technical tips. (The Anton Method)**



**The things you see when visiting counties—but there's still 59 more years before anyone sees what they thought was "interesting" in 1963!**

# BUTT BUFFER

*Aside from your bike, your body's your most valuable asset. We've got a unique way to protect it. Butt Buffer is unlike any gel or air seat you've tried. It's a special polymer engineered to eliminate the aches and pains the can make even the shortest ride seem endless. Available as either a top cushion in a variety of fabrics, colors and designs or it can be professionally installed on a permanent basis in your seat.*

**To find out more, or to order your Butt Buffer, call us toll free at 866-859-5699 or visit our web site at [www.buttbuffer.com](http://www.buttbuffer.com).**



**A good turnout on a nice day at the Morton's Oktoberfest-Open House, on Saturday, 9 October 2004.**



**A good turnout on a decent day at the Bob's BMW Oktoberfest-Open House, on Saturday, 16 October 2004.**



**Jim Bade takes a K1200GT for a test ride. *What'd you think, Jim?***

*Photos by Roving Reporter, Phil Ager*



**That's Norm Smith out front, who exhibited his R100GS that went to and through China.**



## HOLIDAY PARTY

by Linda Rookard

Club members and their guests are cordially invited to join our holiday party which will be held at **J.R.'s Stockyards Inn** in Tysons Corner, VA, on Sunday, December 12, from 5-10 p.m.

Festivities will begin with a cocktail hour, featuring a cash bar. Dinner will be served at 6 p.m. The menu will consist of a tossed salad, a choice of either prime rib or salmon, along with the chef's choice of a potato or the vegetable of the day, fresh baked bread, coffee, tea, or iced tea, and your choice of cheesecake or chocolate mousse for dessert. There will also be a vegetarian meal available consisting of fresh seasonal vegetables served with pasta and rice pilaf. The price per person is \$25.

The evening's agenda will feature a guest speaker: our own club member, Bob Higdon, who will talk about his recently completed world tour. Our annual awards ceremony will include the winners of the mileage contest, the winner of the County Seat Tour, the Great States Tour, the Member of the Year award, and door prizes. In addition, the 2005 club officers and board members will be introduced.

In keeping with the spirit of the holidays, we will have a charity drive to benefit the Fairfax Women's Shelter. The staff at the Shelter has requested that we donate gift cards in small denominations (\$5 or \$10) for Target or Wal-Mart. The staff will distribute these gift cards to the mothers so they can buy holiday gifts for their children according to each child's wants and needs. Cash donations will also be accepted. All contributions are voluntary and greatly appreciated.

J.R.'s Stockyards Inn is located at 8130 Watson Street in McLean, VA, behind the Silver Diner and across the street from Tysons I shopping center. There is ample free parking.

### Directions:

From either the Beltway (I-495) or I-66: Take Rt. 7 west (Leesburg Pike), heading towards Tysons Corner. Go past Tysons Corner Mall. Turn right at the stop light onto International Drive. Make a left at the first light (Fletcher). There will be a Silver Diner on the corner and the mall on the right. J.R.'s is the first building on the right.



## 2004 BMWBMW Holiday Party - Registration Form

**Sunday, December 12, 2004 • J.R.'s Stockyards Inn, Tysons Corner, VA**

J.R.'s is at 8130 Watson Street, across from Tysons I, just NW of the Silver Diner. (GPS N38° 55.051' W77° 13.572')

**Cocktails at 5:00p.m., Dinner from 6:00, Speakers & Awards 7-10 p.m.**

**YES, I/WE WANT TO JOIN THE PARTY!**

Enclosed is \$ \_\_\_\_\_ for \_\_\_\_\_ adults (\$25/person)

Send your check, payable to BMWBMW to

Linda Rookard

8057 Donegal Lane,

Springfield, VA 22153

Ph: 703-451-6167

email your questions to [events@bmwbmw.org](mailto:events@bmwbmw.org)

Include a SASE if you would like an acknowledgement of your registration, or email addr: \_\_\_\_\_

**DEADLINE FOR REGISTRATION IS FRIDAY, DECEMBER 3, 2004!**

Name \_\_\_\_\_ o Prime Rib o Broiled Salmon o Vegetarian

Name \_\_\_\_\_ o Prime Rib o Broiled Salmon o Vegetarian

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone (H) \_\_\_\_\_ (W) \_\_\_\_\_

I/we hereby waive, release, and hold harmless the BMW Bikers of Metropolitan Washington and J.R.'s Stockyards Inn for any liability resulting from damage, loss, or personal injury while attending the 2004 Holiday Party. This waiver extends to my heirs, executors, administrators, and assigns.

Signature \_\_\_\_\_ Signature \_\_\_\_\_

---

# Russia: Phase Three Underway

by Bob Higdon, #709

## July 22-23: Moscow

I am not going to try to describe the house in which we stayed for three nights in the Moscow suburbs, other than to say that it bears a modest resemblance with its variety of secret passages, in its size, and in its imagination to the Winchester Mystery House in San Jose, CA. Our hosts, who prefer to remain mysterious as well, could not have treated us any more generously than if we'd been blood relatives who could not legitimately be turned away. After almost three weeks on the road, we were in desperate need of a refuge. We could not have found a more congenial one.

The day was devoted to cleaning up bikes and, for the less mechanically inclined (moi), cleaning up the trip log for posting on the web. To that end, I happily left Mike, Steve, and John to their duties while I reviewed notes and tape recordings. I think the principal difference in our respective labors was that when we were all through, I didn't have to wash my hands.

When Steve changed the KTM's oil, he noticed that parts of a bearing came out with the old oil. He had heard reports of similar problems on other bikes of the 2002 vintage. Worse, it was a special kind of bearing that appeared to have gone bad, not something you could find at a local bearing shop. Worse yet, if the bearing disintegrated completely before Steve could get the bike back into a EU country (where his insurance would cover a tow to a dealer or even repatriation back to England), it might destroy the engine. Various options were discussed. In the end, Steve decided to make a stab to the closest EU border at Finland and hope for the best.

That night, following a bizarre evening of ten pins at an extraordinarily expensive restaurant/bar/bowling alley, Steve and I sat up after the others had gone to bed. It was not the first time we'd tried to put the ride into some sort of meaningful perspective, but it would be the last. He could not understand why I was having difficulty in taking any credit for having made the ride over those wretched dirt roads.

"I've explained this before," I explained again. "This entire trip had been predicated upon Mike and I using street bikes to ride from Sakhalin to Khabarovsk—I didn't know at that point that there were almost 200 miles of dirt in that section—and then put the bikes on the train to Chita. Once there, we knew that we had pavement the rest of the way to the Atlantic, except for some construction zones. That's why we bought Nighthawks last fall and had them shipped to Sakhalin. When Putin declared the road 'open' this spring in time for his re-election campaign, Mike and I were caught in the switches. Once you and the Finns had ridden the length of that road, such as it is, I had to do it too. The train was no longer an option."

"But you did the ride," Steve said. "Take credit for it."

"I don't think people ought to take credit for things they do when they have no reasonable choice to do otherwise. If I'd had a reasonable choice about putting that bike on a train in Khabarovsk, knowing what I know now about what sort of shape that alleged road was in, I'd have done it. But the road was there to be crossed. I had to ride it, just the same way some poor bastard has to jump out of the window when there's a fire behind him. You don't think about it; you just jump. All I did was jump. I'm just happy I don't have to jump again."

And I was. Deliriously so. We had another shot of Russian Standard Platinum vodka to celebrate the completion of a ride that I still felt I'd done under duress.

## July 24: Glukhov, Ukraine

We hit the road early to pose the bikes for a photo-op in front of St. Basil's at the Kremlin. The day was brooding and overcast. If any of the pictures is worth a damn, I'll be amazed. After that, we had breakfast at an American-style cafe with Laura Brank and her two kids. She's an old friend of John's and the wife of my college roommate. She shuffles her law practice between London and Moscow. Two years ago, when my trip across Russia was coming apart, she was there to help in any way that she could. This morning my mood was a lot brighter than it had been the last time we'd met here.

We said goodbye to Steve. He was taking the road northwest to St. Petersburg and we were going southwest toward Kiev. Our road turned into a vicious construction zone on the outskirts of Moscow that seemed to have no end. In the late afternoon we stopped for gas about an hour from the Ukrainian border. A motorcyclist walked over to Mike and asked him if we might be able to help diagnose a problem with his girlfriend's bike. Mike readily agreed.

The guy was on a beautifully-equipped Honda Africa Twin. Her bike was a Kawasaki Duster 800. The problem was a metal sound of the clanking kind, the sort of sound a bike makes just before your trip turns to rubble. Mike didn't like what he heard and told the agonized couple that they might have to return to Moscow (where their two-week holiday to the Black Sea had just begun that morning). John thought it might be a counter-balancer chain. I stood by the machine while they revved it and said to no one in particular that it didn't sound like a chain to me.

In the next six seconds, the following things happened in this sequence:

1. Mike lifted the right floorboard up so that it lightly pressed against the muffler guard;
2. As soon as he did that, the clanking sound stopped;
3. The young woman heard that the clanking sound had stopped;
4. Since I was the last one who had said anything, she ran over and kissed me on the cheek.

All of this, of course, mightily pissed off Mike, who had actually figured out that the problem was in fact a trivial muffler baffle (or something similar) that was loose, and yet I was the one being rewarded. So we made her kiss Mike on the cheek while I took a picture to even up the scales of justice.

But I was the one who was kissed first.

Our entry into Ukraine was not as dramatic as Hitler's had been. The Ukrainians had never had a warm relationship with Russia; they had taken to being absorbed by the Soviets with even less enthusiasm. In 1941, when the Reich marched into the region, they were met by people eager to be liberated from Stalin's domination. They offered the Germans bread and salt and welcomed them with open arms. In response, the Germans shot them down like dogs. Stalin didn't deserve this kind of stupidity, but he took it gladly.

Years of Soviet spending on missiles and no spending on infrastructure have left the Ukraine with some of the worst highways I have ever seen. The main road from Moscow to the capital in Kiev is worse than the worst paved road in the poorest

*(Russia, continued next page)*



(Russia, continued from prev. page)

county in your home state. At times I was doing under 20 mph, just to spare the poor Honda further mistreatment. An hour before sunset we stopped at a motel in Ghukov—it means “the village of deaf people,” though the waitress took our orders without any significant problem—and found, for the first time on the trip, a room with an air conditioner. We had a good dinner on the restaurant’s veranda, knocked back a couple of beers, and watched the sun go down in a country other than Russia for the first time in weeks.

### July 25: Brody, Ukraine

Today we reverted to the old pattern: I rode ahead while Mike and John stopped to eat breakfast. I didn’t want to push the Nighthawk that hard on the sub-marginal roads that we were facing. As I came into a tiny village, the cops pointed the stick at me and waved me to the side of the road. One of them came over up to me and showed me a radar gun’s readout: 76 kph. It was ridiculous. I might have been going 50 kph (in a 40 kph zone), so I started arguing with the guy. It was clear that they’d shot some other vehicle and were blaming the speed on me. My righteous indignation sometimes worked in Russia. It wasn’t going to work in the Ukraine. They were spending too much time and energy to let me walk away.

I tried to ask them what the fine was. One of them wrote down a figure that in the local currency translated to about \$450. I pulled out my wallet and showed them that I had about \$15, all of which Mike had given me before I’d left them behind. More talk. More gesturing. More bullshit. Finally they decided to take everything I had and waved me along with a smile. Not one vehicle coming into that checkpoint escaped a fine while I sat there. When Mike and John came through there 30 minutes later, they were popped as well. John was admittedly speeding a little, but Mike was 100 yards behind John, well under the limit, and yet was forced to cough up a fine as well. It didn’t matter: If you went through that town on Sunday morning, you paid for the privilege, period.

It doesn’t do a bit of good, I have found, to get angry or irritated at countries like Russia and Ukraine. They are far too large to care. But the Ukraine

was wearing me down with its lousy roads and its thieving cops. I needed to see Europe, quickly.

One short way from Moscow to Europe is via Lithuania, Latvia, and Poland, but that requires crossing a bunch of borders and no experienced international traveler will ever cross a border that he doesn’t have to. The shortest way is through Belarus, but that country has a bad, bad reputation. I don’t know anyone who has ever gone through there except Lee Harvey Oswald. The final way is to run southwest through the Ukraine, then turn west into Hungary, and Austria. That’s the route we chose. I also wanted to see the killing field at Babi Yar.

I don’t know why I have to see places like Dachau, Auschwitz, and Lidice, but I can’t help myself. These are some of the most awful places on Earth. I somehow can’t seem to avoid them. So naturally I’d want to see the place on the outskirts of Kiev where the Germans one weekend rounded up 30,000 Jews into a large trench and shot them to pieces. The residents of Kiev stood on the embankment, watched the massacre, and cheered.

The plaque at the base of a massive sculpture recites the fact that over 100,000 citizens of the city of Kiev died in the camp between 1941-1943 (at which time the Soviets liberated the city). It doesn’t mention the death of a single Jew. I have seen but one other marker that so misrepresents historical context, and it stands outside the courthouse in Dayton, TN. It notes that in that building in July, 1925 the trial of John Scopes was held. The prosecution was aided by William Jennings Bryan, three-time nominee for president of the United States. Scopes was defended by Clarence Darrow of Chicago. “Scopes was convicted,” the plaque concludes. When I read that, I laughed. True enough, but if that is all you take from that watershed moment in American history, I can’t help but feel that you’re missing the punch line.

I wasn’t laughing at Babi Yar.

At the end of the day we managed to find a roadhouse just at sunset. Had we not stumbled upon it, we might have a 90-minute ride after dark into L’viv. My hands were shaking when we stopped. At dinner I told John that we were going to have to stop earlier in the evening than we’d been doing. I told

him again that riding at night in countries like Russia and Ukraine was suicidal. “Never again. I mean it. I am not driving one goddamned meter after dark.”

### July 26: Monor, Hungary

The Ukraine was the breadbasket of the former Soviet Union. It looks like Kansas—well, maybe two of Kansas and half an Iowa—but with rolling hills. As we continued southwest, we ran into the foothills of the eastern edge of the Carpathian mountains. To the south of us lay Romania, home of Vlad the Impaler and Count Dracula. I needed another week on this ride to take that country in, but we didn’t have another week to spare. We pressed on.

Somewhere in the no-man’s-land between Ukrainian customs and the Hungarian checkpoint, you can see Eurasia disappear in your rear view mirrors. In front of you lies modern Europe. The change is instant and dramatic. At the first large town we came to in Hungary, we took an afternoon break at a McDonald’s, the first we’d seen since Moscow. Behind us was a Suzuki motorcycle dealer. Next to that was an Esso station. We might as well have been in downtown Milwaukee.

We had hoped to make Budapest by nightfall, but an afternoon storm rolled in with a northern cold front, effectively ending our day 25 miles short of the capital. We turned in at a roadhouse with a good restaurant, had a huge bowl

(Russia, continued on page 19)

**THE NEXT GENERATION  
IN HEATED CLOTHING**

The *System1* and *System2* Llectric-vests are now shipping. Options include heated detachable sleeves with enclosed Llectric-glove leads, electronic controller and Llectric-chaps.


... Welcome to the revolution

**1 800 WYB-COLD**

Making and refining heated-clothing since 1971

Widder Enterprises  
942 E Ojai Ave, Ojai CA 93023 USA  
805 640-1295 805 640-1296 Fax

**www.widder.com**



**MOTORCYCLES FOR SALE**

**04 R1150GS**, Yellow, Excellent condition, ~8,000 miles, saddle bags, stock and after market large wind screen, Moto lights, Backoff lights, Spiegler stainless steel brake lines, metal cover under rear seat, and BMW luggage rack. I don't have enough time to ride. Call Marvin at 703-684-9101 or marvinben@comcast.net (11/04)

**04 R1100S**, Mandarin/Grey Boxer Prep. 700 miles, brand new, Corbin seat and cylinder guards. US \$10,700. W: 202-623-1839, H: 301-963-2911, or GEORGEA@iadb.org . (11/04)

**03 K1200GT**, Orient Blue. Near showroom condition with the exceptions of being broken in and tire wear. Only 1,100 miles. Rear carrier and bag included. 600-mile service and fuel line recall complete. Divorce forces sale. \$13,000 (*extra-low price*). 703-554-9615, or robert.g.struth@boeing.com Leesburg, VA (08/04) **Sorry - SOLD!**

**01 R1200C**, mint condition, 14K miles, new tires, saddlebags, windshield, running lights, rear passenger back rest, etc. Asking \$8,900 OBO. Bike is in Pomona, NY. Contact Abe Pearlman, PO Box 444, Pomona, NY 10970, 845-362-7348. (08/04) [*Formerly owned and enjoyed by the late Michael Pearlman*]

**98 R1100RT**, 21K miles. Sinus Blue excellent condition-garage kept. Heated grips, cyl guards, BMW top case, Aero flow windshield, Air Rider gel seat insert. \$10,250. Jim Kent, 703-644-2465 or vze8msw7@verizon.net (10/04)

**94 K75RT**, Silk Blue, 37K, one owner, never down, garage kept, ABS, electric windshield, BMW Comfort Seat, excellent rubber, all service recs, Show room condition, (no dings), European light switch assy, Many extras to go w/ sale. Asking \$5,195 or B/O, Franc Boulanger 804-741-9323 or FBoula6454@aol.com (09/04)

**86 R80RT**, 44k miles, Corbin seat w/ backrest, Koni shock, Luftmeister fork spring kit; K&N; new ME33 & ME55; new steering head bearings; tall National screen + stock; stock seat; reliable; runs great; handles great with

suspension upgrades; garaged in Greene County N/of Charlottesville VA; \$2750; call Jay @ 434-985-6398 (10/04)

**84 R80GS PD**, Low miles, blue, w/ special Dakar large tank. \$4,000. Dennis Perzynski 410-875-4273 (11/04)

**83 R80ST**, Low miles, gray, bags, shields, heated grips; very clean. \$3,800. Dennis Perzynski 410-875-4273 (11/04)

**78 R100S**, Motosport, a rare 'S' model w/extra complete 'RS' fairing kit, bags, orig-owner, low miles. \$4,400. Dennis Perzynski 410-875-4273 (11/04)

**75 R75/6**, Boxer to restore or perhaps just ride away. Recent, excellent, 750 cc top end, rest of drivetrain original R90/6. Excellent, near-new battery, very good rubber, brakes, starting, charging. Lousy paint, scratched/dinged, horn and lights need work. Extra bars, tank, \$1,200 OBO (*lower price*). Must sell. David Shapiro 301-699-8833 or safety@davidelishapiro.com (08/04)

**77 Honda Goldwing/EML sport** sidecar, 31,000 mi. Very good condition \$4,500 OBO; 410-775-2231 or Eabbott410@aol.com (08/04)

**PARTS & GEAR FOR SALE**

Joe Rocket ballistic pants and jacket XL, in next to new shape. Make reasonable offer. First Gear mesh jacket XL-make offer. Leather chaps-cheap. Call Jon 301-951-6191 or jtorley\_gang@hotmail.com (08/04)

Women's mandarin/gray/black BMW Savannah pants, size 6R/EU36, like new-worn once, \$125. Please call 703-644-2465. (10/04)

For a 02-K1200 RS: rear wheel \$350; standard windshield \$ 45; Parabellum windshield, tall \$ 80. Jaime Henriquez 301-587-1833, MPCPAngC@aol.com (08/04)

Jesse bags for R1100GS, decent, well used \$400 Ron Orem 410-581-3751 or ROrem@aol.com (08/04)

New 14' Haulmark Kodiak, electric brake, tandem axle Trailer Toy Hauler with ramp, two windows and Rally Rig Conversion. This trailer is set up to haul one or 2 full size bikes and when you get to the rally, out come the bikes and you set up cots or rollaway beds for sleeping. Folding table goes up for eating and games. Rally Rig includes enclosed Porta Potti, sink, kitchen cabinets, 10 gal water tank with 12V water pump or city water hookup. 110V and 12V lights. Deep cycle battery in the trailer charges as you tow the trailer. Vinyl floor for hauling bikes. Plush carpeting rolls over vinyl for living. Wired to accept roof air conditioning. Unique 10' x 12' awning allows easy one person set up. Empty weight 3,000 lbs. Max allowable weight is 7,700 lbs. Price \$9,995.00 - compare at twice the price. Contact: Info@aitstraining.com or call Custom Toy Haulers 703.440.0914. (09/04)

**Advertising**

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

**Deadlines & Submissions**

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

**Please email all submissions to editor@bmwbmw.org**

If sending articles on diskettes or CD-ROMs, mail to: Philip Ager, Editor  
Between the Spokes  
P.O. Box 44735  
Fort Washington, MD 20749-4735



## BREAKFAST RIDES

*BMWBMW breakfast rides are informal gatherings of members who meet for breakfast and ride afterward. Not all members participate in the after-breakfast rides, and many members like to show up solely for the breakfast. Interested? Show up early, look for tables with motorcycle helmets, and don't be shy about introducing yourself! If you'd like more information, or to volunteer to lead a ride one weekend, call the rides chairman.*

Note: Schedules for breakfast rides are not fixed in stone nor will a ride take place if there is a club meeting or other major event scheduled on that day. Consult the message boards for late breaking changes or announcements.  
<http://www.bmwbmw.org/forum/>

### Baltimore Breakfast Ride 1st Sunday, 8 a.m.

Old Country Buffet, 2033 E. Joppa Road, Parkville, MD 21234. 410-882-3155. **Directions:** Satyr Hill shopping center at Satyr Hill and Joppa roads, across from the Home Depot at I-695 & Perring Parkway. Jim Pellenbarg, 410-256-0970.

### Maryland Breakfast Ride 3rd Sunday, 10 a.m.

The Cozy Restaurant, 103 Frederick Road, Thurmont, MD 21788. 301-271-7373. **Directions:** Take I-270 north to Frederick, MD and continue north on U.S. 15. Take the first Thurmont exit. Turn right at stop sign, then left at traffic light. The restaurant is 1/4 mile on your left.

### Virginia Breakfast Ride 4th Sunday, 9 a.m.

Town 'N Country Restaurant, 5037 Lee Highway, Warrenton, VA 20187. 540-347-3614. **Directions:** Take I-66 west to exit 43A (U.S. 29 south) toward Gainesville/Warrenton. Follow U.S. 29 south for 6.5 miles. The restaurant is on the left.



## CONTACTS & DIRECTIONS

### Battley Cycles

7830 Airpark Park Road, Gaithersburg MD 20879. 301-948-4581. From I-270 take Shady Grove Road east. At Muncaster Mill Shady Grove becomes Airpark Road. Go straight another 2.1 miles. Battley's is on the left.

### Bob's BMW

10720 Guilford Road, Jessup MD 20794. 301-497-8949. From I-95 take Exit 38-A east. Go about one mile and exit onto U.S. 1 north. Go to the first traffic light and turn right onto Guilford Road. Bob's is less than one mile on the right.

### Lap's Quality Cycle

3021 Colvin Street, Alexandria VA 22314. 703-461-9404. From I-395, take Duke Street east to a right turn onto Roth Street. Make another right onto Colvin. Lap's is a few doors down. From Old Town Alexandria, take Duke Street west to a left on Roth, then same as above.

### Morton's BMW

5099A Jefferson Davis Highway, Fredericksburg, Virginia 22408. 540-891-9844. From I-95 south, take exit 126 to a traffic light at U.S. 1. Turn left (north) on U.S. 1, go one mile to the light at Courthouse Road/Rt. 208. Make a left onto Courthouse Road, then right at the next light into the parking lot at Morton's BMW Motorcycles.

### Speed's Cycle

5820 Washington Blvd, Elkridge MD 21075. 410-379-0106. Take 95 North to Route 100 East. Take first exit to Route 1 North. Go approximately 3 miles. We are located on the left just before Levering Avenue.



## BMWBMW Ride-To-Eat's

Ride-To-Eat's (RTE) are informal gatherings of BMWBMW members who meet for dinner. These gatherings are regularly scheduled for the first and third week of each month and are always planned and announced on the club's web message board. Typically, the Virginia RTE is the first Wednesday and the Maryland RTE is the third Thursday. The restaurant is always different and the dates occasionally change. Additionally, impromptu ride to eats are always popping up. *Interested?* Check out the message boards Events section and look for "Ride-To-Eat" or "RTE".

## Interested in Riding in Mexico/Central America?

Check out the message boards at [www.bmwbmw.org](http://www.bmwbmw.org) under Organize a Ride>Anyone interested in Central America 2006? This is **NOT** a club event.



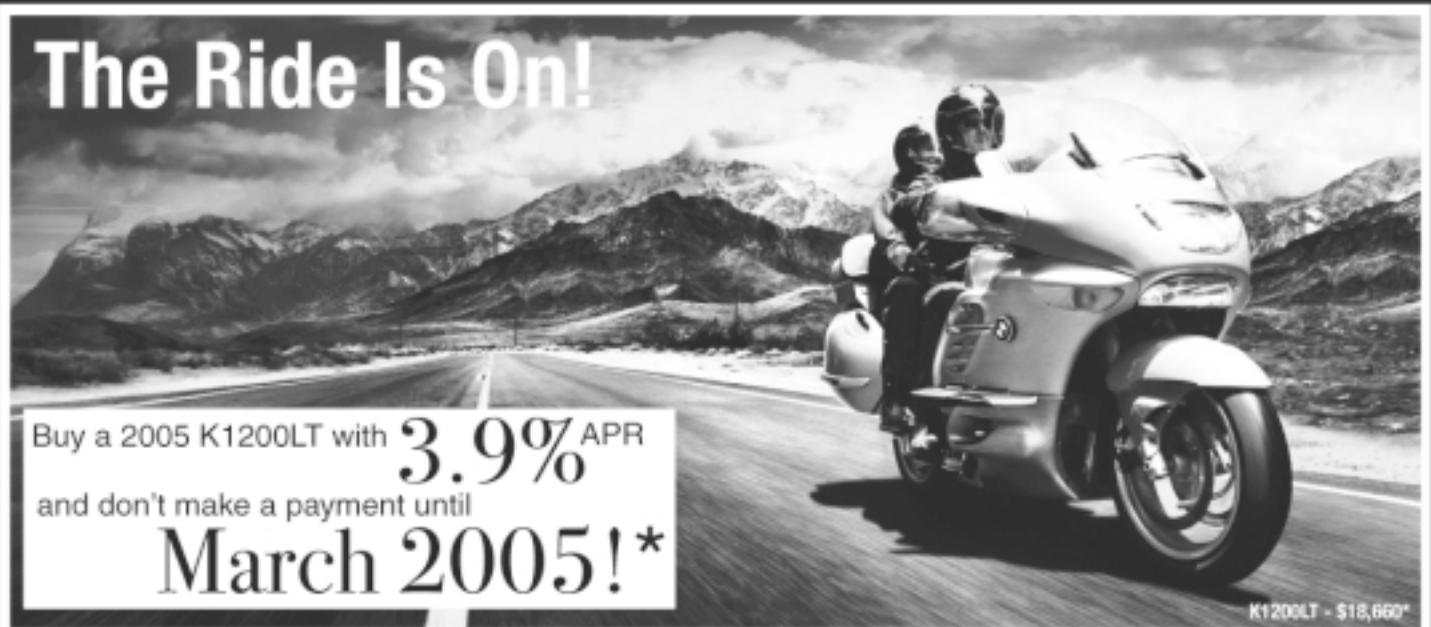
**Speed's  
Machine  
Shop**  
SINCE 1974

- Head Reconditioning
- Final Drive & Spline Repair
- Crank Rebuild /2 on up
- Transmission Rebuilds all models
- Wheel Reconditioning
- Exhaust Thread Repair

**DUCATI**  

Authorized Ducati & Moto Guzzi Dealer  
5820 Washington Boulevard  
Elkridge, MD 21075  
**410-379-0106**  
[info@speedscycle.com](mailto:info@speedscycle.com)  
[www.speedscycle.com](http://www.speedscycle.com)

# The Ride Is On!



Buy a 2005 K1200LT with **3.9%<sup>APR</sup>**  
and don't make a payment until  
**March 2005!\***

K1200LT - \$18,660\*

## Every season is riding season on an LT!

Climb aboard your 2005 K1200LT from Morton's and head for the hills – or maybe the Rockies! Now is a great time to buy *Cycle World's* Touring Bike of the Year, and we've got one waiting for you. If the LT isn't your style, check out the R1200CL or any of the other models at Morton's BMW. We've got lots of inventory, and you won't find a nicer place to do business. After all, we've been doing this a lot longer than anyone else in the region — 34 years and counting!



Buy a 2004 R1150R,  
Rockster, or R1100S with **0.9%<sup>APR</sup>**  
and BMW will make  
your first **3 payments!\***

R1150R Rockster - \$11,050\*

## Holiday Special!

Between Thanksgiving and New Year's, make any purchase over \$100\* and get a FREE Morton's Holiday T-Shirt!

Get in the holiday spirit – and get a great deal – at Morton's BMW Motorcycles!

\*Including parts, accessories, service, or likes but excluding tax; one free shirt per buy.

## Morton's BMW Motorcycles

5099A Jefferson Davis Highway Fredericksburg, VA 22408

540-891-9844 / [www.mortonsbmw.com](http://www.mortonsbmw.com)

Morton's BMW  
Motorcycles

540-891-9844  
[www.mortonsbmw.com](http://www.mortonsbmw.com)



\*Prices shown are MSRP and do not include tax, tag, registration, or other official fees. 3.9% APR and deferred payments on 2005 K1200LT available to qualified buyers from BMW Financial Services through 12/31/04; interest will accrue. 0.9% APR and three free payments available to qualified buyers through 12/31/04. See Morton's BMW Motorcycles for complete details. The BMW name and logo are registered trademarks. © 2004 BMW Motorrad USA.



## CALENDAR OF EVENTS

### Nov 14, 2004

BMWBMW General Membership Meeting at 1100 AM at Battley Cycles, Gaithersburg, MD.

### Dec 12, 2004

BMWBMW Holiday Party at J.R.'s Stockyards Inn at Tyson's Corner VA. See the Report & sign-up sheet on page 13.

### Jul 21-24 2005

2005 MOA International Rally, Allen County Fairgrounds, Lima, Ohio.

**Note: Official BMWBMW events are preceded by "BMWBMW." The events listed above can be either official BMWBMW events or events unrelated to BMWBMW which historically have been of interest to our membership. For a complete list of motorcycle-related events throughout the U.S. and Canada, please visit the club's web site at <http://www.bmwbmw.org>.**

*(Russia, continued from page 15)*

of Hungarian goulash soup, and went to sleep listening to the rain hammering the window.

#### July 27: St. Valentin, Austria

It rained all night. It was raining when we woke up. It was raining when we headed into Budapest. It looked for a while like it might be raining forever. I had been looking forward to seeing this ancient city that the Danube splits in half. But the day was so awful that I just mentally crossed it off. I could happily spend a month just wandering around in eastern Europe. I love the atmosphere of these countries. They're beautiful, quiet, non-threatening, and cheap. I'll be back in Budapest one day. The weather will be better and the Danube will not be muddy but blue.

In order to ride on the superhighways in countries like Hungary, Austria, and Switzerland, you have to buy a pass called a "vignette." I think they shoot you on the spot if they catch you without one. So, with vignettes in hand, we headed west toward Austria. When John and Mike stopped for their customary breakfast, I soldiered on at a leisurely 90 kph pace, watching the big Mercedes and BMWs come by me in the passing lane at twice that speed. There is a theoretical 130 kph limit on the autobahn, but as usual there is a huge difference between theory and practice.

At a little after 2:00 p.m. this afternoon, we stopped at the last gas station before the Austrian border. Mike said that he was going to press on to the Atlantic Ocean as he had to get back to work. John wanted to turn south at Vienna to see some old roads that he had last ridden many years earlier. I was intent on heading straight for Stefan Knopf's house in Heidelberg, the home-away-from-home for a lot of American motorcyclists. After one of the most incredible months of our lives, our trip was finally going to split into separate ways. We shook hands and agreed to meet in Heidelberg later in the week.

Mike disappeared at the border. John and I crossed into Austria together but soon he too was long gone. I, always the slowest one, motored on, now alone for keeps. That night I sat on the balcony of a Landzeit Hotel, drank a beer, and watched the sun set in the mountains to the west. We had begun with four in Yuzhno, Sakhalin Island, almost one month and more than 8,000 miles earlier. Now the winds had scattered us.

So this is the way the trip ends, I thought: Not with a bang, but a whimper. Bob Higdon, Heidelberg, Germany, July 29, 2004

### About the BTS.

If you want to receive your BTS in full-color and sooner than you'd get it in the mail, send a message to [membership@bmwbmw.org](mailto:membership@bmwbmw.org). Remember to give us your email address if you note "eBTS" on your renewal check or postcard! If you sign up for the eBTS, you will receive notification when the next issue is posted to the website. You will no longer receive a printed version via the USPS.

20 Years Experience **BMW**  
**Motorcycle Repair Specialist**

Minor to Major Repairs  
 Complete Rebuild & Restoration  
**MAIL ORDER SERVICE**

**SERVICE NATIONWIDE**  
 Genuine BMW Parts and Accessories Available  
 We Also Service All Foreign & Domestic Cars

**HOURS**  
 M-F 8-6  
 SAT 8-1



- Oil Change
- Tune-Up
- Tire Change
- Computer Balance

**QUALITY**  
 AUTO & MOTORCYCLE REPAIR  
**461-9404**  
 3021 Colvin St-Alexandria

#### November

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

#### December

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

#### January

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

# BMW BIKERS OF METROPOLITAN WASHINGTON

## Application for Membership/Change of Address

Please check appropriate box

New Member  Renewal  Change of Address

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

Name \_\_\_\_\_

Associate \_\_\_\_\_

Street \_\_\_\_\_

City, State, ZIP \_\_\_\_\_

Occupation \_\_\_\_\_

Phone Home (\_\_\_\_) \_\_\_\_\_ Work (\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

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

#1 \_\_\_\_\_

#2 \_\_\_\_\_

#3 \_\_\_\_\_

Total miles on BMWs \_\_\_\_\_

Age group:

16-25  46-55

26-35  56+

36-45

BMW MOA Mbr# : \_\_\_\_\_

BMW RA Mbr# : \_\_\_\_\_

AMA Mbr# : \_\_\_\_\_

**Referred to BMWBMW by:**

\_\_\_\_\_

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

Government Affairs

Rally

Membership

Rides

Newsletter

Safety

Sales

Technical

Meetings & Events

Internet

### MEMBERSHIP DUES

**Regular Member**

**\$20.00/year**

**Associate Member**

**\$7.50/year**

Dues may be paid for 1, 2, or 3 years. Associate members must reside at the same address as the regular member. Associate members receive membership card, pin, and decal and have voting privileges if age 16 or over, but do not receive separate newsletters or other mailings.

Make check payable to **BMWBMW** and send it with this form to:

Elsie Smith, PO Box 77, Olney, MD 20830-0077

10/1/2004

## Between the Spokes

c/o Elsie Smith

P.O. Box 77

Olney, MD 20830-0077

**FIRST CLASS**