



BMW DFW

BEEMER ZEITUNG

March 2010

PHOTO OF THE MONTH - CATEGORY I



UTAH
WIND-
STORM
starring
Jim
Cassidy

SPECIAL POINTS OF INTEREST:

- *President's Report*
- *4th Sat - Discovery*
- *Safety Corner*
- *Members at Play*
- *And Much More...*

Membership Meeting

Tuesday

Mar 9

8:00 PM

**Spring Creek BBO
1509 Airport Freeway
Bedford, TX
817-545-0184**

At Forest Ridge & Airport Freeway (Hwy 121)

President's Report

I don't know about you but other than two days of winter wonderland this non-stop wind chill cold-rain-fog stuff is making me grumpy! You buy a new bike and instead of riding the new toy you are forced to park it in the garage under a blanket... well, you don't want it to get cold. The morning ritual should be; suit up, ride new bike to favorite breakfast spot, chow down, ride the long way home, read the manual again to figure out how to reset the mileage after a fill up. But instead the routine is, dress up, make coffee, go into garage, admire bike, drink coffee, go back in house, check the temperature again, it's still below freezing, be grumpy. It's enough to drive you to drink...more coffee. It's almost enough to make you sympathetic with a Yankee.



But being the tough and/or stubborn bunch we are, we didn't even cancel the February 13 Tech Day at Alan Riley's. Not only was this the first Tech of the year, this was our first Tech Day in the snow and hopefully our last.

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Attendance was a little on the low side, Steve Cowin being the only attendee on a bike.

There was only one tech event. Joel changed and balanced Wendell's tire with a mixture of excess supervision, a flood of advice and an absence of participation.



The *Break Dancing* was of some interest, but obviously not to everyone. And the question was repeatedly asked, "how many members does it take to balance a tire?"

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Some of our members were riveted on the intricacies of tire balancing

The major event was several layers of 10W-40 BS and the grand finale was the Tech Day King Mike explaining the “knack”; this one seemed particularly difficult.

If all else fails there will always be sustenance for the Tech Day masses... Right??? Well, Don brought appetizers but on this frigid day the usually magnificent, grilled brats deferred to boxed entrees delivered by Domino's.



Never fear, we will have another Tech Day soon, certainly before the heavy riding season is upon us, to take care of those carbon based maintenance items we all need to do before striking out for parts too far unknown. Watch the website for an announcement.

Are you signed up for the **2010 ICR, Discovery**? The Ride Committee of Don Mills, Vince Breckner and Stephen Slisz posted the ICR description, locations, destination point values and rules on the website for all to see. Check it out at <http://bmwdfw.org/contests/individual-challenge-ride/>.

As soon as the fog lifts we should be out there gathering points at destinations of interest.

Check out the MOA website or read the February issue of Owner's News. BMW, BMW MOA and Miller Motorsports have teamed up for WSB Race Weekend May 29-31, 2010. BMW sponsored \$1000RR race bikes will be there. The three day VIP ticket package costs \$195 and includes a pit pass, access to the BMW hospitality suite and more. Go to <http://www.bmwmoa.org/>

Remember to buy your raffle ticket for a chance to win a new \$1000RR, European Bike Tours with Edelweiss and several other prizes. If you renew or extend your current MOA membership, you get a FREE raffle ticket. Go online at <http://www.bmwmoa.org/superstakes> or call the MOA office, renew and ask them for a FREE raffle ticket. You can purchase others for \$10 each. You must join or renew or buy tickets between 2/1/2010 and 4/30/2010. The MOA Owners News is now online. Go to <http://digital.turn-page.com/title/4865> and play around with the controls. It has a search feature which is its most important capability. I still like the look and feel of the old periodical.

Our new BMWDFW club website is updated frequently for Latest News and Events, see <http://bmwdfw.org/>. New members and new photo albums submitted by our club members are popping up there all the time. Please give Scott a CD of your favorite motorcycle related photos and he will post it for viewing in the Albums page. It will also become part of the random presentation of six photos that appear every time you open the website. It's a really fun feature that you can't ignore when you go to the website. The website

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President(Continued from page 3)

will always be a work in progress to keep it fresh and healthy. If you have a comment or question about it or its use go to the Officers Page and send Webmeister Scott an email.

Closet writers, get with the program and let's see some photograph laced articles for the newsletter. Don will be happy to be buried up to his keyboard in new articles.

March events of note include a Tech Day on Saturday, March 13. Plan to join the club ride on Mar 20 for the 6th annual gathering of BMW clubs in Texas at Oscar Store in Temple. Rendezvous points and ride particulars to be announced. The 5th annual TGIS weekend at Pine Creek Lodge southwest of Nacogdoches is March 26-28. Contact Don Mills since space is limited. See

Mike's Event calendar at the end of this newsletter and on our website for the details on these and future events.

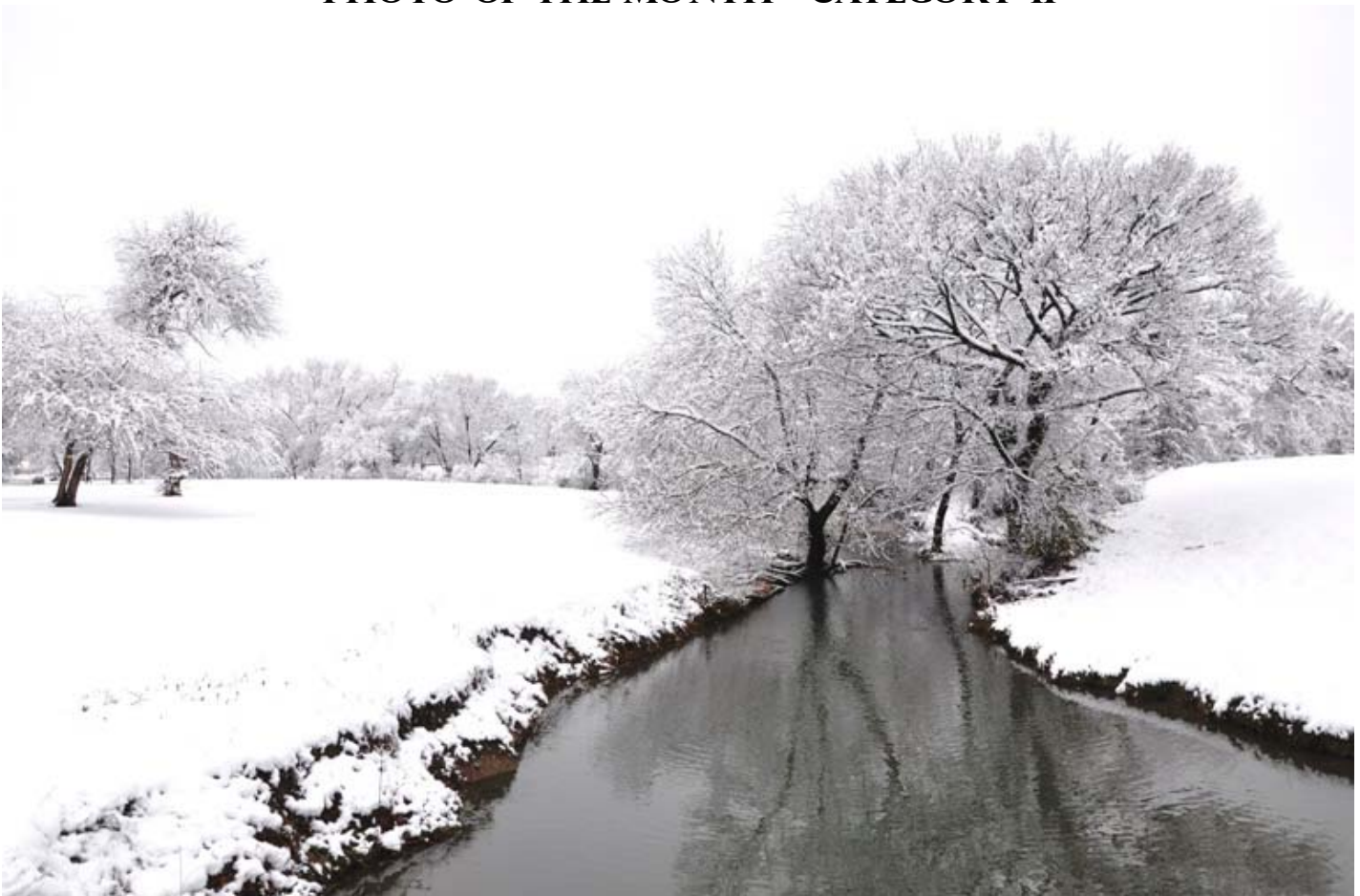
We need Photo of the month entries big time. I know there aren't too many colorful opportunities for bike photos in the winter but they're out there so bundle up and go out and flash something.

Over half of our members from 2009 have renewed as 2010 members; thanks to each of you, we are glad you think it's worth coming back. To the rest, don't be left behind. Submit your 2010 dues to Treasurer Dennis Bufton in person or mail to BMW Motorcycle Owners of Dallas/Ft. Worth, P.O. Box 132, Bedford, TX 76095-0132.

Go. Ride. Enjoy. Return.



PHOTO OF THE MONTH—CATEGORY II



**A NON-RIDE DAY
ROWLETT CREEK IN PLANO, TX ON FEB 12
Submitted by Ralph Schwartz**

4TH SATURDAY—DISCOVERY

Too chilly at the outset for most people, our small band of brothers struck out from LePeep after breakfast to capture a few of the destinations listed on our website for the 2010, Individual Challenge Ride—Discovery. There are numerous sites described within the confines of the metroplex but we opted for more distant points of interest. Keith Vauquelin joined the ICR online the night before and Jim Cassidy probably did after we returned home... we included him in the photography anyway.



Business Centre of Forestburg

To keep ourselves properly stimulated we pursued a course along FM 407's sinuous path west of Azle; a taste of sweepers along FM 730, 455 & 977, stopping to admire the "yard art" on a ranch just south of St. Jo.



Traffic, except for a few cruiser types, and the local high sheriff seemed strangely absent on a warm, sunny Saturday therefore we were able to enjoy the scenery and the ever-changing road bed at a, more or less, constant velocity. Thus we arrived at Spanish Fort sooner than expected and were greeted by the barking of one dog and a few birds' songs. God, it's quiet in the country.

Most folks don't know, and neither did earlier historians, that **Spanish Fort** was misnamed. It was a fort, built in the 1700's on the European model, complete with moat, vis a vis the Red River. It did contain all manner of Spanish cannon and other artifacts. But it turns out that it was built by the Taovayas Indians (later known as the Wichita Indians) with the help of French partisans who loved to make trouble for the Spanish. The Taovayas lived to rustle the Spanish horses and trade them to other war-like tribes. The Spanish made the mistake of traveling up from San Antonio to put a stop to this foolishness and found themselves confronted by...the fort full of mean Indians. In

a fairly short period of time the Spanish were routed and their horses, guns and cannon were captured and dragged into the fort where it was found several centuries later. The old fort has gone the way of all things perishable but the historic marker gives



testimony to the place and events that occurred long before this country was a nation.

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Some of the local folk came to the conclusion that the brave native Americans should be honored and convinced the legislature to provide a memorial in the nature of The **Taovayas Memorial Bridge** that crosses the Red River into Oklahoma near the site of their famous fort.



From the bridge it's a pleasant ride to Muenster, past the huge wind turbine farm that surrounds the local country club. Down on main street **Doc's Bar & Grill** beckons after a strenuous day of discovering just a few of the destinations noted

in the Individual Challenge Ride - Discovery program set forth on our web-site.

We're soon on our way toward home after a little more entertainment along FM 373 intersecting FM 922 and picking up FM 2480 into Bolivar via a little-known county road. At the intersection of FM 2480 and 455 there's a nondescript grocery/gas station. The lunch special was barbecue brisket smoked the middle eastern way...good enough to stop there again for lunch. From there we scattered like chickens for home several hundred points richer. **dm**



QUIZ OF THE MONTH

Who of our members
Just got married???
(a few years back)



SAFETY CORNER

By Paul Lange



Motorcycle enthusiasts have been attaching sidecars to their machines since about 1895. Motorcycle /sidecar combinations are alternatively referred to as “rigs”, “hacks”, “chairs”, or “outfits”. While combinations continue to be only a small minority of motorcycle worldwide, sidecars are still being built and attached to today’s motorcycles. There are probably more outfits on the road today than ever before. There are all sorts of sidecar rigs in operation, including some that lean into corners, some with steerable sidecar wheels, and even a few with all three wheels driven by the engine.

There are only a few assembled motorcycle/sidecar combinations available in the world, the most prominent being the Russian Ural. Ural outfits have been built with the same basic frame arrangement for 55 years, although the operating systems have gradually been refined. There are two basic Ural sidecar combinations, one with a single driven rear wheel, and a similar model with both the rear and sidecar wheels shaft-driven. A small number of exotic three-wheelers are being assembled in Europe, based either on motorcycle or automotive components. But the majority of sidecar rigs in North America are straightforward three-wheelers built by attaching a sidecar rigidly to a conventional two-wheeled motorcycle.

The most important lesson about all motorcycle/sidecar combinations is that the resulting three-wheeler is neither a motorcycle nor an automobile, but an entirely different vehicle with very different operating characteristics. Even the veteran motorcy-

clist with hundreds of thousands of miles of 2-wheeled experience becomes a novice when learning to pilot a “hack”. It is because of the special operating skills required for driving a motorcycle/sidecar combination, which makes piloting these machines both challenging, exhilarating and physically taxing.

The physics of operating a sidecar rig are very different from a 2-Wheeler in many ways. While the two wheeler uses counter steering, the sidecar rig steers with brute force. A sidecar rig may take a corner in a very different line than a 2-wheeler. Corner lines will vary even among types of sidecar rigs themselves depending on the set up of the rig, tire types and sizes and suspension set ups. In any corner the 2-wheeler applies down pressure on the tire; whereas the sidecar rig is mostly lateral or side pressure. This same physics apply to fluids in the motor, remember the sidecar does not lean into the corner...it remains flat, therefore fluids are then forced more to the outside wall of the motor or casings thanks to centripetal forces. Bearings, spokes, wheels axles all have more lateral forces applied to them than the 2-wheeler. These lateral forces also press the frame of the “tug” or motorcycle in ways normally not present in 2-wheel configurations.

The lateral forces induced on a sidecar rig can certainly induce structural fatigue frame components of a 2-wheel motorcycle therefore most frames are bolstered by special bracing and brackets attached to the car external frame. There are some who strongly believe the single shock/driveshaft configuration of the later model BMW type series machines are not a good candidate for sidecar operation due to the enormous lateral and twisting forces that are at play on a traditional sidecar rig. The dual shock and standard swing arm configuration is well able to survive the long term effects of the extreme forces applied to all of the frame components while not placing too much wear and tear on the typical drive train. The wheels of the hack are also subject to lateral forces therefore it is imperative to at least visually inspect spokes and cast wheels periodically. Some sidecar rigs are driven by high horsepower bikes and have been custom rigged with special leading edge front ends, large car type wheels and tires for

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example. The custom front end and car tire and wheel configuration is much desired, holds up to greater abuse, provides more traction and stopping power and is better suited for longer durations of high speed in safety. These rigs tend to be much larger and heavier and perhaps a little more expensive than the fore mentioned traditional motorcycle wheel type configurations.

The leading edge of the sidecar tug or motorcycle is most often customized for the car. Most retrofit rigs have a unique triple tree to lengthen the bike at the front axle for better stability and reduction of the dreaded tank slapper...bear in mind just a few inches of front end extension can help tame the nastiest beast created. A stabilizer bar or steering dampener is also usually apparent on most sidecar rigs.

Braking can be an issue since the normal weight of the motorcycle is bearing the brunt of the side car weight and forward motion as well. Hence, the real need for brakes on the sidecar wheel. The side car wheel must not brake before or after the rear brake....doing so will cause the rig to veer right if too soon and allow the rig to veer left if breaking too late. The sidecar wheel must break at the same time as the motorcycle. It is most beneficial to have the ability to break all three wheels independently. Breaking the side car only will force the rig to veer right....if needed, breaking the motorcycle rear wheel is seldom ever needed by itself, therefore the rear brake pedal also

actuates the sidecar wheel by a simple lever mechanism on the rig. The front brake is very important for....traction in turns. In some cases the pilot must apply power to the rear wheel while bearing down on the front brake.

As one can surmise so far there is a lot going on while operating one of these machines. The sidecar rig is an engaging affair all ride long. The physics of operation are like none other, not like a motorcycle, not like a trike, not like a three wheeler and certainly not like a car. The operation of a sidecar is unique. It is physically demanding and mentally a world apart. One might think it is difficult to transition back to operating a 2-wheeler after piloting a sidecar...I have found this to be a misconception....however translating back to a hack from operating a 2-wheeler takes the energy and disposition to manage the rig safely. I don't think I would ever see myself as only a sidecar pilot as the feel and enjoyment of the 2-wheel life is irreplaceable....the operation of the sidecar rig is so vastly different from the 2-wheel experience....any given corner on a 2-wheeler often provokes an inquiry to the hack pilots mind....what would it be like on the sidecar on this one? On the other hand any given corner on a sidecar rig.....there is no time for day dreaming....you are totally engaged on getting the rig around the apex one turn at a time....who cares what the 2-wheeler would do.



TECH DAY

A Make-Up for the frozen debacle on Feb 12

Ya'll Come

And bring your parts and tools, if any; or just bring your bodies for neighboring

Expert Tech support will be available, if it involves BMW

Lunch will be available for a small fee IF you RSVP to...

“ME”, says dm

MEMBERS AT PLAY

Dean Kaufman
In
Cold Foot
Alaska
Once upon a
time



Well....I was down in Big Bend the last few days riding a bunch of trails....but, while they were rough, sandy, rocky, with wash-outs that kept your attention... they were NO THING like that German u-tube deal. You wouldn't catch me on that trail with or without a motorcycle!

The weather for this trip was the best ever. Temps were chilly in the morning but each day was sunny with highs around 65 to 70. We were even fortunate enough to catch the Rio Grande at rare high levels as a result of Mexico releasing water around Presidio. We took advantage of it by taking a day long raft trip down the river.

Joel Watson—Rafting the Rio Grande
St Elena Canyon—Big Bend



Paul Lange & Crashlene
Searching for Big Foot



Popken— RT shaft
RT spline
RT shambles



2010 BMWDFW Calendar of Events

Mar 13, Saturday; BMWDFW TECH DAY, 10 AM to 5 PM for Airheads, Oilheads, KBikes, FBikes. Held at Alan Riley's mega-garage and driveway. A brake fluid change, valve adjustment, throttle body synchronization, and other preventative maintenance topics and inspections demonstrated and assistance provided if you want to do some of the maintenance items on your own. Please bring your own DOT 4 brake fluid and other consumables! A lunch will be prepared and we'll ask for a donation for such. Alan's address is 6253 Meadow Lakes Drive, North Richland Hills.

Mar 12/14, Fri/Sun; FOOLS ON A HILL XI WINTER RALLY, Mt. Nebo State Park, Arkansas. Sponsored by the Arkansas Rider's Guide. A no frills camping rally on the last weekend of winter; only motorcycle nuts sharing a big camp fire on a 1900 foot bluff, overlooking the Arkansas River valley. Motorcycles only; cars, trucks, and trailers tolerated if carrying firewood! For info, contact Mario or Ann Caruso, 501-622-0987 or email guinzomoto@arkansasrider.com / or Jim King, jksking1@cox.net or www.members.cox.net/fools/ 479.233.9376.

Mar 14, Sunday * Daylight Saving Time Begins *****

Mar 20, Saturday; LUNCH AT OSCAR STORE, BMW CLUB RENDEZVOUS, 12 noon, at Oscar Store, 8133 Oscar Spur, Temple, Texas 76501. Located approximately 6 miles east of Temple, off FM3117, south of TX 53, N31.051026 W097.262568. This is the sixth annual gathering of BMW clubs in Texas for an early springtime lunch. In previous years this event was held at the Old Store in Westphalia, but the Old Store is closed! Each club plans a group ride from their

area to the rendezvous.

Mar 20, Saturday; Open House/Demo Day at Fort Worth BMW. 9:00 to 10:30 AM for pancakes; 11:30 to 1:00 PM for Bratwurst lunch. Demo rides the rest of the time...R1200GS, K1300S, F800GS, & the S1000RR.

Mar 26/28, Fri/Sun; BMWDFW THANK GOD IT'S SPRING (TGIS) RIDE. A weekend gathering at the Pine Creek Lodge on FM2782 southwest of Nacogdoches, TX and riding a portion of the Texas Forest Trail and other great roads in the national forests of Texas. For details and lodging information, contact Don Mills at don_mills@sbcglobal.net or 214.366.9988. Space is limited.

Apr 04, Sunday EASTER SUNDAY

Apr 02/04, Fri/Sun; 9TH ANNUAL BUZZARD RALLY, Sanderson, TX www.sandersontx.org/buzzardrally

Apr 03, Saturday; OKIETECH CAMP-OUT in Southern Oklahoma, hosted by the Oklahoma BMW Airhead Riders. At Sydney Holt's place, on Hwy 77, 5 miles north of Marietta, Oklahoma and 14 miles south of Ardmore. GPS: N 34.00.240 / W 097.07.507. For more information contact Sydney Holt, Sydney Holt, 580.276.2564 or galeholt@brightok.net

Apr 09/11, Fri/Sun; BMWTEXAS NATIONAL RALLY, Robinson Park, Llano, TX. Hosted by the San Antonio BMW Riders. A NO FRILLS RALLY with no entry fee but a \$1 per night camping fee. For more info check out the rally link at www.sabmwra.org site.

Apr 09/11, Fri/Sun; 18TH DOGWOOD TRAIL RALLY, BMW Riders of Mississippi. Askews Landing Campground, near Vicksburg, MS.

www.bmwridersofmississippi.org.

Apr 30/May 02, Fri/Sun; GEORGIA MOUNTAIN RALLY, 20th annual, NEW LOCATION; Lake Chatuge at GA Mountain Fairgrounds Music Park, Hwy 76, near the Ramada Inn (1311 Music Hall Road, Hiawassee, GA 30546). \$45 by 01 April, \$55 at the gate. www.bmwoga.info

May 14/16, Fri/Sun; BMOA NEW ULM RALLY, 26th Annual, New Ulm, TX www.bmoaonline.com

May 22, Saturday; BMWDFW Spring Picnic. All club members are invited to > Sharon Seelig's ranch NE of Stephenville. Tourmeister Don Mills will lead a ride from LePeep that Saturday morning traveling over paved back roads crossing several counties and arriving at the picnic in time to eat. This is a club event for spouses and S.O.s as well as riders; so everybody join in. The *Schwartzburgers* will be served at noon, and Sharon's banana pudding a little later...if you've behaved yourself. Nominal donation to cover cost of food. Mark your calendars and plan to join us for this annual event.

May 27/30, Thu/Sun; THE GREAT CHICKEN RALLY (ROCKET CITY RALLY), 22nd Annual, Ditto Landing, Huntsville, AL www.bmwmoal.org.

Jun 04/06, Fri/Sun; REDEARTH RALLY LITE, Red Rock Canyon Park, Hinton, Oklahoma. Hosted by the Oklahoma Airhead BMW Riders and friends. Located 50 miles west of Oklahoma City, south on US 281, half a mile south of Hinton. Same place and venue of the original Red Earth Rally, but now a no frills, bring your own everything (BYOE) rally. No t-shirts, meals, or events. Pay your own

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Events(Continued from page 10)

camping fee. Hot showers and flush plumbing. Limited beverage availability in Hinton so you may want to BYOB.

Jun 21, Wednesday; ANNUAL RIDE TO WORK DAY. www.ridetowork.org.

Jun 25/27, Fri/Sun; MISSOURI STATE BMW RALLY, 38th Annual, Springfield BMW Road Riders. Crane City Park in Crane, MO, 30 miles SW of Springfield on ST. HWY 413/265.

www.motomo.org for registration and info

Jul 09/11, Fri/Sun; AMA VINTAGE MOTORCYCLE DAYS, Lexington, Ohio www.amavintagemotorcycledays.com or www.midohio.com.

Jul 15/18, Thu/Sun; BMW MOA INTERNATIONAL RALLY, 38th Annual,

Redmond, Oregon bmwmoa.org.

Jul 22/25, Thu/Sun; TOP O THE ROCKIES RALLY, 38th annual, Paonia, Colorado. www.coloradobeemers.com.

Jul 29/Aug 01, Thu/Sun; BMW RA INTERNATIONAL RALLY, 38th Annual, Green Mountain Energy Park, Pownal, Vermont. www.bmwra.org

Aug 05/08, Thu/Sun; STANLEY STOMP RALLY, 37th annual, Grandjean, Idaho. www.idahobmwriders.com

Aug 07, Saturday; 100,000 FOOT COLORADO PASS RIDE, 11th annual, 500 miles over 10 mountain passes higher than 10,000 feet. Register online at www.coloradobeemers.com.

Sep 10/26, Fri/Sun; VINTAGE ENDURANCE RUN, coast to coast on pre-1916 motorcycles. Check out

www.motorcyclecannonball.com for the details.

Oct 01/03, Fri/Sun; NTNOA LAKE O THE PINES RALLY, 26th annual, near Jefferson, TX www.ntnoa.org

Oct 22/24, Fri/Sun; HARVEST CLASSIC RALLY, Luckenbach, TX www.harvestclassic.org

Nov 07, Sunday * Daylight Saving Time Ends*****



Recurring BMWDFW Club Events

CLUB MEETING - 8 PM, 2nd Tuesday, MONTHLY, except December. Spring Creek Barbeque, 1509 Airport Freeway (Hwy 121 at Forest Ridge), Bedford, TX (817) 545-0184. Come early for dinner.

CLUB BREAKFAST/RIDE - 2nd Sunday, 8:30 AM/9 AM (winter months), MONTHLY. Mary's Brazos Café, Tin Top, 15 mi south of Weatherford, Texas on Tin Top Rd. A ride follows, weather permitting.

CLUB BREAKFAST - Saturday, 7:45 AM, WEEKLY. Le Peep Restaurant, 2113 Harwood Rd, Bedford, TX, 817.858.5532. At the northwest corner of Harwood and Central Drive in Bedford.

4th SATURDAY RIDE - follows breakfast at Le Peep, MONTHLY. Ride information published prior to the ride or announced as impromptu. Weather permitting!