



BMW DFW

BEEMER ZEITUNG

August 2010

PHOTO OF THE MONTH - CATEGORY I



THERESA IN THE SANDHILLS

By Mike Crenshaw

SPECIAL POINTS OF INTEREST:

- *President's Report*
- *Big Sky Country*
- *Quartz Mtn Ride*
- *Members at Play*
- *And Much More...*

Membership Meeting

**Tuesday
Aug 10
7:30 PM**

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

At Forest Ridge & Airport Freeway (Hwy 121)



President's Report

Welcome back to all the International Rally attendees. Most, but not all, attendees I've talked to trailered or otherwise hauled their bikes to Redmond or thereabouts. A few didn't. Ask Charlie Vaughn about his encounter with the Hell's Angel's.

I used to scoff and make disparaging remarks about "riders" that were hauling a perfectly good motorcycle instead of riding it regardless of the temperature or the moisture content of the environment. As the years creep/zip by, that approach now

seems to be an expression of wisdom rather than weakness; evade the unpleasant parts and blast



through the best parts of those multiday touring extravaganzas on two wheels.

We had a record breaking number of folks

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Prez(Continued from page 1)

at Tin Top in July as Don was back in the saddle to lead the pavement hounds and Vince joined in with his loyal dual sport followers. Mary's was temporarily overwhelmed but recovered nicely. Thanks for leading the ride after breakfast guys and thanks to all who participated in the face of Texas heat.

AC Spencer, BMWFW GSA has announced a Tech Awareness Day he is hosting at the dealership. He will start the day by serving a 9:00 Breakfast followed by a presentation highlighting the importance of regular maintenance for your BMW motorcycle. A Question & Answer session with one of the Certified Technicians and a live Service Demonstration is scheduled for 9:30. He will also be offering new Package Specials to be performed by the Service Department!

Last month Tourmeister Don made arrangements with Kevin Story (an MX'er and MSF Dirt Bike instructor) to provide a day's training in the dirt on July 10. Some of you may remember the preceding few days as "Monsoon in North Texas Week". The track was literally a lake and so the training has been moved to August 8. Surely it won't rain us out in August!

Check Vince's Events Calendar for other August events. Since August events are few I'll jump ahead to some significant ones in September.

The Annual Bavarian Mountain Weekend at Sipapu south of Taos is September 10-12 this year. <http://www.nmbmwmc.org/sipapu.htm>. This is always a favorite of many club members particularly the dirt riders.

The Vintage Endurance Run is a race from US coast to coast on pre-1916 motorcycles. It is from Sep 20 through 26. Check out www.motorcyclecannonball.com for the details.

We are having our first club Farewell to Summer Ride. We are going to Quartz Mountain Resort Oklahoma September 24-26. We have 15, 2-bed rooms reserved for the weekend. Call 877.999.5567 (toll free) and make your reservation and then notify Tourmeister Don that you have done so. Mention to the reservationist that you are with the BMWDFW Motorcycle Club and have a special rate. The rides up and back will both be great and will likely be new territory and new roads for most riders. You can follow the leader or make your own way, whatever you are comfortable with.

If for some reason you can't make our own FTS ride then there is a BMWMOA sponsored weekend getaway in Utah September 24-26. This is not a rally, just a get together and it's only 1200 miles from DFW. For more information and registration check it out on the MOA website at http://www.bmwmoa.org/club/bmw_moa_club_news/2010_bmw_moa_weekend_getaways.

For easy searches of things you're interested in try the MOA ON magazine online at <http://digital.turn-page.com/title/4865>. It's online before it's in your mailbox too! It takes a while to download due to the intense graphics but hang in there, it's worth it.

Points from the Prez: To survive and thrive while riding on the street you need to become a mind reader, or more appropriately, a mentalist. The term mind reader leads one to imagine someone chanting hocus-pocus and hand waving whereas a mentalist is defined for this application as one who exercises the power of the mind through the fusion of observation, logic, experience and inference. Being a motorcycle mentalist isn't limited to reading other people's behavior. It's often about having a keen awareness of patterns. Have you ever had the sense that something's not quite right? The more we build our awareness of what is "the norm" and recognize when things

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Prez(Continued from page 2)

are not fitting within that pattern, the better able we'll be to identify those subtle difference that other drivers don't readily see.

Is it really possible for us to know what someone is going to do before they do it? Yes, not only is it possible but to thrive on the street it is necessary. We can pick up on other drivers' behaviors and often forecast their actions well in advance. We are able to see when a motorist is clearly disengaged from all that is going on around him. We can sense when an impatient or aggressive driver is nearby. And

the more we key in on their behavior and understand their attitudes, the better able we are to predict exactly what they are likely to do. For example, let's say we notice that a particular driver is traveling more slowly than others and appears to be very tentative with every move. We follow him as he enters a freeway on-ramp, and we pick up on the subtle clue that he hasn't turned his head to check for on-coming traffic. Sensing that he's somewhat panicked, we can predict with a high probability he's going to come to a complete stop at the yield sign once he is faced with the flow of traffic even though there's a long acceleration lane and suffi-

cient space to merge. So instead of accelerating into the stream of traffic as we normally would, we check our mirrors and slow down in anticipation of what's about to happen. As a motorcycle mentalist you must see what other's don't see, process the information, deduce the probably outcome and command your muscles to act appropriately. (Credit to Eric Stow, *Rider* magazine for source material)

Go. Ride. Enjoy. Return. **RR**Ralph



About a third of the Officer's Nominating Committee for 2011



The Road to Big Sky Country: Prelude and Planning

By Keith Vauquelin

January 2010: *Enough...*

*I roll out of bed for the umpteenth time,
and tell my dear wife, Amy, "It's time..."*

*She understands what I mean, and knows
what is going to happen, but...*

Enough!

It's time for me to hit the road... Where to go? Northwest of the Lone Star State is always my preference. Recalling the 2004 BMW national rally in Spokane, and the accompanying stories by my old buddy, Paul Lange and the rest of the BMWDFW club group that made the trip, I started sketching a run to a part of the United States that I've only flown airplanes over – Montana. I like the mountains and the cooler temps.

Only as I've aged in recent years has the summer heat of Texas started to wear on me. Guess I am finally receding into the future, and not very gracefully.

A short history of my motorcycling career, and how it influences my trip – planning exercises:

In late spring of 2003, I called Paul Lange while looking through the listings on eBay for motorcycles, and said, "We've got to get motorcycles!" Frankly, I had reached another "Enough!" moment; the once-per-week surgical manicuring of my yard was losing its appeal after five seasons of it. Paul and I worked for one of the far more dysfunctional corporate entities we had enjoyed getting paid by, so the weekly grind of dealing with PO'd customers and their reasonable complaints which could



June 1, 2010: *Constellation*
atop Big Horn Pass, west of
Sheridan, UT

have been avoided by simply doing the right thing by our management was wearing thin, as well.

I had also become an after-work hours and weekend hermit; I went to work daily, put in the time effectively, and went home...to mow my yard, to look after my son, Chewie, the circus dog, to work on my computer collection, play video games, and generally disconnect from dealing with the outside world until Monday's rise-and-shine. The term "recluse" to describe my life outside of work stands to this day as an understatement. Every weekend, I went home to recover from the triage we all did at the now-defunct Metrix Networks every week to keep the company alive; I understand to some degree what battle-fatigue is, and am sure I had a pretty strong case of it.

Paul and I started looking for our new bikes; he found his R80RT, which as we all know as his artfully-restored, cherry R80RS; I found my first bike, a 2003 Kawasaki Concours ZG1000, which I eventually named *Necromancer*.

At that point, nothing but the harshest weather could keep me off the road; I readily admit my learning curve was nearly vertical, and my ability to spend money on my new found hobby had no limits. I joyously embraced a similar addiction for seventeen years – my aviation career – and was happy to at long last have another.

That year, I did a lot of in-Texas and some south Louisiana riding, followed by ten months of rehab...

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associated with a long recovery after busting “it” on *Necromancer* near Fredericksburg.



I will save the details for another occasion, but suffice to say, the accident and subsequent recovery wasn't my first choice for having fun, was specifically caused by my inexperience as a motorcyclist, and my sole preference is not to go through it, again. I am an ATGATT acolyte, before, during, and after my wipeout. ATGATT saved my life, and if I hadn't told you about laying my bike down, you would not know I was in a pretty good crash. Imagine the accident, and its results, this way: one of your limbs hanging by the skin covering your leg below the knee, open wounds from the compound fracture beneath, and what was left of forty-five year old solid leg bone. Not a pretty picture. My choice in motorcycling boots saved my leg from almost certain amputation at worst by keeping all the newly ripped-apart pieces together, or some serious percentage of disability at best, IF the orthopedics engineers who put my leg back together were marginally successful. My helmet, jacket, gloves, and pants prevented any other injury – not even road rash – and had I merely let go of my bike, rather than trying to regain control of it avoid a self-inflicted collision, I likely would have only suffered injuries to my pride and bike. Just some friendly words of history, and caution, from another profession which has great applicability to motorcycling: *“Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.”*

In October 2004 (two weeks after release from orthopedic care, and one year after crashing and burning on my Concours ZG1000 – yeah, my surgeon just shook his head, and wished me well), I acquired my first BMW, a 1998 R1100RT, christened *Necromancer II*, and adorned with so

many lights that the nukes at Comanche Peak had to run a third shift to supply electricity on high demand days. Rumor has it that *Necromancer II* could be seen from the International Space Station at night in North America – much like the Great Wall of China, and the Giza Pyramids. I also received complaints from the Davis Mountains Astronomical Observatory related to light pollution spoiling nightly observations. Really.



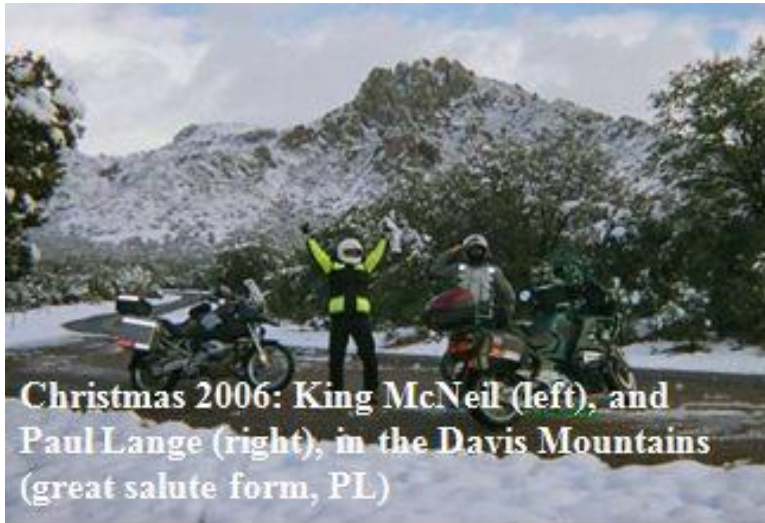
(Note that I am drinking beer while writing this, and reserve the right to embellish this tale to whatever extent the publisher will tolerate.)

2005 – The great wasteland of motorcycle adventure riding for me – none, nada, zip. Work, school, work, school, work, school...you get the picture. The schedule ain't for mere mortals, which I reluctantly concluded I am, and I ran out of steam after two straight years of it. My calculus was flawless, but my mental and physical health and life expectancy was being negatively affected. Prescription for illness – heal thyself with more motorcycling - message received, and acted upon.

In 2006 I did a week in Big Bend on my BMW R1100RT, rechristened *Freedom*. I know everyone has heard of my antipathy for our current Federal Government, hence the decision to name my bikes for icons of our beloved country. My practice will not change. Paul Lange, King McNeil, and I hitched up our horses during the week between Christmas and New Years, and had one of the top trips of my motorcy-

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cling career. I did little planning, just saddled and loaded my gear on my horse, and headed west.



Christmas 2006: King McNeil (left), and Paul Lange (right), in the Davis Mountains (great salute form, PL)

For 2007, I made a couple of runs to Louisiana to see my mom, on *Freedom* and *Republic*, my aught-five Triumph Tiger 955i – just there and back trips, nothing of noteworthiness. The motorcycling was fine, but the adventure quotient was low. Not a good way to advance your sport motorcycling career, or maintain any measure of mental health...recall that typically no motorcycles / motorcyclists are seen at a local shrink's office...there is substantive facts to support my assertion. I made a lot weekly rides with the club, and that was about it. Amy and I were getting pretty serious (not like brain surgery serious, but, you know, SERIOUS), so I did the manly, fiancé thing, and bought her bike she could safely ride, a Suzuki S40 Boulevard christened *Spirit*, for Christmas that year. As all who have witnessed her riding skill, she can hang with the best of us.



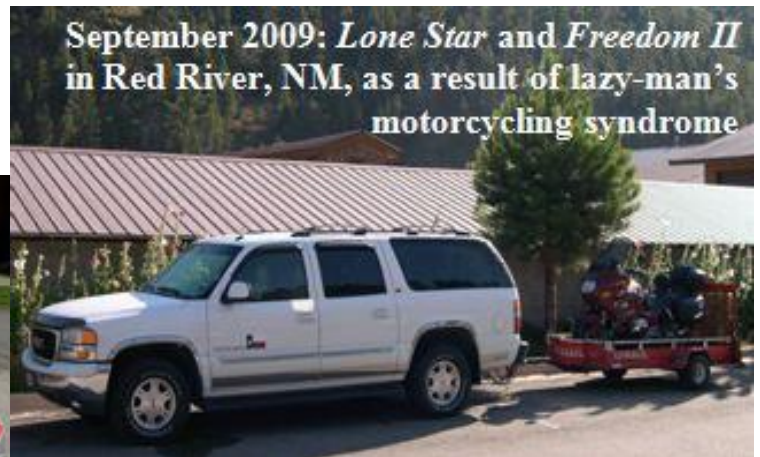
Spring 2008: Amy and KV in Jefferson, Texas on *Independence* and *Spirit*

In '08, I made two different trips to east Texas on my completely restored 1990 Honda CBR1000F, *Independence*, and on *Freedom II*, my replacement for my first BMW R1100RT. In April, I did 3,500 miles into central Utah on *Republic*, via New Mexico, Colorado, Arizona, and back again to Home Plate at DFW.



April 2008: *Republic* on US-64 west of Taos, NM, where snowmobiling would have been the preferred choice for getting over the next rise

In '09, I made another trip with our club to east Texas on *Freedom II*, and I towed (translation: took the lazy man's way out of crossing the panhandle of Texas in air conditioned, leather-upholstered, White Freightliner-like GMC Yukon XL comfort) *Freedom II* to Taos with *Lone Star*, stored the quadra-ped SUV and the trailer at Taos, and then blasted off, motorcycling-style, for Colorado after riding northern New Mexico for ten days.

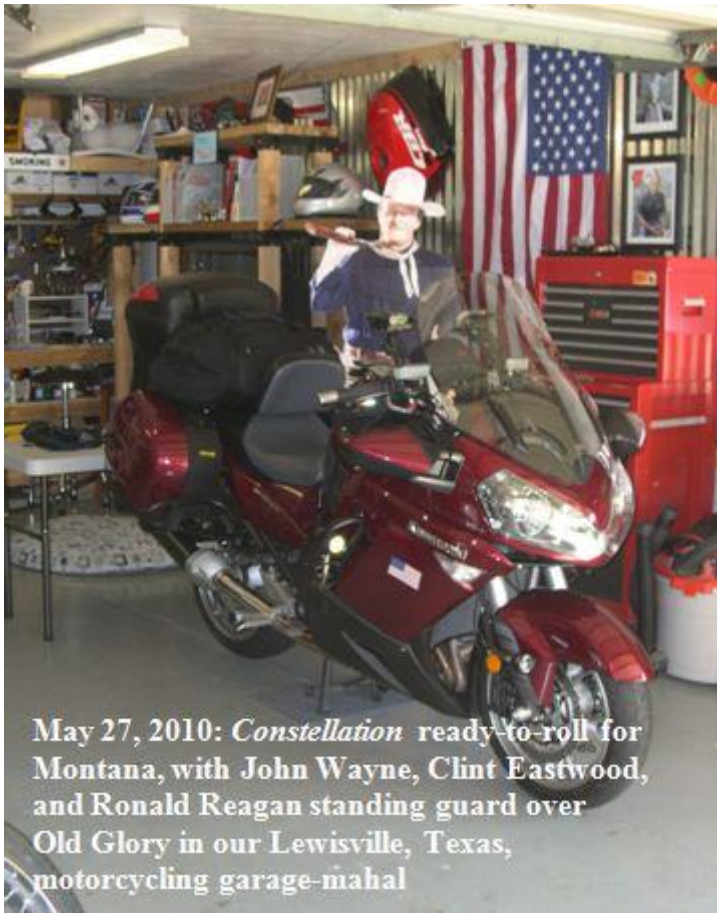


September 2009: *Lone Star* and *Freedom II* in Red River, NM, as a result of lazy-man's motorcycling syndrome

So while reflecting on all these trips, and enjoying greatly our second BMW club TGIS ride to east Texas in '10 to Nacogdoches, again on *Freedom II*, I realized it was time to drag the newest member of our fleet, a 2009 Kawasaki Concours 14,

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named *Constellation*, out for a real shakedown trip of about 5,200 miles.



May 27, 2010: *Constellation* ready-to-roll for Montana, with John Wayne, Clint Eastwood, and Ronald Reagan standing guard over Old Glory in our Lewisville, Texas, motorcycling garage-mahal

I anticipated having about 3,000 miles on the C-14 when I departed Lewisville, so to work I went reviewing maps of the US, historical weather for the planned time of the ride (May 27 - June 12, 2010), and charted a route via Borger, Texas; Denver, Nebraska, South Dakota, and Montana with an ultimate goal of four days in Glacier National Park, before reversing course via Idaho, Utah, Colorado, New Mexico, and back to the Lone Star State. I actually delayed the departure about 30 days to accommodate late winter weather at the higher latitudes, as I was ready in January to hitch up my horse, and hit the dusty trail.

One of my goals for the trip was to validate whether the bike would live up to Mama Kaw's marketing hype about it being a "Transcontinental Super Sport." That's a pretty powerful descriptor, a metaphor which will have wild-eyed speed freaks who relish going Mach 1+ with their hair on fire, babbling incoherently, and doing a great impression of a foamed-up, rabid

canine, while spastically reaching for a pen to write a check. Being in sales, I can say with some minimal measure of humility that I occasionally suffer these symptoms, but can suppress them...for a bit...while it took me two years, and a lot of negotiation to get the price right on *Constellation*, I can readily assure the audience that I have retired my previously-mentioned seventeen-year addiction (aviation) for another (motorcycling), and behind my closed garage-mahal door, I have an ample supply of shop towels, and heavy-duty spill absorbents for cleaning up drool.

I can truthfully say this – of all the bikes I have owned and ridden, *Constellation* is the finest – to date. Now, I didn't say I liked it better than the rest of our fleet; it just does what I enjoy in motorcycling better than, say, *Independence* or *Republic*. My RT is the exception to this rule – for its vintage, it is damned hard to beat. One of the beautiful attributes of entrepreneurism and free enterprise is the ingrained characteristic for improvement. Some manufacturer, soon, and I do expect it will be BMW, will knock the much-improved 2010 Concours 14 off the summit as motorcycle sport-touring's reigning king-of-the-hill. The rumored K1600GT will likely be the bike to do it, and I applaud it. However – everything in this universe is governed by cycles and repetition....

I started my list of trip items early, recalling the "less is more," and pared down to mostly the basic essentials. I planned on getting out of Texas with a maximum of seven days of clothes, a laptop, tools for repairs, digital camera, and all of the farkles I have for my bikes – a Garmin Streetpilot III, XM radio receiver, and Cobra radar detector. The trip looked to be a 5,200 mile jaunt, so washing clothes every sixth or seventh day was acceptable. I ended up with tools, air pump, and a couple of cans of Fix-A-Flat in the right hard case, miscellaneous gear and a first-aid kit in the left, my laptop, camera and related junk in the Givi top case, and a small duffle bag for clothes on the passenger pillion. I had originally planned to not have an external bag on the seat, but despite the fact that I had greatly reduced the raw count of items (mainly clothing) carried on the April 2008 trip to Monument Valley, I still ended up with a fair amount of gear for 17 days. Less is more...

So, with this preamble out-of-the-way, please stay tuned in - in next month's club newsletter, I intend to tell my sordid tale of mildly adventurous and somewhat interesting (to me and my new circus dog, Tanner, anyway – he listens really well) motor-

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cycling northbound through the Great Plains to this audience. I will illustrate in great detail my ability to waste hard-earned, after tax and federal gratuity, so-called 'disposable' income on expensive toys, tires, fossil fuels and lubricants, lots of red meat, and generally living high on the hog – more on the porcine angle in the next epistle of roaring down the highways of America.



**BMWDFW FAREWELL TO SUMMER – THE RIDE TO QUARTZ MOUNTAIN
SEPTEMBER 24, 25 AND 26TH**



MAKE YOUR RESERVATIONS

EARLY!!!

CONTACT- - QUARTZ MOUNTAIN LODGE

1-877-999-5567

MEMBERS AT PLAY



HERE COME DA JUDGE



NO POSEURS HERE



WHAT'S IN THE MAN PURSE?



JUST A WEEKEND RIDE, HONEY....HONEST



PHOTO OF THE MONTH—CATEGORY II



SUNSET IN SAINT LOUIS

By Glenn Ashworth

2010 BMWDFW Calendar of Events



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

Aug 07, Saturday; BMW of Fort Worth Tech Day, Open House, lunch, bikini bike wash...all day festivities.

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 10/11/12 Fri - Sun: SIPAPU BAVARIAN MOUNTAIN RALLY. "This is one of my all time favorite rallies. You can get there or come home in one day if you want. You can experience both broil-

ing hot and freezing cold conditions IN THE SAME DAY (one year we woke to hard frost and rode back into 100 heat at Amarillo). You will love the Enchanted Circle, 518 out of Las Vegas, and the run from Mora up past Coyote SP to Angel Fire, to name a few. If you ride dirt look no further than the fire roads surrounding Sipapu Lodge. Dual Sport? Keebler Pass into Crested Butte for lunch. Lodging? From tents by a babbling brook, to multi man bunk rooms to B&B to motel rooms - it's all there or nearby; heck, you can even

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do Taos, if that's your style. The organizers are professional, friendly and eager to make your time in NM memorable. The burrito supreme is, ah, supreme, and there's music and laughter and stories and friends and bikes everywhere.

This is a "don't miss" event as far as I am concerned. If you can wrangle Thursday thru Sunday, they'll do, even a Friday thru Sunday can be worth it (and bragging rights), and more than that is just gravy!" Contributed by **Randy Masters**

nmbmwmc.org/sipapu.htm

Sep 10-26, ; VINTAGE ENDURANCE RUN, coast to coast on pre-1916 motorcycles.

www.motorcyclecannonball.com for details

Sep 18: LONE STAR BMW Riders HAMBURGER COOKOUT at the Chickasaw National Recreation Area on Saturday, from noon to 2pm. There will be a ride out of Frisco to Sulphur and the park.

RSVP, ride, and cookout details are on <http://www.bogriffinrides.com/html/bmwcookout2010.htm>.



Sep 24/26, Fri/Sun; BMWDFW FAREWELL TO SUMMER RIDE.



A relaxed, educational weekend of easy cruising to places like Fort Belknap and Larry McMurry's Book Store in Archer City; summiting Mt Scott in the Wichita Mountains and lunching on Meersburgers; soaking up Vit D around the pool at Quartz Mountain Resort where we'll be in residence for the weekend before beating a path back to the Metro on Sunday?! Make your reservations early!!! Accommodations are limited. Call 1-877-999 - 5567, then contact Don Mills, Stephen Slisz or Vince Breckner to receive follow-up info, like roommate availability, ride departure times and locations.

Sep 25/26, Sat/Sun; RIDE FOR LIFE, 7th Annual run from Dallas to Kerrville, RSVP to <http://www.hopefortheheart.org>

or call 972-212-9175. Cost is \$295 for two riders/shared room, (one queen bed or two double beds), includes one night's lodging and 5 meals per person. Or \$245 single rider/private room, includes one night's lodging and 5 meals.

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 *****

Nov 12 /14, Fri/Sun; INTERNATIONAL MOTORCYCLE SHOW, Dallas, TX Convention Center

Dec 4, Saturday; BMWDFW ANNUAL AWARDS BANQUET



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!

