



BMW MOA Charter 280

Mid-Atlantic Riders' Rag

April 2006

The Monthly Newsletter of the Mid-Atlantic Riders

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From the President

It doesn't seem that it's been a year since I was elected president. Time certainly does have a way of flying by. In that year, much has happened in the club, and much has happened with me. I guess the most important thing affecting my relationship with the club has been selling my '03 K1200RS last October. It was only on eBay for about five days when it was scooped up by a fellow in Houston, TX. Although, I sold it to clear out my garage to make more room for my remaining bike, I succumbed to temptation and ordered an '06 Yamaha FJR1300; it should be delivered sometime this month.



Since I no longer own a BMW, I'm letting my BMWMOA

Next Breakfast

Our next breakfast will be at Matilda's in Newark at 9 AM on Saturday, April 8. We'll have the GM of Main Line BMW, Amanda Wetherill, at the breakfast to talk to us.

membership lapse when it expires in October. Since officers of BMW chartered clubs must be BMWMOA

members I must relinquish the duties of president and editor. More importantly, however, the club needs a BMW owner at the reigns with enthusiasm for the marque.

I've broached this subject with several members over the past few months and they feel as I do, that a BMW owner needs to be running the club and publishing the newsletter. If you're interested, let

me know. It can be a satisfying and rewarding job, and one I promise you will love.

Neither the club nor BMWMOA have by-laws, nor is there any formal procedure for a change in leadership – the club members are simply expected to act in a reasonable manner. If there is only one interested member, then he or she can have the job. If several people are interested, then an election will be held.

MARS Dues are Now Due

Where does the time go? It seems we just asked for your 2005 dues when we noticed it's time again to ante up. If you haven't already done so, please send Paul Reburn a check for \$15 to cover the annual membership for your entire household. Paul's address is 1121 Mayflower Dr., Newark, DE 19711.

Your dues support a lot of MARS programs such as the mid-winter banquet, the fall crab feast in Lewes, the purchase of decals, patches, etc., and it's our main source of income, along with the 50-50 raffles at the breakfasts. If you joined on or after October 1, 2005 then you're good until April '07, and if you already paid your dues this year, *thank you*.

If we don't receive your dues in April this will be your last newsletter ☹ Please don't let that happen.

I DID IT!!!!

Marilyn Prime

My friends think I am crazy. My daughter tolerates my tenacity. My co-workers are oblivious. My bestest buddy is ecstatic. On Wednesday, March 8th, I walked into the Department of Motor Vehicles and walked out with an "M" on my driver's license. (No, it doesn't stand for "Marilyn.")

The author of a past newsletter article entitled "A View From Behind" [*March 2005 MARS Newsletter*] finally found the courage to challenge herself and move forward into the rider's seat. The red 2006 Honda Spirit 750 which has been sitting patiently in your editor's garage for several months, and ready to purr for some time, was often overheard to ask questions of its garage mate, Scooter, the Harley Ultra, about the outside world. The time to bond had arrived and the Spirit was willing.



As several of you were aware, the combination of stopping and turning was my albatross. A good 16 hours of Motorcycle Safety Foundation training the first weekend in March at the DMV on Route 13 in New Castle (yes, it was *cold* and *windy*) helped dispel the anxiety. The trainers, Tom Staplekamp and Mike Dougherty, were excellent and I tip my helmet to them for their patience and solid attention to the technical skills, as most of the twelve class members were novice learners.

Training based on the MSF class booklet and video instruction filled our first class session on Friday evening. Most students had never ridden before and had limited knowledge of safety issues and/or the basics. Actually, we all quickly realized that common sense is found to play a significant role in preventing a crash and learned that there are NO such things as accidents. On Saturday morning we continued classroom work until lunch and then took the MSF written test, which mirrored course content. (From personal experience, I found that the MSF written test is far less confusing and frustrating than the one DMV requires.) After lunch we were assigned our monster bikes. I fell in love with my little Suzuki GN125.

Four models of bikes were used: Honda Rebels, Buell Blasts, Suzuki GN125s, and Kawasaki Eliminators. First and foremost, we were taught to feel the bikes and become familiar with the friction zone. Walking the bikes back and forth while in the “zone” and finally picking up our feet was a feat worth remembering. We were actually riding the bikes! The remainder of the day and the next morning we were taught to break, shift gears, corner, maneuver u-turns in a confined space, swerve, quickly break inside a curve, ride over an obstacle, counterbalance, sudden turns, and look forward. On Sunday, we were tested individually on four maneuvers and received scores of either Pass or Fail. The course is fast paced and task focused, and concentration is essential.

Right now my riding forte is limited to non-rush hour traffic. I have graduated from doing circles in elementary school parking lots and maneuvering side streets in housing developments. Mr. Editor appears to have more faith in my ability than I do right now, but time will eventually tell. Do I like it? Honestly, it is intense and demanding and my head still calculates every move, yet, I am cautiously excited about this new adventure and understand the spirit of the “ride” much better.

Thanks to each of you who have shared words of encouragement, your own personal stories and helpful insight on riding.

And finally...yes, Ed, I *am* listening.

[Marilyn has put on almost 400 miles on the bike since writing this article, has been on the Interstates, and has even done a 180-mile day – Ed.]

Lexus To Introduce Two Motorcycles in 2007

For those of you who missed the March issue of *Upscale Rider*, Lexus plans to cash in on the aging baby boomer generation, especially those with discretionary income, by introducing two motorcycles next year. No photos are available of

these (up to now) super-secret bikes, but according to the Lexus press release, they will be offering a tour bike and a mid-weight cruiser with Yamaha-designed water cooled four cylinder engines of 1800cc and 1000cc respectively. They will be sold and serviced initially at selected Lexus automobile dealerships and be available at all dealerships by early in 2009.

Each bike will each have its own unique color, and will be a color available on Lexus automobiles (should make finding touch-up paint easy).

Some cruiser details were released, subject to change. It will, have a Lexus GPS with weather display, an HID headlight, heated grips and seats, and an XM/AM/FM/MP3 radio. An electrically operated windshield and Bosch ABS are also standard. Special run-flat Metzler tires will be offered as an option. It will have a 3-year, unlimited mileage warranty and a price in the low \$30K range. No word yet on cup holders.

Product Evaluation

Bill Borda

Last spring I purchased a pair of Olympia Moto Sports (OlympiaMotoSports.com) "Recon Transformer" riding pants. Now after a full summer and fall's use, I am familiar enough with them to pass on my impressions.

Over my years of riding I've had no problem finding comfortable and protective jackets, both leather and textile, but for me there have never seemed to be as comparable a variety of pants. It seems that I've always had to accept more tradeoffs in pants than in



jackets. Currently I use a pair of Giali jeans, made with Kevlar and Cordura lining and denim exterior, and which include removable knee and hip protectors. At a glance they could pass for Levi's, and I have no doubt that they are a pretty tough fabric, but with the protectors in they are fairly heavy and very hot off the bike in the summer—not what I want to wear for browsing the sites at our destination. And if they get



wet, before I get the rain pants on, they are like a very heavy sponge. They are great on crisp days in the spring and fall and when I don't expect to do much walking.

I had been using a pair of Joe Rocket black mesh pants for riding in the heat of summer. The seat and knees on these is solid Cordura, and the rest is nylon mesh. They also have hip and knee pads, are much lighter than the Giali, don't absorb moisture as much as denim, and do let some breeze through when riding. On the downside, like many other riding pants, they are tailored to look like nothing other than riding pants, especially

with the cumbersome cuff arrangement. So if for some reason you do not want to advertise that you arrived on a motorcycle, these will not do. And should your ride turn chilly or wet on an unfaired bike, you better have another option with you. But they were inexpensive, and they do serve their purpose on the hottest rides.

Eventually I became aware of the BMW pants that convert to shorts. That sounded like a useful alternative, so off I went searching to see them up close, but the dealers did not have a size in stock I could try on. However, I did find the Olympia version of the same concept in my size, and as a bonus, they were regularly less expensive than the BMW pants and were on sale at the moment for \$99. Believing I had found the perfect solution, I made an easy decision.

The pants are made of 500 Cordura and have a soft perforated mesh lining to protect from the slightly scratchy Cordura. They are about the weight of jeans, slightly loose fitting, and resemble “cargo” style pants with flaps over the two large side pockets, and have two smaller hip pockets, two back pockets. The two extra side pockets with 8” zippers, if left open, act as ventilation to the upper thighs and hips. The legs unzip just above the knees to convert to shorts, which is the feature that originally attracted me—very handy in the summertime. They have Velcro pockets in the hips and knees and come with CE approved armor. The knee armor uses Velcro tabs to allow height adjustment so the armor is effectively positioned, a thoughtful touch. They are sold by waist size with long inseams, so my local tailor shortened them for a few dollars. This feature allows you to get the exact length you want for your riding position. Since they fit more or less like jeans or khakis, they have no elastic, but are designed for use with a belt or suspenders. One oversight in my opinion, and my only criticism, is the lack of a belt loop in the middle back position. What could it have cost?

They come in two colors, khaki and olive. I opted for the lighter khaki, thinking it would be cooler in summer. It probably is, but it also shows more dirt more quickly. The label calls for hand washing, but I have machine washed mine three times with no ill effects. The zippers and snaps are high quality, and all the stitching is still tight. They are nearly as cool as the mesh pants, do not flap at speed, are water resistant (*not* waterproof) and dry out quickly, and they do not scream motorcycle pants. Although they are comfortable to wear, fortunately, I can not attest to their protective qualities in a get-off. I would assume they would be comparable to other 500 Cordura products, and CE armor is supposed to be reliable (we all hope!).

This company is probably best known for its gloves, but it makes riding jackets which match these pants, as well as a variety of other cycling jackets, pants and gloves for men and women. Unfortunately, this style of pant is made only in men’s sizes.

Request for a Product Evaluation

Does anyone know of a traffic light that is not actuated by a motorcycle? When we run across these lights most of us go through it when no one’s looking (You didn’t read that Bud) or make a right turn, or just move up to let that car behind us trip the signal.

If you know of a traffic light that always refuses to recognize a motorcycle and always recognizes everything else, we have a deal for you. The club will buy you a small device that attaches to the underside of your bike and, allegedly, causes a reluctant traffic light to recognize you (see www.GreenLightStuff.com/trigger.html). You'll help us determine if this device is really better than just rocking your bike back and forth or putting your sidestand down (or walking over to the curb and pushing the button to cross the street).

Contact the editor if you know of such a traffic light and can test the green light trigger for the club. We promise not to ask you to write an article for the newsletter, and you can keep the trigger.

Florida Trip Report

Rogers George

Thursday March 9th I took off work early, packed up the bike, said my good-byes, and headed out at 3 PM for points south. The event was an Iron Butt Association/Motorcycle Tourers Forum dinner loosely connected with the Bike Week in Daytona. You had to be a member of the IBA or do a qualifying ride to attend. I tried a Saddlesore 1000 (ride 1000 or more miles in 24 hours or less) last November, but I lost some of the documentation, so I couldn't turn it in. But the effort told me I could do this "basic" ride and attend the dinner, so I had signed up several months ago.

Anyone with Mapquest or Google maps can tell that Jacksonville isn't 1000 miles from here, so I zigzagged my way down. Took US 13 to the Chesapeake Bay bridge-tunnel (too much stop-and-go. It made me nervous that I wouldn't have enough time to finish the ride), then toiled across Virginia and the Carolinas to Greenville, where I paid a too-long and too-brief visit to the grandkids. I then hit the slab (I-385 and I-26, I-95) straight to Jacksonville.

I made it, 1050 miles in 23.5 hours! I got a lump in my throat when I turned in the documentation.

I stayed at the "Iron Butt Motel" Thursday night in northern North Carolina; I found a quiet place, parked the bike and took a nap. This particular quiet place happened to be an abandoned gas station used by a construction company to store equipment. I found a large pile of burlap under the rain awning and sacked out there. Pretty comfortable, actually. The grandkids loved their gifts, and they all got their picture taken sitting on my motorcycle.

South Carolina was crawling with LEOs (*Law Enforcement Officers-ed.*). I saw an unmarked SUV and two unmarked sports cars (TransAms if you're curious) and a pair of matched white motorcycle troopers. None paid any attention to me, though. No performance awards this trip. The number of bikes on the road, going both directions, increased dramatically as I got farther south, and the weather got warmer. It's interesting that you can feel the temperature change quickly as you move from one air

mass to another. Got a few sprinkles going across South Carolina but otherwise the weather was perfect for a ride.

The dinner was inspiring. I met Don Arthur (surgeon general of the Navy, in a big accident on the way to the Iron Butt rally last summer), Mike Kneebone (founder of the IBA), Lisa Landry (general IBA wonder woman), Bob Higdon (motorcycle writer), and several others whose names I have seen in print. I even collected a few autographs. I met and talked shop with Ardys, a little old lady (has to be in her 70s) who has finished four (!) Iron Butt rallies. I met Shane Smith, who won the rally last summer. On the news front, the IBA announced a new series of rides—single-state SS1000 rides. Do the whole ride within the same state? I overheard several guys discussing with Mike Kneebone how a rider might do this in Washington, DC.

Lemons-to-lemonade episode: I got a flat tire on the way back. I had decided to take it easy on the return, so I rode up US 301 through the Georgia boonies. The mishap happened in Jesop, GA, also in the boonies. It took some doing, but I got it fixed—and bought new tire (and spare tube), which I was planning to do when I got back, anyway. I got a good price for the tire and didn't have to pay for the repair. I met some nice folks, and my Markel Insurance towing option worked; they paid the whole \$85. They couldn't find a towing company, but offered to pay the tab of anyone I was able to track down. It worked out. The tire gave out, by the way, because the tube had been folded inside the tire. At least it lasted until I was ready to replace the tire.

Not everyone rode to Bike Week. The guy who took the prize for trailering had one of those big flatbed trucks that towing companies use. Arrayed across the cab end of the bed was a row of motorcycles. Behind it was a small pickup—with a motorcycle in the bed. Attached to the pickup was a trailer—with two more bikes on the trailer. All this on that flatbed! I couldn't make out what brand of bike was getting the free ride. To be fair, the guy might have been a vendor. Whenever I met someone with a trailer/bike combo at a fuel stop, I'd say, "Hey—nice trailer!" I even saw a Gold Wing being towed—behind a big Winnebago.

I stopped in Hilton Head after the tire got fixed and had dinner with a dozen high school classmates whom I hadn't seen for 40 years. Have they ever gotten older! The food was too rich and I had to make a couple extra pit stops the next morning, but we had a good time catching up. Was it fun to hear Minnesota accents again? Yah sure, you betcha.

Traffic was heavy from Richmond to Delaware, but it moved right along. No accidents, no close calls. Total miles: just over 1900.

West Virginia Ride

Looking a bit ahead...circle Memorial Day weekend, May 26 through 29 on your calendar for yet another memorable MARS tour of West Virginia when Ed Lombardi leads a ride to the New River Gorge in southwestern corner of the Mountaineer State (www.nps.gov/neri/graphics/fs_dowdybluff.jpg). We'll travel at a leisurely pace and make frequent stops to enjoy the scenery.

We'll leave the Newark area at 1:00 pm on Friday, May 26 and return about 2:00 pm on Monday, May 29, just in time for those Memorial Day picnics. We'll have dinner the first night at the Bavarian Inn in Shepherdstown, WV (www.BavarianInnWV.com). The second night we'll be at the famous Marlinton Motor Inn and Resort in Marlinton, WV (www.MarlintonMotorInn.com) and the final night will be at the Comfort Inn in Waynesboro, VA, at the southern end of Shenandoah National Park.

We promise four days of twisty roads, spectacular scenery and camaraderie, (not necessarily in that order) and we also promise that you'll be talking about this trip for a long time.

Please let Ed know if you're planning to join us. More details will follow in later newsletters.

BMWBMW Square Root Rally

The club recently received the following article from the BMW Bikers of Metropolitan Washington (BMWBMW).

I am very pleased to announce the 2006 BMWBMW Square route Rally in Thurmont Maryland, June 2-4, 2006!

We have an exciting venue this year. Great location in the Cotoctin Mountains, Excellent roads, good food, and best yet, several world-class speakers!

Friday Night's Keynote speaker will be Melissa Pierson, author of *The Perfect Vehicle*, the quintessential book on why we ride, and on Saturday night we will have Dave Searle editor of *Motorcycle Consumer News* as our Saturday Night Keynote speaker.

We will also have a Motojournalism seminar with Dave Searle and Robert Hellman, Bob Higdon, Bill Shaw. This will be held on Saturday and include the subject of Motojournalism, and their personal experiences. This should be an incredible opportunity to learn from the very best.

On Saturday we will have several tech seminars, including one on adding motorcycle electrical accessories, another on motorcycle safety, and a few more on technical aspects of the BMW.

Chili will be available to those in attendance on Friday night, first come, first served. A fine dinner on Saturday night, plus the beer truck will be there. The mobile Chuck Wagon will be available Friday and Saturday all day. Breakfast is available on Saturday morning for a nominal fee. Free coffee and soda all weekend,

Of course all the great things we have come to love about the Square Route Rally are still here. The great people, good food, excellent door prizes and three days of fun, and hopefully no rain!

Also, don't forget about the Experienced Rider's Course held just for our club at the Frederick Community College on Sunday morning from 10:00 AM till 5:00 PM. See the rally web site on the BMWBMW club site.

Preregistration will net you either a camping space or a bed in one of the cabins (communal), as well as Chili Friday night, dinner Saturday night, a free BMWBMW rally mug, a Rally Pin, and entrance into the door prizes.

There will be excellent door prizes and awards for several categories including Oldest Male rider, Oldest Female rider, Youngest Rider, and more.

You can preorder a Rally T-Shirt at:

<http://www.cafepress.com/2006bmwbmwsrr>

They are reasonably priced, and come in a variety of styles. Be cool and order ahead of time.

Look for more information, and links to registration, in the near future. If you have any questions, or suggestions, please contact me at VP@BMWBMW.org.

Jim Bade, VP and Rally Chair

An Invitation from Rogers George!

So many rallies getting mentioned, I figure I better get my event out there for you to put on your calendars. Not officially a club event, just a lot of motorcyclists being invited. I'm posting this on the other lists I'm on.

For the full invitation, go to

<http://rogersgeorge.blogspot.com/Rogers.George@gmail.com>

Short version

Time: June 17, Saturday afternoon

Place: our house, northern DE, near I-95

What: family-style neighborhood pot-luck pig roast and yard party. We do the pig and soda, everybody brings something if they can.

Cost: free.

Who: anybody who reads this.

RSVP or questions: email me at Rogers.George@gmail.com

This is going to be a good party; we had 90 people last year.

For Sale

2004 ST1300ABS with 7300 miles and unlimited factory mileage warranty until 06/07.

Honda heated grips, anti-lock brakes, bag liners and Heli handlebar riser.

Being the fickle motorcycle fool that I am, the latest object of my affection is my GS1200.

This is a great bike and it's priced to sell! \$10,500.

Please pass on the info if you know anyone interested. Ken Lewis (302) 834-2536

