



BEEMER ZEITUNG

July 2011

CATEGORY I - PHOTO OF THE MONTH



ON THE ROAD TO TORREY, UT - BY MARK JENSEN

PRESIDENT'S REPORT



Help!!

The officers of this fine organization need the assistance of a member who

is trained in the art of Graphic Art. BMW International through our certifying body, BMWMOA, has required all affiliated clubs to redesign their respective club logos and have provided us with a small book filled with "thou shalt" and "thou shalt not" ...

kind of like the ten commandments after the Hebrews had a few hundred years to interpret them.

We have met and pondered our options and have devised several possibilities, one of which must be approved by the governing body of the MOA, preferably within the next few months, but no later than the end of the year.

That's where the graphic artist comes into play. In order to properly present our best products for evaluation, we need someone

(Continued on page 2)

Special points of interest:

- *President's Report*
- *Road to Hyder*
- *Iron Butt Rally*
- *Oil*
- *And more...*

Membership Meeting

**Tuesday
July 12
7:30 PM**

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

**At Forest Ridge & Airport
Freeway (Hwy 121)**

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PRESIDENT(Continued from page 1)

who can take our renderings and make something professional in appearance out of them. I know our membership is comprised of many highly gifted folks and it seems reasonable that one or more of you would be perfect to help satisfy the edict

promulgated by BMW.

So, if you will contact me or any one of the other officers and offer your services for the good of the club, I, we, would be most grateful.

Many of us will be heading for the MOA Rally in Bloomsburg, PA shortly. Hope-

fully the GPS training class we offered this past month as well as Tim Bever's Packing Lite presentation will help everyone to find their way as well as have the necessary items aboard to complete the journey uninhibited by articles left behind.

Safe Journeys to all. dm

Whether you lighten up or use more traditional equipment, when planning your next motorcycle camping adventure, remember, there's no "right" way to do this, just the one that your preferences and experience suggest to you.

Here's the equipment I take.



Sleeping Arrangements: Tarp, tent, bag, airmat... If it's raining the tarp is the first thing I set up, so that everything else is set up under shelter. This also allows you to cook outside your tent, a must in bear country. The tent is an REI one-person design. The sleeping bag is a down +20degree bag, good for most nights. About down/synthetic, I prefer down, but I am scrupulous about keeping the bag dry. I use two waterproof stuffsacks, one for the tent and one for the bag, to keep a wet tent from dampening my sleeping bag. The compressible Thermarest pillow is a concession to an irritated neck disc, and the airmattress, shown blown up and inserted into the Thermarest chair, is very light, compact, and the 4" of loft allow it to be deflated slightly to provide excellent back support. You do have to blow it up (no foam inside).

"CAMP IN A PANNIER" (light-weight, compact gear for motorcycle camping) By Tim Bever

Hygiene Kit: Use some 2-3oz bottles to repack liquids, as you don't need much for a week. That small grey rectangular bag on the left of the photo is my week's supply. An empty Visine bottle is used for 100% DEET, and is the only bottle I've found that doesn't leak. Baby wipes are great for evenings when a shower isn't possible. The towel, shown on the chair, is a chamois-type that wrings dry and is about the size of a pack of cards, but opens to 2'x3'.

Cooking: Minimalist style. I normally only heat a can of something or make water for coffee. I like the MSR Superfly stove for it's ability to use all brands of isobutene/propane fuel. The Jet-Boil stoves are popular and more compact than my outfit, but I value the versatility in fuel choice and size.

For treating water I use the **Adventurer Steripen**. It uses UV light to sterilize water, including viruses that filters don't remove. It works on any clear water (filter murky water through something first), and is great for international travel, as you can drink any tap water after treating it. It takes about 2min, much faster than tablets, to treat 1L of water, and you get about 50L per pair of CR123 batteries (it warns you when low, carry spares).

Comfort: The chair shown in the photo is a Thermarest frame with my sleeping pad folded into it. I travel with an LED headlamp to free my hands when cooking or reading, now I carry a Kindle.

First Aid and Repair: I recommend **Medi-**

cine for Mountaineering, now in it's 6th edition. This all fits into the orange waterproof bag in the photo. The *DenTek*

kit is a very small container of temporary filling replacement or crown adhesive. *Ophthalmic drops* (prescription) allow you to treat an eye infection when it starts. A space blanket (mylar) is the size of a deck of cards. It has numerous uses, including adding about 10degrees of warmth on cold nights. Be sure to have the *air mat repair kit* and know how to use it.

The Motorcycle Grab Bag: Keep in tank bag and/or topcase...*Leatherman* tool, the



Nuun electrolyte tablets for backpacking, *dust mask*. I like the ones with an exhalation port in the middle.

Motorcycle Repair & Maintenance: I've got the tool kit that came with my 2000 GS, along with brake bleeder nipple, valve gauges, plug gauge, and of course a tire repair kit and inflator ie. CyclePump or CO2 cartridges, a disc brake lock, final drive bearings and seal on longer trips.

The Wrap Up: Take the time to think through your trip before you go. Consider conditions you expect to encounter. Modify your gear to fit your expected experience, and plan for some contingencies. Afterwards, reconsider your choices.

HAPPY TRAILS.



THE ADVENTURE ROAD TO HYDER, AK

By: Neal Quigley

The typical complaint that all of us that are not blessed

with the luxury of retirement is never having time and money at the same time. But June 2010 was different. Due to a post merger management shift, I found myself unemployed. At the same time, I had just had the best 4 months of my career and was financially stable for a while. We had planned to go to Yellowstone for our family vacation, but we were debating about it up to the point where we were sure we wouldn't be able to find a place to stay even if we decided to spend the money on the trip. Then, something weird happened.

Looking at the booking systems for Yellowstone lodges and bemoaning that everything appeared booked up, to my surprise I found 4 nights open at the Yellowstone Lake Lodge Cabins! Our plan was to drive overnight, taking turns driving and sleeping, then we'd both crash when we got to Yellowstone. That's when I had the idea of taking my bike along. We could go up together and head back separately. Michelle rolled her eyes and asked me, "Why?" And I answered, "I could ride it to Alaska from Yellowstone."

During breakfast at LePeep I was whining about having no luck finding a ramp needed to get my GT in the back of the Dodge. Keith Vauquelin offered to loan me his ramps if I'd pick them up from his old house in Irving. Maintenance recently completed on the GT and only 3000 miles on the Pilot Road 2s, I was as good as gone.

"Liftoff" was on Sunday at 1130 CDT, and we arrived at Yellowstone Lake Lodge the following day at 1700 MDT. Though sleep deprived, we enjoyed great views of the Grand Tetons on the way into the Park.



A buffalo (for the nature geeks and northerners a "bison") watched us move into the cabin from 20 yards away. Yellowbellied marmots ran under our porch where they apparently had made their den. We went to dinner, returned to the cabin and passed out with little fanfare.

The next morning I awoke before the girls at about 0500 local. The sun was already up so I went out to give the GT a once over and discovered that I had failed to check the fuel level before we left. The fuel tank was nearly empty. A fellow lodger, who was up and loading his car, told me, incorrectly, that the nearest gas station was at Canyon, though there was one at Fishing Bridge, less than a mile away. I headed north for Canyon. Just beyond the Mud Volcano area an RV, notably the biggest hazard in all National Parks, turned on to the road without seeing me. To avoid a collision I had to hit the shoulder, basically comprised of loose ash. And there was a large drop off to the Yellowstone River just beyond the shoulder. I felt my balance going and kicked off the ground with my right foot. It hurt, but it kept me upright and I got back on the road. My heart was racing when I pulled into Canyon Gas Stop. Still angry, I removed my tank bag and flipped my gas cap up with adrenaline-fueled force. To this day, I have not heard of anyone else doing this, but I broke the gas cap off just above the hinge. Unfortunately, there were young children near the gas pumps, so I couldn't express myself til later. After I had filled up, and put an extra riding sock on top of the cap so the bag could hold it down, and got my helmet back on, I dropped the muffled F-bombs.

The Canyon area has cell service so I used my smart phone to get locations of dealerships. I cannot stress enough the value of having internet access during a trip. It can be a life saver. I soon discovered that there are NO BMW dealerships in Wyoming. My choices were Loveland, CO (backtrack 9 hours) or Missoula, MT (roughly the cor-

rect direction, but a little out of my roughed out demi-plan). I called Big Sky BMW in Missoula. They took a credit card deposit over the phone, and ordered the part to be shipped out as fast as possible. I arranged to have the work done on Friday afternoon and rode back to the Lake Lodge before 1000 MDT. The girls and I then went out and had a great day at one of the most beautiful places I have ever seen.

By noon, my foot was bothering me in my



regular shoes. At the Delaware Northern Store I bought a pair of Columbia hiking boots

with a better lace pattern.

The next two days I spent with family, watching Elk and buffalo herds grazing contentedly, bears ambling around, Mammoth Hot Springs and "Old Faithful" (over dinner for my wife's birthday). Elisabeth finished her Yellowstone Junior Ranger badge (one of the harder ones for kids to earn). I said my goodbyes that second evening as I planned to depart before dawn the next morning..

The West Exit was closed so I struck out toward the North Exit to begin my 609 mile day. Before I even reached the Canyon area of Yellowstone, the temperature had slipped down into the high 30s (yep Thirties) and the buffalo herd had decided to sleep on the road. I honked but only succeeded in annoying the already irritable "walls of meat." Fortunately, a ranger came along about 10 minutes later and used his siren to clear the road and I was off to Missoula.

(Continued on page 4)

HYDER(Continued from page 3)

I arrived at Big Sky BMW in Missoula about 1000 MDT and they got me right in, replaced the part and rekeyed the cap. They charged me an hour labor and I was quickly on my way. I cannot say enough how much their quick and excellent customer service saved my trip.

When I arrived at The Stone of Accord for lunch, a group of college students noticed my Texas plates. We got to talking, and they recommended that I go to Glacier National Park because the Road to the Sun was open. Apparently, they'd had a late snowfall and Logan Pass had been closed. I followed their suggestion, and headed to the park.



I passed along the eastern edge of Flathead Lake, which is just beautiful, before hitting the entrance to Glacier National Park.



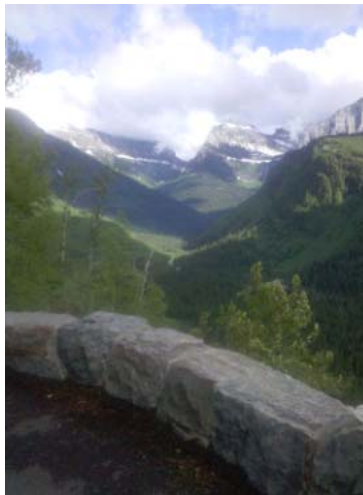
It had been raining on and off all day, but the rain

stopped once I was in the park. I stopped and got coffee and a park stamp at the main village on Lake McDonald.



The Road to the Sun had just received it's

first round of road funding in 8 years, and there was construction along much of the road. Steep drops, rough conditions, loose road materials and virtually no guard-rails made it very scary. But the views were stunning. At the top of Logan pass, the temperature was below freezing. I headed down the other side toward the border



crossing north of Bapp, MT.

The Piegan Port of Entry is one of the least used crossings on the Canadian border, open from 0700-2300. I guess they decided that everyone needed extra screening that day. A fellow traveler, heading home to

Alberta was punted back across the border, after 45 minutes, for insufficient proof of citizenship. When it was my turn, I assured them I was not coming to Canada to steal jobs, that I had no firearms on my person, and I had enough money to get out of Canada once I was in. I did my best to explain as politely as possible, that I had NO desire to EVER live in Canada and, unless you counted flatulence, I had nothing even close to a firearm on my person, and that the only reason I was going to Canada was because of it being inconveniently in the way of my journey to Alaska. An hour later he waved me downstairs and told me to give them my "approved" yellow slip.

Downstairs I saw my fellow traveler being slammed down on a desk while they handcuffed him. One of the other border agents ran toward me, grabbed my yellow slip and told me to "Get Moving." Without question or hesitation, I turned on my heel and headed toward the vehicle shelter where my bike was parked. Someone called out "STOP!" So I stopped and turned

around. The agent yelled "NOT YOU!" and pointed me toward the exit. Just before I pulled out, two of the agents came out and started pulling stuff out of the detained man's truck. From their conversation, it is apparently a bad idea to lie about having a handgun while crossing the Canadian border.

The sun was setting and I noticed my low beam was broken just before I pulled out. My best guess is that all the rough surface on The Road to the Sun was responsible. Though I had intended to head west, I decided to call it an evening in Fort MacLeod. I pulled into the

Red Coat Inn just after sunset and got online to locate the next nearest BMW dealership. Blackfoot Motorsports in Calgary was the nearest, and my next destination...tomorrow.

A college girl at the Starbucks in Calgary told me to check out Banff and the Ice Fields. Since college kids had recommended Glacier and that had been such an adventure, I decided to follow her suggestion, but first there was the lightbulb issue.

At Blackfoot Motorsports they sold me a bulb and installed it for me at no charge. Well...my hand was too big to change the bulb. Another great dealership experience.

Since I was receiving e-mails and scheduling phone interviews (no place is too remote to job hunt!) for the afternoon of July 7th and the morning of July 8th, I decided that Hyder, AK was about as far as I would be able to go and make it back to where cell coverage was consistent enough to be sure I could make the interviews. So it was off to Banff straight away and the Ice Field Parkway to Jasper.



(Continued on page 5)

HYDER(Continued from page 4)

I stopped for a while at the Athabasca Glacier (Columbia Ice Fields) and watched the big wheeled busses carrying people out to the glacier. They looked like toy cars on the giant glacier. From Jasper, I headed west, stopping for pictures at Moose Lake.



A nice couple took my picture before I



continued

on to McBride where, 470 miles later, I spent the night at the Sandman Hotel. The rooms were nice and the restaurant was full service. Determined that I not be in Canada on the 4th of July, I decided I would make it to Hyder, AK the next day, a trip of 563 miles. Doesn't sound like a lot but the Canadian low speed limits, (55 mph) really crushed my ability to cover distances.

The next morning, I took a walk around McBride.

It is a historic little town on the western rail line with a long railroad heritage. It is known mostly as a snowmobile resort, and many snowmobile



racers spend part of the year there, training. On the main street, their elementary school students, in cooperation of the city, has laid out a scale model of the solar system with little markers on the sidewalk down the center of town indicating the position of the planets relative to the Sun. Very cool for a science geek like me.

Needless to say I got a late and lazy start out of McBride in the direction of Prince

George, which is the largest city in and is British Columbia's Northern Capital. I lunched at a Boston Pizza, founded in Canada, and now found in the US as Boston's. I asked the waitress how far it was to Prince Rupert. She explained that everywhere that was anywhere was 8 hours from Prince George. Google Maps indicated that she was pretty much correct, so I headed out for Hyder.

I stopped for fuel in Houston, BC. Someone noticed my license plate again and told me I was lost. I told him that "This is what happens when you just type in Houston on the GPS." We had a good laugh and he told me that west bound traffic was going to be slow due to wildlife checkpoints. Sure enough, there was a bit of a backup, but eventually the Mountie working my side of the road waved me past. The other pickups and RVs were not so lucky, especially on the other side of the road where fish and game agents were working.

In New Hazelton, BC, I stopped and had soup at a Chinese restaurant. Every small town in BC seems to have a Chinese restaurant. The Wonton soup provides lots of water and is pretty filling. Not long after lunch, I was in Kitwanga, BC and ready to turn toward Stewart/Hyder. My fuel looked fine so I continued on. The Stewart highway is beautiful. I passed four black bear by the road and the views were spectacular. Of course, my enjoyment of this waned as my gas gauge indicated that I was on reserve. With the last bit of fuel remaining, I rolled into Stewart, BC at 2210 PDT...10 minutes after the last gas station closed. I had no choice but to continue on fumes the short distance into Hyder.

July 4th in Hyder is a special day. Of course I arrived just as the parade of locals ended. The parade theme appeared to be pirates. I checked into the Sealaska and



hailed my crap upstairs.

There were several riders there that eve-

ning, all of whom were hiding out from the locals. I changed into jeans and went down for a beer and to wander the streets.

While contemplating getting "Hyderized" some of the locals invited me out to drink beer and shoot fireworks at a bonfire.



The locals were surprised that a biker would get so far away from the routine sightseeing points. They gave me beer, let me shoot a roman candle, and one of them took my picture near the fire. It was a very cool night, except, I had to limp back to the Sealaska. My foot, injured a few days before, had really begun to hurt. I decided to wear my hiking boots the rest of the trip.

On July 5th, Day 9 of my trip, I took my pictures for the Individual Challenge Ride (I missed The Bus) and struck out to ride 914 miles toward home. Another rider, departing that morning, told me he was the first person to complete the Iron Butt Asso. 48 + in 10 on a Victory Motorcycle.

I crossed the border into Canada, (little hassle this time.) The folks in the little trailer house in Stewart aren't too concerned about visitors. But I got crappy gas



there. Not long afterward I passed the renowned Bear Claw Glacier on my way to Prince Rupert to catch the ferry to the state of Washington.

(Continued on page 6)

HYDER(Continued from page 5)

The only problem was...I got my ferry days reversed and the ferry was not due until the next day. I decided to just ride south. This was a mistake. There are few roads in northern BC. Typically there is only one route to a given destination, and that's it. Also, even though the scenery is beautiful, it doesn't change. By the time I found a hotel in the wee hours of the morning next to Lac Le Hache, I had my fill of mountain valleys with streams and a straight road with a 55mph speed limit.

The next morning, July 6th, I was up before dawn winding up a slow tour of BC. I headed east to Kamloops and ran into some



folks from Washington State who told me that Washington Pass was open

and, "it would be a shame for me to be all the way up here and not ride Washington 20." So I headed back toward North Cascades Park and rode through the EC Manning Provincial Park on the way, placing me only about 5 miles from North Cascades NP before crossing at Sumas WA.



Most of this trip the weather had been 10 degrees cooler than normal. Sumas was 10 degrees warmer. Half an hour later, at 95 degrees, I

was once again the United States. I rode due south to Sedro-Wooley before heading east on Washington 20.

Washington 20 is amazing. The park has curtain falls next to the road. The view is spectacular. The snow was 10 feet deep next to the road in Washington Pass and it was below freezing at the top.



I had dinner in Winthrop, WA, an artsy, old west town, that is now primarily a motorcycle destination. I had decent Mexican food at Carlos 1800 before departing for Spokane, WA. With the aid of US speed limits, I made it to just outside Spokane and got a few hours of sleep.

On Day 11, (July 7th) I bombed straight down the Interstate to Missoula for oil and tires at Big Sky. While I was waiting for my service, they let me take out a demo KTM 990 Adventure for an hour. It rode like a dirt bike and the windscreen caused more problems than it solved. All that being said, I think I could have taken it down a single track with no issue. It is definitely for a different purpose than a GS.

After lunch, I had a phone interview. I was feeling a bit weary from the long hours and I had a follow up phone interview so I went ahead and called it a day at dinnertime. I was tired of being away from my wife, my daughter and my bed.

The next morning's interview was delayed so I didn't get out of Missoula until noon. I stopped at the Grant-Kohrs Ranch NHS, a very cool old grand ranch house that was the headquarters of a ranch that covered 10 million acres of Montana and Alberta.

Further down the road, I took a quiet interstate exit to reconfigure my gear. The exit had a gate for a private biological research facility. There were signs that indicated it was a restricted area. As I was changing my gear, a car came off the interstate with its headlights on and it remained stopped on the exit ramp until I got my vents zipped up and I pulled out. Evidently, what their security lacked in subtlety, they made up for in creepiness. I stopped in Sheridan,

WY for the night, annoyed that I was tired ... but aware that I needed to stop.

On Day 13 (July 9th) I covered 1196 miles. I had an early breakfast in Sheridan and lit out. Eastern WY, Eastern Colorado and the Panhandle of Texas was what it always is... blank and boring. Eads, CO is where I will undoubtedly be sent for my sins upon my demise.



Other than gas and food stops I halted long enough to snap a picture of the Dinos displayed as yard-art in the panhandle of Oklahoma and arrived in Hurst just as the sun was rising in the east. Without further ado, I fell off my bike and stumbled into the house to crawl into my bed.

Hey, next morning, I'm back, fired up and exultant.

Mission Complete!!! Alaska Reached! Glorious Success!

Mission Stats: 6558 total miles. 735 miles average per travel day (9 days). One gas cap, one headlamp bulb, one oil change, one set of tires, four gallons of wonton soup, six Boston Pizzas, three pounds of beef jerky and two bags of Huckleberry Licorice ropes as casualties.

Injuries sustained: Broken Foot. The outer bone of my foot showed up as broken when I finally decided to get it x-rayed after the trip. Lost my cool, stupid person status and was returned to regular idiot status when I told my wife. All I can say is, those hiking boots were worth every dime.

It was an interesting and one of a kind trip. The lack of planning caused me some issues, but for the most part it added to the feeling of adventure overall. The not-knowing is what made the trip what it was, a dive into the unknown. I met great people, rode great roads and filled my head with a lifetime of memories and there is no substitute for that. My only regret was that I hadn't made the time for a trip like this sooner. Neal Quigley



CATEGORY II PHOTOGRAPH FOR JULY



THE GRAND TETONS - by Jay Schillinger-

We celebrate the end of the heat with our annual Farewell to Summer Ride. We'll spend a three day weekend in East Texas next door to one of the best rallies of the season, too... The 27th Annual Lake O' the Pines Rallye sponsored by the North Texas Norton Owner's Association.

Make your reservations 2nd at the Lake O the Pines or 866-755-4880. Make sure of the BMWDFW Motorcycle



for September 30 to October Lodge by calling 903-755-2725 you tell them you are a member Club when you call.

You can get all the details from our website at <http://bmwdfw.org/wp-content/uploads/2011/07/2011-BMWDFW-Farewell-to-Summer-v2.pdf> .



THE 2011 IRON BUTT RALLY

By Mike Gragg

Every two years a small subset of motorcycle riders gather to compete in the Iron Butt Rally (tm). There is a great deal of confusion and misinformation about the Iron Butt Association (tm) and about the Iron Butt Rally (tm). I have heard riders say things like "Yeah, I did the Iron Butt" when what they mean is that they rode a Saddle Sore 1000 (1000 miles in 24 hours), the entry-level ride required for admission to the Iron Butt Association and only one of many long-distance rides the IBA certifies. The Iron Butt Rally (IBR) is clearly different, a 11-day event which requires riding more than 1,000 miles each of those eleven days while planning efficient routes to stop at a variety of bonus locations, maximizing points in an effort to win. (Think of it as trying to capture all of the ICR locations you can possibly capture in 11 days.)

Each IBR is different than the one before. The 2011 Iron Butt Rally (tm) which finished July 1 offered riders the choice of riding the Four Corners route (Blaine, WA; Madewaska, ME; Key West, FL; and San Ysidro, CA) or attempting to ride to 48 state capitols, all while stopping for mandatory checkpoints. But with the IBR, there are always twists.

From the 2011 IBR rider instructions: **"To be classified as a finisher of the 2011 Iron Butt Rally, a rider must visit all 48 contiguous states and reach each checkpoint and the finish before the close of the specified time window."**

Any rider who is an Iron Butt Rally finisher, as is our own Bo Griffin, has demonstrated far more than an ability to "sit here, twist that" as some like to say. They have demonstrated an ability to analyze complex

data, do ever-changing time/distance calculations, and overcome unseen hurdles and diversity. My hat is off to everyone who has attempted the rally, and especially those who have performed to the high level required to be a finisher. They have joined an elite group.

I've been closely following this year's rally on the IBR website, where each daily report reveals more about each rider's strategy, problems and mistakes. If you're interested, you can read it too. There is a great deal of information about the 2011 Iron Butt Rally at <http://www.ironbuttrally.com/IBR/2011.cfm> including daily reports, bonus locations, and standings. You can find out more about the IBA on their website: <http://www.ironbutt.com>. There is a list of ride finishers at <http://www.ironbutt.com/ridecerts>.

A Small Dissertation on Oil



By Gary Don Popken

Just a little info on oil specifications.

The 20W-50 specification means that at low temperatures it acts like an SAE 20 oil and at high temperatures it acts like an SAE 50 oil, hence the designation as a multi-viscosity oil. The oils have additives in them that enable the oil to thin out in cold temperatures and thicken up in hot temperatures. The old oils had additives that would shear and the oil would revert to its base stock, which was usually lower than the oils designation. Hence the old air-cooled VW's only recommended a straight weight oil (eg SAE 40) and not a multi-vis

oil. Today the multi-vis synthetics are much more stable. I used a multi-vis synthetic in my old 1982 Saab Turbo with oil cooled bearings and it was still a 40 weight after 10,000 miles. Unheard of at the time, when they changed turbo oils at 2000 to 2500 miles or less

The SJ or SH, etc label means that it meets that specification. The "S" means "spark ignition" engines. The "C" is for "compression ignition", ie diesel engines. The higher the last letter, the newer the specification. The newer engines are run at higher temperatures and closer tolerances and require a higher grade of oil. The oils are typically backward compatible. Some of the newest oils do not have the zinc in them that the old oils did and therefore may not work in the old "rods" as well. The synthetic oil company I am familiar with is now making a Rod Oil.

As a rule synthetics will outperform petroleum oils about 2:1 or more. There are blends of synthetic and petroleum that are

in between. When Corvettes came out with their new engines a few years back, they began specifying ONLY synthetics be used in the engines due to their higher load carrying capabilities and the ability to operate at higher temperatures. Petroleum oils are generally only good up to about 250 F with synthetics going much higher.

One can not look at an oil and determine if it is suitable for further service. The one exception is when the oil's flow (viscosity) is compared at room temperature, "cold", to a can of the new oil. If it is exceptionally thin or thick, it needs to be changed. Otherwise one can not tell without a lab test of the oil. The lab test will verify the viscosity, total base number (testing if the oil has gone acidic), contaminants of metals or silicon, fuel dilution, etc. The color of the oil tells you nothing, except that there are color bodies in it. Think cake dye and how a very little changes the color a lot. There are filters available that can filter down to

(Continued on page 9)

OIL(Continued from page 8)

and below 1 micron. These filters will remove the color and any contaminants. In fact an oil filtered below 1 micron will not cause any wear, if it is still good by lab tests.

These filters are available for cars and trucks and will give you an infinite engine life barring fatigue.

Oh, by the way, air filtration is critical. The better the

filtration, the longer the engine life. It is your FIRST line of defense on wear.

More on that at another time.



FOR OUR AMUSEMENT



AMORNING AT BERT'S WITH THE TAT CREW

WHICH WAY TO CRANFILL 'SGAP?



TIM BEVER DEMONSTRATES PACKING LITE



RONNIE WEINZAPHEL
THE "TERROR OF ROCKY RIDGE"



JOEL WANTS TO KNOW WHO HAS HIS TRUCK KEYS



"BAD BOY"
BILL

GOT HIS
NUMBER
AND A
YELLOW
JERSEY!



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2011 BMWDFW *Calendar of Events*



Jun 30/Jul 03, Thu/Sun; 2011 BMW FIRECRACKER R A CHIPPEWA FALLS. Riding through the scenic beauty of Chippeewa Falls is an invitation to enjoy Wisconsin at its finest. www.bmwra.org

Jul 22/24, Fri/Sun; AMA VINTAGE MOTORCYCLE DAYS, Lexington, Ohio Mid-Ohio Sports Car Course, Lexington, Ohio <http://www.americanmotorcyclist.com/news.asp>

Jul 21/24, Thur/Sun: 2011 BMW MOA INTERNATIONAL RALLY, BLOOMSBURG, PENNSYLVANIA. Bloomsburg Fairgrounds. GPS Coordinates: Fort McClure Blvd. and US Route 11 Bloomsburg, Pa. 17815 41.003698, -76.454946.

Jul 28/31, Thu/Sun; TOP O THE ROCKIES RALLY, 38th annual, Paonia, Colorado. <http://www.coloradobeemers.org/content/view/2/25/>

Aug 04/07, Thu/Sun; STANLEY STOMP RALLY, 37th annual, Grandjean, Idaho. www.idahobmwriders.com

Aug 04/07, Thu/Sun; ROCKY MOUNTAIN ADVENTURE RALLY, Sipapu Ski and Summer Resort, New Mexico. Go to <http://www.advrider.com/forums/showthread.php?t=607314> to register and get all the details.

Aug 06, Saturday; 100,000 FOOT COLORADO PASS RIDE, 12th annual, 500 miles over 10 mountain passes higher than 10,000 feet. Register online at <http://www.coloradobeemers.org/content/view/28/37/>.

Sep 3/5, Sat/Mon (Labor Day Weekend); Beyond Epic, Clarksville, Arkansas.

Sep 9, Fri; Last Day to Reserve Rooms at Edelweiss Inn for the Annual Fall Color Tour— see October 28/30 below.

Sep 9/11, Fri/Sun; BAVARIAN MOUNTAIN WEEKEND, held in Sipapu, New Mexico BY The Land of Enchantment BMW Riders. greatest attraction is our setting. Each year, the first weekend after Labor Day, we return to the Sipapu Ski Area in the Carson National Forest for a fun-filled event in the mountains of northern New Mexico. Registration information and additional information is available at the Land of Enchantment BMW Riders' website at <http://www.nmbmwmc.org/sipapu.htm>.

Sep 17, Sat; Lone Star BMW Riders Annual R-T-E (Ride to Eat) Hamburger Cookout. Noon to 2pm at Chickasaw National Recreation area. RSVP is requested. For the RSVP, ride and location details, see <http://www.bogriffinrides.com/html/bmwcookout2010.htm>.

Sep 30, Oct 01/02, Fri/Sun; BMWDFW FAREWELL TO SUMMER RIDE. An interesting weekend of riding in East Texas to celebrate the end of summer and the start of a very pleasant riding season! Check the BMWDFW.org website for all the details and reservation information.

Sep 30, Oct 01/02, Fri/Sun; NTNOA LAKE O THE PINES RALLY, 27th annual, near Jefferson, TX. <http://www.ntnoa.org/11loprallye.htm>

Oct 1, Sat; Ending Date of the Contests for: Discovery Individual Challenge Ride (documentation due in to Vince Breckner by Oct 15th <mailto:vbreck1@gmail.com>)

Photo of the Year (Submit photos to Don Mills at don_mills@sbcglobal.net

Article of the Year (Submit articles to the newsletter editor, Don Mills at email address don_mill@sbcglobal.net

BMWDFW Individual Annual Mileage Contest (submit BMWDFW Individual Annual Mileage Contest Forms to Dennis Bufton. Mail completed form to BMWDFW, PO Box 132, Bedford, TX, 76095-0132 by Oct 15

All Contest forms are available at <http://bmwdfw.org/> under the Contest tab

Oct 15, Sat; Ending Date for Contest submissions for:

Discovery Individual Challenge Ride - documentation due in to Vince Breckner <mailto:vbreck1@gmail.com>

BMWDFW Individual Annual Mileage Contest - submit BMWDFW Individual Annual Mileage Contest Forms to Dennis Bufton. Mail completed form to BMWDFW, PO Box 132, Bedford, TX, 76095-0132

All Contest forms are available at <http://bmwdfw.org/> under the Contest tab

Oct 21/23, Fri/Sun; HARVEST CLASSIC 2011 EUROPEAN AND VINTAGE MOTORCYCLE RALLY, Luckenbach, TX www.harvestclassic.org. Registration for the 2011 rally is now open at <https://s08.123signup.com/servlet/SignUp?PG=1522221182300&P=15222211911422563600>

Oct 21/23, Fri/Sun; Lone Star BMW Riders 2010 Autumn Colors Ride, Eureka Springs, AR. The meeting place is Carolyn's Ozark Swiss Inn in Eureka Springs, Arkansas. Will be a ride departing Dallas. Reservations are required. Get all the details at www.lonestarbmwriders.org/.

Oct 28/30, Fri/Sun; BMWDFW 2011 Annual Fall Color Tour, Eureka Springs, AR. Superb riding, dining and companionship. Make your reservations at the Edelweiss Inn at 2066 E Van Buren in Eureka Springs, 800 870 2529. Tell Cindy

(Continued on page 11)

EVENTS(Continued from page 10)

or Bryan that you're with the BMWDFW Club. Rooms are two Queen beds at a rate of \$59. Saturday we'll be having dinner at the Café A'more right across the parking lot. Email Stephen Slisz (yeeha_stephen@yahoo.com) if you're planning on joining us at dinner Saturday. If the Edelweiss is full, any overflow can be handled at the Trails Inn right next door. All the details are at the club website at <http://bmwdfw.org/>.

Nov 06, Sunday * Daylight Saving Time Ends *****

Nov 26, Sat: Pops RTE & Mini Rally. The 3rd annual Pops RTE (ride to eat) rally is on Oklahoma's historic Route 66. The destination for this RTE is once again Pops restaurant and soda ranch. Riders can begin arriving around 1200. Go to http://www.therally.us/Pops_2011.htm for rally rules, registration and rally details. Rally locations are visited before getting to Pops and a free registration is needed.

Nov 30, Tue, Last Day for RSVP for the BMWDFW Annual Awards Banquet to Dennis Bufton at <mailto:buftond@tx.rr.com> or 817-988-8950 with a "Yes I am" or "No I am not" coming. If yes, please indicate the number in your party. We need to provide the number of attendees to the restaurant in advance so they may buy sufficient food.

Dec 4, Sun, BMWDFW Annual Awards Banquet. Will be held at a



BMWDFW Club (BMW Club of Dallas – Fort Worth), www.bmwdfw.org, Members forum at bmwdfw@yahoogroups.com.

new location with great ambiance and a new menu. More details will follow.

RECURRING TEXAS BMW MOTORCYCLE CLUB EVENTS

LSBMWR Club (Lone Star BMW Riders, North Dallas), www.lonestarbmwrider.org. Members forum at lonestarbwmriders@yahoo.com.

CLUB MEETING, 7:30 PM, 3rd Monday, MONTHLY, at Humperdink's, 1601 N Central Expressway, Richardson, TX, 75080 (972.690.4867). Dinner and social begins at 6:30 PM.

SUNDAY MORNING BREAKFAST RIDE TO WHITEWRIGHT, 3rd Sunday Monthly. ETA of 10 AM at CJ's in White-wright, TX. Address is 124 Grand St, 75491, near the intersection of FM898 and FM151 in the center of town. The ride starting point, time, and route varies monthly but details are posted at www.bogriffinrides.com.

BMW Club of Houston, www.bmwclub.org

CLUB MEETING, 8 PM, 2nd Thursday, MONTHLY. Hickory Hollow, 101 Heights Blvd., 2 blocks south of I-10 in Houston.

CLUB SOCIAL, 7 PM, Thursday, WEEKLY. Hickory Hollow, 101 Heights Blvd., 2 blocks south of I-10 in Houston.

BREAKFAST WITH THE BEEMERS, 8

AM, Sunday, WEEKLY, Two Locations! Good Company Taqueria (713.520.9153), 4912 Kirby at Westpark, off the SW Freeway (US59) and Denny's (281.897.8050), FM1960 at Hwy 290. Impromptu ride after breakfast, weather permitting!

San Antonio BMW Riders Association, www.sabmwra.org

CLUB SOCIAL, 7 PM, Thursdays, WEEKLY, location varies, see website calendar at www.sabmwra.org.

CLUB RIDE. 1st Saturday, MONTHLY. Time, place, and destination on website calendar.

CLUB RIDE, 3rd Saturday, MONTHLY. Time, place, and destination on website calendar

INFORMAL CLUB RIDE, Sunday, 8 AM, WEEKLY, Wal-Mart parking lot at US 281 and FM 1604, San Antonio. Point of contact, Chuck Wetzel, 210.410.5353 or cwetz@satx.rr.com

Hill Country BMW Riders, Austin, TX, www.hillcountrybmw.com, member's forum at hillcountrybmw@yahoogroups.com

CLUB MEETING, 7 PM, 1st Tuesday, MONTHLY, Marie Callender's Restaurant & Bakery, 9503 Research Blvd (US 183, near MoPac) in north Austin. (new location beginning Jun 07)



RECURRING CLUB EVENTS

MONTHLY CLUB MEETING, 7:30 PM, 2nd Tuesday, except December. Spring Creek BBQ, 1509 Airport Freeway, Bedford, TX. On the westbound access road of Airport Freeway at the corner of Forest Ridge Drive in Bedford. Dinner and social begins 6 PM.

CLUB BREAKFAST / RIDE, 2nd Sunday, MONTHLY, 9 AM / 10 AM, Mary's Brazos Café, Tin Top, 15 mi south of Weatherford, Texas. A ride follows, weather permitting.

WEEKLY CLUB BREAKFAST, 7:45 AM, 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!

