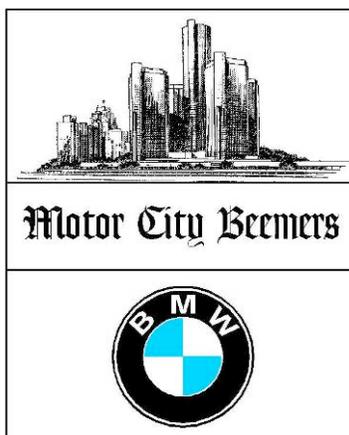




# Motor City Beemers



## Club Newsletter



BMW MOA Club #231

BMW RA Club #209

March 2008

Volume 16, Number 03

**Next Meeting; Saturday, March 1, 2008, 10:30AM @ BMW of Detroit**

**Web site: [www.bizblvd.net/mcbeemers](http://www.bizblvd.net/mcbeemers)**

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### **THE PREZ SEZ**

It has been a long winter for the Detroit area. Very few days were available to get the bike out on dry roads. The bikes having been hanging out in garages and are anxious to get back on the road. The March meeting may present the first opportunity to let them get out and breathe. I started thinking about all of those things that need to be checked on the bike to make sure it is safe out on the road. The fluid levels and tire pressure are at the top of the list. The battery has been on and off the trickle charger all winter so I assume the battery isn't going to give me fits when I go to start the bike. This spring the bike might even get washed.

I am looking forward to getting back on the road and hope that you all will join us on our trips following the meetings. Ken Mitchell has done a great job of lining up volunteers to lead rides to some old and new restaurants. It is a good opportunity to get to know the area and your fellow club members. There are a lot of new members that I know will bring new ideas into our group. I know this will make for a great riding season. So come on out and join in. It's your club.

Just a quick reminder...there is a camping equipment presentation scheduled for the March meeting. It is geared towards equipment that would be appropriate for motorcycle camping. I hope you find it interesting and informative.

John Saarinen - President,  
MC Beemers

## **Bent Beemer Award**

Bent Beemer award was presented to Helen 2 Wheels for wrestling trucks down in Kentucky and surviving. She now adds her name to the growing number of illustrious members who have received this cherished award.

Helen spoke to the club on "Solo Long Distance Touring" as part of our February meeting. Her main point is that touring is supposed to be fun. She covers 40,000 to 60,000 miles a year traveling solo from one rally to the next for her business. She learned many lessons and shared them with us.

She has found that finding someone that has the exact riding style and interests for a riding partner is difficult. That means someone has to compromise. However, if you do ride with another bike, you should pace yourself to the slower of the two riders. You need to agree before leaving on what your general route should be; interstate, highways or back roads. Agree on frequency of stops and some way of communicating a need for gas or butt break. If you push faster than any of the rider's comfort zone, they will push to keep up. That will eventually result in an accident or one stressed out (and irritable) riding partner. Failing to find a riding partner that will put up with your idiosyncrasies, you can go alone.

Helen says touring alone can be relaxing and fun. She picks a final destination, a time to get there and a general idea of how you are going to get there. The rest of the trip is the adventure. Riding alone provides the freedom to make stops when tired, hungry, or just want to see something. It also allows you to wake up, hit the road and stop for the day as your body tells you. Helen points out that over planning a trip such as with motel reservations, etc., can make you push on even when your body and mind are too tired to do it safely. Her main point is that we ride to feel the freedom of the road. She recommends that you stay flexible on routes, miles traveled per day, and where you stay. On the road a lot can happen; flat tires, storms and accidents (hopefully you won't participate in the last one). Reservations require you to make up time. Why add stress of having to push on because it is 8 o'clock at night and you still 200 miles from the motel with your reservations. This adds to the stress of the delay...that translates to no fun.

If you are afraid of not finding a room available carry a tent or a bed roll. Get a camp site, or sleep on a picnic table at a rest area. She slept on one bench of a picnic table and woke up to find someone sleeping on the other bench. She found that rest areas are very safe. Her point is that there is always a place to sleep. It makes for a much better war story than saying; "Yes I went...and I came back!"

One big reason for traveling with another rider is the perceived safety factor. Her accident last year shows the fallacy of that thought. Both she and the other rider were taken of the road by a truck. She recommends carrying a cell phone on your person. This allows you to contact 911 if you are still able to move. Don't carry it in one of those quick release holsters you attach to your belt. These will release the phone upon impact. Carry it in a pocket of your jacket that you can easily reach. Program the name "ICE" into your phone's directory. Emergency personnel are trained to look for a cell phone and look for that listed in your directory. Under ICE enter the number of the person you want them to contact in case of an emergency (ICE). Also on your body place a document that lists any allergies, medications you are taking and contact information. Include photo copy of your driver's license, vehicle registration and medical insurance information. Use a zip-lock bag to keep the forms dry. She points out that some accessory suppliers have a small waterproof folder that attaches to the side of your helmet. These folders can hold all of your pertinent information. She points out that your helmet if properly attached will always stay with you.

She reminds us that the fun is in the adventure, not the destination. Motorcycling should reduce stress. A highly structured trip can increase stress and make us unsafe riders by taking our minds off the road. Reducing the pressure to press on when your body says rest will make your trips safer and more enjoyable.

## **2008 DUES DUE**

Well it's that time of year again. Please pay your dues as early as possible so we know what kind of a budget we have for the coming year. Please remember that the dues cover the majority of the expenses such as donuts, Frankenmuth chicken dinner, and the annual picnic at Stony Creek in September. Dues remain at \$10 for member and \$5 associate member (wife, husband, or significant other). Please give your renewal form and payment to Sharon Saarinen at the next meeting or mail your renewal application to:

Sharon Saarinen  
6094 Whispering Oak Drive  
Washington, Michigan 48094

**Please send your renewal before March 10<sup>th</sup>. We will be issuing a new password on or around March 14<sup>th</sup>. If you have not renewed by then you will not be able to access the news letter.**

## **"WHO'S THE NEWBIE?"**

### **Meet Tom Chapman**

Early Years. If you have lived very long in SE Michigan, you have probably seen Tom on the road - riding one of his 10 (current) bikes. Tom grew up and stayed in Detroit. He's a graduate of Cass Technical High School and Wayne State where he received his Bachelors Degree in Mechanical Engineering.

Career. One of the few people to stick with one company, Tom worked in Ford's Product Development for 31 years. Specifically, Tom worked in Vehicle Dynamics where he developed suspension and tire/wheel systems for many different carlines culminating with a 7 year stint in the SVT (Special Vehicle Team) working on performance vehicles including the Ford GT.

Family. Tom and Mary have two grown kids and it sounds like he's looking forward to the 'empty nest' and maybe some more serious riding. Mary has enjoyed riding all along and is looking forward to some club rides with us. Their son owns and rides a Buell but is now showing interest in a GS1200. Good tastes??

Riding Experience. Since Tom was a kid he's had a passion for anything and everything that burns gas. He started riding in 1971. His first bike was a 1972 Kawasaki S2 350 triple. Then Tom bought a '73 Honda CB750-K3 and still has it today. He has had many bikes come and go but presently has more bikes than I. In addition to the 73 CB750, he has a '74 CB750,

2 '79 Honda CBXs, a '73 Moto-Guzzi V7 Sport, '92 Harley FXRT and "a few" dirt bikes. Last Fall Tom bought a new R1200RT from Peter Payton.

Over the years Tom's covered about a quarter of a million miles on bikes. He's a Charter Life Member of AMA, he belongs to the CBX Owners Association, the Harley Owners Group, and now the MCBeemers. If you haven't already, please welcome Tom to the club.

### **Program in March is camping equipment**

#### **Special guest speakers~**

Bert, from Big Agnes sporting goods ~ will be joining us to discuss different types of camping gear and demonstrating the use of tents and sleeping bags.

Todd, from REI ~ will be joining us do demonstrate the proper use of several easy to pack survival tools,

Peter Rockman Payton from the Beemership~ will be discussing the proper packing arrangements for back country riding.

### **MOTOR CITY BEEMERS NAME TAGS**

Motor City Beemer name tags are available for purchase at Highest Honor, Inc. Highest Honor, Inc is located at 34711 Dequindre Road, Troy, Michigan 48083. Their shop is just south of 15 Mile Road, on the west side of Dequindre. Herb and Jeff have a die set up with the club logo and can add your name and/or nickname for a cost of only \$8.00.

The easiest way to get your ID tag is to send Jeff an e-mail at: [www.jeff@highesthonor.biz](mailto:www.jeff@highesthonor.biz). Spell out exactly what you want on your tag and when you want to pick it up. You can also call Jeff at 248-588-7845. Tell him what you want on your tag and when you want to pick it up.

Join the growing number of members who wear their ID tags proudly with their one of a kind moniker. It will help us to get to know each other. Works a lot better then "Hey you!".

### **NEWS FROM THE BEEMERSHIP**

The Alaska tour trip is canceled due to lack of participation. However, "GS" Adventure Weekends" all summer~ stop by the dealership and talk with Peter "Rockman" Payton for more information.

Peter "Rockman" Payton  
Adventure Tour Specialist  
Marketing

## **Rides – Ken Mitchell**

Many, many heartfelt thanks to all of you MCBeemers who have so quickly stepped forward to take responsibility for planning and leading a monthly ride. You folk are making my job as Ride Coordinator “a piece of cake; like falling off a log”, etc., and your participation is very much appreciated. Ives has been doing a great job keeping up with all my recent updates so you can find the latest status on our web site (<http://www.bizboulevard.net/mcbeemers/> ) under the “Club Activities & Scheduled Rides“ heading.

We still have 3 opportunities remaining that need a monthly Ride Captain. Please give it your consideration and let me know who is willing to handle those. Don't be concerned about the weather March 1. If there is still snow out there we'll 4-wheel it to your favorite lunch spot.

We will give our fearless Color Tour leader, Rhys, every opportunity to lead us through another late October “snow ride” before someone else gets drafted. Then again, maybe he should stay home since Ives and I had great weather for the trip last year. Just remember, snow is not needed for donuts!

One of our traditions is the “Fried Bologna Sandwich” run to Waldo, OH. I've recently had this “wild hair” thought to continue on to southeast OH and make a weekend ride out of it. In researching roads for a ride to WV, I found that Southeast Ohio has some pretty interesting looking roads. Take a look at the OH Rout 555 video and/or others here  <http://www.ohiorideguide.com/page3.html>

If you are getting a little “cabin fever” and this sounds interesting to any of you, let me know.

## **MOTORCYCLE SAFETY TRAINING**

Riding season is quickly approaching. We need to get our bodies, minds, and motorcycles ready for the coming season. Nine members have signed up for the May 18th Experienced Rider Course at Macomb Community College. I will send the names of our club members to the school around March 1st. We have been told that the instructors can put all of our members into one section of the class. This will allow us to support each other during the class. If you are still thinking about taking the class with the other club members you must register at Macomb Community College (586.498.4000) as soon as possible. Classes are filling up quickly. Send me an e-mail confirming that you are registered. This class will not only sharpen your skills but most insurance companies give discounts to people who have passed the course in the last year or two. Check with your insurance company for details.

## **OTHER RIDING OPPORTUNITIES**

Third Sunday of every month – Phil Aylesworth is trying to get a Windsor Beemer group started in Canada. For details go to the group's website: <http://SunParlourBeemers.org>

## **WEST VIRGINIA. ANYONE?**

A few people have been kicking around the idea of a week long ride to West Virginia this Spring. I have heard from a number of folk that the riding there is great. How does the 2nd or 3rd week of May sound? Let Ken (kpsacone@comcast.net; 248-3940633) know if you have any interest.

## **FOR SALE:**

For sale section of the newsletter is for all club members to post ANYTHING (legal) that they have for sale or wanted. You don't have to limit you postings to motorcycle items. The one thing that we ask is that once your items sells, please notify us so we can remove it from the newsletter. Please let John Hooper know if they need to be removed.

PAINT PROTECTION FILM: Protect your bike's paint from stone chips and damage from your tank bag. Kelly, 248.312.0968 or [graphixwerk.com](http://graphixwerk.com)

K1200LT Champagne, 26K miles, 6CD changer, and Bailey windshield, MC BMW maintained, asking \$8900. Bill Meier 810-824-7382 or [meierbj2@comcast.net](mailto:meierbj2@comcast.net)

HIGHWAY PEGS FOR LT's: Gives you optional places to put your feet for those long trips. Note that this is a new web site address: [www.ridingiswonderful.com](http://www.ridingiswonderful.com) Jim & Jason Mick

TENT AND AIR MATTRESS: Ives Potrafka uploaded a tent and air mattress to the web site classifieds Section. If you need a tent and/or air mattress for your travels, please check it out. The only thing mentioned was something about 3 sweaty women sharing it with someone. I do not think that someone has been firmly identified. If it comes with a promise of 3 sweaty women, he might want to raise the price!!

## **MSF's GUIDE TO GROUP RIDING**

Motorcycling is primarily a solo activity, but for many, riding as a group -- whether with friends on a Sunday morning ride or with an organized motorcycle rally -- is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

Arrive prepared. Arrive on time with a full gas tank.

Hold a riders' meeting. Discuss things like the route, rest and fuel stops, and hand signals (see diagrams on next page). Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.

Keep the group to a manageable size, ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

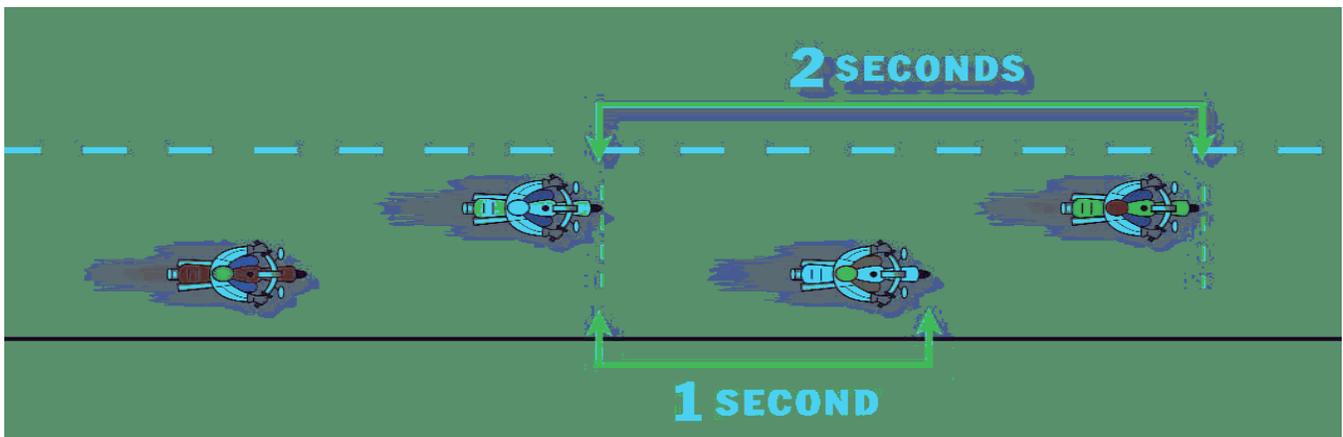
Ride prepared. At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.

Ride in formation. The staggered riding formation (see diagram below) allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same

pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.

Avoid side-by-side formations, as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.

Periodically check the riders following in your rear view mirror. If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up. If you're separated from the group, don't panic. Your group should have a pre-planned procedure in place to regroup. Don't break the law or ride beyond your skills to catch up. For mechanical or medical problems, use a cell phone to call for assistance as the situation warrants.



## **MSF's Guide to Group Riding: Hand Signals**

**Stop** - arm extended straight down, palm facing back



**Single File** - arm and index finger extended straight up



**Turn Signal On** - open and close hand with fingers and thumb extended



**Slow Down** - arm extended straight out, palm facing down



**Double File** - arm with index and middle finger extended straight up



**Fuel** - arm out to side pointing to tank with finger extended



**Speed Up** - arm extended straight out, palm facing up



**Hazard in Roadway** - on the right, point with right foot; on the left, point with left hand



**Highbeam** - tap on top of helmet with open palm down



**Comfort Stop** - forearm extended, fist clenched with short up and down motion



**Follow Me** - arm extended straight up from shoulder, palm forward



**Pull Off** - arm positioned as for right turn, forearm swung toward shoulder

