



Motor City Beemers



Club Newsletter



BMW MOA Club #231

BMW RA Club #209

March 2013

Volume 22, Number 3

All meetings are held the 2nd Saturday of the month at 10:30AM at BMW of Detroit

Our *next* meeting is scheduled for March 9th

Following Meeting: 13 9th

Web site: www.bizblvd.net/mcbeemers

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PREZ SEZ

Well, Hello Everyone!

Spring is almost here, less than three weeks away. Time to get those bikes ready. If necessary get your service, tires, accessories from the dealership, restock your tank, tail and side bags and be ready for a great riding season.

Those interested in the European Rally, get ready for some nice riding in Kentucky! More discussion on the way.

The Mid-Winter Banquet was a success and a big huge thanks to all my officers for their time and effort. Also a special thank you to all who attended and help keep this event standing every year. At this month's meeting, there will be another presentation. Thank you to Ives for setting this up. I hope to see you all at the meeting or a Wednesday dinner.

Enjoy!
Betty Ward

EDITOR'S CORNER

Welcome to the March newsletter. This month, we have a report along with some photos from the Mid-Winter Dinner. We also have an in-depth interview with Pete Lentini on Valentio Rossi and another great Trip Report from Steve Penczak.

Remember that articles, trip reports and photos are always welcome here and I will make sure that they get into the newsletter. The more, the merrier!

Lastly, the revised proposed by-laws amendment that was discussed last meeting has been implemented. The new dues structure and charge for the special events is now in place.

Spring is almost here. Get out and Ride!

CLUB LUNCH RIDES

Date	Lunch Ride Destination	Ride Planner
March 9	UNO's Chicago grill, 44805 Mound Road Sterling Heights, MI 48314	Layne Stewart

DINNER RIDES – Arrive between 6:30-7pm and hungry,

Watch for emails giving the location each week . . .

March 6	Rosie O'Gradys	30400 23 Mile Rd Chesterfield , MI (586) 421-1962
March 13	Ikes Family Dining	8550 Van Dyke Avenue Sterling Heights, MI 48312-1143 (586) 979-4460
March 20	Pat O'Brien's Tavern	22385 East 10 Mile Road St. Clair Shores, MI 48080-1378 (586) 771-5715
March 27	Camp Ticonderoga	5725 Rochester Road Troy, MI 48084 (248) 828-2825

MEETING PRESENTATIONS

Ives Potrafka has secured presentations from the MOA for our use during upcoming meetings.

For March 9th

Street Smart—Rider Perception

When riding, do you always see what you think you see? Do you know where to look? What to look for? Is your brain on the same page as your eyes? What to do, what to think about, when you see a completely new-to-you hazard? This fun and challenging ninety-minute classroom only program is designed to improve riders' perceptual skills. Modern visual technology is used to stimulate using the eyes and mind for improved identification of traffic hazards. Take-away materials are provided.

AMENDMENT TO THE MOTOR CITY BEEMERS BYLAWS

At the February 2013 meeting, the following amendment to the Bylaws was voted in.

Annual dues of \$15.00 for an individual Regular membership shall be for the calendar year from January to January. Associate membership(s) are available for family members and significant others of regular members at \$10.00. All dues are to be collected by January 31 of each year. Unpaid members shall not have a vote at meetings or enjoy other club benefits until such time as dues are paid.

There will be a \$5.00 participation fee for all special events that are sponsored by the MC Beemers; these events currently include the Frankenmuth Chicken Dinner Ride and the Summer Steak Fry. Membership dues must be paid in full prior to the reservation due date for these events in order to receive the membership benefit.

Members have the right to one (1) vote, hold office and enjoy all other club benefits.

MEMBERSHIP RENEWALS

It is that time of the year to renew your membership in Motor City Beemers. The dues have increased to \$15 for the primary member and \$10 for the associate member. An associate member must be associated with a primary member. This allows you to attend the Chicken dinner ride to Frankenmuth and steak picnic near Port Huron at a cost of \$5 each. The club picks up the balance of the cost of the chicken dinner and the steaks. The dues also cover the cost of donuts at the meetings. We need members to renew as early as possible so we can figure out a budget for the year. Send renewals to Jim Mick at Jim@RidingIsWonderful.com

2013 European Bike Rally in Burkesville, Kentucky May 17-19.

Mark your calendars for a club event departing on Thursday, May 16 for south central Kentucky. We have secured a limited number of rooms at the Riverfront Lodge for three nights at a cost of \$78.01 plus tax per night - double occupancy. At this time, there are two rooms left so please contact Maury or Keith if you are interested. This is a nice rally put on by the BMW Club of Nashville with lot's of great roads to ride.

“Welcome to the 2012 European Riders' Rally”

By Steve Penczak

This is the sign that greeted our group as we rolled into Burkesville, KY on Thursday evening, May 17, 2012. There were 10 Motor City Beemer's riders in our group and the days' adventure started from a number of different jump-off points, 9 of us left at 7:00 a.m. (E.S.T.) from the area north of Detroit and I rode out from Addison, IL at 6:00 a.m. (C.S.T.) to meet up with them at the Kentucky Welcome Center just south of Florence, KY.

We jumped off the interstate at Lexington and rode the last ninety miles to Burkesville on the two-lanes. They must not use salt in Kentucky as their roads were smooth as glass without a pot-hole in sight. However, as it turned out the ride did not come off without incident. We had separated into smaller riding groups because some wanted to ride faster and a few felt more comfortable at a slower pace. Rhys, Keith and I were riding along KY-68 with Rhys in the lead when suddenly I heard over the CB that he was pulling into the upcoming McDonald's because of a problem with his contacts. When we stopped, Rhys' and Keith's eyes were watering profusely. We broke out the eye wash but because it seemed to have little effect Rhys chose to remove his contacts. When he did we saw that his eyes were all swollen with blood showing in the corners. We sat there for a time while he and

Keith flushed their eyes a number of times until the burning stopped. Whatever caused this had no effect on me as I had no watering and felt no burning at all. It was at this time that we got a phone call from the group riding behind us that informed us that they were at a BP gas station about a mile behind us and they had stopped for dinner and if we weren't too far away we might want to join them. There was a Harley club putting on a bar-B-Q in the BP parking lot that was serving a slab of ribs, pulled pork, or a hamburger with a side beans, coleslaw, biscuits and a soft drink for around \$7. Needless to say we back-tracked the mile and joined them for what turned out to be a really great meal.

We arrived at our motel in Burkesville around 7:00p.m. (we were back in the Central Time Zone). Four riders dropped off prior to arriving in Burkesville because they signed up late and were unable to get into the closest motel to the City Park where the Rally was held. The first thing we found after we unpacked and got ready to relax was that we were in a "Dry County" and the nearest beer was 25-minutes away. Now I ask you who would hold a motorcycle rally in a dry county? The answer is the BMW Club of Nashville. The European Riders' Rally is held each year on the 3rd weekend in May, but I should mention that even though this county is dry they had no problem with us bringing adult beverages into the city park.

In our motel room with no beer Rhys had time to get a look at his eyes and I must say he did not like what he saw. Even though he was past the point of feeling pain his eyes looked bloody and swollen so we headed for the local hospital emergency room. The doctors and nurses were all very friendly and answered all of the many questions we asked. The doctor gave Rhys a medical term for his affliction, flushed his eyes out a couple of times, gave him some steroid eye drops, a prescription and told him not to wear his contacts again until the redness disappeared.

Friday morning we met early at a local restaurant for a very hearty breakfast and afterwards six of us (our group now numbered 16) decided to go to Bowling Green, KY which was only 60 miles away to visit the National Corvette museum. Well as bikers are wont to do we decided to take only the back roads to Bowling Green. We managed to stretch the ride out to just over 200 miles by only riding the 3 and four digit Kentucky roads and again, every road was fabulous, no potholes and more importantly no gravel in the turns. Either the Kentucky drivers are that much better than the Wisconsin drivers and keep all 4-wheels on the road when they drive or someone goes out every night and sweeps the corners. I don't care what is, but I like it. After touring museum and having our ice cream in their cafeteria we headed back to the motel on the back roads. We also remembered to pick up some beer before we re- entered the dry county where we were staying. After packing the beer in ice we headed for the towns' only Mexican restaurant where we had a very filling and excellent tasting meal. We then headed over to the rally area for a while to listen to the Blue-Grass band that was playing. After a while we headed back to the motel where we all congregated in Maury and Keith's room for some snacking, beer drinking and discussion, i.e. telling lies.

Saturday morning we were again out early for breakfast only this time it was for pancakes, sausage, juice and coffee for the bargain price of \$5 at the local Baptist Church. The food was very good, and very plentiful and we did not even have to stand in line to get it. The church Ladies never let our plates or coffee cups get empty. After this we headed out on one of the many self guided tours that were offered to us. They also had many rides with leaders for those who did not want to go on their own. We again chose to ride on only the 3 and 4 digit routes with no particular destination in mind. Our only criteria was to be back to the rally site around noon to partake in the lunch that was to be provided to us by Bloodworth Motorsports of Nashville. We received a huge cheeseburger, baked beans, coleslaw, chips, cookies, a soda and I'll tell you that it was all very filling and none of us even considered having seconds. After lunch we deposited our door-prize tickets in the various prize bags and then we then hung around the rally grounds talking with our fellow riders to see how their morning rides went. From here some of us headed for ice-cream and a nap while some others

headed directly back to the motel for beer and the pool. I opted for the ice-cream and nap so I could be fresh for the steak dinner that was provided to us by the rally.

At 5 p.m. a group of us decided to walk to the grounds as we were only about 4 blocks away. I grabbed the beer filled cooler and we headed for dinner which turned out to be a good size steak, baked potato, salad, biscuits, apple pie and this time we washed it down with the beer I was carrying. After dinner we sat in the grandstands and listened to the rock band that was the entertainment this night. After the 50-50 and the door-prize drawing we headed back to the motel and another bull-session. We broke up around midnight as we had decided that we would roll out tomorrow morning at 6:00 a.m.

5 a.m. Sunday came way too early but we all made it out there for our 6 a.m. leave. I parted company with my fellow riders here as I decided I was going to shorten my ride and take the direct route home (for me) on I-65 through Louisville. Thankfully the ride home was uneventful with a quick stop for breakfast before I got on the interstate; I had lunch just north of Indy, and made two gas stops. The temperature hit 90 around 11:00 a.m. and was still reading that number when I pulled up my drive at 2:00 p.m.

Now for the five guys I rode with all weekend, Rhys Blair, Keith Harrison, Joe Dfelio, Brad Nicol, Maury Feuerman and to the other guys in our group Ives Potrafka, Bob Hann, John Saarinen and Ken Mitchell, it was a pleasure riding with you and getting to know you folks a little better. From the emails I received after I got home we all agree that we had an incredibly entertaining time and we packed a lot of fun into four days, and will all try to do it again next year.

At the Corvette Museum from left to right: Maury, Steve, Keith, Brad, Rhys & Joe.



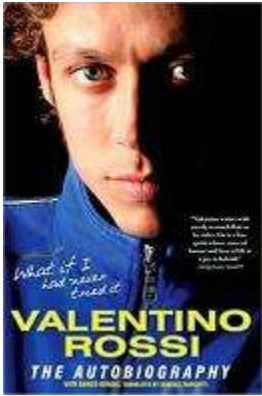
The Annual Motor City Beemers Mid-Winter Bent Beemer Awards Dinner

The dinner was a huge success. Thirty six people attended and enjoyed a wonderful dinner and a night of great camaraderie as you can see from the photos.





Book of the Month Club Review



There are few in the motorcycle community not familiar with Valentino Rossi. Some know only of the name while others are passionate fans. The Motor City Beemer's sat down and spoke with an individual who has followed Rossi's career and recently read the book, Valentino Rossi - What if I had never tried it.

MCB Book of the Month Club: For those of us who may not be familiar with Rossi's career, can you give us a brief history of the man and his racing? Then we can talk about the book in detail.

Peter A. Lentini: Well, I'm certainly not an authority on Rossi but I'd be happy to discuss his book. Most people in the motorcycle racing community consider Rossi as one of the, if not the, best professional roadracer that has ever lived.

BoMC: That's saying quite a lot. What about Giacomo Agostini? Hasn't he won more championships than Rossi?

PAL: Yes. 'Ago', as he's affectionately known, won a total of 15 world championships over a 14 year time span. Valentino has won 9 championships to date, the first coming at the age of 18. The query "who is better?" could be discussed at length but sufficed to say these two riders are at the tip of the professional roadracing pyramid. There are a handful of others, but I digress.

BoMC: OK, so back to Rossi.

PAL: Rossi's record in the motorcycle road racing World Championship is phenomenal. It began in the featherweight 125cc 2-stroke class in 1996. He finished 9th in the final standings that year and went on to win the championship the following year. In 1998, Rossi graduated to the ultra-competitive 250cc class, finished 2nd that year and again, won the championship the following year.

BoMC: Wow. So, he learns the bike the first year, then wins the world championship the next year.

PAL: Yes, but he was urged to jump up to the larger class after his first season in both the 125 and 250 classes. Rossi chose to remain where he was at the time to win the title. It was a matter of pride and showing the world he could win the championship. These first four years of his professional career were spent with Aprilia. Amazingly, he continued this trend in 2000 when he reached the pinnacle of roadracing class, the 500cc machines. Now riding for Honda, Rossi finished 2nd this year and, sure enough, won the championship in 2001. But, here's where the pattern stops. Staying with Honda for two more years, then switching to Yamaha for the next two, Valentino won the 500cc championship all 4 years. Not an easy task in and of itself. And to do so with two different teams and bikes? Incredible.

BoMC: A storybook career, I'd say.

PAL: Seemingly, yes, at least until this point. Much has changed in Rossi's life since this book was published in 2005, a time when he could do no wrong. But he continued his winning ways by claiming 2 more world championships. He won in 2008 for Yamaha, the 2nd year for the switch from 500cc two stroke bikes to 800cc four stroke machines and the re-naming of the class 'MotoGP'. And his most recent world title came in 2009, still with Yamaha.

BoMC: Earning 9 world championships in such a short time is quite an achievement. But his career beyond 2005 is not discussed in this book. What did you think of this manuscript? Did it describe only his racing adventures?

PAL: Oh yes, the book! Don't forget, it's an autobiography. Rossi wrote it, although with some assistance from Enrico Borghi, a well-known MotoGP journalist for the Italian magazine *Motosprint*.

The book begins by describing the epic battle between Rossi and Max Biaggi at the Australian 500cc Grand Prix in 2001. Rossi's description of the duel is precise and noteworthy. He provides great insight into how he thinks and reasons during a race. Keep in mind; here is an incredibly talented racer who has delivered equally incredible victories, but has done so with a great deal of on and off track rivalry. This, alone, added a depth of personality and charisma to the sport it so badly needed at the time.

BoMC: What about his childhood? Was he as competitive as a kid as he was on the track?

PAL: You mean, is on the track?

BoMC: Well, realistically Pete, that's another topic for debate. Maybe his next book should describe the frustrating, lackluster and winless 2011 and 2012 seasons with Ducati, eh?

PAL: Sad, but true...although I don't believe Rossi will write a book about it. Don't quote me on that, though! Only the 2013 season will determine if he is as fast and competitive on a Yamaha, again, as he was eight years ago when this book was published. Anyway, the book isn't a year-by-year account of his life. Rather, it's a collage - bits and pieces of his life as an adolescent, sprinkled with his exploits buzzing around his home streets of Tavullia, Italy in scooters, go karts and finally racing bikes at the amateur level. Each chapter delivers insights into a different phase of his life, and the book jumps around a bit. It isn't a continuous, chronological flow. But then again, that could be how Rossi's mind works and his autobiography is a reflection of same.

BoMC: Did it jump around too much? Was it difficult to follow?

PAL: No, not at all. Every chapter dealt with a different topic and each was fascinating. Rossi joked about his early school years and his relative lack of interest in attending. His least favorite subjects were art history or mathematics. Consequently, he was not the most attentive student in the class. Naturally, his teacher would get very angry with him and relayed one of the least accurate predictions in history. She said, "Do you really think that if you keep going around with your silly motorcycles, one day you're going to make a living off them?"

Valentino described in captivating fashion his relationship with his childhood buddies... most of who remain very close to him today. In fact, he details how those animated, on-track celebrations after some of his victories were carefully thought out, planned and choreographed days ahead of the race with these friends. If he didn't win, they didn't conduct the celebration. But these were some amazing stories and theatrical productions - all conceived by this Italian jokester as a ruse for the millions of spectators! Interestingly, a few of these members of "the Tribe", as Rossi calls them, now coordinate his official fan club in Italy. The club is talked about in the book, as well. As a digression, it may seem like Rossi is an egotistic to plan a celebration before he wins the race, and I suppose there is a side of him that is so. But it's not overpowering - not overbearing. Many would deem it a dogged streak of confidence, a trait you must possess to succeed at the pinnacle of professional 2-wheel road racing.

BoMC: *The book is, indeed, about a professional motorcycle racer. What other aspects of his racing career were depicted?*

PAL: An entire chapter is devoted to the 8-hours of Suzuka endurance race and Rossi's impressions were colorfully represented. He raced for Honda at the time and was a huge fan of the race as a child, someday hoping to take part in it. Rossi also understood the importance of this event to his sponsor.

BoMC: You mean because Honda also owned the Suzuka racetrack?

PAL: Precisely. But I should be honest, his admiration for the race soon turned to disdain.

BoMC: You're kidding? I would think anyone racing at that level would appreciate its significance, its' storied history and be proud to participate in the famous event.

PAL: You'd think, eh? Nope. The book describes his feelings well, but the race was really just a contractual obligation. The real and entertaining story was the focused determination he and World Superbike contender Colin Edwards amassed to win the darn thing in 2001 just so they wouldn't have to come back! The preparation before and incidents during the actual race are quite humorous to see through Rossi's eyes.

Confrontations, both on and off the track, with his fierce and longtime rival Max Biaggi were memorable and are wonderfully noted. These guys put on quite a show back then and Rossi's sly, sarcastic and humorous side again surfaces.

Although not about an actual race per say, Valentino's detailed, captivating and often humorous description of the trials and tribulations of doing something no racer has ever done before was fascinating reading. Rossi won 4 consecutive premier class world championships for Honda, considered the best team in the world at the time. At the start of the 2004 season he moved to Yamaha, a team that was floundering with their bike development. His relationship with Honda was waning but he wanted a challenge. To prove he could work with and develop a team, and help it succeed. Against all odds and to the surprise of most experts, Rossi won the next two world championships on the Yamaha. What's more, the story of how he secured that new contract with Yamaha is amazing and entertaining.

In that same light, another aspect of the book I really enjoyed seeing through Valentino's eyes is his relationship with Jeremy Burgess, his longtime crew chief. They first met when Rossi joined Honda in 1999 and have remained a loyal, professional pairing to this day. If Rossi changes teams, it is only if he takes Burgess and many of his mechanics with him.

BoMC: I've heard Rossi is very superstitious? Can you talk about that?

PAL: He is, by his own admission. Rossi has his idiosyncrasies and his pre-race habits and routines, and he talks about some of them. One aspect of his character I did not know is that he really enjoys spending time with his bike.

BoMC: He's a professional racer. Why wouldn't he?

PAL: By that I mean time alone in the pits, late in the evening when most of the teams have gone

back to the hotel. Rossi enjoys making sure the bike is spotless and applying all the stickers himself. Each must be perfectly applied and in the correct position...almost to the point of fanaticism.

BoMC: Hmm, sounds like someone I'm interviewing.

PAL: (*smiling*) I'll take that as a compliment.

BoMC: Did the book fall short of any expectations you may have had before you read it?

PAL: Good point. For me, as a lifelong, died in the wool (or should I say leather) racer, I was hoping to learn details about some of his most memorable victories. These accounts are in the book and they're fascinating but again, with my background and interest, I would have liked more. Rossi talks about his father, Graziano, to some degree. His dad was a former grand prix roadracer but Valentino never delves into details about his relationship with him. You don't learn how influential his dad was in his career. I would have also enjoyed hearing what Rossi thinks of some of the racers he competed against. But aside from Biaggi and some stories about the Frenchman Sete Gibernau, there are no details about his competitors.

BoMC: That leads me to ask you if the book elaborated on his personal life.

PAL: Not really. Rossi is a relatively private person away from the track. It's very difficult for him to have any privacy due to his fame. Funny thing, there's no talk of any women in his life. Granted, it's really none of our business, but there is no mention at all. There are quick references to some of the girls he grew up with and his fondness for them, but no more. A few recent photos have showed Rossi kissing girls from the grand prix community in his motorhome, and they sure caused many rumors at the time, but no mention in the book. To that point though, fellow MotoGP competitor and former world champion Nicky Hayden is also quite the ladies man. But there's seldom discussion of the women in his life, either. At this level of competition, they may prefer to concentrate fully on racing. They may feel there will be plenty of time for women when they retire which is, of course, at a relatively young age. That's a portion of their lives they choose to keep private and I can respect that.

As an aside, Rossi is now 33 years old, the second oldest MotoGP rider in the paddock. He has more grand prix starts, 276, than anyone else currently racing. Some say he'll retire after he attains his 10th world championship. Others maintain Yamaha hired him in 2013 purely for marketing as their racing program, and even street bike production, is financially troubled. If he happens to win races or even the title, that's icing on the cake. I personally don't agree. I think Rossi's throng of loyal fans would be bitterly disappointed to learn he was hired to primarily to sell bikes. Yamaha won the world championship last year with the 25 year old Spaniard, Jorge Lorenzo on board. The two have been teammates before. Will they get along any better this year than in the past? Will Rossi retire from MotoGP at season's end, then go on to race a Yamaha in World Superbike? A step into WSB is one he has entertained positively, by the way. Rossi riding a production based Yamaha R1 would provide a much needed boost to the sales of their 1000cc streetbike.

BoMC: You got off topic there, Pete, but theorized an interesting and rational path for, what some might say, the final few years of Rossi's career. And speaking of that career; Rossi has made hundreds of millions of dollars. Does he talk about his wealth in the book? What does he spend his money on?

PAL: No. Once again, he's very private about that. He salaries are huge and he continues to garner money from endorsements from the motorcycle clothing and equipment he races with. Heck, he's

been a dream come true for any marketing department. The book contains many delightful, full color photographs taken throughout his life both on and off the track. Valentino loves the sea and loves to relax on boats, but you don't know if he owns any. He dresses very casually so it's doubtful he spends thousands on his wardrobe every week. I know he lives in London but he may also have homes in other parts of Europe. We don't know.

BoMC: So, all things considered, would you recommend Motor City Beemers read this book?

PAL: Definitely, and you don't have to be a motorcycle racing devotee to enjoy it. Knowing the majority of the club may not be particularly interested in road racing, the book is still an interesting and captivating autobiography written in a witty and intelligent style. Rossi's personal appeal and humor shine brightly in this read. The book illuminates Rossi's determination and drive - a drive that keeps him true to himself, his goals and his passion to win. Now that he's a bit older and more mature, I hope he takes the time to write another book and share his exploits during these recent, less than successful years. I suspect if he does, it won't be until he officially retires from the sport. I would really enjoy reading about how he won, hopefully, his 10th world championship.

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. 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. You can have two lines of text, the first your name, and you can add a nick name as the second.

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

A tip of the MCBEEMER helmet . . .

. . . goes to **Viles & Associates, Inc.**, Ron's parents, who have volunteered to print the free copies of the newsletter available at the dealership. They are also BMW riders.





BMW Logo is a registered trademark of BMW North America

For Sale . . .

2-piece (comfort seat) for my 2009
R1200RT

Price?? We can talk. crazybet@comcast.net

For Sale . . .

Recently acquired Corbin front and rear seats, with front seat backrest, for a K12LT. If anyone in the group is interested, I will let you pop a squat on it before diving in, and cut a member discount if you decide you want the set. If you are interested, email me, laynerstewart@gmail.com and we will set something up.

FOR SALE

"MICK-O-Pegs"

Expanding comfort

for more models

Spring Loaded Highway Pegs for your R1200LT, pre-2010 1200RT, R1150_, R1100_, GSA and even the new 1600GT/GTL (equipped w/engine guards).

Look at www.ridingiswonderful.com to find information.