



Motor City Beemers



Club Newsletter



BMW MOA Club #231

BMW RA Club #209

October 2013

Volume 22, Number 10

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

Our *next* meeting is scheduled for October 12th

Following Meeting: November 8th

Web site: www.bizblvd.net/mcbeemers

President	Betty Ward	bettyward27@gmail.com
1st Vice President	Layne Stewart	laynerstewart@gmail.com
2nd Vice President	Rhys Blair	rhysb@att.net
Treasurer	Jim Mick	Jim@RidingIsWonderful.com
Newsletter Editor	Keith Harrison	theharrisonfarm@gmail.com
Web Master	Ives R. Potrafka	ives@bizblvd.net

Prez Se



Hello All,

Well here we go, moving into fall! I hope you have enjoyed your summer. We have lots of club activities to look forward to. Our upcoming Fall Color Ride to Leggs Inn, Officers elections, and the winter banquet coming up! I hope to see you at a Wednesday dinner and hopefully the meeting too!

Ride Safe, Betty

CLUB LUNCH RIDES

Date	Lunch Ride Destination	Ride Planner
October 12th	American Coney Island, Detroit	Layne Stewart

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

Watch for emails giving the location each week . . .

October 2 nd	Camp Ticonderoga	5725 Rochester Rd Troy, Mi 248.828.2825
October 9 th	Brengmans Inn Land	67020 Gratiot Richmond, MI 810.727.3323
October 16 th	Copper Penny	24975 Harper Ave St Clair Shores, MI 586.777.1112
October 23 th	Moose Preserve	43034 Woodward Ave Bloomfield Hills, Mi 248.858.7688
October 30 th	Mexican Village	47350 Van Dyke Utica, Mi 586.254.2290

Editor's Corner



Welcome to the October newsletter. October is my favorite month and I am really looking forward to some great riding. The Club Picnic & Steak Fry was fun even with the weather. A big thank-you to Rhys for his excellent management of this event as well as his culinary skills on the grill.

Upcoming events are the Fall Color Ride to Leggs, Officer Elections and planning for the Winter Banquet. Look for these events to be discussed at the October meeting.

Track days are a feature this month with two reports from Grattan. Also included in an excellent article reprint on the appropriate mindset for fast street riding. I especially like this article.

A “Get Well Soon” is sent out to Roy who had a spot of trouble returning from the All Clubs Day. Hope to see you back on a bike soon.

I would like to add a few new items to the newsletter. I think a “Meet the Member” column would be nice and I plan to work on that soon. Also, I would like to add a “Links” section so if you have any interesting links, send them to me.

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!

Get out and Ride!

Elections

by Rhys Blair

This is just a reminder that November is the month we need to put together a slate of new officers. They don't have to be brand new officers, but we need a slate of candidates to vote on during the December meeting.

We now have over 100 members, this is just about the largest number of members this club has ever had since its inception back in 1994. We have enjoyed a great run over these 19 plus years, the reason being we have had some great folks step up and not only run for office, but really run the office they were elected for. That being said, it's your turn. Some of us have been officers off and on since the club started. I know I have been a vice president of one thing or another for at least 10 years of the club's existence. (My wife purchased a shirt for me once that had my name embroidered on it and it said; "President of Diddly Squat.") but I digress.

We have the positions of President, 1st Vice President, 2nd Vice President, Treasurer and Newsletter Editor that will be up for grabs.

Job Responsibilities:

President: Does absolutely nothing but tell the other officers what to do, oh yea, they write a short piece for the newsletter every month telling us to get out and ride.

1st Vice President: Begs members for riding destinations. Tries to get people to lead rides. (Quite frequently just throws his hands up at the meeting and says; "Okay, where do you want to go today!")

2nd Vice President: Plans and executes single handily the Mid-winter dinner, orchestrates the fabulously famous Frankenmuth Bavarian Inn Chicken Dinner ride, plans and leads the annual 180 mile one way ride to Waldo, Ohio for the best fried baloney sandwich and cream pie, effortlessly puts together a meat-eaters delight with the annual Motor City Beemers Picnic and Steak-fry every September. Oh yea, he also submits monthly articles to the newsletter editor to motivate the editor to get the nasty old rag out on time.

Treasurer: Money bags. He keeps track of our huge financial holdings. He keeps copious notes and records of where he hides our 50/50 winnings, who bought dough-nuts and when, pays our club dues to BMOA and RA National, collects and files new members applications in a timely manner when he finally gets them, and finally submits the information to our webmaster for inclusion on our web-page.

Newsletter Editor: Compiles all and any articles and photo submitted by anybody. On a good day he has them somewhat organized in some semblance of order for the readership. When the spirit moves him or his wife, he emails the newsletter to everybody on his email list prior to the next month's meeting. He's aptly adapt at most any electronic media. He can even send it to your Smart phone while you are riding, just ask Maury, he even gets it on his "Heads-up display" on his

motorcycle windshield while on the track at Grattan.

Well, there you have it. The officer positions and their responsibilities. Please feel free to volunteer yourself or someone else who you think would have our club's best interest at heart or just wants to be in a position of power. Be sure you ask that someone before submitting their name. We will discuss further at the October meeting should you have any questions.

Club Picnic & Steak Fry

by Rhys Blair



Another steak fry and picnic in the books folks. This year kind of got a little washed out, but not before the steaks got grilled. The weather did not cooperate with us very much on Saturday. The skies were overcast and the sun was nowhere to be found on the most part, even though it did try to poke its head out for a little while prior to the rain.

Some of us arrived close to 11:00 a.m. and started the process of getting the grill together and setting up the tables and foods under the pavilion. I really want to thank all of the side walk superintendents that huddled around the grill and gave me so much helpful advice as to how to start a fire, clean the grill, position it in the gale force winds, and finally how to place the steaks on the fire for maximum cooking efficiency. I know next year somebody else will be cooking by the sounds of it.

Also, thanks to Jill and her team for setting up everything under the pavilion, covering the tables, arranging all the food in some semblance of a tasting buffet. Again I was impressed with what everyone brought from the standard picnic fare to things like smoked salmon that so many raved about to the desserts. The homemade peach cobbler and carrot cake was a huge hit as was the candy and whipped cream in a can. There were a certain pair that really enjoyed that part of the dessert table even long after the picnic was over.

Kudos go to those hard core club members that rode to the picnic on their bikes and scooters. It had to be a little wet and cold for some of you. Also, for those of you that drove in from Canada and Illinois. Our club is truly and international club. Brad Nicol rode his scooter over from London, Ontario and Steve Penczak and a friend Joe Fiedler rode in from the Chicago-land area. Maury and his co-pilot took two hours to drive in from home and brought a huge can of corn, thanks Maury...always look forward to a balanced meal with my veggies.

We had 40 people sign up for the picnic and 31 made it. George Dinicu was a little late, but I think he got the best steak in the house, as it had a chance to rest before George cut into it.

Thanks to everyone for making this annual event a big success in spite of the weather. Personally I want to shout out to Keith, Bobi, John and Sharon, Jill and Duncan to name just a few for going the extra distance to pull it all together.

Stay tuned for news of next year's picnic as there may be a few changes discussed at upcoming meetings. Again, thanks to everyone who said they were coming and actually showed up. You made the event what it was.

Membership

If you have been enjoying the new member's introductions and pictures, please let one of your officers know and welcome the new members who have taken the time and effort to write a bio and send a picture. Membership stands at 105.5!

Send renewals to Jim Mick at Jim@RidingIsWonderful.com

Treasurer's Report

by Jim Mick



Check book balance carried forward into Sep: \$1739.73

Check book balance for the end of Sep: \$1539.73

PayPal balance carried forward into Sep: \$29.26

PayPal account balance for the end of Sep: \$229.26

I have been out of commission/state for a while and have not actually received the money from Rhys from the Sep club meeting, pending new member, picnic receipts and bills, so I'll include those amounts in my report next month.

I moved \$200 from checking to PayPal in early September so that we have the option of using PayPal for making Club payments.

Keith H. won \$32.00 during the 50/50 drawing at the Sep Club meeting. From the club's \$32.00, \$17.70 was reimbursed for the donuts. Net amount that will be added to the club funds from the 50/50: \$14.30

We have one new who has paid, but as of this writing, I have not received his Membership Application so we ALMOST have our 106th member

Fall Color Ride To Leggs Inn

by Tim Perry

Fellow riders,

Fall is quickly coming and at least some of our group enjoy riding in Michigan the most this season. Along with the multitude of opportunities to enjoy a cooler ride, we are once again planning a Fall Color Ride to Leggs Inn at Cross Village the third weekend of October. As usual the ride follows a meandering route, ending with the exhilarating trip through the Tunnel of Trees. (Of course, not quite as intense as fellow members Maury and Keith experienced at Grattan Raceway yesterday coming off the track sweat laden (from the heat) with the biggest smiles you'll ever see.)

This year the cost for a spot in one of the three cabins reserved for Saturday, 19 Oct, is \$30, and I will be collecting your reservations at the meeting this Saturday. Ken and Ives have put together the route that will be traveled, which is now posted on the club Web site. Due to Ives unfortunate mishap (get well soon, Ives), he will not be able to be a ride leader this year. Therefore, we are looking for a volunteer or two to help lead the ride. The plan is for a departure from the dealership at 7:30 AM. Once again, there will be a stop at Hope Junction for brunch/breakfast. It will be appreciated if anyone able to help lead and whether you can meet at the dealership let Ken or I know. If moving circumstances allow, I will be riding on the tour again this year. Hoping you'll join us!

Grattan BMW Track Day

by Keith Harrison

As many of you know, Maury and I attended the BMW Track Day at Grattan on September 9. While I have done a lot of track days in the past, this was to be a first for Maury. We met up the night before at the hotel and all Maury could talk about was the upcoming experience. Both of us have been riding the twisty mountain roads frequently this year and we both bought motorcycles specifically for this type of riding. Maury's is an Aprilla Tuono and mine is a Ducati Multistrada. I know, I know, not BMW's. But we both still have and love our BMW's and plan on riding the wheels off them as well.



The morning arrived as expected – well, not really. It was supposed to be 80 degrees and sunny. It turned out to be cold and rainy – not the best weather to run on the track. We were first in line at the gate and snagged the best pit location for our trailer. Bikes unloaded and Easy-Up awning in place, we proceeded to get registered (Maury in the Novice Group and me in the Intermediate) and approved through Tech. Then we enjoyed a presentation on the BMW S1000RR and HP4 from Nate Kern, factory racer extraordinaire. He explained all of the safety features on the RR and detailed the traction control benefits. His comment, “the RR is the safest bike made to go fast on”.

Two hours later, the downpour diminished and the Novice Group went out for their first session. The track was still wet but the first session for Novice is just to learn the track layout. Then the Intermediate group was called which I chose to skip due to the wet track. I did go out for the next session when the track had begun to dry. As it turned out, most of the corners were still wet and riding a 150hp bike on a new rear tire with less than 60 miles on it gave me a chance to experience the Ducati traction control in action. Let me tell you, it works as I was spinning the tire on most corner exits even with the most gentle throttle control. The tire would slip, the traction control would catch it, and I would then continue on. Technology is a wonderful thing!



About that time, Rhys, Tim and Roy arrived by motorcycle to spectate. Much kudos to them for braving the nasty weather just to watch two old guys pretend to be young again.

After lunch, the track dried and we got to pick up the pace. Maury asked and was granted to move up to a faster group in Novice and really started enjoying it. Novice groups get faster each session with the pace progressing as the skills improve. My sessions were great fun as I got more comfortable with the Ducati and it reminded me of how much fun track days can be.

The day ended with no problems for either of us and the ride home was smooth. When I talked to Maury the next day, he claimed he really enjoyed it and could not believe how tired he was. We both will do it again. Come out with us and have some fun!



Grattan Track Day

by Tom Hillard

If you had ever thought about a trackday experience or even if you haven't, get over to one and see what it is all about.

- It's not about racing. It's about riding in a controlled environment with no cars or police in your way. Everyone is going in the same direction and mostly at the same speed.
- You don't need a race bike. As long as it doesn't leak any fluids and is safe to ride, it will be ok to use.
- You will need some ground clearance for the cornering (no choppers)
- All riders are put into one of three groups. Novice, Intermediate and Advanced.
- Novice group is for first timers on the track and or new to going fast. No matter how fast you are on the street, you will find out that it is totally different on the track. I raced for many years and still started in the Novice group.
- The Intermediate group is for the riders with some experience on the track. Passing is only on the outside and no closer than six feet front back and to the side.
- Advanced is for the best riders/racers that like to dice with each other.
- Each group goes out for 20 minute sessions. The Novice group will be broken down into groups of four or five riders and an instructor. They will take you around the track showing first how wide each turn is and the proper line. This is important as the track is very tricky with off camber turns, uphill, downhill, and decreasing radius turns. Speeds will be gradually increased for each session. If your group is too slow/fast you can move to another. If you want, the instructor can release you to ride as fast as you want for the last few sessions. The instructors are very good at what they do. The Novice group is run very safe as fun is the goal of the day.
- In the Novice group, you don't need race leathers as good riding gear with knee, shoulder and elbow pads are all that are needed. You can rent leathers at the track (call ahead first). Also you will need gloves that cover the wrist and a full face helmet.
- You don't need a fast bike. I used my 1970 R75/5 with a stock engine and had no problems with keeping up in the turns and even was able to out brake some on the straightaway
- The next Grattan weekend is next month and I will be there to help you if needed.
- Tom Hillard [\(248\) 760-6755](tel:2487606755)



The Pace 2.0

by Keith Harrison

The following is a reprint of an article from Cycle World Magazine on the proper mindset for fast street riding. I have been a fan of Nick Ienatsch for a very long time and I remember the first version of "The Pace" very well. It is worth the read.

BECOME A BETTER STREET RIDER WITH "THE PACE 2.0"

The street is not a racetrack: How to ride swiftly and safely on the road.

September 16, 2013 By [Nick Ienatsch](#) 12 Comments

Photographer : Illustrations by Kevin Hand



As a moto-journalist since 1984, I've witnessed motorcycle and tire technology soar each year ... but there hasn't been a commensurate decrease in crashes. And in 1986 I got scared: Senator John Danforth's legislation to limit horsepower had me imagining our sport decimated by politicians, and the vision made me sick. Luckily, I was in a position to do something about it: I wrote The Pace.

And every weekend my group of friends, most of whom had won at least a class championship at Willow Springs International Raceway, rode The Pace. These were seriously talented riders, but like you, we each had to work Monday morning. Our pace evolved from the dual desires to enjoy a modern sportbike and survive a potentially deadly sport in a dangerous world. It was the best of times, and riders around the planet read and adopted The Pace.

So here we are more than 20 years later. The Pace's message continues to ring true in many ways but I want to review and strengthen the best of the message and make amendments to the worst. Let's call it Pace 2.0.

The Good

The separation of street and track has to be stressed in riding groups. One leader, changing as frequently as desired. Passing within the group only after a wave-by. Keeping an eye on your friends because you're riding with your friends, not against your friends. Your

goal is not money and a trophy, it's to get to breakfast every Sunday, tour Europe at a fun pace, enjoy a modern motorcycle on great roads, ride with your friends.

Riding against your friends is what a racetrack is for. Go to a track day. Enter a club race. Reserve the street for riding with your friends at a pace that allows you a margin of error for the unexpected, because not only is street riding much less predictable than track riding, but there are many more immovable objects to hit should things go wrong.

Limiting straightaway speed makes sense from so many angles. Radar traps usually hide on the straights and going fast in a straight line is just so ... simple. Rushing corner entrances on the street continues to lead the list of causes of single-bike crashes, and riders who do it in right-hand corners with oncoming traffic die.

Give yourself a straight-line speed limit when you're out sport riding. There are a few states that have mandatory jail time for speeds over 100 mph, so setting your own limits might save major hassle. Want to go seriously fast all day? Visit your local racetrack ...

Bonneville ... Maxton ... El Mirage ... the dragstrip. On the street, know that lots of speed all the time will eventually catch you out.

REAL-WORLD RIDE



ROADRACING CHAMPIONS FIND find and maintain a pace that keeps them near the front. The stakes for street riders are higher due to the ever-changing and uncontrolled environment; finding an enjoyable, survivable pace on today's exemplary bikes takes mental forethought and physical skills. Physical skills start with scanning eyes that feed information to calm and smooth hands. Mental forethought begins with relentless concentration and the constant thought, "What's next?" Every ride, practice for the inevitable emergency when suddenly everything counts.

- **SPEED:** Street crashes often are a result of going too fast for conditions. Master brake control for safety!
- **HAZARDS:** The street offers many challenges: Ride your own pace and never feel pressured to ride someone else's.
- **COMFORT:** Feeling uncomfortable with your street pace is often a prelude to a crash. Use a track to push your limits.
- **TECHNOLOGY:** Bikes and tires are improving ... are you? Experts designed your bike: Ride it better, it will work better.

I'm a fan of small, constant corrections. Talk about all this stuff in your group. Talk about mistakes you make or see. What makes you

uncomfortable? Be tactful, but don't put up with idiots in your group. Reduce their idiocy or move them or yourself out. This sport is edgy enough; don't hang around with riders making bad decisions.

The Pace considers body position, and discussion of this circles back to outright speed in an environment that is basically uncontrolled, the opposite of what is found on a racetrack. Roadracers hang off their bikes to run less lean angle and street riders can do that, too, except that I've seen riders hang off their bikes on the street and then increase their speed until they're running "fun" lean angles. Because of hanging off, these "fun" lean angles can be at extremely high speeds. When a surprise happens, the extra speed is a killer. Dragging a knee on the street is insane and a clear indication of mistaking public road for the track. The track is the place with an ambulance 60 seconds away ... room to run off ... tech inspection ... corner workers ... rules governing direction ... no oncoming traffic. Do I sound preachy? I hope so.

So, The Pace talks about not hanging off, first as a speed control, and second to appear less guilty to officers of the law. I shift my body to the inside of the bike, moving my head a bit to load the inside footpeg to help the bike turn, saving the big hang-off move for unexpected gravel/hazards or a surprisingly tight corner. Relaxed and mellow and innocent, sir.

All that said, I have two friends who hang off in the corners and have the discipline to run sane speeds. Can an article teach judgment and discipline? No, hospitals teach that.

The Bad

In The Pace I wrote that you might not see a brake light flash all day. This is misleading. Readers could interpret this to mean that using the brakes is wrong, and I should have been much clearer. Yes, riding up Angeles Crest Highway with almost no corners below 50 mph, seeing the brake light would be uncommon because we weren't hammering the throttle on the straights. But if you went with us to tight-and-twisty Stunt Road in Malibu, you'd see lots of brake lights.

Brakes. Yes. To not only control your speed, but your steering geometry, too. That is the biggest and most important clarification in The Pace 2.0: The use of brakes. You go to the brakes anytime you need your speed controlled more than is possible by simply closing the throttle. The faster you ride, the more brakes you will use, all things (like lean angle) being equal. If you're in the habit of slamming on the brakes at every corner entrance, you are definitely not riding The Pace and that big speed and abruptness will eventually hurt you. If you use a little brake pressure to trail-brake (brake while turning) into the occasional corner, you've got the right idea.

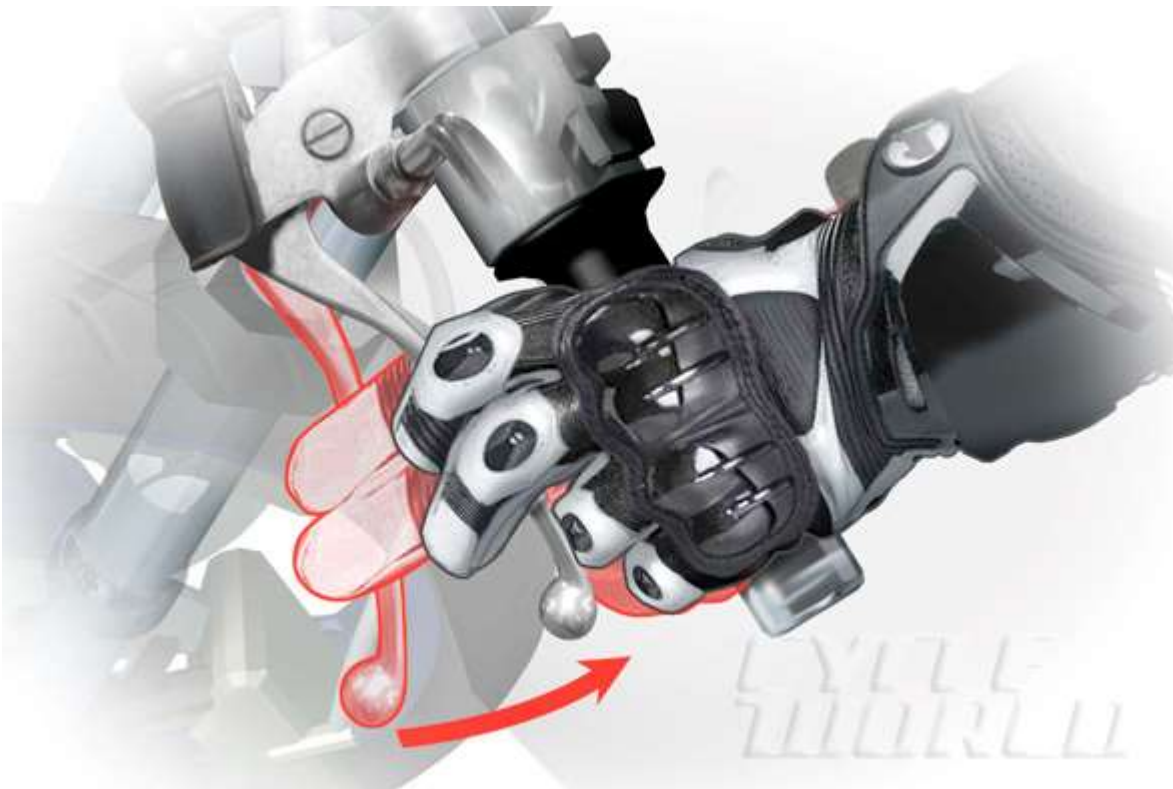
THE CONTROLS

MULTI-TASKING: This sport rewards subtlety and punishes abruptness. Learn to move quickly but smoothly.

THE HANDS OF the onboard engineer can do a lot to make a perfect bike evil and an evil bike perfect. Your left hand is the slipper clutch, your right hand is the compression and rebound damping adjuster. Your palms will be heavily loaded under braking, but your elbows shouldn't be locked. Holding light, steady throttle midcorner keeps the bike on line.



THE ART OF SMOOTH: The tire will take a tremendous load, but not an abrupt load. Focus on smooth initial throttle application/brake pressure, especially at lean angle or on suspect surfaces. Also, focus on brake release: You'll find you're in control of your bike's rebound and compression damping.



DOWNSHIFT LIKE A REAL PRO: Even with a slipper clutch, blip the throttle to bring up rpm to match the lower gear before releasing the lever. Also, don't snap out the lever too quickly. Real pros use two fingers and pull in only enough to disengage the clutch plates.

Pace 2.0 Updates

The Pace 2.0 wants you to add this to your riding portfolio: “I can go to the brakes any time during my ride.” Yes, even leaned over in your favorite corner. In my book, *Sport Riding Techniques*, on fastersafer.com and at Yamaha Champions Riding School, I give each tire 100 points of total grip. If you’re leaned over and using 98 points (98 percent of the front tire’s grip is going to cornering forces), you have two points left for braking. Most riders aren’t subtle enough with initial braking to be able to use the remaining two points, so this subtlety is something Pace 2.0 wants you to master. Know that your ability to squeeze on one or two points of brakes is the difference between the bike running wide across the centerline because of no brake application (no speed or geometry control), or the bike steering into the corner and delivering you safely to breakfast.

For those who say their bike stands up in the corner when they brake, this is almost always a result of too much initial lever force, which bottoms the fork and flattens the tire (and its contact patch) too abruptly, upsetting the bike. This sport is more subtle than these riders understand.

Same with initial throttle. Make your first application of power so smoothly that the suspension loads and the tire loads, and the contact patch expands...smoothly. More rubber, more grip.

Traction loss is rarely a simple case of using too many total points; far more often it is a case of points being added too quickly. Read that sentence again, please. Quit grabbing, stabbing, hammering—and quit “flicking” the bike into the corner. Add braking, throttle and steering points in a linear manner so when you do creep up to the tire’s maximum, it has a chance to gently slide and warn you about its limit.

MASTER GEOMETRY



CONTROL FORK DIVE: Under hard braking the fork will collapse about five inches. But it’s the pace at which it collapses that really counts. To retain grip in an emergency, train yourself to never, ever, grab or stab at the brake lever. Use your car, truck, van or bicycle to always practice this “never stab.”

A COMPRESSED FORK aids turn-in through improved geometry and a bigger tire contact patch (see below). But it has to be in the effective travel range: Releasing brakes before turn-in extends the fork and the bike wants to run wide. Get to the turn-in point with excessive brake pressure and the fork is too collapsed, again forcing the bike to run wide. Learn to use the brakes for both speed and geometry control.

In the second article, on *The Pace*, my views on trail-braking started to evolve because racing was teaching me so much. For speed on the track or safety on the street, you must be able to use some brake pressure at lean angle. On the street in corners you brake for, do

your best to “leave the brake light on” at corner turn-in so you are taking advantage of slightly better steering geometry provided by fork compression.

The Pace 2.0 needs you to understand the formula $\text{Radius} = \text{mph}$ (and $\text{mph} = \text{Radius}$), and not just in theory. You need to feel it. Find an empty parking lot and ride in a circle at a given lean angle, one that you’re comfortable with. Pick this lean angle, and then gently accelerate while doing your best to hold that very same lean angle. Then do it again and gently decelerate, again holding the same lean angle. Increase your speed and your radius increases, slow your speed and your radius decreases. Steady throttle holds it. After this exercise, you’ll realize how insane it is that some new riders are being taught to increase throttle and push on the inside handlebar if they enter a corner too fast.

Getting your brain in gear before your bike goes into gear is a big part of 2.0. Call it being in the moment or having a plan or focusing. Most important is clearing your head and asking: What’s next? That two-word question, repeated often during your ride, might go further to reduce crashes than anything except better brake use. What’s next? Write it on your triple clamp, mutter it out loud, whisper it every five seconds, maybe yell it out to your friends just before the faceshields snap shut.

Riders of longer, heavier bikes should master both front and rear brakes because, in an emergency, each brake does about 50 percent of the work. I’ve headed Harley-Davidson’s “Back to the Track” program for years and can tell you firsthand that the best stops and speed control on a cruiser/dresser/bobber utilize both front and rear brakes in roughly equal measure.

Perhaps the biggest myth lies in the sportbike world where riders have heard “never touch the rear brake.” The advice should be “never stab the rear brake.” Yes, in an emergency situation, it might only provide a small percentage of the overall stopping power due to a sportbike’s weight transfer, but this sport is all about small percentages. If you miss the car in your lane by one foot, you’ve missed the car, right? Add rear-brake finesse to your riding portfolio.

Twenty Years

We’ve all evolved over the last 20 years, but bikes have evolved more quickly than most riders. What I believe and teach (and do on every ride or drive) really counts when the pace is up or the grip is down.

Let me close 2.0 with this: Most of us don’t approach our riding improvement seriously enough. Get relentlessly focused on your riding, don’t put up with riding errors, don’t think “good enough” is: When you add speed to mistakes, you don’t just hit the ball into the net. Our riding mistakes not only hurt bodies and wallets, but our sport, as well. Consider giving this article to your friends, or adopting it for your club. More important: Carefully evaluate the riding advice out there and seriously study how you ride your pace. It may help save our sport.

Riding well is the most wonderful feeling in the world, the reason we’re all hooked, and that’s what The Pace celebrates. You’re riding quick and controlled. Your friends file through a tight, left-right-left with the fluidity of a rushing stream. Your mirror is filled with friends riding your pace, using their eyes, brakes, throttle and body to ride with you. You arrive together. You and our sport are healthy tomorrow. The best.

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.**, 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

"MICK-O-Pegs"

Expanding comfort

for more models

Spring Loaded Highway Pegs for your K1200LT, pre-2010 R1200_, R1150_, R1100_, R1200GSA and even the new 1600GT/GTL (if equipped w/engine guards).

Look at

www.ridingiswonderful.com

For Sale . . .

2-piece (comfort seat) for my 2009 R1200RT

Price?? We can talk. bettyward27@gmail.com

ONE YEAR FREE MEMBERSHIP
with purchase of motorcycle from BMW MOTORCYCLES OF DETROIT

**MOTOR CITY BEEMERS
APPLICATION FOR MEMBERSHIP**

Club Web Site – www.bizblvd.net/mcbeemers
Club eGroup Email – mcbeemers@yahogroups.com

Annual membership dues are \$15 per year for full membership and \$10 per year for each associate member and runs from January to January. Renewal payments are requested by January 31 of each year.

Please select 1 or more: Membership (\$15) Associate (\$10) each Additional Associates (\$10)
AND select one: New Renewal Renewal following lapse of years

(Please Print)

Name(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone Home: _____ Cell: _____ Work: _____

Email: _____

National Motorcycle Club Membership Information

Please check the appropriate boxes to signify current membership in the following national motorcycle clubs:

BMW Motorcycle Owners of America No Yes #: _____

BMW Riders Association No Yes #: _____

Signature _____ Date _____

Mail this application and payment to "Jim Mick" at: Jim Mick
56750 Fairchild Rd
Macomb MI 48042

Dealership Use
Only

OR send funds via PayPal to: Jim@RidingIsWonderful.com
AND send completed form by e-mail to: Jim@RidingIsWonderful.com