



Motor City Beemers

Club Newsletter



BMW MOA Club #231

BMW RA Club #209

February 2013

Volume 22, Number 2

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

Our *next* meeting is scheduled for February 9th

Following Meeting: March 9th

Web site: www.bizblvd.net/mcbeemers

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PREZ SEZ

Hello Members,

February is here! A busy riding season is almost upon us! If you haven't already, please sign up for our Mid-Winter Banquet. We already have 12 people signed up with more to come. We have a new location reserved with great food. It will be a fun evening so don't miss out!

At this month's meeting, we will be discussing the usual business, our banquet, the International motorcycle show, club membership fees, rallies and a special presentation on "Group Riding"!

We hope to see you at the meeting on Saturday, February 9th 10:30am.
Enjoy!

Betty Ward

EDITOR'S CORNER

I hope everyone enjoyed last month's newsletter. This month we will continue to bring items that I am sure will interest everyone. We have the usual club info along with a nice article from Pete Lentini on the BMW 90th Anniversary and a great Trip Report from Steve Penczak.

I would also like to congratulate Dick and Sharon Hautau on becoming the 2012 Smoke Chasing Champions. I have included a letter from the Smoke Chasing Organization detailing this accomplishment. Job Well Done, Dick and Sharon!

Remember that your reservation money is due for the Mid-Winter dinner by February 1 and your membership renewals are also due. Contact Allen Gigliotti to get your money in.

Lastly, the revised proposed by-laws amendment that was discussed last meeting. This revised version will be voted during the February meeting.

Don't forget the International Motorcycle Show at the Suburban Collection Showplace during the February 1-3 period. BMW will be there with all their new motorcycles.

CLUB RIDES

CLUB LUNCH RIDES

Date	Lunch Ride Destination	Ride Planner
February 9	Ham Center – Note: a back-up location may be developed dependent on the weather	Layne Stewart

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

Watch for emails giving the location each week . . .

February 6	Bad Brads BBQ	6525 23 Mile Road Shelby Township, MI (586) 254.7010
February 13	Moose Preserve	43034 Woodward Ave Bloomfield Hills, MI 48302 (248) 858-7688
February 20	Poncho and Cisco 's	36942 Jefferson Ave Harrison Twp, MI 48045 (586) 465-6161
February 27	Shamrock Irish Pub	7715 Auburn Rd Utica, MI 48317 (586) 731-6886

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. Please contact Maury or Keith if you are interested. This is a nice rally put on by the BMW Club of Nashville with lots of great roads to ride.

More info to follow in the upcoming months.

Smoke Chasing Grand Tour 2012 Results & Grand Champion

Received from Jon J - SCGT12 Grillmaster



Smoke Chasing Grand Tour for 2012 is now complete. We want to thank our riders, sponsors and the many organizations that helped promote the Grand Tour.

These fine folks include: the American Motorcyclist Association, Revzilla, Adaptiv Technologies, Morton's BMW Motorcycles, Ole Time BBQ, The CycleSmiths, Backroads USA, Side Stand Up, the Minnesota 1000, Ryan Peters, Wendy Barclay, and the Mason Dixon 20-20. Each of these businesses and organizations has helped spread awareness of SCGT and/or has donated the prizes we will be giving away shortly.

We would also like to extend a thank you and debt of gratitude to the fine people of Team Strange Airheads, the motorcycle club that started as a bowling team, is headed by a stuffed bear, and still manages to put on some of the best motorcycle events in the country. These events include ButtLite, the Minnesota 1000, a half dozen Teal Lyle rallies, and of course Smoke Chasing Grand Tour.

Last but certainly not least we want to thank our riders. We have had over 500 different riders enter Smoke Chasing during our first two years. This year we are proud to recognize the 50 riders who managed to complete Smoke Chasing Grand Tour. The finishers list is shown below but we would like to call special attention to our Grand Champion, Mr. Richard "Dick" Hautau. SCGT is not a competition but we do declare a Grand Champion based upon the most points scored by an entrant. This year, **Dick Hautau** (SCGT # 90, MOA # 70, BMW MOA Ambassador #1) of Detroit, Michigan, always riding "two up" with his picture taking wife Sharon, is the SCGT 2012 Grand Champion. Dick is also the new record holder for most BBQ/Smoke restaurants visited in a SCGT season. Dick and Sharon made 624 BBQ/Smoke restaurant stops across 38 states while scoring 906 points. They logged 214 more stops and scored 301 more points than the next closest riders. Dick and Sharon road a K1200 LT 2007 BMW with more than 150,000 on its odometer and according to Dick, added another "22,000 Smiles" in pursuit of SCGT12. Dick and Sharon were brought into the SCGT fold by none other than Morton's BMW of Fredericksburg, Virginia, and sponsors of the "Team Morton" SCGT12 team. For their accomplishments, Dick and Sharon will receive free t-shirts, free entry into SCGT13, a fancy plaque, the right to name a BBQ/Smoke restaurant as a bonus stop in 2013, and first choice of any two prizes from the riders' prize pool. None of this will compare to the lifetime of memories a good season of riding brings but as prizes go, this is not too shabby at all.

In addition to Dick and Sharon's amazing ride we had seven riders finish DJ Morrow's 15/15/15 challenge visiting 15 BBQ stops in 15 states in 15 days. These riders are Don Stadtler, Andrew Hall, John Beamer, Bill Collins, Garrett Underwood, Greg Turp, and Steve Makela. We had ten riders who visited 20 or more states with William and Diane Dunlap matching Dick and Sharon's 38 states. We had nine riders who made 100 or more stops and this includes Garrett Underwood, Tim Isaacs, Kurt Brown, Mark Warner, Bill Collins, Brian Harvey, John Beamer, Andrew Hall and Don Stadtler. We found a new SCGT ambassador, comedian, and wildly interesting rider in Luis Diaz Diaz. Luis kicked

off the season right by winning a set of Dunlop tires from SCGT, courtesy of the AMA. We had Scott Heinrich score 99 points without leaving his home state and an exercise in efficiency by Robert Stransky who made one BBQ stop in 34 different states. There are of course dozens more names we could name and stories we could share. But we will end by telling you that these great finishers and the hundreds of other riders who have joined them but did not finish, have raised over \$12,000 for Eddie's Road since the inception of Smoke Chasing Grand Tour. For those of you who do not know, Eddie's Road is staffed by volunteers who donate their time, money, and spirit to the notion that good people can and should help abused kids lead safer, happier and more productive lives. They are efficient, effective, and deeply appreciative of the donations created by our riders.

Team Strange will be hosting SCGT13 and we are adding new challenges, new finishing levels, and a new charity ride element that should keep things very interesting. Plus SCGT13 will give riders a chance to break Dick and Sharon Hautau's stop record of 624. We will once again use Ride Master as our sign up tool so keep your eyes out for the new GT to post in the next several weeks. We will also post updates on www.smokechasing.com

Ride Safe and Have Fun!

Jon J
SCGT12 Grillmaster

MEETING PRESENTATIONS

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

For February 9, Share the Adventure—Group Riding

Your Chartered Club probably hosts a number of group-riding events each year. On a good day, members arrive on time, prepared, and the ride progresses smoothly; a good time is had by all. On a bad day these events can challenge the patience, and much more importantly, the safety of all involved. Differing riding styles, a wide variety of riding-skills and different levels of cooperation among participants can tax the abilities and patience of the ride captain, and increase the risks of riding in a group.

This is a one-hour, classroom-only program that provides information on proper group riding procedures and techniques. Stressed are riding formations, traffic strategies, and group communication. A modern audio-visual is used to highlight key points. Take-away materials are provided.

For those of you who would like to get the handout for this presentation early, it can be found at:
<http://www.bizblvd.net/mcbeemers/Protected/Group%20Riding%20Handout.pdf>

This is in the protected section of our web site and available to members only. If you have forgotten the user name and password, please email ives@bizblvd.net.

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.

MEMBERSHIP RENEWALS

It is that time of the year to renew your membership in Motor City Beemers. There is a form included in the newsletter to make the job of renewing easier. The dues stayed the same at \$10 for the primary member and \$5 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. The club picks up 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 Allen Gigliotti;giglio@comcast.net

As mentioned at the December Club Meeting and detailed below, you might want to take advantage of this current policy before it might be changed.

REVISED - PROPOSED AMENDMENT TO THE MOTOR CITY BEEMERS BYLAWS

At the December 2012 meeting, there was a discussion regarding an increase in dues along with the addition of a small fee for all special events. It was determined that these changes would require an amendment to the Bylaws. As defined in the current Bylaws, any such change must be published in the newsletter and then discussed at the next meeting before a vote can be called.

Listed below is the Proposed Amendment (*January Revisions in blue*):

Annual dues of \$10.00 (~~\$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 50% \$10.00, of the regular membership, the current associate membership rate being \$5.~~ 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.

This revised proposed amendment will be reviewed and voted at the February meeting.

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

Date: Saturday, February 23rd, 2013

Where: American Polish Cultural Center, Northwest corner Maple Road and Dequindre Road, Troy

Time: 6:00 p.m. through 11:00 p.m.

Cost: \$35.00 per person

What: Family style dinner of Polish and American cuisine including soup, salad, breads, main entries, potato, vegetable, dessert and beverage. There will be a cash bar located in our private dining room.

We will also be presenting our annual Bent Beemer Awards to those deserving members. There will be door prizes, a 50/50 raffle and several gift certificates from our dealership.

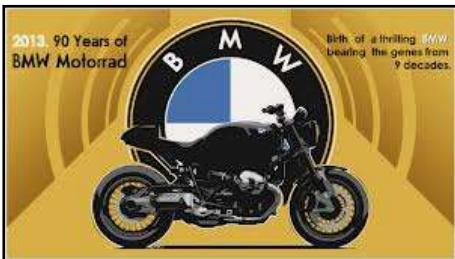
Please mark this event on your calendar, and reserve your seat(s) by emailing me at rhysb@att.net, then most importantly mail your check to Allen Gigliotti at 32096 Rosevear, Beverly Hills, MI 48025 no later than February 1, 2013. Please make checks out to "Allen Gigliotti". Or you can pay with PayPal to giglio@comcast.net. This event is open to both members and non-members.

Reservations and payment must be made no later than February 1 to confirm our final count.

Questions can be directed to me at rhysb@att.net so come on out to be with good friends, great prizes and really great food!

The Numbers Game

by Pete Lentini



The 13th year of this new millennium is a celebratory one for BMW as it honors 90 years of motorcycle production. For a company to manufacture a motorized vehicle, or I suppose just about anything, for ninety continuous years is imposing and well deserving of accolades. I wonder if the two national clubs might embrace this achievement and conduct a special event at their respective rallies. If history repeats, we should look for a myriad of commemorative goodies from BMW such as posters, clothing, mugs, et al.

Certainly reason to rejoice. Celebrating 90 years of sales is one thing but celebrating profitable years is another. Let's lift up that rock labeled "sales" and see what's beneath.

BMW recently announced it delivered 106,358 motorcycles and scooters worldwide in 2012; an increase of 2% from the previous year and set a new sales record to boot. Germany continues to purchase the greatest number of bikes, a bit over 20,500 last year, but the United States represents the second most fervent market.

The R1200GS remains the strongest selling individual model eclipsing 17,200 units globally. The F800GS sold 11,487 units, the R1200 Adventure tallied 10,203, the S1000RR revved in at nearly 9,000 and the R1200RT ticked over 7,900 "sold" boxes. Moreover, the new six-cylinder K machines amassed slightly over 10,000 individual sales last year.

In 2011, BMW dealers in this country sold 10,572 motorcycles. Last year, 12,057 units were purchased. A respectable portion of this increase was attributed to sales of the S1000RR which vaulted from 1,600 units in 2011 to over 1,900 last year. A decent showing for a company who just a few years ago, might not have been considered likely to debut such an outstanding piece of kit in the highly competitive liter sportbike class.

The first year of production for both models of the new, six-cylinder K1600 produced nearly 2,300 deliveries boosting K-series volumes to over 2,600 units. New G650GS sales grew sizably - over 30% - from 2011 seeing nearly 1,000 units sold last year. In addition, despite a late fall introduction, 223 customers are now proud BMW scooter owners. All in all, 2012 BMW motorcycle sales in the states grew over 14% from 2011, nearly double the increase from the previous year.



OK, that was then; what about now? Gaze into the Bavarian crystal ball and you'll see three 90th anniversary R models arriving soon clothed in special black paint and gold anodized trim. The new midrange F800GT sport-tourer will debut shortly and the long anticipated, water-cooled R1200GS arrives in the spring. My personal favorite is the new and very limited production HP4 - a tweaked, race oriented variant of the S1000RR. Featuring what is essentially a fully electronic "active" suspension, revised traction control with more adjustments, upgraded race ABS, a full titanium exhaust system and a few more bits of Italian chrome (carbon fiber for all those non-Italian MCBeemers), this bike is an even more robust

foundation for those planning to race AMA or World Superbike. Unless you possess abnormal riding talent or are a genuine GP god, the HP4 is about as good as it gets. I'm fortunate to have accrued over 1,600 miles on a normal RR, but a ride on an HP4; especially on the track? A memorable experience, I suspect. Definitely an appropriate one to remember, the 90th anniversary of BMW motorcycles

Rhys and Steve's Search for UFO's, or What We Did On Our Summer Vacation:

Monday, July 18, 2012: Rhys and I left my house (in Addison, Ill) at 6:50 am for an uneventful 470 mile ride west on US-34, a decent, well maintained, but relatively boring, 2-lane road. It was extremely windy, which kept us on our toes, and very sunny all day, with temperatures in the mid-90's which made for a warm and tiring first day which included many stops for a fresh bottle of water. We arrived safely at the Super 8 motel in Red Oak, IA at 5:10 pm. After a cool shower we ate dinner nearby and, as neither of us is as young as we once were, we retired early.

Tuesday, June 19, 2010: We rolled out of Red Oak, IA @ 7:30 am and arrived at Fort Morgan, Co at 5:05 PM. We rode 520 miles today and again it was very windy. We were drinking tons of water because the Temperature hit 100 degrees @ 2:30 pm and went up to 102 before we hit the Colorado border. Tomorrow morning we will be getting off of US-34 (Ogden Ave in my neck of the woods) for the first time since we left Illinois. So far we have ridden zero miles on the Interstate, and if we follow my route as planned we will have no miles on it until we head into Nevada this coming Saturday.

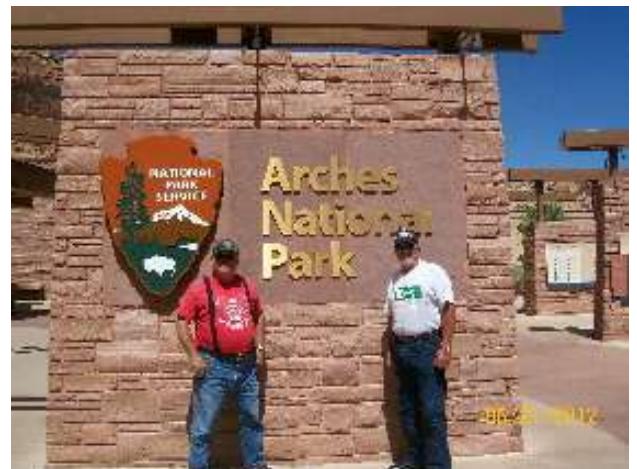
We are heading into the Rockies tomorrow so we were hopeful that things would cool down a tad. Also the wind seems to have subsided since we parked the bikes.

Wednesday, June 20, 2012: We left Ft. Morgan, Co this morning at 7:45 am, it was 59 degrees. That's 43 degrees cooler than when we arrived yesterday, not to worry though because it warmed up nicely as the day rolled on. We crossed the continental divide today at Marathon, CO at approximately 3:15 pm. The elevation was 11,300 feet.

We covered 494 miles getting to our motel in Grand Junction, CO, and I'm happy to say that at least 250 of those miles were on extremely twisty roads. We took a 100 mile detour down CO-92 which took us on the north side of Glen Canyon. This was an absolutely gorgeous road. Almost all turns were 15 or 20 MPH, with no guard rails and 1,000 to 1,500 foot drops into the gorge. Both of us were grinning from ear to ear when we reached the end of this road.

Temperature wise it was back in the 90's by the time we hit the hotel. After showers and dinner Rhys and I headed down to the pool for a dip before retiring.

Thursday, June 21, 2012: We left the motel this morning at 8 am and after 200 miles we arrive at our next motel stop in Moab, UT. We only put on 200 riding miles, but they were spectacular miles. We took CO-131 out of Grand Junction to CO-141, 100 miles of pure riding pleasure, from this we turned right on CO-90 which eventually turned into UT-46. This stretch also turned out to be pure gold which we took to UT-191 and on into Moab. There was some confusion when we arrived at the motel as we had reservations at the Comfort Suites but the property at the address read Quality Inn. It turns out the property changed hands the day before we arrived and after some initial confusion about the reservation, we got the room type I had reserved. It was a good thing because it seemed like every hotel we passed had the "no vacancy" signs hanging out. (A theme that played out in most of the towns we stayed in that we luckily had the foresight to reserve rooms in.)



After lunch and after checking into our room we headed over to the Arches National Park. We spent almost 4 hours here. The heat here was incredible, 110 plus. We again consumed tons of water. Rhys even got me to climb up to see one of the arches that give the park its name. In this oppressive heat we walked (climbed) up the equivalent of an 18 story building to see a rock with a hole in it. Will wonders never cease? We headed back to the hotel and its pool. After an hour down there and 4 or 5 Crown Royals with ginger ale, we went for dinner then headed back to the room for the air conditioning, the bed and some much needed sack-time.



It was a very good day as we met and talked with a lot people today, both bikers and non-bikers, and overall had a very nice time.



Friday, June 22, 2012: It was already 88 degrees when we left Moab this morning at 8:30 am. We arrived in Cedar City, UT 392 miles later at 5:40 pm. We rode 32 miles on the only piece of Interstate Highway (I-70) that I had scheduled for the entire trip. (I only used the interstate because there was no other paved road that would get us to UT-24.) While on UT-24 we ran into a sand storm that made riding very interesting. We were lucky though because we were not yet on UT-12 where the road got very, very challenging. For the next 125 miles we seldom got the bikes above 3rd gear. From UT-12 we got on UT-89 to UT-14 where the fun continued. We hit one stretch where we were

riding the backbone of one of the mountain tops. The entire 2-lane width was no more than 20 feet, no shoulders with what seemed like 1,000 foot drop-offs on either side. With the 30 to 40 mile per hour winds we were experiencing let me tell you that it was one scary piece of road. Rhys and I both agreed that there is no way we would want to ride across this stretch of road in the rain or even at night.

We again crossed many mountain ranges today with a high of 9,600 feet on Bolder Mountain. The nice thing was that whenever we gained elevation we lost heat. Our temperatures were bouncing between 68 and 98 degrees. Our day was going very smoothly until we got within 18 miles of our stopping place for the next 2 days, Cedar City, UT. We found a big electric sign flashing "Road Closed" 7am to 7pm which left us with no option but to take the only road offered us which cut through a Utah State Park. This detour added 50 miles to our route but it did take us through another national forest where we again hit elevations over 9,000 feet and was again filled with twisties. The other exciting thing we ran into today was the live-stock we came across wandering in the middle of the road.

Saturday, June 23, 2012: Our second day in Cedar City, UT. Because of the time change when we cross the Nevada border we didn't leave the hotel until 9am. A somewhat interesting tidbit is that there was a Utah State Trooper, with radar, hidden in the bushes about 100 feet before the Nevada border. As we had not passed any cars for over an hour we figured he just wanted a place to catch up on his sleep. It was 190 miles to Rachel, NV and the "Little A'Le'inn where we were stopping for lunch. When we entered the "Extraterrestrial Highway" (NV-375) the first sign we were greeted by was a big blue sign that stated: "NO GAS FOR THE NEXT 150 MILES" and they were not fooling. This was probably the most boring stretch of the trip so far. First of all Rachel is literally in the middle of nowhere with the restaurant, museum and gift shop all in one building. The accommodations, if you can get a room (we were unable to book one) are in trailers, and unless you rent the entire trailer you are sharing a bathroom with the other patrons. The reason I say it was a little boring is because there was 20 to 30 miles of dead straight road between the mountain ranges, which were very nice to ride through, but it was 10 minutes of

excitement and 30 minutes of boredom. Anyway, Rhys and I both lunched on "The World Famous Alien Burger" with ice tea, we then purchased our t-shirts and other assorted souvenir's. We shot some pictures and then headed out to see if we could locate any of the items mentioned on our "free" Area 51 Map. No aliens were spotted, no secrets revealed, all we were able to see, with the aid of my "obsolete" GPS was the "Black Mail Box". Of course we could have seen more but neither my Gold Wing nor Rhys' BMW K12 does well on primitive type gravel roads.

We came across an interesting thing in Nevada near the Utah border. We stopped in the town of Caliente, NV for a comfort stop, a water break and some ice cream. While we were in the store doing our business and making our purchases we kept hearing the sounds of roaring engines. Upon exiting the store we witnessed a dune-buggy come roaring down the main street and screech to a halt across from us at what turned out to be the final check-point signaling the end of a racing lap. After watching a few more trucks and buggy's come roaring into town and while still eating our ice cream we took a walk over to talk to a corner-worker who told us that we were witnessing their annual SCORE sanctioned desert race, the "Dusty Times 250," which consisted of three 80-mile loops in the desert in what



was advertised as one of the most scenic desert races in Nevada with Caliente's downtown area being the end-point for all three laps. We hung around for about 30 minutes to walk around and to take some pictures of the cars & trucks roaring down a super steep hill before they hit the last turn to hit Main Street. I have since found out that this hill leading into town was known as "Oh My God Hill." This was an unexpected, though pleasant diversion before we got back on the bikes to head for our motel.

We rode 383 miles today and arrived back in Cedar City at 5 pm. We were still plagued by heat and it was very windy again today. Heading for Arizona and the North Rim of the Canyon tomorrow.



Sunday, June 24, 2012: We left Cedar City, UT at 8:30 am; can you see a trend here? No early starts since we left Addison, IL. We headed out on the same road, UT-14 that we were supposed to enter town on 2 days ago. We solved the mystery of why we were detoured around the final few miles of this road. They were clearing a massive rock-slide and still hadn't got it all done by the time we rode through, single file in places this Sunday morning. By the way this 20 mile stretch was an extremely nice piece of riding road.

We headed down the road to The North Rim of the (Grand) Canyon National Park. We spent 2 1/2 hours here doing various tourist things like taking pictures of the buffalo herd and climbing out to the farthest point of the walking paths to take pictures into the canyons (more than one canyon converges here). I'll tell you the sights available to us in this country

are incredible. I've been fortunate to have been able to travel to other countries and have driven the Alps, which are certainly very scenic but I've found nowhere in the world can you find the incredible sights we have, and on the massive scale we have them. I've ridden in 49 of the 50 States and I am still awe-struck whenever I return to these areas of our country.



After a coffee and a bowl of chili at the Canyon saloon, we headed down the road for Tuba City, AZ to spend the night in a Navajo Nation motel. Again, with the exception of the time spent at the Grand Canyon, this was another day that plagued us with intense heat.

Monday, June 25, 2012: We had a short mileage day planned for our ride to Durango, CO because of a planned stop at the "Four-Corners" monument so we could take the requisite photo of Rhys and me standing in 4-states at once. For those that aren't aware the monument is located on an Indian reservation and they charge a small fee to gain entry. The place was surprisingly crowded and we had to stand in line to get our photos. A man from Wisconsin was kind enough to snap the pictures for us without doing damage to our cameras. After a stroll through the local vendor area, and a couple of purchases by Rhys, we continued down CO-160 headed for Durango.

We ran into our first active forest fire at Manocos, CO. You could see smoke and a few separate fires up on the mountainside but the only effect it had on us was a smoky view and they had a "No Stopping on Highway" ban in effect with plenty of police to enforce it. I took some pictures from the saddle of my moving bike so we'll have to see how they turn out.



Got to Durango by 1:30 pm and boy can you tell it's a resort town. It is quite crowded and filled with all kinds of cutesy shops. We had to go downtown to purchase our train tickets, as we are taking a narrow-gauge train ride tomorrow through the San Juan Mountains. We then walked around and decided to have an early dinner of a cold beer and a warm sandwich before heading back to the motel.



Tuesday, June 26, 2012: One of the highlights of this trip for me was the steam locomotive train ride up to Silverton, CO on the Durango & Silverton Narrow Gauge Railroad. (I spent 14 years of my working life with the C.M.St.P.&P. RR.) This is a 45-mile stretch of track that was built through the San Juan Mountains over an 11-month period in 1881-82 to get the mineral riches out of Silverton. The track follows the Animas River and most of the time, when you look down from the train window all you see below you is air and rushing water. The views were spectacular on this 3 1/2 hour ride up to Silverton and I would recommend that anyone coming to this area to take the train ride. Rhys and I took the round

trip but if I were to do it again I would ride the train up and take the bus back down. 7-hours on the train combined with 2-hours in Silverton for lunch, made for a very long day and was just too much.

I should also mention that the D&S RR offer a number of ticket options from open-sided cars up to, and including lounge type cars where you have cabin people who serve you. We chose to take the car where we would have a guide who would be able to give us insights and point out the various highlights along the way, but this meant we had to walk to the bar car ourselves to have a beer. Also of note was the fact that because of the dry conditions and the extreme chance of a brush fire, from

the sparks from the locomotive, each train was followed up by a work train which carried a water tank and 400 foot of hose to extinguish any brush fires. There was also a helicopter with a water bucket patrolling the area.

Wednesday, June 27, 2012: We left Durango at 7:45, we had cool temps riding out of the mountains surrounding Durango, and we went through a pass where the elevation peaked at 10,400 feet. However, good things don't always last and as soon as we were cleared the mountains the temps started rising hitting 100 degrees by 10 am. As the day wore on the temp kept rising hitting 109 around 1 pm and staying there until 6:30 pm.



After riding 330 miles together, Rhys split off and headed for the Interstate Highways and home. Rhys had forgotten that Duncan was leaving for 8-days on Sunday, July 1st (before Rhys was scheduled to arrive home) and he wanted to see him before he left. After lunching together at Dairy Queen (Rhys; treat!) and watching Rhys head out I turned around to ride the 10-miles back to La Junta, CO where we already had a room reserved to spend the night, about 5-miles down the road I started thinking that it was still early, around 2:30pm so I pulled over, whipped out my phone and called the La Junta Super 8 motel to cancel the reservation. Well the girl that answered the phone didn't have a clue on how to do that. She suggested I use the web-site. I remembered the sign at the Dairy Queen saying they were Wi-Fi equipped so I headed back there. I was able to cancel the La Junta Motel and the Newton, KS room, our scheduled Thursday night stop, while I was there. I punched up the next day's route and took off down US-50 ending my day at 7:45 pm and 548 total miles later in spending this night in Dodge City, KS.

Thursday, June 28, 2012: When I went to bed last night I decided that if I awoke early I would get an early start. Well 4:30 came around and I was awake. I showered, drank 2 cups of coffee and left exactly at 6 am. An hour down the road I was feeling drowsy so I downed one of my "5-Hour Energy" bottles and never looked back. I continued to follow my route through Newton, KS and then through Moberly, MO. From Moberly I saw that it was just another 80 miles or so to Beardstown, IL so I went for it. I ended up in Beardstown by 5:10 PM and found that I had amassed 642 miles on this very warm day. I was so beat from the hot weather, over 100 degrees most of the day, that after I checked in to the motel I didn't have the energy to go out for dinner. I ate my dinner from the rest of the snacks I had in my cooler, some cheese, some peanut butter, some crackers and a quart bottle of Gatorade then fell asleep in front of the TV before 8 PM.

Friday, June 29, 2012: I had a really good sleep and awoke refreshed at 7 am the next morning, ate breakfast at the motel and was on the road headed for home by 8 am. Beardstown is located along the Illinois River so I just stayed on those roads. In Oglesby Illinois, around 10:15 am, there was thunder and lightning ahead of me so I pulled into a restaurant that was some kind of old drive-in with the covered parking (where car-hops once provided service) and went inside. I asked if they served breakfast, and of course they did not, so I ordered a cheeseburger, chili and coffee and watched the raging storm through the window. After an hour the weather had cleared and I took off again. I again followed the river through the Starved Rock State park area until it connected up again with US-34

(the road we started On) and into my house. I was 5-miles from home when I felt the first rain I'd seen in almost 2 weeks. It got everything wet enough so that I could clean the bugs off the bike with very little rubbing. I got home around 1:15 PM with 240 miles ridden for the day.

So, except for the planned jaunt to Terre Haute, which was so Rhys and I could have a mutual separation point, I managed to ride the entire trip, back and forth, on two-lane roads as planned.

Here are my stats for the trip: (2003 Honda GL1800)

4,495 miles ridden, through 10-states: IL; IA; NB; CO; UT; NV; AZ; NM; KS; & MO.

112.344 gallons of fuel used;

40.01 average MPG;

\$3.637 average cost per gallon;

Average miles per day 375;

\$408.60 spent on gas;

Most expensive gas was in Hanksville, UT \$3.999;

Lowest price paid \$3.229 in Monroe City, MO.

Made it as far west as Rachel Nevada. (Area 51)

Got rained on 5 miles from home, nowhere else.

Rode in temps as high as 110 degrees.

Rode through forest fires in a couple of spots in Colorado.

Crossed so many mountain ranges and summits that I couldn't begin to count them.

In spite of the heat and the sometimes vicious side-winds I think both Rhys and I would still classify this as a very good trip.

By Steve Penczak

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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.

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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.

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Please select one: New Membership Associate Membership Renewal

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