Welcome to the March 2005 issue of the Beemer Zeitung! I haven’t learned how pronounce it yet but I’ll eventually get there! I sincerely thank Marcia Adams for the great job on last month’s newsletter. I’m sure she spent many agonizing hours working it but produced a very fine product! I encourage you to sign on for the electronic version. The color pictures are far superior to what you get with the printed B&W copy and as a bonus; you get more pages with the electronic version. An additional bonus is that we save our precious resources for other club activities.

February, in addition to January, has been fantastic for riding. It seems that we’ve had a riding event available every weekend although we had to dodge a little weather now and then. As we usher in March and April, the rally season begins and even more action is in store. Looking at my personal calendar, I have nearly every weekend booked for some time to come. This is also my third year to coordinate the Texas National BMW Rally. We’re doing it at Lake Belton again because it’s centrally located between the major BMW clubs in Texas plus

President’s Report

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Mike Moon

APRIL 2005

BEEMER ZEITUNG

Membership Meeting

Tuesday
March 8th
8:00 PM

Hoffbrau Steak House

4613 Denton Highway
(Highway 377)

1/2 mile south of
North Loop 820 on
Highway 377

President’s (Continued on page 2)
the Cedar Ridge Park facilities are some of the best that I’ve ever camped. The rally takes place on the 4th weekend of April and I’ll probably be soliciting volunteers to help out with the different aspects of the rally.

Our TourMeister, Don Mills was out of pocket for his regularly scheduled 4th Saturday ride, on February 26th because his birthday is February 27th and he was held hostage in some fancy motel and getting some special treatment! So, Reed Roach stepped in, planned an East Texas Lunch Run to Poynter, TX (south of Tyler / north of Palestine) for lunch at Judy’s Kountry Kitchen. Reed mapped out an excellent route circling Athens with some excellent twisty roads. My favorite part was east of TX 19, where the geography changes and you get into the Piney woods! And the food at Judy’s is excellent. Most of us chose the buffet. There were more choices than you could say grace over! We had over 35 riders show up with the majority coming from the Lone Star BMW rider club. But there were several that came from east Texas also. We got a little wet on our ride home but the first portion, the lunch, and the camaraderie made it worthwhile. Our thanks to Reed for a great day!

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Another event to note is the new BMW model unveiling taking place at BMW Motorcycles of Fort Worth on Saturday, April 9th. This will be a big, all day event with food, entertainment, and the chance to see BMW’s new line up of 3 models. It’s an event that I will not miss!

Come join us on the road and be a part of our club!

Mike
Safety is a life long process and can be a lifesaver if the rider can apply the skills he or she has acquired through a host of mediums and experiences. The key word is acquired. Rod Mullins was carrying a book written by Nick Ienatsch named Sport Riding Techniques. Subtitled “How to develop real world skills for speed safety and confidence on the street and track.” (Guess where your next safety articles will come from now on!) Go get a copy of this book ASAP, several of our members have copies. You will be using it as a riding manual for years. BMW Motorcycles of Fort Worth may have six or eight copies left. I can’t wait to get on the track with either one of my RT’s after reading just a couple chapters of this book. Not so I can so drag a knee or anything, but merely to get a better understanding of myself and my machine in a constant setting. I can’t afford the time off from work yet, but if I were you guys I’d get this book then try to get on the track. Not for the speed or the thrills but to enhance the understanding of your ride.

I don’t think that any of us start our riding day with a safety lesson. I think what we all want is to enjoy the experience of riding motorcycles. Safety should be inherent in our preparation and our thought process before and during the ride. Safety is that intangible that can raise the level of fun just as common sense can tell you when to back off from the car in front of you. I think we all expect to sharpen our reflexes, gain more confidence, and increase our overall riding ability each time we ride. There is no doubt that experience lends itself to greater skill and confidence. Yet years of experience is no guarantee of a safe ride. Today’s machines have antilock brakes, computer assisted fuel injection, and suspension technology that makes the older bikes seem like bucking broncos in a creek bed. I’ll bet most of us are riding machines that are way beyond our personal riding skills and few of us really want to push them to their limits. My case and point is the fact that several of our members had completed over 100,000 miles years ago on the famed airheads riding all over America without incident. That’s not old school folks, that’s just good riding. (I can’t wait to retire…twenty years from now…ahem!)

Perhaps the most powerful safety resource we have is our brain and our sheer will to be safe. May we as a group of friends and fellow riders continue to strive and advance our skills, share the knowledge, look out for one another, and continue to foster the idea of safety among ourselves. This is yet another part of our club that enriches the motorcycle experience for all of us.

There is a proliferation of facts and figures that can trend safety statistics by machine make models, colors, size, horsepower, time of day, countries and routes traveled, equipment worn, demographics of rider age, sex, size and shape, road surfaces, weather conditions and on and on and on. I’ll try to continue posting some of these facts that are interesting in future issues.

This month’s safety factoid:
Braking—April 2004; Literature Review on Motorcycle Collision; University of Oxford; Transport Studies Unit; Section 3.3 Other Factors; 3.3.1 Characteristics of Motorcylepage 11

“IT has been shown that many motorcyclists brake incorrectly, and this is thought to be a contributory factor in many motorcycle accidents. A study by Sheppard et al. (1985) researched the way in which motorcyclists brake by observing their behavior at road junctions. They found that when braking normally, 36% of riders used only the rear brake and 11% used only the front brake. Even in an emergency 19% still used only the rear brake and 35% used only the front brake. The characteristics of a motorcycle determine that any incorrect braking will have more severe adverse effects on the riders and motorcyclists with less experience and less advanced riding skills are in greater danger of accident and injuries.

NHTSA and MSF (2000) called for more studies of the effectiveness of linked and antilock braking system, which would form the basis for more widely deployment if these technologies prove valuable. Furthermore, information from research can be used to implement other braking-related countermeasures. Although new technologies seem to promise shorter stopping distances and overall safer stopping for motorcyclists, assuring that motorcyclists get maximum braking performance requires additional training and education on proper braking and panic braking techniques.”

Give yourself a break and head to your local parking lot to practice braking technique.

Think Safety, have fun, enjoy life, ride smart.
Crash is back!

Back at last! My “maiden voyage” vis a vis the KLR 650 occurred on Tin Top Sunday in January. Many riders showed up and most blasted off in several groups ultimately swamping the Hard Eight in Stephenville. Moon, Carlene and Adan ushered me off on a light GS exploration of “Geocache” sites and low water crossings, winding up for lunch amongst a throng of Harley and Chopper riders at the Loco Coyote. Every dish you order there is larger than huge…and tasty.

Ever been to the Spanish Fort that wasn’t?...a Spanish fort that is. Several hardy souls accompanied me there on a cold windy Fourth Saturday in January…my wingman, Pattrick Hagens and newly converted RT rider Steve Apaliski. Ralph and Dave bowed out along the way, ostensibly to meet other obligations.

We met up with 3 RT riders and 4 Harley riders in Saint Jo. The RT guys were making fun of the dew-rag crew for dropping their bikes. It was all in fun, fortunately, and the lead trouble maker, an acquaintance of Pattrick’s, offered us hot chocolate before a fire at his ranch nearby. There’s a historical marker at Spanish Fort that explains the dilemma regarding the name. Check it out sometime. It’s interesting Texas history and the roads aren’t too shabby.

February has presented us with some propitious weather and we launched from Tin Top for a regular road run, capping it off with another lunch visit to the Loco Coyote, to initiate the previously under-exposed members who accompanied us. Then there was the Lunch Run to Westphalia for a hook up with our brethren from Austin and Houston clubs. About 45 bikes were waiting out front of the Country Store when Moon and I arrived, having taken a few minutes to scout the Off Road Track where we’ll be convening on the 27th for the GS trail ride sponsored by BMW of Hurst. Roughly 20 members from our club were represented and ably led by Stan Oler. The kitchen was a little slow but the product was worth the wait. Freshest catfish I’ve ever had.

The fourth Saturday ride this month will be a lunch run to Poynor led by Tourmeister-in-Denial, Reed Roach. Hope it’s well attended cause Reed don’t ride twice over a poorly designed road. I’ll miss it and the GS Trail Ride because my birthday falls on the 27th and Louise dear has something else in mind that I don’t want to miss.

March looks like a fertile month for events you don’t want to miss. Oh, don’t forget the Track Day opportunities, especially Ride Smart at Cresson on March 14…$100 buys the track day, school and lunch. Sign up and tell them you’re with our club, then let me know so I can lobby for a discount for each of you. I’ll be out there…can’t ever get enough practice.

Always Ride Smart
Don
Greetings from the VP. It's been a long winter for me. I took only one really cold ride this past season, a short jaunt with Ralph Schwartz and Stan Oler to the Hill Country to ride the 3s. I'm calling this trip The Cold Butt 2005. Besides that, the only exciting news to report is the purchase of a second bike, a Suzuki SV 650. The Suzuki is just the opposite of my GS - fast, responsive, explosive! I'm almost scared of it. Even so, I can't wait to get it to the track, because what I experienced with the GS is that riding the track really pushes my limits and results in much more confidence and more comfortable riding on the streets, not to mention the absolute fun of screaming around a track. So there they sit, the rough and tough GS "boyfriend" and the smooth and sexy SV (who hasn't earned a name yet). Even though they are total opposites, I'm pleased there has been no fighting in the garage, no showing of jealousy, no resentment. They both seem to recognize their respective places in the world and are at peace with it, unlike the humans in the house! So I'm now looking forward to making that all important decision at Rally time.....which bike do I ride? And yes, I still dream of adding more to the stable.

A girl can never have too many boyfriends, right?

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**Musings from Our VP**

by Carlene Coover

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**BMWDFW Club Apparel**

Howdy All of you Beemer enthusiasts! I have been asked to be the Apparel Meister by the new officers, so I have a list of available clothing I wanted to share with you. Our newly designed long sleeve turtle neck shirts are in and they look great! We still have a small selection of short sleeve tee shirts on hand as well. The selection of Club logo apparel is as follows:

- **Long sleeve navy blue turtle neck tee shirts**, 4 Sz. Lg. & 1 Sz Med. BMWDFW and Motoman embroidery - $30
- **Texas Flag Golf Shirts**, 5 Sz. Lg. & 1 Sz. XLg. BMWDFW Club Logo and Motoman embroidery - $40
- **Short sleeve tee shirts-2 Sz. Lg. Red with White Motoman Club Logo $18; 1 Sz. Lg. Grey with Red Motoman Club Logo, $18; 1 Sz. Med. White with BMWDFW Club Logo silk screened $11**
- **Long sleeve tee shirt, Sz. Lg. Grey with BMWDFW Club Logo embroidery - $20**
- **Baseball Caps,3 solid cloth in Blue & Black with Club Logo embroidery -$15; 1 ventilated in royal Blue with Club Logo embroidery - $15**
- **Short Sleeve Chambray, 1 Sz. Lg., Red Motoman Club Logo - $25**

Please call me at (817) 239-8166 if you need any item of Club Logo clothing whether it is listed above or not. I can order small numbers of most of our shirts. See pictures in the pdf. version of the newsletter.

Also, the TIR 3 super bright LED light modules really get the attention of the motorists following behind you. We recently conducted a tech day in my new garage and installed these small, but powerful LED modules on a number of our Members’ BMWs as auxiliary brake lights. If you are interested in purchasing and installing one of these LED modules on your motorcycle, I will gladly place the order and conduct another tech day to assist you. Please call me or give me your order at the next club meeting on March 8th.

Der Apparel Meister,

Andy Jones, Jr.
Blind curve, down shift, hard left, 60 feet straight, full throttle, half second glance right, beautiful valley panorama, steady throttle, hard right, dive, another hard right off the top of the paved roller coaster, up shift, full throttle! Grin!

Flashback and reactions to a 600 yard sample of Texas hill country called RR335 eight miles north of Camp Wood. Jan 16, 2005.

Before the Christmas candy had completely morphed into another inch of my waistline I received an email from Carlene proposing a four day ride to Hot Springs AK over an extended MLK weekend. What better way to exercise away those holiday pounds than sit on a bike for a thousand miles. I put together a route to Hot Springs and a back-up route to the Texas hill country just in case old man winter became unbearable in Hot Springs. Sure enough, rain and freezing temperatures forced us south to the relative warmth of daytime 50’s without rain.

Day 1 was a circuitous route from DFW to Hunt, Day 2 was a double loop ride west around the holy trinity roads, Day 3 was a counterclockwise route to Wimberley, Dripping Springs and Luckenbach and Day 4 an indirect home bound route about 60 miles west of our out-bound one. Looking for something a little different, I found a 3 bedroom 2 bath cabin in Hunt on the banks of the Guadalupe that really turned out great. We used it as a home base each night after day rides.

Day 1...Are we there yet? January 15 dawned cold but clear. My 7:30 a.m. Plano departure was in 28°F air which, earlier that night had picked up the scent of snow as it brushed over those white west Kansas wheat fields. That ultra expensive Gerbing jacket liner I bought at the January Dallas bike show was about to pay for itself, figuratively anyway. Stan Oler joined me in Ft. Worth and we met Ms Coover in Weatherford where she had once again achieved her superb packing job. She was able to use the top of the tank bag as a chin rest while sitting fully upright. However, luggage was appearing on the ground around her GS650 as she searched for the source of the smoke coming from under the instrument panel. She and Stan isolated two wires that seemed altogether too intimate. We separated them with several wraps of my electrical tape. It was just the preventative measure needed and the GS was smoke free. Repack. We’re off!

Any great ride south and west includes FM51 and ours did from Weatherford through Granbury to its southern conclusion at US 67 and proceeded to hit our Hico noon lunch target, the Koffee Kup. To put the finishing touches on a good country cooking meal, Stan and Carlene couldn’t pass up a piece of the Kup’s delicious pie which each will highly recommend to anyone traveling through Hico. Three more hours of my back roads route made it clear that we were behind schedule so we set a more direct course through Gatesville, Copperas Cove, Lampasas, Llano, Fredericksburg, Kerrville and finally west 1.8 miles past Hunt. We pulled into the lodges just as the sun sank below the western hills, checked in, took some photos and headed back to Kerrville for a great dinner at Mamacita’s. Strictly as a public service to future diners we tested but could find nothing wrong with their margaritas. [SEE PHOTO: 2 GUADALUPE MIRROR, pdf version] It is another “Roadism” that “The road ridden will extend in length in direct proportion to your discomfort”. On this night my judgment was that a 14.8 mile ride back to the cabin at 32°F was at least 30 percent longer than the earlier 14.8 mile ride to Mamacita’s at 42°F. Stan led the trio back to the cabin because he had some new PIAAs and was anxious to melt some retinas. It couldn’t have been clearer if we had Chopper 4’s spot light on us. Day one concluded with a restful night by all.

Day 2. We’ve been flocked! We awoke, each according to our own unrushed schedule to a clear and crisp January 16th morning in the banks of the Guadalupe and in the beautiful outskirts of Hunt Texas, pop. 708. Stan and I stepped out into 24°F air to inspect the overnight work of the Flocking Fairy to find frost over everything. Later joined by Carlene we all attempted to brush away the frost with dry cloths but this was what is called a hard frost and came awfully close to being Frost Riders

(Continued on page 7)
Frost Riders (Continued from page 6)
called ice. I cleverly turned on the K1200’s heated seat and soon vapor wafted into the air leaving the heater wire routing pattern clearly showing through the frosted seat. Our manual defrosting wasn’t meeting with a lot of success so we waited 20 minutes and the sun began clearing the bikes with infrared. We bundled up, plugged in and rode into Kerrville in search of Breakfast. In route we attempted to apply another “Roadism” that says “Always eat breakfast where you find the largest gathering of pick-up trucks”. No such sighting. We gave up and went to the worn out little French Bistro we all know, De’Nny’s. Exiting at 11 o’clock we had to peel of a layer or two to keep from overheating already.

And now for the ride. The ultimate riding destination of this trip was the trio of roads west of Kerrville called the Ss by some, the holy trinity by others. They are Ranch Roads 335, 336 and 337. Leaving the Denny’s experience behind us we headed south on TX 173 to Bandera, a little east of where most riders go but it was a good start. We then took TX 16, TX 470 toward Tarpley. The curves and hills picked up as we rolled along. In Utopia we turned west onto RR1050. This presented the solid hill country feel. The roads now began to dodge left and right, up and down and the chase was on for the rest of the day. We picked up TX 2748 northbound to Rio Frio, transitioned to FM 1120 and then to Leaky where the first leg of the trinity, TX 337, invited us west. Only superlatives can describe the ride. The bliss was momentarily disrupted to contend with the perpetual road construction east of Leaky. Carlene had earlier warned us about construction she had seen on this road last year. Two new bridges are going in, very slowly. Since this was Saturday and no one was actually working on the bridge, of course neither was anyone flagging traffic over the one lane, quarter mile, dirt and gravel temporary bypass. This is where we met Bubba and his dually hauling a six horse trailer. I suppose we should be glad he only used his mechanical equipment to mark his territory but it included the entire road. Remember we are two RT and LT tenderfoots and one GS dual sporter. Well we had no choice here but to give ground to the local truck pull competitor. The three of us ended up riding for some number of yards in a rancher’s front yard until we cleared the truck and trailer and could navigate back up onto the dirt track. Thanks, Thanks a lot Bubba! Have nice day.

After our Dual Sport ride and two hundred more yards of loose grit over hard pack we were back on sure footing again and we were off! The weather was perfect now, clear blue sky, very little wind and temperature in the high 40s. Actually Carlene, with the unfaired GS was still looking for a few more degrees. We caught TX 55 north out of Camp Wood and diverted to the second leg of the trinity, RR 335. It is interesting to note that at this point we were only 57 miles from Del Rio and the Mexican border. FM 355 follows the hilly terrain and keeps the Nueces River in sight on the right, then left, then right as we crossed it twice. [SEE pdf version PHOTO 6, FROST RIDERS AT NUECES RIVER CROSSING] This road was the inspiration for the introductory flashback paragraph. After Barksdale we continued to TX41 which was a short connecting rod to the final trinity leg, TX 336, which we took southbound through the open range of the

Frost Riders (Continued on page 8)
(Continued from page 7)

Prade Ranch. Cows and angled cattle guards every half mile made these twisties a little disconcerting. But the road was freshly paved and even though it was the new Texas chipncrap pavement, it was reliable if not smooth. Once out of the ranch, RR.335 took us back over some rugged hills with steep grades and very sharp and blind curves. The LT had been gulping down those 45 and even 40 mph curves through the ranch but these babies were 30, 25 and even 20 mphers and much better suited to the lighter, nimble crowd, i.e. Stan and Carlene. We closed out the western loop of our ride by going south back to Leaky and riding RR337 east all the way back to TX16 at Medina. Marvelous is all one can exclaim about this trip through, around and over these limestone layers, spectacular scenery and curvaceous motoring roads. From Medina we cruised on TX 16 back into south east Kerrville, it too providing beautiful bucolic scenes and exposing us to a local tradition. An old 1987 Cadillac pulled out in front of us from a side road and proceeded at just the speed limit for some time. Prevented from passing by the terrain and frequent semi-rural traffic I settled in for a relaxing last few miles into Kerrville. I noted the Cadillac Captain was occasionally sipping on a canned beverage. At one point an oncoming pick-up flashed its lights in our direction three times in succession. Most of us would have taken that as a sign to obey all posted speeds and highway signs for the foreseeable future. Apparently in the hill country it means “Drain the last of that can and get rid of the evidence” because that is exactly what Captain Cadillac did. A good 10 second swig was followed by a one handed crush and a heave out the window. Now you know the rules. By the way, we never saw the cop. Neither GSP nor filling station attendant could direct us to a decent local restaurant that was open. We tried three. Two were closed, one was a

Dry Cleaners (?). We settled for Chili’s and also bagged some snacks at the local Brookshires. We each had one of Chili’s life shortening mammoth burgers and three pounds of French Fries. Much later, we put a perfect ending on Day 2 by sharing stories of the day’s ride over some cheese, crackers and wine.

Day 3…What the….? Morning brings another thick frost. I’m doing my pre-ride safety check while warming up the bike. The gear grease is so cold the rear wheel is slowly rotating with the bike on its center stand and in neutral. I’m taking advantage of the auto-rotating tire to inspect the tread and look for nails. What the…? Much to my chagrin a bald spot comes rolling buy. By bald spot I mean exposed cord. The exposed cord is just a little bit bigger than a quarter. Just 48 hours ago I pronounced that this tire would go another 2000 miles, it had been 682. What the…? There is only one answer, chipncrap. The new Texas cheap paving approach of scattering cracked limestone rock over a ¼ inch of used motor oil and packing it in place with traffic. It is just like riding on a cheese grater. 

[SEE pdf version PHOTO 7—TEXAS CHEAP CHIPNCRAP ROAD PAVING] The tire was completely eaten up yesterday during some exuberant riding over 316 miles of chipncrap. I advise everyone to start checking their tires more often if you find yourself running on much of that…stuff. My options were 90 miles to Austin and a two night motel bill, or 326 miles to Plano, if I could make it that far on cord. I decided to seek the true path inside of a Mexican breakfast taco at the Taquierro on FM 27 west of Kerrville. I was right. After clearing my head with carbohydrates the path to Plano and home appeared to me. Stan and Carlene decided they had already enjoyed enough frost riding and elected to point their rides north as well. Since tire wear is roughly proportional to the square of speed I realized the only chance of making it home was staying below 50 mph. Knowing it would drive Carlene and Stan crazy to drive this slowly I insisted they go ahead at their own preferred cruising rate. At 50 mph the only vehicle I passed on the way back said John Deere on the side of it. I spent more time watching the rear view mirror than the road ahead and stopped every 30 minutes to see the exposed cord growth rate. Amazingly I was able to get all the way home and only grew the bald spot by 25 cents; it finished the trip as big as a half dollar. Stan and Carlene made it home safely on there steads as well. It was a great trip. We all enjoyed the magnificent hill country roads, the warm cabin in winter and the fellowship of good friends in a common endeavor.

Lessons learned. 1) You can’t find a local color restaurant open in Kerrville on Sunday night in mid-January. 2) If you’re going to run hard on chipncrap, be sure you start out with more tread than you think you could possibly burn on real pavement in twice the distance. 3) At 50 mph you can run almost to infinity on a near bald tire, and it will seem like it takes infinity to get there.

I still have the 4-day Hot Springs route and the Hill Country Day 3 route in the GPS. Anybody? Good riding to all!
BMW MOTORCYCLE CLUBS’ SPRING SCHEDULED EVENTS
For Complete Listing Subscribe to BMWDFW@yahoogroups.com or log on to www.bmwdfw.org/activities.html

Mar 4/13, Fri/Sun; BIKE WEEK, Daytona Beach, Florida

Mar 10, Thursday; BIKE NITE AT EUROSORT CYCLES, 6:30 to 8:30 PM, 3100 Airport Freeway, northeast of downtown Fort Worth. Food and cold drinks, movies.

Mar 13, Sunday ** Reschedule date; GS / DUAL SPORT RIDING DAY, Crooked Creek Cycle Park (940.367.3917), northeast of Waco and near West, TX. Hosted by BMW Motorcycles of Fort Worth. Meet at BMW Motorcycles, 1503 W. Hurst Blvd, NE Loop 820 and Hwy 10 by 7:45 AM for a group ride to Crooked Creek. ETA at Crook Creek is 10 AM. Cost is $10 per person.

Mar 14, Monday; RIDE SMART MOTORCYCLE SCHOOL, Texas Motorplex, 9 to 5. Levels 1 and 2 are $100. Contact Dave Wonders, 512.469.9491, ridesmart@mac.com. Info and registration at www.ridesmart.info.

Mar 17, Thursday *** RSVP by Friday, March 11; ST. PATRICK’S DAY BMWDFW DINNER and SOCIAL honoring Andy Jones, 7 PM, Edelweiss German Restaurant, 3801 SW Blvd. (Camp Bowie Traffic Circle), in west Fort Worth. Dinner orders start at 7:30 PM. Please RSVP by March 11th to Marcia Adams at marciaadams@sbcglobal.net (817.657.6785) or Paul Lange at prsails@charter.net (817.282.0242). Email RSVP preferred.


Mar 18/20 Fri/Sun; EUROSORT BIG BEND RIDE. Different motel each night but begins in Del Rio. Call Eurosport Cycles for more info, 817.838.8135 or 800.838.8135.

Mar 21, Monday; LONE STAR BMW RIDERS CLUB MEETING, 7:30 PM at Juan’s Tex Mex Restaurant (972.733.1001), 6150 Frankford Rd., southwest corner of Preston and Frankford. Come early for dinner: www.lonestarbmwriders.org

Mar 21, Monday; ADVANCED MOTOR SPORT TRACK DAY, Texas Motorplex, Cresson, TX. Contact AMS at www.advancedmotorsports.com or call 817.790.0200.

Apr 01/03, Fri/Sun; TEXAS AIRHEADS APRIL FOOL CAMPOUT / SOUTHWEST FESTIVAL OF FIVES, (www.qvranch.com) For more info, contact Dan Greenlee, Greenlee@ev1.net or Mike Moon, mmoomoon1948@aol.com.

Apr 01/03, Fri/Sun; CRAWFISH RUN 2005, hosted by Lone Star BMW Riders; coincides with the 10th annual Jazz Festival; contact Tom Oliver, tomoliver4@comcast.net or 972.712.8799 home or 971.963.1051 work.

Apr 01/03, Fri/Sun; DOGWOOD TRAIL RALLY, hosted by BMW Riders of Mississippi #199. Contact: William Biel at bmwryder43@aol.com or 601.582.2545 (home) or 601.466.1651 (cell)

Apr 07/10, Thu/Sun; 2nd ANNUAL RUN TO MARATHON AND BIG BEND, hosted by the San Antonio BMW Riders.

Apr 09, Saturday; NEW BMW Model Unveiling: OPEN HOUSE AT BMW OF FORT WORTH, 9 to 5. In conjunction with the nationwide unveiling of the three new BMW models, the K1200S, the R1200ST, and the R1200RT.

Apr 11, Monday; HIGH PERFORMANCE RIDING SCHOOL, conducted by Tony Lewis, Eurosport Cycles of Fort Worth at Motorports Ranch in Cresson, TX.

Apr 14/17, Thu/Sun; 4TH TEXAS HILL COUNTRY RALLY, Texas BMW Sport Riders #299

Apr 15/17, Fri/Sun; IBMWR 10th BLITZ TO BRANSON

Apr 15/17, Fri/Sun; OHS SPRING REUNION, Chateau on the Lake Resort & Convention Center, Branson, MO. Hosted by Oklahoma Honda Suzuki (OHS).

Apr 22/24, Fri/Sun; TEXAS NATIONAL BMW RALLY, Lake Belton

Apr 29/ May 01, Fri/Sun; 15TH GEORGIA MOUNTAIN RALLY, BMW M/C Owners of Georgia #23.

Jul 21/24, Thu/Sun; 2005 MOA INTERNATIONAL RALLY, Lima, Ohio.

CLUB NEWSLETTER SUBMISSIONS due Tuesday, two weeks before the next club meeting. Submit to Marcia Adams, editor, at marciaadams@sbcglobal.net
Pattrick Hagens and Jay Schillinger know what the ride to Poynor was all about.

Reed Roach knows to get out of the rain.

Wendell Ponder, Dickie Hunter, Mike Moon, Carlene Coover, and others enjoy ample fair at the Loco Coyote.

Lunch at the Buzz.

I don't know, what do you think?

I said, "No More Pictures!!!!!!"

Pattrick Hagens and Jay Schillinger know what the ride to Poynor was all about.
11

BMWDFW club riders at the Old Store in Westphalia.

7. Texas CHEAP CHIPNCRAP Road

Bill and Laura Keating, our hosts at their annual Mardi Gras Party

2. Frost Riders share their beautiful Guadalupe Mirror with us.

6 FROST RIDERS Ralph & Stan at Nueces River Crossing.
Examples of BMWDFW Club Apparel
RECURRING BMWDFW CLUB EVENTS

CLUB MEETING - 8 PM, 2nd Tuesday, MONTHLY, except December. The Hoffbrau Steak House, 4613 Denton Hwy (Hwy 377), approximately 1/2 mile south of North Loop 820 in north Fort Worth. Come early for dinner.

CLUB BREAKFAST/RIDE - 2nd Sunday, 8:30 AM/9 AM (winter months), MONTHLY. Mary's Brazos Café, Tin Top, 15 mi south of Weatherford, Texas on Tin Top Rd. A ride follows, weather permitting.

CLUB BREAKFAST - Saturday, 7:45 AM, WEEKLY. Le Peep Restaurant, 2113 Harwood Rd, Bedford, TX, 817.858.5532. At the northwest corner of Harwood and Central Drive in Bedford.

4th SATURDAY RIDE - follows breakfast at Le Peep, MONTHLY. Ride information published prior to the ride or announced as impromptu.