

THE BEEMER

BMW Hotline 595-6203

January 2004

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PRESIDENT'S CORNER

By Steve Stratz

Inaugural Address

Well after a long and arduous battle and in no small part due to a severe lowering of presidential standards, I have managed to seize power and am proud to be your new dictator...I mean president, and how fitting it is to now have a German president presiding over a German motorcycle club. Over the next few days I will be preparing the new Stratz Manifesto, to include a long list of Decrees From On High to promote riding, comradery and club-sponsored advanced rider training.

The riding and comradery includes a year-long calendar of events which you will receive in the next few weeks. Please take advantage of these and feel free to invite a friend or more from outside the club. That is precisely how I was suckered in...I mean invited into the club.

The club-sponsored rider training is also something that I feel will be a good way to utilize the club resources in a way that directly affects the membership in a positive way while at the same time promoting the BMW Motorcycle Club ideals of safety and skill. This will include the MSF beginner and experienced rider courses, trials training and a track day. Your participation is HIGHLY encouraged, but will of course be dependent upon your dues being current.

I hope everyone gives Mark King a big kick in the...I mean a hearty thank you as he departs his TWO years as your fearless leader. He's no longer president, but he's still a King. At least he's not a queen!

I look forward to seeing all of you at the Polar Bear Ride to kick off the new year in the finest tradition. As always, dress appropriately and have a full tank of gas upon arrival.

Your Highness, Steve Stratz
Sscratch@msn.com



Our Rally will be coming up on the 14, 15 and 16th of May, this year.

If you would like to be a part of it, please contact Rick Mathis or John Menefee and I'm sure they will put you to work.

Rick at 791-0650 John at 390-0950.

**POLAR BEAR RIDE
JANUARY 1, 2004 9:00 AM
PIG & PIE
BELLEVUE MALL**

**PLEASE LET ME KNOW HOW MANY OF YOU
PLAN TO BE THERE
BY DECEMBER 29TH.**

**SO PLEASE EMAIL AT pw630@aol.com
OR CALL ME AT 794-4280 AND LEAVE A
MESSAGE IF I DON'T ANSWER**

How to Stay Warm on Winter Rides

By Glenn Hawkins

I'd like to share a few winter riding tips with the club sure to keep you warmer this winter. The key to staying warm on winter rides is to dress in layers and avoid cotton. That old t-shirt might feel nice and worn-in but once it gets a little damp with perspiration it won't wick moisture away from your body which is one of the basics of staying warm. Instead, invest in some high quality synthetic long underwear tops and bottoms. Electrically heated clothing will ensure warmth and comfort. These days, jacket liner, vest, pants, gloves and socks are all available and plug right into your BMW accessory outlet. At the very least buy a heated vest. My vest resides in my saddle bags nearly year round. You never know when a warm afternoon ride may turn into a colder than expected trip after sunset or an unexpected rain shower chills you enough to welcome that extra warmth. Most BMW owners are familiar with heated handgrips. If your bike isn't equipped with them you might consider purchasing a pair.

When our bodies get cold we go into preservation mode. Ever notice how your hands and feet get cold first? This is due to the body slowing the circulation to the extremities while making sure your vital organs stay warm. Motorcycling is a passive activity. You don't move around much while riding and combined with wind chill staying warm is a challenge unless you put in a little extra effort. To stay warm on rides this winter layer your synthetic undies with a lightweight non-cotton shirt, heated vest, polar fleece jacket topped off with your riding jacket. For your lower body layer synthetic underwear, pants or polar fleece, followed by your riding gear. Remember, getting to ride more comfortably and safer this winter means staying warm.

**BIG RIDE 2003
YELLOWSTONE, DEAD INDIAN PASS
AND
BEAR TOOTH PASS
By Mark King**

Tuesday, August 19

This was a lazier morning than most we spent on the trip. I suppose we were just relishing being in this great old Inn. Bruce and I were sipping coffee in a couple of rocking chairs in that grand old lobby when a lady approached and asked if I was Ron Chandler. Fighting back the hurt of being insulted like that I told her that I wasn't Ron, but that he and I worked together at LifeWay. It turned out that this lady works with a company in Chester, WV to which Ron and I have a connection. She had met with us in Nashville a couple of months prior to the ride. It just goes to show that it really is a small world.

We had breakfast at the little coffee shop next door to the Old Faithful Inn and then gassed up the bikes before heading up toward the north gate and Gardiner, MT. It was cool and clear again this morning as we rode up the west side of the park.

It wasn't long before we came upon a buffalo right on the shoulder of the road. He was alone and just grazing as a few cars passed. I carefully got off my bike and snapped a couple of pictures while the reports of park visitors being gored ran through the back of my mind. This must have been a good Bison though because he was impervious to the paparazzi.



We stopped at Mammoth Hot Springs for a picture at the Terraces that were formed over millions of years by the silica deposits that the hot water brings up and leaves behind as it flows into nearby streams.

At the north entrance to the park is the Roosevelt Gate which was the only entrance when the park first opened. It is a marvelous stone arch and a most popular spot for photographs. The stone arch itself is practically in Gardiner, MT. From it you can see the western style main street of the town.

As we returned to the park we rode by a herd of elk that seemed to take over some of the grassy areas around the park buildings at Mammoth Hot Springs. We got several pictures and then proceeded east along the northern park road to see Tower Fall before exiting at the northeast gate.

Ron scored a bird hit on the way back into the park. I'm not sure, but there must be some kind of law against killing park wildlife. I think PETA is on his trail now, too.

Tower Fall is one of the most scenic waterfalls on the Yellowstone River. We parked our bikes and walked out to the observation area to get a better look. Again, this is a spot that our pictures just don't do justice.



After Tower Fall we headed out of the park. Along this stretch we saw numerous folks fly fishing in the Yellowstone River and the streams that feed into it in this area. We went on to Silver Gate, a town just outside the park, where we stopped at the Log Cabin Café for lunch. Our waitress was named Brianne. She was a college student who was studying pre-vet at the University of Laramie. This little café was a neat place that was filled with western charm.

We continued heading east on US212 and went through Cooke City which was another neat little western town that deserves more time on a future trip. For now, though, we were close to Bear Tooth Pass and simply had to get there to see all its glory.

We stopped at the intersection of the Chief Joseph Highway and US212. I told the other guys I was going to let it hang out a little and I'd see them at the top. I took off and did just that. We had decided to ride up to the Montana border and then come back to the Chief Joseph and go into Cody saving the descent from the top of Bear Tooth into Red Lodge for the next day.

I hit the top long before the others and shot pictures of them as they rounded a curve near the top. We separated during this whole process and I wound up heading back down before the rest. Again, I let the Beemer settle into its groove and felt good to finally be burning some of the rubber off the sides of the tires!

As I was waiting on the others down at the intersection of the Chief Joseph Highway and US212 an older guy on a Harley came by with his bike making an awful racket that wasn't just the exhaust. Somehow he had blown a plug clear out of the cylinder and the bike was making a huge sucking sound. If any of you have ridden a dirt bike with a compression release, you know what it sounded like. We tried my cell phone to get some help for him, but there was no service in this remote area. Ron rode up at that point and his phone wouldn't work either. So the guy who was doubling his wife rode on to Cooke City where he was hoping to at least find a new spark plug.

We were surprised to see many bicyclists on this stretch of road. We could all see the fun in coasting down, but can you imagine having to pedal uphill? And people think we motorcyclists are crazy – at least we don't have to pedal up the mountains!

We all finally regrouped at the Chief Joseph Highway sign and prepared to ride Dead Indian Pass and go into Cody for the evening. I let Ron, Bruce and Neil take off first while I took my time getting my gloves on. I decided to concentrate on the 'sport' part of the 'sport-touring' R1150RT. Later I would regret this!



As I mentioned before, the east gate to Yellowstone and the most direct route between Yellowstone and Cody was closed due to the fire at Fishing Bridge. That meant that all the campers who were either leaving or going to Yellowstone from Cody were on the Chief Joseph Highway. And because of the tightness of the turns they were doing good if they hit 25 mph. Most of this 50 mile road is zoned no passing – double yellow. Now I ask you, what's a guy supposed to do?

Anyway, I carefully approached and passed several on the way up to the peak of Dead Indian Pass. Just as I got to the top of the pass, there were two more campers creeping around a turn where I had clear vision that there was no oncoming traffic so I grabbed some throttle and shot around them.

Just about the moment I was feeling so proud of myself for performing these passing maneuvers with such surgical precision, I see blue lights behind me. I was about to make a new friend: Wyoming State Trooper Scott Hall.

Trooper Scott had been at the top of the hill watching me pass all these campers for miles. He walked up and almost apologetically told me that he was going to have to give me a ticket. He told me that he had a bike and that he might have just given me a warning if I had only done it once or twice but he had watched me pass at least a half dozen. I gave him my license and while he went back to his car to run a check on me to make sure I wasn't an escaped convict or something, Ron tooted by on his Harley having trouble staying in the seat because he was laughing so hard. He finally doubled back and took this picture of me and Trooper Scott.

Trooper Scott liked the Beemer and we talked for a minute because my GPS caught his eye and he asked me how helpful it was. To put this all in perspective, the ticket was only \$60 and as anyone who

rides will tell you, "Don't do the crime unless you're willing to do the time!" So the next big ride safety tip is on me:

Big Ride Safety Tip #3

Never pass on a double yellow if a state trooper is watching. Of course, the trick is knowing whether you're being watched. Obviously, you should ask someone other than me.

After I got home and got the ticket out to follow the directions to pay the fine I must admit to being a little peeved at Trooper Scott. I was looking at the ticket and where the description of me asks for 'hair color' Trooper Scott just put in a dash. But then again, I suppose that's accurate.

By the time we rode into Cody we had ridden 234 miles. Cody was founded in 1896 by William F. "Buffalo Bill" Cody. Nearly 60 years of nightly rodeos has earned Cody the title of Rodeo Capital of the World. The Cody Nite Rodeo has been hosted by Cody since 1938. The rodeo can be seen every night, from June 1 to August 31, at 8:30 pm. Be sure and take a look at the biographical information on Buffalo Bill attached to the end of the ride report.

As we pulled into the Uptown Motel we momentarily lost Neil. But it was a small town so we knew he would be back around. As we watched for him, the beat-up old Cadillac complete with long horns mounted on the hood, promoting the rodeo went by its loudspeaker blared out the announcement about the rodeo.

The Uptown Motel was recommended by a friend of mine in Nashville who rides a Honda ST1100. He said that he and a few other guys stayed there one stormy night and the proprietor pulled his own car out of a garage and let them put their bikes in there out of the weather. You can't beat that kind of recommendation!

He also highly recommended the restaurant next door, Granny's Kitchen. We took an hour or so to rest and clean up before dinner at Granny's Kitchen and planned to go to the rodeo later that night. Ron and I even made time to do a little shopping on main street where we witnessed an old west 'shoot out' that is performed every evening in front of the historic old Irma Hotel.

As we left for the short walk over to Granny's, Ron kept Neil busy by showing Bruce and him around our little house and I sneaked over to position the fake oil puddle under Neil's Valkeryie. – Ron kept them busy showing off our little apartment while I ran over to Neil's bike and put it down and ran back. As we walked by the bikes all I had to do was say, "Hey, Neil what's that under your bike?" Neil made a beeline over there and began surveying the situation. Down on his hands and knees he pretty quickly stuck a finger in the puddle and realized he had been punked. With a big grin he threw the puddle at us Frisbee style. We all had a good



laugh. Dinner was great. The most notable entrée was Bruce's 'chicken fried steak' which was huge. Bruce has been known to clean a few plates in his time, but even he couldn't finish it! On the way to the rodeo after dinner we rode by the Buffalo Bill Historic

Center. We had planned to have time to see it, but we had so much fun riding half of Bear Tooth and all of Dead Indian Pass that time just ran out on us. Neil has been there before and said that you could easily spend a whole day in it. This is just another reason to go back someday.

When we got to the rodeo we discovered that admission was about \$15 and none of us wanted to stay for the whole evening so that sounded a little pricey for just an hour or so. We opted for a quiet evening sitting outside at the Uptown Motel reliving the escapades of the day.

Wednesday, August 20

The morning was crisp and we were looking forward to riding Dead Indian Pass again. We hoped that 7 a.m. would be early enough so that we would miss all the campers heading for Yellowstone later.

We returned to Granny's Kitchen for breakfast. They serve a very good breakfast and it was so convenient to be able to go and eat without getting the bikes out.

We left town northbound on highway 120. About 15 miles north of Cody you turn onto 296, which is the Chief Joseph Highway. & Headed north, Dead Indian Pass itself is only about 20 miles from turnoff 120. I let the others lead to help prevent me from the temptation to ride so fast that I didn't take in the full beauty of the scenic views. I had ridden it fast yesterday, today was the day to relish the panorama.

As we rounded one of the early turns we encountered this cow. It was standing right on the yellow line and seemed oblivious to us. We cautiously went by -one-by one, but he never budged. I was the last one by and even a blast from my horn didn't budge it. As far as I know that cow is probably still in that very spot!

That morning ride was gorgeous, absolutely gorgeous. We paused only briefly at the end of the Chief Joseph Highway before turning on US212 for the ride over Bear Tooth Pass. Yesterday we had ridden up to the Wyoming/Montana state line and turned around. Today we would go on into Red Lodge, MT.

We ascended to the pass as we had done the day before. This has to be one of the best roads in the world for motorcycling. Near the summit of the pass on the Wyoming side is Bear Tooth Lake as the road straightens out briefly before another barrage of tight twisties to the summit.



At the summit of Bear Tooth Pass you can look out to over the mountain glaciers to see Granite Peak, the highest peak in MT at 12,799 feet. The descent of this road into Red Lodge is the most

beautiful part of the ride. There is a scenic turnout as you begin the descent where the switchbacks below can be previewed from high above. This was where Neil (and the rest of us) would have liked to have stayed. The stop allowed us to soak in the majestic beauty of our surroundings. It kind of brought us together in thinking about how awesome God is to have created all this and how fortunate we are for Him to have let us see it.

I don't know where you may be in your spiritual life, but the truth is there is a God out there who loves you. Sometimes you need a little help getting the right perspective on things. I think that's why God created the beauty of the earth with such majestic strokes – so that we could look and see that He is real. And that He is bigger than all of us put together. And that He loves us.

The best part is that in places like this God speaks to your heart - without the interference of any preachers or other do-gooders who try to interpret for us what God is saying. Here God speaks to your heart with a language that doesn't need words.



“Where can I go from your Spirit? Where can I flee from your presence? If I go up to the heavens, you are there; if I make my bed in the depths, you are there. If I rise on the wings of the dawn, if I settle on the far side of the sea, even there your hand will guide me, your right hand will hold me fast.”

Psalm 139:7-10

The preview of the ride down into Red Lodge was true to the experience of it. As we got closer and closer to Red Lodge we saw more and more cabins and by the time we stopped in town I think each of us had picked one out to return to someday – in our dreams if nothing else.

Altogether the ride from Cody to Red Lodge is about 100 miles. The best 100 miles I have ever ridden.

Red Lodge is a beautiful little town and it would have been a great place to spend more time and perhaps a night or two at one of the great places we saw along the road. But this ride did not afford us the time so we settled for a cup of coffee at the Red Lodge Café.

As we headed out of town we gassed up again. There were three older guys we ran into here that fawned all over our bikes. At least one had a story of his own bike that he had to give up when his arthritis got too bad. It was a lot of fun to talk to them. And let's

face it, we don't run into too many guys anymore who are older so we took full advantage of this opportunity.

From Red Lodge we rode up to Billings where we parted ways with Neil. He had to be back in North Carolina by Saturday evening and had to start for home. We stopped for a couple of minutes and said our goodbyes. It was kind of sad for us all because it was a signal that the Big Ride was nearing its end. In fact this quartet has gotten very close in the bond of our common experiences. Only the thought of getting together again for another Big Ride eased the separation.

As Neil headed southeast, we made a brief stop at Bear Tooth Harley in Billings. Ron especially wanted a Harley shirt from here and I bought one for my son Josh who is in Iraq right now with the 101st Airborne Division.

We had lunch in Billings at The Muzzle Loader, a place recommended by the guys at the Harley shop. It was a decent lunch and a good break from the temperature outside that had now grown to an uncomfortable level. From Billings we pounded the slab again to Miles City, MT, our stopping place for the night. We got a room at a Holiday Inn Express primarily because it had an indoor pool and laundry facilities. We made good use of them both.

The folks at the motel recommended a restaurant called the 'Cattle Ac' – get it? Ac-tually it was pretty good and we enjoyed the evening ride back through the old downtown to get there.

In total we rode 335 miles on Wednesday.

Thursday, August 21

We got up Thursday morning and had a bite to eat at the Holiday Inn Express' continental breakfast bar. Nothing special about the food, but this is where we met Linda. She worked there at the motel keeping the breakfast area stocked and clean as guests partook of the food. Let me tell you, Linda talked our ears off. By the time breakfast was over she had told us everything about herself her kids and her second husband who by the way used to own a motorcycle. She was insatiable as she asked us questions about our bikes and the trip we were on. It was pleasant conversation at first, but she just didn't know when to quit. The only thing that she didn't tell us was what happened to husband number one, but then it was obvious to us that she must have talked him to death.

We left headed east on US12 on our way to Bowman, ND. We passed through Baker, SD about 75 miles east of Miles City and Bowman, ND was 120 miles from Miles City.

The weather was beautiful again and the morning air was cool and refreshing for this early part of the ride.

We turned south on scenic US85 and headed toward Belle Fourche, SD. As we headed south we encountered 15 or 20 miles of fresh paving western style. That's where they just spray fresh oil on the old road and then pour loose gravel on it and allow traffic to embed the gravel into the fresh oil. I don't have to tell you that loose gravel turned our knuckles white. Thus we get another Big Ride Safety Tip:

Big Ride Safety Tip #4: When you encounter loose gravel on a road, slow way down or kiss your you-know-what goodbye!

Belle Fourche was about 120 miles from Bowman. There wasn't a whole lot on this stretch and its pretty flat. I'm not sure how it wound up with a scenic highway designation.

Somewhere along this part of the ride at a root beer stop we met an interesting old (and I mean old) guy on a Harley. This guy had been everywhere, done everything, owned every kind of motorcycle and evidently didn't like any of it. Most guys we run into are interesting and likeable in some sort of way, but this old guy was flat out unlikable. He pulled out of the stop first and we caught him 10 or 15 miles down the road and passed him in a very 'friendly' sort of way with a wave and everything. He caught up to us when we hit the construction and then as we cleared it he passed us with that Harley cranking out a lot more decibels than it was horse power. Of course we should have expected this kind of behavior having noticed while stopped with him that his personalized license plate read 'INFIDEL.' I would have blown him away again, but he wasn't worth the effort.

At Belle Fourche we were planning to go over to the Devil's Tower on highway 24 but there was road construction down that route and we feared delays and more loose gravel. So we decided to go on down to Spearfish, SD and take I-90 over to the road up to this unusual national monument.



I need to explain here that we were only 20 miles from Sturgis, but bike week there had been about two and a half weeks before and we just didn't feel that it was worth the side trip 'out of season' so to speak.

By the time we got to Spearfish it was lunch time so we went into town and had lunch in a nice café along the main street. This was the refreshment we needed before heading out in the warmer afternoon temperature for the approximately 120 mile round trip to Devil's Tower. We didn't stay long at Devil's Tower. Really just long enough to snap a couple of photos and head back toward Spearfish.

On the way back Bruce's VTX ran out of gas. Ron and I were waiting for him and when he didn't come after a few minutes Ron went back and found him on the side of the road. Ron came back to the Texaco station on I-90 where I was waiting and got about a liter of gas in a bottle and took it to him. That was only barely enough to get him into the station.

Big Ride Safety Tip #5: If you have to ride one of those gas guzzling Hondas, carry an extra gallon of gas in your suitcase. Well, of course not, but we had to give Bruce a little grief over this!!!

As we went through Spearfish again we turned south on 385 and went through Lead and Deadwood. As we went into Deadwood there we some streets blocked off as they were acting out another gunfight. Deadwood is famous as being the place where Wild Bill Hickock was shot dead. The deed was done in Sweeney's #10 Saloon by Jack McCall. Hickock was playing poker holding a pair of aces and a pair of eights – ever since known as the dead man's hand.

From Deadwood we figured we could get in Mt. Rushmore before heading into Custer, SD for the night. Mt. Rushmore is an awesome sight. As I have said so many times in this report, our pictures just don't do it justice. Mount Rushmore memorializes the birth, growth, preservation and development of our country. Between 1927 and 1941, Gutzon Borglum and 400 workers sculpted the 60-foot busts of Presidents George Washington, Thomas Jefferson, Theodore Roosevelt, and Abraham Lincoln to represent the first 150 years of American history. The geologic formations of the heart of the Black Hills region are also evident at Mount Rushmore, including large outcrops of granite and micaschist.



As we approached Custer on highway 16, the Crazy Horse Monument was visible from the road so we rode up to the visitor's center. My family and I were there 5 or 6 years ago and it is hard to see any progress. You can argue as to whether they are actually working hard to finish it or if they are just trying to make money on admissions.

After a ride this day of 471 miles and visits to all these sites we were ready to check into the Mile Hi Motel in Custer. This was another choice that Ron and I made based on the 'character' of the place. Some of the 'character' of the place is probably best left unsaid, but be sure and ask Bruce about the roominess of the bathroom. I drew the black bead of sleeping on the sofa bed in the room and it was absolutely the worst bed I've ever slept on. The only way to get comfortable was to lie on it sideways so the metal support didn't cut you in half.

As we checked in Ron noticed a calendar with a scripture verse from Philippians on it and he thought the lady might be a Christian. So he asked her what the significance of the calendar was and she replied, "Oh, I don't know. It was hanging here when we bought the place. I guess the former owners went to the Philippines sometime." Yeah, right. The Wrangler Restaurant next door, complete with a buffalo mounted on its roof, provided a good meal and the prices were very reasonable. They have buffalo burgers if you want to try them.

Calendar of Events

JANUARY

1/1/04	Polar Bear Ride	Bellevue Mall
1/16-18	Cycle World MC Show	Atlanta, GA
1/16-18	Arenacross	Municipal Auditorium

FEBRUARY

2/3	Meeting/Chili Cookoff	Cool Springs
2/28	Atlanta Supercross	Georgia Dome

MARCH

3/1-6	Daytona Bike Week	Daytona, FL
3/2	Club Meeting	Bloodworth MC

APRIL

4/2-4	Dogwood Trail Rally	Vicksburg, MS
4/6	Club Meeting	TBA
4/23-25	Trail of Tears Rally	Marble Hill, MO
4/30-5/2	Georgia Mountain Rally	Hiawassee, GA

MAY

5/4	Club Meeting	TBA
5/14-16	European Riders Rally	Burkesville, KY
5/28-30	EuroFest Nashville	The Factory

JUNE

6/1	Club Meeting - Picnic	TBA
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JULY

7/6	Club Meeting	TBA
7/15-18	BMWMOA National Rally	Spokane, WA

2004 Cycle World International Motorcycle Shows

January 16-18, 2004 are the dates set for the 2004 Cycle World International Motorcycle Shows in Atlanta, GA.

This event is an unparalleled opportunity for bike buffs to experience the cutting-edge of powersports vehicles, products, and services. As always, an onslaught of the hottest sportbikes, cruisers, scooters, dualsport machines, off-road bikes, motocross and 4-wheel ATVs will be represented. The 2004 IMS showcase of new models will have many OEMs in attendance (Aprillia, BMW, Buell, Ducati, Harley-Davidson, Honda, Kawasaki, Moto Guzzi, Suzuki, Triumph, Victory, and Yamaha).

Show attendees who want in-depth information on motorcycle parts and accessories can visit the expert staff in "The Factory," a showcase of the latest aftermarket products and essential riding gear where they can compare and discuss everything from performance parts to the latest communications hardware with manufacturer representatives.

Show highlights will include stunt riders, special demonstrations and interactive features. This year's series premieres the Ball of Steel Stunt Show complete with gravity-defying stunts and caged performances by extreme motorcycle riders in an enclosed steel ball. Attractions will also include vintage displays highlighting vehicles of all makes and models, the innovative Video Lounge showing the latest extreme motorcycle videos on the market, and the all-new Club House with special features, message boards, and contests targeting motorcycle club members.

The event will held at the Cobb Galleria Centre, Exhibit Halls A-D, Two Galleria Pkwy., Atlanta, GA 30339
(770) 955-8000, www.cobb Galleria.com

Show Hours:

Friday, January 16 4:00pm - 9:00pm

Saturday, January 17 10:00am - 9:00pm

Sunday, January 18 11:00am - 6:00pm

Admission:

\$11.00 Adult

\$5.00 Children 6 to 11 years old

Children 5 & under free

Cash only at the ticket booth.



Arenacross Comes to Nashville

The 2003-2004 Arenacross Series is the largest indoor motorsport series in the world and this year Arenacross will be celebrating its 20th Anniversary. Top amateur and professional riders from across the country have chosen to compete for fame and fortune in the National Arenacross Series. Professional riders will compete for over \$2,600,000.00 in [purse](#) money, contingency, performance bonuses plus a [Point Fund](#).

The 2003-2004 Regional Arenacross Series is the kid brother to the National Arenacross Series. Professional riders will compete for a weekend purse of \$10,000.00 plus contingency and a \$15,000.00 Point Fund.

The National and Regional Series Sunday Amateur day will be divided into six regions throughout the United States. A variety of Youth and Amateur classes will be racing for fame and glory. Trophies will be awarded through 10 places in National and Regional amateur classes. Points will be kept within each region in order to crown the top three riders in each class which will also be invited to participate in the ultimate Arenacross program of the year the Arenacross Amateur World Finals at the MGM Grand U.S. Open in Las Vegas in October of 2004.

The Arenacross format is a process of elimination that will consist of heat races, last chance qualifiers to determine who will compete in the 20-lap main events. Plus the 4-lap Dash for Cash and the Jump Off Contest that will have riders sail 70 feet through the air while doing aerial acrobatics...it's wild!

Atlanta Supercross SATURDAY February 28, 2004

Main Event Starts - 7:00 pm

Doors Open/Practice Qualifying - 12:30 pm

WHAT IS SUPERCROSS?

THQ World Supercross GP and THQ AMA Supercross Series is an off-road motorcycle race, produced inside a stadium that seats no less than 35,000 fans, where the dirt is brought in and sculpted using construction equipment. Widely regarded as the king of extreme sports, THQ World Supercross GP and THQ AMA Supercross Series is considered the Winston Cup of motocross. Some of the world's greatest athletes compete in what has been described as the most physically demanding sport in existence. The 2004 season is a 18-week schedule beginning in Seville, Spain and concluding in Las Vegas on May 1. Points are only awarded in the finals of the 250cc and 125cc classes. At a typical supercross race, professional riders travel at speeds in excess of 60 mph and soar as far as 70 feet in the air above the track as they jump as high as three-story buildings off jumps called "triples."

WHERE CAN I WATCH SUPERCROSS?

At the live event or on television on both ESPN2 or ABC's *Wide World of Sports*. The series has consistently been one of the highest rated forms of motor sports on television, besting both CART and the IRL on a regular basis.

HOW CAN I GET TICKETS?

Simply [click here](#) now (or click "Tickets" at the left of this screen), select the event you wish to attend, then click the "Buy Tickets" button on the event page. Tickets are also available at all Ticketmaster outlets, cc.com, Tickets.com (San Francisco event only) and UNLVtickets.com (Las Vegas event only).

For more information go to <http://www.sxgp.com/index.php>

Watch ABC' Wide World of Sports on January 4th at 3:00 – 4:00pm for coverage of the Anaheim, CA Supercross.

Web Sites of Interest

Bloodworth Motorsports <http://www.bloodmotor.com/>

Motoworld <http://www.motoworld.com/>

ESPN's RPM <http://rpm.espn.go.com/rpm/>

Speed Channel <http://www.speedtv.com>

BMW Motorcycle USA <http://www.bmwmotorcycles.com/home>

BMWMOA <http://www.bmwmoa.org/index.html>

BMWRA <http://www.bmwra.org/>

Helen Tow Wheels Packing Systems

<http://www.helen2wheels.com/>

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MOTOWORLD TELEVISION SERIES MOVING TO SPIKE TV IN 2004

TV's First & Longest Running Motorcycle Sports News Magazine Show Enters 20th Year with a New Network, Format and Way of Life

ATLANTA, GA – December 22, 2003 – Continuing a long tradition of media innovation, Seals Communications Corporation (Sealsco) is set to make history once again with the all new MotoWorld on Spike TV. The move from ESPN2 to Spike TV, effective Saturday, January 3, 2004, scraps the "suit and tie" host, the desk, and studio, as MotoWorld hits the road in a different direction. Personalities, features, lifestyle, and behind-the-scenes coverage will drive the new format, with a reality focus on the growing and popular world of motorcycle sports. MotoWorld will air on Spike TV Saturdays at 11:30 am (Eastern & Pacific).

In 2004, MotoWorld will enter its 20th year, having distinguished itself as the first and longest running motorcycle sports news magazine series on television. "Every show that maintains long term

success does so by innovation to stay cutting-edge, and periodically re-invents itself as the media landscape changes. Our new format does just this, and will continue to provide viewers and sponsors outstanding entertainment via the popular MotoWorld brand," said Lou Seals, Chairman and CEO of Sealsco, and the creator and visionary behind MotoWorld. "Spike TV offers a great environment and a substantial household universe for the series," Seals added.

Lifestyle and reality programming is nothing new to Sealsco, as the company was one of the earlier producers of this now mainstream genre over a decade ago, with its creation of the MotoWorld "spin-off" series MW2 Rev It Up!, which made its debut with the launch of ESPN2 in 1993. Rev It Up! became the first and only television series on ESPN2 to be honored with a prestigious CableACE Award nomination for two consecutive years.

Established in 1984, Sealsco (www.Sealsco.com) is a vertically integrated, full-service media, marketing and television production company. The Atlanta-based creative firm is one of the largest independent producers and owners of specialized television programming in the United States. Sealsco produces sports and entertainment programming, having amassed a notable list of credits over the past two decades on networks that include ABC, ESPN, ESPN2, FOX Sports Net, Turner South, Discovery Wings, Speed Channel, and OLN, among others.

Spike TV, America's network for men, is available in 86 million homes and is a division of MTV Networks. MTV Networks owns and operates the cable television programming services MTV: Music Television, MTV2, Nickelodeon/Nick at Nite, TV Land, VH1, CMT: Country Music Television, and Spike TV, as well as The Digital Suite from MTV Networks, a package of thirteen digital services, all of which are trademarks of MTV Networks. MTV Networks also operates and offers joint ventures, licensing agreements and syndication deals whereby its programming can be seen worldwide.

Construction Saga At Bloodworth Motorcycles

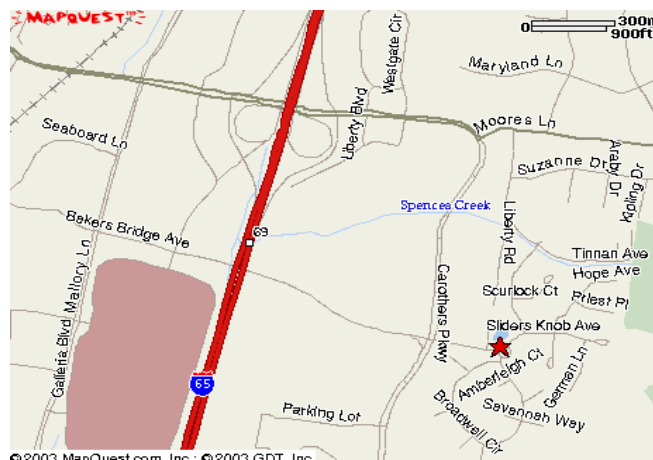
As many of you may have seen, we are making progress at the 288 White Bridge Road site. We are many months behind on completion, but we are closing in on completion. We have one days work left on HVAC and plumbing, two days left on electrical, one day of hanging doors, two days for painting, three days of general clean up and then getting the carpet laid. Which all equates to about three more weeks of work before we think we can get our Use & Occupancy Certificate, which will allow us to move in and open for business. This has been an extremely frustrating experience for the staff at Bloodworth BMW, but once the new "digs" get open, the experience for the staff and all our customers will be excellent. The plan is to open in earnest the first of February. We will be holding the BMWCON Meeting at the new dealership in March and tentatively are planning our Open House in April. We will keep everyone posted on our progress.

February's Annual Chili Cookoff

It is getting close to the time of year when you are to knock off the dust of the old chili recipe book and gather your ingredients (beans, tomatoes, beef, pork, or the ever popular Tennessee Road Kill) to make that award winning chili. This year's Chili Cookoff will be held on Tuesday night February 3rd starting at 6:30pm. The location of this year's Cook off will be at the Cool Springs East Homeowners Club House hosted by Mike Gillespie. The club house is located at the east end of Bakers Bridge Road in Cool Springs. This is the opposite side of the interstate from the mall area.

MapQuest web address:

<http://www.mapquest.com/maps/map.adp?country=US&countryid=250&addtohistory=&address=698+bakers+bridge+road&city=franklin&state=tn&zipcode=37067&submit=Get+Map>



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[=franklin&state=tn&zipcode=37067&submit=Get+Map](http://www.mapquest.com/maps/map.adp?country=US&countryid=250&addtohistory=&address=698+bakers+bridge+road&city=franklin&state=tn&zipcode=37067&submit=Get+Map)

The site for this year's event will include tables and chairs, kitchen area for preparation, bathrooms and a nice fire. Extension cords and power for your crock-pots will be provided.

Mark your calendar and make plans to bring your best pot of chili for the Annual Chili Cookoff. The excitement is building for the return of EuroFest



Nashville! The South's premier European Automobile and

Motorcycle event will be held May 28th, 29th, and May 30th, 2004 at the Factory at Franklin. For 2004, EuroFest Nashville will again be a multi-event weekend. This year, we have two new additions to the event. The National Jensen Car Club and will be holding their Annual National Event in conjunction with EuroFest the Tennessee, Kentucky, and Indiana Regions of the Porsche Club of America will be holding their Annual Regional Event, The Visit 4.0, at EuroFest as well. These two additions will bring in approximately 150 additional cars to the event, pushing vehicles in attendance up to around 400. Our event site, The Factory of Franklin, located on Franklin Road in Franklin was the site of last year's event and the facilities have been upgrading since then.

In addition to the grand static car and motorcycle show on Saturday, the 2004 EuroFest Nashville will also include an Autocross, Road Rally for cars and Poker Run for the motorcycles. The event will kick off on Friday night with an *Invitation Only* party for those participants who pre-register (just as it has always been) and our event sponsors and vendors. Saturday will be the static Automobile and Motorcycle display. As in the past, each marque / club will put together and host their own corral. Each club will decide how they want to handle their corral and any judging that will take place. Once again, this event is for automobiles and motorcycles in any condition. This is not a Concours de'legance, but instead a display of the vehicles we own, drive/ride every day. That is not to say that someone might show up with a 100-point automobile or a barely rolling restoration project. Everyone's vehicle has a story to tell. Be sure that you are at EuroFest to tell your story.

WEBSITES OUR BMW WEB ADDRESS

Saturday night, there will be an informal gathering in at the Farmers Market area of the Factory for a cookout. Attendance to the Saturday social is through the pre-registration process only.

On Sunday, there will be an Autocross at the Nashville Superspeedway for those who like to test or hone their automobile driving skills. For our two wheel friends, there will be an adventurous "Poker Run". For those automobile folks that like a more leisurely pace (as long as you don't get lost) there will be a fun Road Rally. Both the Road Rally and Poker Run will start and end at The Factory.

With all that The Factory has to offer, a vibrant shopping, dining, entertainment complex and the overall facilities available to participants and to our spectators, our new venue should make for a great event. For our family and friends, there will be plenty of free parking available and admission is free. To find out more about EuroFest Nashville and to print off the registration form, log on to the EuroFest web site at <http://www.eurofestnashvile.com>

For additional information on the Factory at Franklin, go to <http://www.factoryatfranklin.com/>
So make your calendars, send in your registration and make plans to have a great time at EuroFest Nashville 2004.

New Models from BMW

By Glenn Hawkins

Many of you may have read about the all-new BMW Montauk cruiser. Read no more! It's here at Bloodworth Motorsports. This new cruiser sports the beautiful cast wheels from the CL model and that wide front-end look ever so popular among today's cruisers. All new factory windshield, speedo, tach and clock are all welcome additions in this new model. Come see for yourself or better yet come test ride the new Montauk. BMW popular standard cruiser is also now in stock. The R1200C returns with new updates and is sure to please. Also our first new 2005 R1200GS is just months away! New from the ground up this ever popular model will feature an all-new engine and a substantial weight reduction. We can't wait to see what BMW has up its sleeve. Please stop by or call me if I can be of any assistance.

Glenn

BMWCON.ORG YOU CAN DOWNLOAD A MEMBER APPLICATION AND FIND OUT ALL SORTS OF GOOD THINGS. CHECK IT OUT.BMW
email: pw630@aol.com

<http://nashlinks.com/remember.htm>

www.bmwmoa.org/features/080502openhouse.htm

Alabama Club: {www.merrill.org/bmwmoa }
Barbers museum information: { www.barbermuseum.org }
{ www.bmwmoa.org/ }
www.bmwra.com
{ www.bmwriders.com/ }
www.cycleshows.com/index.html
Bloodworth Motorsports: bloodmotor.com
Knoxville

<http://tailofthedragon.com>

<http://www.sportbikeshop.com/index.htm>

<http://www.sportbikeshop.com/weblinks.html>

NEW: {www.mcwridders@motorcycleworld.com}

Iberian Moto Tours – { www.imt-bike.com }
www.bmwclub.org

www.AmericanMotor.com

www.midsouthswapmeet.com

<http://www.miamimotorcycle.com>

Newsdesk@AmericanMotor.com

www.classickawasakiclub.com

Newsdesk@AmericanMotor.com

GLOBEBUSTERS www.globebusters.com

www.usdesmo.com/events.html

www.bmwchr.org



Letter from the Editor

Polly Wright

I hope all of you had a great Christmas and will have a Happy and Safe New Year.

We had a wonderful Christmas Party and if you missed it you missed a good time. The crowd was smaller this year, but it was still a nice crowd and lots of fun.

I hope all of you will be able to make the Polar Bear Ride. This year it will be held at the Bellevue Mall where John Hamilton of Pig & Pie is opening his catering business and I think a restaurant. We will meet at 9:00 AM and have breakfast and if the weather is pretty, there will be a ride afterwards. Steve and Mark are working on it now. If you would, please let me know if you plan to be there so I can tell John how much food to prepare. Phone number is: 794-4280 or email me at pw630@aol.com. Thanks in advance for letting me know. Please call even if you can't make it.

AUSTRALIA, NEW ZEALAND AND FIJI IN OCTOBER by Hack Tidman

Continuing on from last month's Newsletter, where we were talking about Australia, we flew from Sydney to Christchurch, NZ. That's about eleven hundred miles. I don't know if I told you or not, but going to Australia requires a visa. I guess it's a way to keep the undesirables out. New Zealand doesn't require a visa. However, NZ doesn't allow you to bring anything edible into the country, a policy that most of the countries follow now. So I had to declare my Granola bars and cough drops. The customs man said these items were O.K. anyway.

Christchurch has a lot of neat things. One of which is the Antarctic Polar Center. It is like a museum of the Antarctic. It has a neat large room with imitation snow, igloos, etc. You adorn heavy pants and coat, and enter the cold room where they turn the invisible fans on and take you down to zero degrees, to get the realistic idea of what Antarctic climate feels like.

That night we walked to a restaurant specializing in lamb chops, since this is the Country of Sheep. On the way back to the hotel, we did some window-shopping. I bought some black licorice twisted sticks that I use to love so long ago. I also bought some unlabelled and unwrapped brand of chocolate candy, in large chunks. You remember the kind that use to come in a great big jar. New Zealand takes you back to your childhood. It's like going back to the fifty's. You do have to learn to drive on the left hand side of the road, such as in Australia. The currency is fairly similar. The paper money is almost the same, coated in vinyl, but the coins are different. In Australia, the One dollar coin is larger than the two dollar one. In NZ, they are just the opposite, as I would suspect they should be. The one and two dollar coins are gold color and the smaller denominations are silver. Other differences are the size of the Countries. Australia is as large as the United States, and New Zealand being about like California. In NZ you have everything you have in the U.S. You have deserts, geysers, mountains, rain forests,

shore lines, etc. In fact, you are never farther from the ocean than one hundred miles. NZ is my kind of country. An informal, slow motion type country, with all kinds of activities within easy reach. It's a great motorcycling country. The roads are smooth enough with hardly any traffic. I still remember the first time I was riding in NZ in 2001. The policeman pulled me over because he was lonesome and bored. He said the speed limit was 100 km per hour and I was only doing 80. He said I was evidently sightseeing, and wandering around all over the road. He said the people behind me didn't know my intentions. There hadn't been anyone behind me for thirty minutes. He just wanted to talk to someone.

They have a large botanical park in Christchurch about four times as large as Centennial Park here, with a river, about the size of the Harpeth, flowing through it. It's named the Avon River. There were a couple of trees that I had never seen before. One was a Cork tree and the other was called a Monkey-Puzzle tree.

The next day we got up early, about 5:00 a.m., to head down south for Queenstown. That is the last large town toward the southern part of the South Island. On the way, we came fairly close to the mountain range that runs almost the whole length of the South Island. It's known as the Southern Alps, and the highest peak is named Mount Cook. Captain Cook was the man who discovered most of the land in this area. Mt. Cook is around 12,000 to 14,000 feet high. The high ranges of the Southern Alps are snow capped all year around. We decided to stop and hop aboard a "Flightseeing, single engine, turbo-prop plane". This was a forty-minute flight that took about eight of us up to the snow-covered ranges of the Southern Alps. I really got some good pictures, and the plane was interesting also. We were able to see the glaciers from the topside, and there were several hidden lakes that are visible from the air. There are no roads to them. Most were ice covered.

Queenstown is a fun town with a lot of things to do. It is a small town where one can walk to most places. We toured the small "harbor" of the very large landlocked lake. Then the next morning we walked down to the harbor and I watch this coal truck unload several tons of coal into the TSS Earnslaw. This is a 1912 coal-fired steamboat that was built about the same time the Titanic was built. It has four boilers, each with it's own door, so the fireman can shovel the coal right into the firebox, and two locomotive-type engines. Each engine has separate controls, operated by an engineer right next to it. There is a telegraph on the bridge that sends instructions to the two telegraphs in the engine room. And they will let you walk around the catwalk right above the engines so you can see what's going on. The steam ship burns a ton of coal an

hour. We cruised to the other end of the lake to the Walter Peak Sheep Station. This is a farm with many kinds of animals. We saw a sheep shearing demonstration. I didn't know it but there are at least four types of sheep, each producing a different type of wool. All of them have a lot of lanolin in the wool. Feel a sheep and get your hands greasy.

On return to the TSS Earnslaw's dock, we left the ship and thought we would take a fast ride up a very shallow river. You may have seen these jet boats on TV. They hold up to eighteen people and are powered by a couple of 700 HP Chevy engines. Speeds up that river at like 55 or 60 MPH. We had to put on our life jackets and rain ponchos, because the drivers like to, all of a sudden, do a 360-degree turn and get everybody wet. I believe the river is named Shotover River, and as I said, very shallow and curvy. It takes a lot of practice to get those turns just right, or else you are going to end up on land or in a pile of rocks.

Just out of town, there is the bridge where A.J. Hackett supposedly invented bungee jumping. We got there just in time to see one man

jump, but he was their last customer for awhile. None of those in our bunch were quite ready for jumping. Talking to one of the guys that works there, a person who is going to jump gets weighed. Then they ask you if you want to stay dry, or if you just want your head to go under water in the river, or maybe you want to go under up to your waist. So when you dive off the bridge, they are very accurate about just how long the bungee cord will be.

The next morning we again go up at 5:00 a.m. to travel over to Milford Sound, about a two-hour ride. This is a very popular place on the western side of the South Island. Since it is on the other side of the Southern Alps, we had to ride up to the pass in the mountains. We stopped up there and took a rest break. I saw another one of those destructive Kea Parrots. These are about the size of a large pigeon. When you are renting a motorcycle in NZ, they tell you not to park it in certain places, such as parking lots next to glaciers and places like that, because these Kea birds will fly down from the cliffs and start tearing up your bike seat. And they love to chew on the rubber around the doorjams of cars. At the top of the mountain, there is a long tunnel (unlighted) that offers a challenge to those on bikes that meet head on traffic. The tunnel is not very wide. In 2001, when I was riding to Milford Sound, as soon as I cleared the tunnel, it was raining like crazy on the Sound side of the mountain. And when we arrive there, it was still raining. So we boarded our cruise boat and went sighting seeing around the Sound in the rain. It really was not very pleasant, being as I was already wet from riding the BMW 650, with little weather or wind protection. I could wring water out of my gloves and pour water out of my boots. This time, when we got there, the sun was out, and everything was right with the world. We even got to walk through the rain forest next to Milford Sound, in the sunshine. If you ever have occasion to go through a rain forest in the sunshine, make sure you do it. And the boat cruise was just great. We even got a close up view of five seals sunning themselves on a rock.

Milford Sound it such a beautiful place, six of us decided to take another Flightseeing ride around the area. This time we went up in a twin engine plane and rode around for about thirty minutes. There was a landing gear in the way of my view out the plane's window, but otherwise, it was a good fight.

This is all for now. Next month we'll do the rest of New Zealand and then hop on over to the Fiji Islands.



FOR SALE

R1100RT

1997 Blue RT with under 40 on the clock. Ohlins front and rear. Less than 2k on Bridgestone tires. System cases with truck. Corbin saddle w/back rest pad on the truck. Stock seat included. Bike includes BMW saddle bag liners and tank bag. Heated grips and ABS. BMW alarm w/remote E-mail me for pictures.

Price: \$7000 neg

Contact Tom Lees at tom.lees@thompsonpower.com

Telephone 615 251 8642

FOR SALE - BMW K1200LT - 1999 - Champagne Color w/ 2 matching helmets New BMW intercom system and new tires. Lowered heated seat. Lambswool seat covers. Passenger arm rests. Luggage Rack. BMW Bike Cover. 15,000 miles. \$14,000 Call (615)773-2677 or email Jim at jwdeakins@direcway.com Jim is sick and will not be able to ride again, at least for a long time and they could use the money to help defray the medical expenses.

This is a stock 2001 BMW R1150GS with 31,000 miles. Bike includes the BMW system cases but is otherwise stock. It is in excellent condition and recently serviced and all fluids changed (brake, clutch, oil, transmission, differential). New tires. It has the remainder of the factory 3 year/36,000 mile warranty so buy with confidence! This is one of the strongest running GS's around. \$9,500 - Call Bill at 615-792-5296

Two items for sale.

1. Factory BMW K 1100 LT system case liners - new and unused. Still have the packing paper inside. I have all three - left, right and top case. Blue and gray with leather trim - very handsome. Appear to be waterproof, but I'm not sure about that. New the side cases liners are \$186 each and the top case liner is \$224. Total new is \$596 plus tax. I'll sell the set for \$300. Call Steve Page 373-8689 home.

2. Staintune exhaust system complete for R1100 RT/RS and R1150 RT/RS. Model 117E3. All clamps, removable baffle and oxygen sensor plug and original shipping box included. Used about six months. Like new, no dents or scratches. Some heat discoloration (normal). New \$975 list. Available at RL Motorcycles Inc. (www.cyclesaddles.com) for \$901.87 plus shipping. My price -- \$650. Call Steve Page 373-8689.

1999 BMW R1100SA only 11,300 miles, new back tire, ABS brakes, heated handgrips, soft bags, & shaft drive. Must sale new baby \$10,000.00. PH. 615-883-1468

HIGHLIGHTS

Presidents Corner: Steve Stratz
Articles by: Mark King, Hack
Tidman, Mike Gillespie
Classifieds
Websites
Next Meeting

POLAR BEAR RIDE
JANURARY 1,2004
9:00 AM
Pig & Pie
BELLEVUE MALL

PLEASE LET ME KNOW IF YOU
ARE PLANNING TO BE THERE. I
NEED TO GIVE HIM A NUMBER
SOON
See front page for phone and
email

BMW MCON
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