



UNDER THE HELMET

WWW.RMBRC.ORG

MOA CHARTER #321

Upcoming Rides/Events

-Saturday Casual Rides

Usually there is a weekly option to ride, meet, or enjoy one another's company. The meeting spot is at Sam's #3 (corner of Havana & Parket Rd.) for breakfast at 8:00 am. Rides depart from BMW of Denver at 9:15 am just a few blocks away.

-Colorado Mountain Pass Ride- August 22

This ride will be combined with our annual picnic in Nederland, CO. We will ride up Mt. Evans (highest paved road in North America), then to the picnic at Dan Kearney's house near Nederland. Contact Wayne Sheffield at 303-795-3623 or rides@rmbrc.org for more information and exact details.

-Southwest Colorado Ride - September 5-7 (Labor Day Weekend)

What could be better than a leisurely motorcycle ride through some of Colorado's most colorful fall scenery followed by a hop into a relaxing hot spring? Our travel route will take us over some of the most spectacular passes and scenery Colorado has to offer including Wolf Creek Pass, Gateway, the Million Dollar Highway, Grand Mesa and Independence Pass. See website for details on accommodations. Contact Mike Fox at foxer_boxer@msn.com.

Colorado San Dunes Ride - September 19-20

Join your fellow riders for a quick two-day trip to visit one of our most diverse National Parks! Experience the majestic beauty of the tallest dunes in North America and explore some of the park and preserve's grasslands, wetlands, streams, forests and tundra. See website for details on accommodations. Contact Bob Wright at rwright956@aol.com or 720-232-4764 or 303-688-4568 for more details.

July 2009 Club Meeting By Dave Fiack

The July General Membership meeting was held on Saturday, July 10th, which was off the normal cycle of the first Thursday's of the month. The reason was to accommodate Officers Tracey Rogers and Ed Nolte from the Aurora Police motorcycle team. Seventeen club members were in attendance. The meeting began with a discussion of riding off pavement. Without going into a lot of detail in the presentation, the key "takeaways" were:

- **Look where you want to go.**

You look at the pothole . . . you go right through it! You look at the rock in the road . . . you go over it. If you see a large rock or pothole, do not allow your eyes to 'fixate' on it. Take it in and then allow your eyes to continue to move beyond or to the side of it. The bike will follow your eyes and avoid the obstacle automatically. Keep your eyes up and look down the road! Your natural reaction will be to look at the ground in front of the motorcycle. Look as far ahead as the road, speed and common sense allows. Your perception will naturally assimilate the rough terrain and lead the front wheel along a good line. Do not look down! Do not look at the rock in front of your wheel! Do not stare at the pothole in the road! Look where you want to go and the bike will naturally follow an invisible line towards where you are looking.

- **Need for Speed.**

This is difficult as the natural reaction is to travel too slowly. The road ahead will be covered in loose rocks and sand. All you want to do is shut off the gas! Don't do it!! Slow down a little and then just before the loose stuff starts accelerate gently. If the bike moves around, gas it a little more! Once you're through the bad patch you can slow down a little if you want to. The amount of stability a motorcycle has depends on its forward motion. More speed helps it punch through and over the bad surface. Generally as the bike travels faster and faster you will find that it becomes more balanced, stable and maneuverable. Going too slowly over rough terrain will cause the bike to move around more and perhaps cause you to panic. Within reason therefore go a bit faster than you are comfortable with. Because you need to keep the throttle open when travelling through the loose stuff do not approach bad patches too fast or in a gear that leaves you in the middle of the power band. Choose a lower gear at the bottom end of the power band so that you can accelerate gently.

- **Braking**

You should have little need for hard braking when riding your motorcycle off road. Your transmission and rear brake should give you all the stopping power you need. Unlike riding on road, locking your rear wheel up on sand is not a problem. If you need the extra stopping power you can progressively pile on the front brake until it shows signs of locking up - then ease off a little.

Officer Rogers opened up the session to questions more general in nature. A discussion ensued regarding failure of your motorcycle to "trip" a stop light sensing device. Officer Rogers pointed out Section 612 of the Colorado Model Traffic Code,

2009 BOARD OF DIRECTORS

With the start of a new year, it is time to announce the 2009 RMBRC

Board of Directors:

President:	Dave Fiack	president@rmbrc.org
Vice President:	Pere Wickes	vicepresident@rmbrc.org
Secretary:	Rick Valdez	secretary@rmbrc.org
Treasurer:	Tom Doggett	treasurer@rmbrc.org
Board Member:	Robert Wright	rwright956@aol.com
Board Member:	Mike Fox	foxer_boxer@msn.com
Board Member:	Chris Spanos, Sr.	programs@rmbrc.org
Membership	Tom Doggett	membership@rmbrc.org

**Club Membership information is available online at
www.rmbrc.org**

CLUB STORE

We are now stocked with many items for sale from our Club Store. We are in need of a volunteer to help keep items in stock and bring them to any meetings or events for sale to members and non members. Contact Ed Padalinski (720)384-5855 or Chris Spanos, Sr. (303) 340-1317 for items and/or to volunteer for our 1st Club Store Chairperson.

- Club Polo Shirts \$25.00**
- Club Decals \$3.00**
- Club Pins \$5.00**
- Club Hats \$16.00**

Club Activities:

-All Monthly Meetings are held on the first Thursday of the month at the Windsor Gardens Restaurant 597 S Clinton St. in Denver (unless otherwise noted). The Meetings begin at 7pm and food is served from 5pm to 630pm.

--All Monthly Board Meetings are held the last Thursday of the month at 700pm in the Main Conference Room at the Parker Library. All members are welcome to attend!

DVD Club Library

We are going to make another attempt at having DVD's available to members to check out/return at our monthly meetings. Any member who has a motorcycle related DVD that they would like to lend to other members should bring it to monthly membership meeting. Rick Valdez will be the Head Librarian responsible to see that the DVD's are tracked. DVD's will be lent out for a month (till the next membership meeting), and stern discipline will be handed out to members who do not return the DVD's on time. We'll put a list of the DVD's available to check out on our web site.

Do not forget the Monthly Raffle. Last months winners received several very nice gifts as donated from our many fine sponsors. It could be your chance to win next month, but you must be present to win!!

CLASSIFIED ADS TO PLACE YOUR AD PLEASE CONTACT-
EDITOR@RMBRC.ORG

FOR SALE-Black Carolina Knee High riding boots in EXCELLENT condition. Size 11, still in the original box only worn a handful of times. \$75 or best offer. Please contact John Walt at walt_john@yahoo.com or at editor@rmbrc.org



JULY 2009 CLUB MEETING BY DAVE FIACK (CONTINUED)

612-When signals are inoperative or malfunctioning.

- (1) Whenever a driver approaches an intersection and faces a traffic control signal which is inoperative or which remains on steady red or steady yellow during several time cycles, the rules controlling entrance to a through street or highway from a stop street or highway, as provided under section 703, shall apply until a police officer assumes control of traffic or until normal operation is resumed. In the event that any traffic control signal at a place other than an intersection should cease to operate or should malfunction as set forth in this section, drivers may proceed through the inoperative or malfunctioning signal only with caution, as if the signal were one of flashing yellow.
- (2) Whenever a pedestrian faces a pedestrian-control signal as provided in section 802 which is inoperative or which remains on "Don't Walk" or "Wait" during several time cycles, such pedestrian shall not enter the roadway unless the pedestrian can do so safely and without interfering with any vehicular traffic.

Following the discussion session, the group moved outside where Officer Rogers blocked off a section of the street, and set up traffic cones for demonstrations.



The first demonstration by Officer Rogers was two methods of picking up a "down bike".

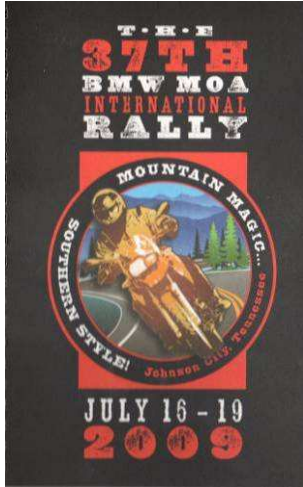
Officer Nolte followed by demonstrating the techniques discussed in the presentation.



At the conclusion, Wayne Sheffield paid the penalty for contradicting whatever the officers said. Way to go Wayne!!!!

2009 BMW MOA National Rally-Johnson City, Tennessee By: Ed Padalinski

This was the third year in a row that I have attended the national rally scheduled once again in mid-July for the BMW Motorcycle Owners of America organization of which our club is a chartered club. My total trip of about 3300 miles was well worth it and the rallies just seem to get bigger and better each year. This year was the largest attendance ever at almost 9000 folks, but it did not seem anywhere as crowded as in some years past. I guess it was because of the large area included in the Appalachian Fair Grounds in Gray, Tennessee. I was fortunate enough to have a friend of mine bring his motor home from Atlanta, Georgia and I had great accommodations on site for the entire rally. This was the first time I actually stayed at the rally grounds vs. a hotel in the area and it was a different worthwhile experience...but since I do not camp.... a challenge to do so!



The ride out to the rally was with fellow club member and Safety Director Roy Blakney, where we just hit the interstate to get to Bloomington, Indiana to stay with another club member Brett Youngs and his lovely wife Val. Their hospitality was wonderful and I am glad we made the stop there. Roy was going to stay there for another day, so I headed south to Atlanta, Georgia to see if my friend Rolf could make it to the rally a little earlier, but if not it gave me an excuse to do some riding and I would head back up north via US129 and the 'Tail of the Dragon'

Got to Atlanta by dinner time and spent some great time with Rolf, but as we suspected he could not depart the next day, so I headed back north on my own. I had a bit of schedule to keep as I had signed up for the 1 day workshop the day before the rally for chartered club members. I became a graduate of "Beemers University" first class! It was a great day of seminars and workshops to help in club development and growth. So the ride before hand was on US 129 "Tail of the Dragon" and since I was in the area I had to do it. Since I was not totally sure where it was. I thought I was lost, but at a nearby gas stop, I had confirmed I was only about 15 miles away. Since it was a Tuesday and before the rally started in nearby Johnson City it was not too busy and I was able to get a good run at speed so that I finally dragged the pegs on my R1200GS a few times! Not bad huh?

After the "Tail" I headed east in a bit of "Smoky Mountain National Park" and back out through Pigeon Forge and Gatlinburg which was heavy with traffic from the summer vacationers. But I worked my way through it and it made to Johnson City by about 630pm for my overnight. The next day the seminars began at 8am sharp and by that afternoon the rest of the 'troops' had arrived and setup their camp nearby. Unfortunately it was on a bit of sloping hill and that proved to be lots of 'fun' with the evening rains.....but I was quite comfortable in my accommodations! I am sure everyone was jealous!



Getting down on the "Tail of the Dragon"

The rally began on Thursday morning and since I had volunteered to help out at the charging station, I was tied up for about 3 hours that morning. The charging station is a free wonderful service for rally attendees in that we provide a place for you to recharge your electronic devices such as cell phone, cameras, two way radios, iPods, etc while you browse the vendors. Remember in the tent areas there is no power to accommodate the need, so the BMW MOA

provides it!

The seminar schedule was once again chalked full of things from travel vacations, to insurance, to maintenance, to electronics, to BMW apparel, etc. And of course BMW Motorrad was there with their fleet of demo bikes and to my surprise they had brought the demo GS bikes as well to test ride on the dirt track at the rally site. With the evening rains, I am sure that proved to be a real demo rides test, as it was very muddy!

We were also fortunate to have almost 150 vendors at the rally this year as many vendors came because the Honda Hoot had been cancelled....better for us! So it was a great place to see so many things in one place and most of the vendors were indoors in air conditioned places! So out of the rain and into the cool! Of course the usual things like the Vintage Display, Beer Tent, and constant entertainment made the whole rally a rousing success again! Every night there was Barn Fire in the GS area and a grand fireworks display the final night made it a great time!

The raffle prizes given out of the three days of the rally are no comparison to the grand prize drawings held at the Closing Ceremonies Saturday evening to conclude the event. From trips to New Zealand, Europe, and Morocco, to full camping gear setups, and of course the grand prizes of two motorcycles. This year an F800GS and R1200GS were given away!

2009 BMW MOA National Rally-Johnson City, Tennessee (Continued)

I spent a good amount of my time with my friend Rolf as we had a lot of catching up to do, but it was a fun time again and if you have never been you really need to go. By Sunday morning everyone was headed their own way to meet again next year. Seems like the rally creates friendships that last a lifetime, but are usually enjoyed only during rally times. Next year the rally will be in Redmond, Oregon about a 1 ½ days ride, so fairly close to Denver and a great opportunity to come to the event.



While I have only been to the last three rallies there are members of our club who have been to many more....so ask them what they think about it! **See you in Redmond July 14-18. 2010!**

Our group of friends and members that made it to the rally;(L-R) Bridget Booth, Judy Allen, David Allen, Rolf Schittli, Richard Ward, Ed Padalinski, Val Youngs, Chris Spanos, Scarlett, Brett Youngs, & Roy Blakney!

How to Share the Road-Contributed by Roy Blakney

Motorists can feel better about driving in the vicinity of giant tractor-trailers by following, when possible these defensive-driving guidelines:

- **Never cut in front of a truck.** At 55 mph, fully loaded trucks take the length of a football field to stop-50% farther than a car. Be sure you're at least four car lengths in front of the truck.
 - **Don't linger alongside.** There are large blind spots around trucks where cars disappear from the driver's view. Check the truck's side mirrors: if you can't see the driver's face, the driver can't see you. To get out of left and right blind spots, pass quickly or slow down.
 - **Pass on the left.** The blind spot on the right runs the length of the trailer and extends out three lanes. It's safer to pass on the left.
 - **Keep a safe distance.** To avoid blind spots when behind a truck, stay back 20-25 car lengths, is possible.
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Toy of the Month

Evaporative Cooling Vest

Evaporative Cooling Vests delivery outstanding cooling performance in a lightweight, versatile product. Simply soak the vest in cool water for 1-3 minutes., wring out excess water, and wear over a t-shirt. Cooling times will vary, based on relative humidity.....or for us Colorado riders lack thereof.

On a typical hot day the vest will help keep you cool for up to 8-12 hours. Chest sizes: SM (34-36), MD (38-40), LG (42-44), XL (46-48), XXL (50-52)

Also available are cooling Neck Bands made from the same polymer embedded fabric.

Available from Whitehorse Gear at www.WhitehorseGear.com or toll free at (800) 531-1133

2009 100,000 FT RIDE

By Ed Padalinski

The 10th annual Colorado Beemers 100,000 ft ride took place on August 1, 2009. It will have been my 5th year of participating in this wonderful ride to some of the best passes in one day. It is hard to believe that it has been already 10 years since this ride was founded and the founder Brad Bolton is still involved to this day. Hopefully our new 'Ride for the Gold' ride can achieve such success! Once again although it was a long day of about 10 hours of riding about 482 miles, the ability to achieve 100,000 feet of elevation in one day is a special treat and I'm sure that the other +250 riders who participate would agree! The day starts out early at Foothills BMW (one of our sponsors) with registration, continental breakfast, as well as the information you will need for participating in the ride. Since no one knows the planned route you are given the maps, GPS coordinates, patch, pin, and commemorative t shirt that morning at registration.

After a quick bite and meeting up with my fellow riders David Allen and Bob Melton, I programmed the route into the GPS and we were off about 730am. Of course every year the ride is a different route and this year took you first south on US 285 to Kenosha Pass at 10001 feet and then quickly to Red Hill Pass at 9993 feet and then down again into Fairplay where we made our first stop for gas and rest. From Fairplay it was back up the next pass on CO 9 towards Breckenridge over Hoosier Pass at 11541 feet. Then down again through Breckenridge and we took the cutoff road Swan Mountain Road toward US 6 west to Loveland Pass 11982 feet.

Up over Loveland Pass put us onto I-70 towards the Eisenhower Tunnel at 11112 feet and back down towards CO 91 and Copper Mountain. CO 91 takes you south and back up to Fremont Pass 11318 feet and in Leadville we got onto US24 towards Tennessee Pass at 10424 feet. We saw a lot of police presence in the area and sure enough there was some type of bicycle tour ride that we caught up with on Tennessee Pass. It was slow going for almost the entire route until we go back to I-70 because the bicycle tour took that side roads and we headed on the interstate for a lunch break in West Vail.

From West Vail it was back onto I-70 towards Silverthorne and back to CO 9 this time towards the north. Driving here for about 40 miles we never saw another rider from the ride...just goes to show you that because of the length and distance of the ride, you really never run into any other riders! We ended up in Kremmling for another break and gas stop to go on US40 through Hot Sulphur Springs and onto CO 125 north to the Willow Creek Pass 9621 feet. After the pass we arrived in Walden only to turn back to the south again on CO 14 to the last pass of the day, Cameron Pass 10276 feet.

CO14 then carried us through Poudre Canyon with a bit of traffic and into Fort Collins. The final dinner plans were going to be at Northern Colorado BMW/Ducati as it is now owned by the Hendry's who own Foothills BMW and I am sure they wanted to showcase both dealerships. Unfortunately, it put many of us about another hour north of Denver and home. The great BBQ dinner was supplemented once again with many prizes that were raffled off.

We were among the first 15 riders to arrive and realized that it would be a long wait for the day to conclude, so David and I headed home around 6pm. It was once again a great ride and it is not too be missed! Hope to see you there next year at the 11th annual '100,000 Foot Ride'!

