

BEEMER ZEITUNG

A Publication of...

BMW Motorcycle Club
Dallas - Fort Worth



JUNE 2018



CATEGORY 1 PHOTO FOR JUNE

**"Ralph headed to the Moki Dugway via
The Valley of the Gods, UT"**

DON MILLS

Points of Interest this Issue

Membership Meeting

**Tuesday
June 12
7:30 PM**

**Spring Creek BBQ
1509 Airport Freeway
Bedford, TX
817-545-0184**

**At Forest Ridge & Airport
Freeway (Hwy 121)**

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- **Photos OTM** - Category 1 (front cover) and Category 2 (sans motorcycle) elsewhere within.
- **Mike Gragg** - **FourPlay Rally**
- **Stephen Slisz** - **True North**
- **Mike Valentin** - **Auxillary Lights and Madness**
- **Vince Breckner** - **GPS Tech Tips**
- **2018 Events** - Vince Breckner outlines what's in store for our stalwart motorcyclists for the remainder of 2018.

FOURPLAY RALLY



MIKE GRAGG

Planning your fall riding? On **September 14-16** I will be hosting the FourPlay Rally which will be headquartered in Wyandotte, Oklahoma at the **RiverBend Hotel** and Casino. Friday and Sunday will be travel days and the actual rally will be on Saturday, September 15.



graph those bonuses to verify your visit.

If you enjoy seeing new and interesting places, learning new things about people and places, riding fun and scenic roads, and having a great time swapping stories over dinner and drinks about the roads you travelled and the bonus locations you visited, you are guaranteed to have a great time! No prior rally experience is required. The only requirement is to have fun!

You will be given a list of 75-100 possible bonus locations, each chosen for its uniqueness, its historical interest, its whimsical nature, or its location on one of my favorite roads - or a combination of all of the above! Your task is to:

·(1) Choose a combination of bonuses with the goal of earning the highest number of points while staying within the rally's limits of time and mileage. (2) Photo-

(Continued on page 3)

Bonus locations are located in each of four surrounding states: Oklahoma, Kansas, Missouri and Arkansas. Wyandotte, Oklahoma is located 13 miles from Kansas, 6 miles from Missouri, and 22 miles from Arkansas.

You may choose to ride by yourself or with a group (riding with one or more friends is encouraged). Each bonus location will have an assigned point value. You will claim the points by taking a snapshot of the bonus (cell phone snaps are fine). This is not a race! Total mileage will be strictly limited so there will be zero advantage to riding fast: this will be a day of relaxed fun with friends while riding great roads, learning interesting things, enjoying a nice new hotel, and swapping stories for a long time afterwards.

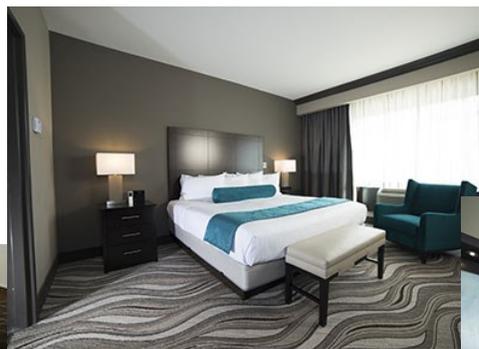
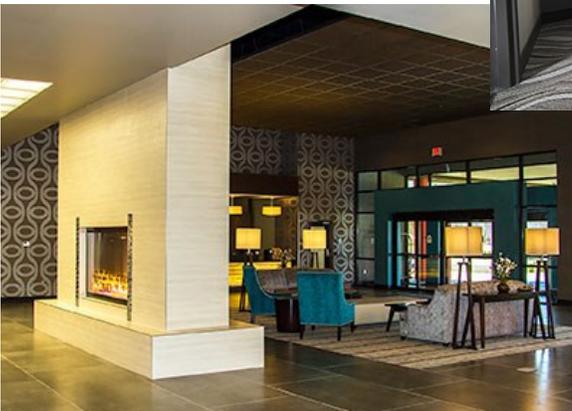
There is no charge for the rally. I have already chosen, located, visited and photographed all of the locations. You will be responsible only for your hotel room, meals and drinks. Rally riders will leave the hotel after breakfast singly or in groups, ride to their choice of bonus locations, verify their visit by photographing the bonus, return to the hotel in the afternoon and be scored after volunteers verify their photographs, their odometer readings, and tally the scores. After relaxing there will be a no-host banquet and awards ceremony.

Two weeks or so prior to the rally, the rally book, containing the bonus locations, their descriptions, the point values, and example photographs will be sent to participants - along with a BaseCamp file containing all waypoints. You should have plenty of time to plan YOUR winning ride!

So come to Oklahoma for a great day of riding the Ozarks (with a bit of prairie thrown in) and hanging out with friends! This is **NOT** an official club ride but only club members are invited - and ALL club members are invited. I am looking forward to introducing my friends to the four-state area and to the fun of rallying. I will be at the June BMWDFW club meeting and available to answer any questions you may have.

There are three steps to register:

- (1) Mark your calendar for the weekend of September 14-16.
- (2) Email Mike Gragg at graggmike1@gmail.com and let me know you plan to participate in the rally or would like to volunteer to help score, check odometers, etc. I'll send you information as it develops.
- (3) Call the **River Bend Hotel** at **918.678.4946** to reserve your room. I have blocked 15 rooms @ (\$109 for one King bed or two queen beds. Book under Block #14200 or BMW-DFW to get the special room rate. This will let them know you are with the FourPlay Rally and I will be able to know how many riders and/or volunteers to expect (we can get more amenities if we get more people attending and I will be monitoring to arrange special rooms, meals, etc).



True North

A Tourmeister's Report



“Loud Pipes Save Lives”. How many of us roll our eyes at that statement and even cringe when a loud motorcycle blasts by the crew? Well, I hate to tell you, it may end up being true and become the law of the land!



Humans hear “weighted” noise levels because our ears discern some frequencies as louder than others. The term “Weighting”, originally intended for low-level sounds, is now commonly used for the measurement of environmental and industrial noise when assessing hearing damage and other noise-health effects. Studies have revealed that a 3 decibel increase in sound level is barely noticeable to the human ear. Sound levels often have to be raised by 5dB before people report a noticeable change, and it often takes a 10dB increase before the listener reports a doubled sound.

The National Highway Traffic Safety Administration admits that quiet vehicles can be a problem at low speeds and estimates that 2,800 pedestrians and bicyclists are injured every year by new Environment Vehicles. The electric and gas-hybrid motors in many EV/HV cars operate so quietly, typically around 6dB, that they are often masked by background noise and often sneak up on people. Some electric cars such as the Nissan Leaf already broadcast sounds to address this issue. Through the 2010 Pedestrian Safety Enhancement Act, the NHTSA attempted to standardize this issue, creating minimum sound requirements for EV/HV vehicles traveling less than 19mph (30kmh or 18.6mph - the “crossover point” at which tire and wind noise overcome the quiet vehicle). The Federal Motor Vehicle Safety Standard No.141, Minimum Sound Requirements provided a means for the visually impaired, pedestrians, cyclists and other roadway users to detect the presence of these quiet vehicles and reduce the incidents of low-speed pedestrian crashes.

With feedback from Alliance of Automobile Manufacturers, Global Automakers, American Council of the Blind, American Foundation for the Blind, the National Federation of the Blind, ISO, SAE, International Organization of Motor Vehicles Manufacturers, and Japan Automobile Manufacturers Association, the NHTSA finalized the FMVSS No.141 in mid-2017. Effective April 27, 2018 the final rule requires that EV/HV vehicles meet a requirement based on a weighted sound level in 2 to 4 octave bands with alternating specifications depending on speed. Sound pressure levels are to be 630Hz to 1600Hz on one side of these bands and 315Hz to 5000Hz on the other. The final decibel rate should be in the 40dB to mid-50dB range which is close to the average current internal combustion vehicle.

With additional technical feedback from Honda and Nissan, it took from 2010 to 2017, to obtain the workable plan. Honda pointed out that different vehicles and different trim levels of the same vehicle had different noise levels and thus different “crossover” points. They argued that trim levels and shapes of grills, number of doors and even body shapes such as hatch-backs affected sound pressure levels and that there needed to be adjustments in the Hz levels for those vehicles. With final changes in Hz levels and optional crossover speeds, the final standard went into effect this year requiring 50% of EV/HV auto and light duty truck fleets be equipped with the new technology by September 2019 and 100% by September 2020.



Currently Federal sound limits are different for on-highway vs off-highway motorcycles and ATVs and even different limits for motorcycle engine size. That includes different forms of measurement for various forms of motorcycle/ATVs. Since various design elements by the manufacturers would be required to maintain directionality of the sound (outward) and could include shielding behind the speaker to reduce driver noise, the NHTSA has

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TRUE NORTH(Continued from page 4)

postponed consideration of a minimum sound requirement for electric motorcycles due to the need for further evaluation. Standards for motorcycles are not included in the final rule.

In 1994 Harley Davidson attempted to trademark the sound that their single crank-pin motors emitted. Competitors opposed the application and after years of litigation Harley withdrew their



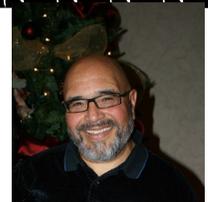
application to trademark the Harley sound. Maybe they were just ahead of their time. The NHTSA is considering a request for the sounds to be driver adjustable which would allow one car to make several different noises on demand. I can't wait to hear the digital version of Potato-Potato-Potato!

"Yeeha" Stephen Slisz



Auxiliary Lights and Madness

By
Mike Valentin



Whether riding or maintaining new, at-the-pinnacle of technology bikes, eg. RT's, R's, K's or steadfast, hands-on Airheads, all bikes require or tether you to a compulsion, maybe a touch of madness. Imagine Edgar Allan Poe, "The Tell-Tale Heart"... now let me "tell you the whole story."

I recently completed installing my PIAA 1100 LED lamps on my 2016 R1200RTW, Raquel. An earlier version of said lamps were formerly on Askelon (K1300GT), who was a fine steed with power in reserve and willing to savage any road. They were used to great effect for night-running, with deer and hogs poised on the edge of visibility, or for increased conspicuity in traffic. Essentially motorcyclists understand the inherent value of visibility in our increasingly distracted driver culture. A good pair of auxiliary lights contributes mightily to our safety when the sun sets.



The installation was straightforward, but not easily completed. After two days the undertaking felt like tribulation, rather than a simple running of wires.

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MADNESS(Continued from page 5)

In general, accessory component designs are very good, but the choices and options for securing auxiliary lights on our bikes are limited and restrictive. For example, I waited a long time until I found a set of eye-level driving lamp brackets for about \$125, for my K1300GT. These “Jimmy Mounts” provided attach points that allowed not only functionality but also complemented the aesthetics of the K-bike. So, I refused to buy engine guards for the RT just so I could pay \$350 for a pair of BMW brackets for mounting the lights.

Lucky for me **Twisted Throttle** of Rhode Island distributes Denali Lights, offering light mounts for BMW R1200RT’s ‘14-‘18’, positioning them beneath the outboard mirrors. Valhalla! Holy Cow! A cursory review of the instructions on-line instilled in me the confidence to place the order for the **P2 Powder coated Denali Lamp Brackets** priced at \$100, then collected the tools necessary for the installation.



I felt confident. I was prepared. I walked into my man-cave, spirits high and, raising my lithium-powered screwdriver, my Mjölhnir ... the ‘panelectomy’ commenced with the removal of screws revealing the inner workings and attachment points to be used. I secured each screw removed, ligating them next to their position with electrical tape, assuring the proper screw with length to the original hole for quick and sure re-assembly. Continuing with the removal of fascia, the maze of sinus tracts revealed opportunities where the PIAA protective clad wiring could be placed and ligated with zip-ties.



Securing the assembled brackets into the body of the bike with screws and bolts, the test-fit of the LED lamp stems to the steel powder coated brackets mandated a larger hole; drilling and filing was completed and all parts reassembled with blue Loctite and torqued, using the Just’Enuf technique learned through incantation with like-minded Germanic demi-gods. The vinyl clad lamp wires were implanted and manipulated between body panels, engine and gas tank before residing under the saddle, like a ball of snakes, where they were to be connected near the moto’s brain.

With greater confidence I repeated the same procedure on the right side tapping connections and securing each point so as to eliminate vibration and potential disconnection. The switched power line was secured to the rear accessory plug to energize the system for the first test firing of the lamps.

“Ready on the right...ready on the left...commence FIRE”! Nothing!! Again. Darkness.

The man-cave became a tomb with a dreadful creeping wetness on my brow. No hum, no click, not even a spark. Each connection was re-examined for electrical leakage or poor attachment, like a surgeon assuring the vascular anastomosis is complete and perfect. I spent hours re-examining all of the work. Nightfall came and I walked away.



Sleep came sporadically that night. Ideas of how to correct the problem, identify the source, haunted me night into day, dream to wakefulness. Finally in desperation I sought guidance. I spoke to greater minds. New ideas were offered and more tests performed. Voltage meters spoke with conduits and connection points. The primary battery was removed and tested, jumper cables and fresh power from a donor battery was used to power the system, failing any wisp of re-animation. Then the plastic back-up key was placed at the top of the gauge panel

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Category II - Photo for JUNE



“While lunching with the rest of our riders up in Chisos Basin, Big Bend National Park, I took a moment to capture the outstanding view, looking westward from the veranda of the restaurant.”

ANDY JONES

MADNESS(Continued from page 6)

to entice the electrical system, thinking perhaps the EWS ring had failed. But all tests failed. The bike was *dead, dead, dead*.

The next day, before dispatching this lump of steel by trailer to a technical shaman, I sat next to Raquel to consider and observe what the problem could be? Almost hourly I stopped and pondered, and then about midnight I opened the garage door latch ever so gently - oh so gently! Seeing the outline of my bike haloed by the lamp light, I approached carefully. The bike no longer vexed me, the lamps did.

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MADNESS(Continued from page 7)

The following day, with the bike fully clothed, I trailered it to Shaman Lamar(BMW Motorcycles, Hurst TX). If the bike were dead, surely a BMW Diagnostic tool, a re-animator, would be able to revive her, bringing life back to my Sleeping Beauty.

Shaman Lamar zeroed the problem down to a failed fuse. His examination included checking the main power 50 A fuse, further tracing the problem to Slot 2 - 7.5 A (Fuse Assignment, Chapter 7, pg. 134, BMW Rider's Manual (US Model) R 1200 RT) which is responsible for the left multi-function switch and audio system. That's the one that I used to access the switched power line. What I learned was that I nicked a wire, zapping the fuse, when I attempted to gain switched power for the auxiliary driving lamp relay and switch. Further, when the bike is dead, the root-cause must be resolved because the diagnostic tool requires a "powered-up" bike.



With the Lamar inspired ministrations, Raquel is back in fine fettle. The brackets are performing perfectly without any vibration or quivering. My sense of aesthetics has been maintained - the world is good again.

Looking back, there is no question in my mind that devoted individuals; eg. motorcyclists or artists are touched by madness. Perhaps we laugh amongst ourselves for the similarities in our behaviors; perhaps a little nervous because of our shared functional insanity. But, riding on, our senses are heightened and sharpened, renewed and nourished. It's downright maddening.

Note: My thanks again to the members and technicians who helped resolve my problem without hesitation; good behavior is always the finest attestation of the BMWDFW Motorcycle Club. I'm available to provide advice or support if you decide to undertake this installation.

GPS Tech Tip: Cloud Database for BaseCamp

You've got a couple of PC's or Mac's at home, a PC at work, and a laptop for travel. You want to use any of them with BaseCamp to build or modify your routes. But making sure that all of these are synched up with the latest addition to your routes is one big pain and difficult to keep straight. Here's a possible solution: Use a BaseCamp database in cloud storage.

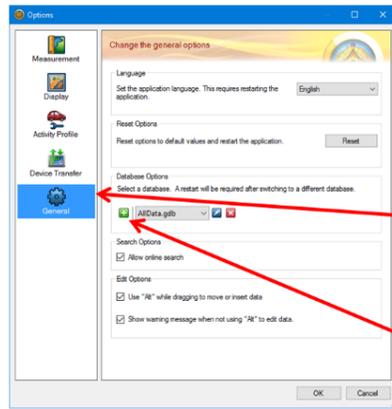
Some form of cloud storage, such as Dropbox, Google Drive, MS One Drive, iCloud or others, along with internet access to all your machines is needed. Those are the only requirements. The only other thing you need to do is create the database file that you'll use to replace the database in My Library (PC) or My Collection (Mac).

BE SURE YOU'RE EXISTING DATABASE IS BACKED UP. You do not want to lose your GPS data! Back-up your most recent files in BaseCamp by going to File|Backup, selecting where you want it stored, and do your backup. I'd recommend that you back it up on a local drive as well as in the cloud.

Here are some summary diagrams of the next steps:

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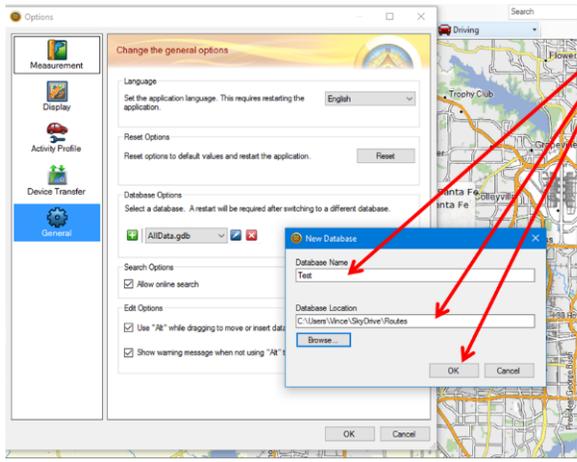
To create a database in cloud storage or network storage that can be used by any of your computers loaded with BaseCamp:



Create a folder in your cloud storage (One Drive, Idrive, etc.) or know the location in your cloud storage where you're going to store your new database

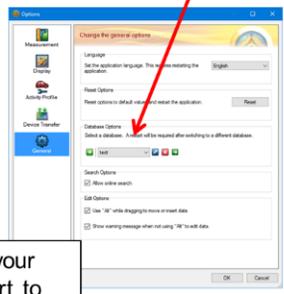
In the BaseCamp menu line open Edit|Options, and select the General tab in the left hand pane

Then click on the + (plus) button under the Database Options pane



Fill in the new database name Use Browse or fill in the Database Location, then Click on OK

After clicking OK the new Database is listed and will be used after a required restart of BaseCamp.



You can then use File|Export to copy all your data from the old database and File|Import to copy it into the new database

If you won't have internet access to your routes on a trip, just change the database back to the old database on the laptop that you're taking and export your trip files to the local database before you leave. If you make changes enroute, be sure to update (Export then Import} the updated trip files to the cloud storage database when you get back.

As our Tourmeister says "Ride 'em, Don't Hide 'em".

Vince Breckner



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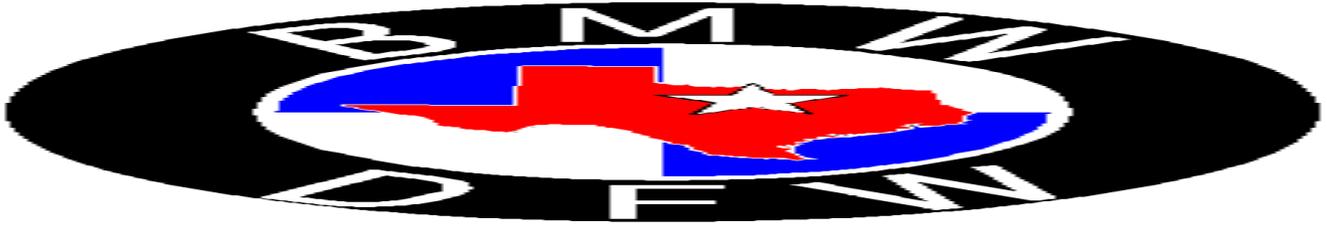
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2018 PREMIER CLUB RIDES

All the details for each of the Club Events are available by clicking on the event or scrolling down

**Mar 21-25, Thu- Sun; *Hamilton & Alpine, TX “Roads of Spring Rally”*
Thru Big Bend Country ****

**Apr 13-15, Fri-Sun; *Natchitoches, LA. “Thank God It’s Spring” -*
*Natchitoches Jazz Festival & Crawfish Fest*****

**Oct 25-28, Thu-Sun; *Eureka Springs, AR.*
*BMWDFW Annual “Fall Color Tour”***

** No Club Hotel Room Block

“Ride ‘em - Don’t Hide ‘em”

**THE WORLD’S MOST INTERESTING MOTORCYCLE
CLUB**

RECURRING CLUB ACTIVITES DETAIL

BMWDFW Club Forum

Our members’ forum is at the BMWDFW Yahoo Group. [Click here to join](#)

CLUB MEETING, 7:30 PM, 2nd Tuesday, MONTHLY, except December

Spring Creek BBQ, 1509 Airport Freeway, Bedford, TX. Located on the westbound access road of Airport Freeway at the corner of Forest Ridge Drive in Bedford. Dinner and social begins 6:30 pm.

CLUB BREAKFAST / RIDE, 2nd Sunday, MONTHLY

AM/10 AM, Mary’s Brazos Café, Tin Top, 15 mi south of Weatherford, Texas. A ride follows, weather permitting.

CLUB BREAKFAST, Saturday, 7:30 AM/8:45 AM

WEEKLY. Original Pancake House in Grapevine, 1505 William D Tate Avenue, Grapevine, TX 76051, (817) 421-3444.

AD HOC RIDES

These will be announced as they come up on the Members Forum at Yahoo Groups. [Click here to join](#)

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2018 SIGNATURE CLUB EVENT DETAIL

Sept 3, Mon, Godley, TX. 6th Annual Ride for Tacos

Meet me @ "The" QT station in Hurst across from the old dealership on Highway 10 at 0900. We'll run over to 360 and down to 917 to Godley. We'll lunch on some tacos and head back to the house before it gets really hot.

Oct 1, Mon; Ending Date of the Photo of the Year Contest

This is the ending date for Photo of the Year (Contest runs to October 1 in any given year. Photos submitted after October 1 will be considered an entry for the following year.) All Contest forms are available at <http://bmwdfw.org/> under the Contest tab.



VINCE BRECKNER

Oct 25-28, Thu-Sun; Eureka Springs, AR. BMWDFW Annual Fall Color Tour

Host Hotel: Edelweiss Inn at 2066 E. Van Buren. The reservations number is 800-870-2529. This is our Annual ride to Eureka Springs, AR for some of the best autumn color and riding available. If you don't get an answer when you call, send an email to stay@edelweissinn.com. We'll be there for the nights from October 25th to 28th, arriving Thursday and departing Sunday. When you call or email be sure to tell them that you are with the BMWDFW Motorcycle Club. This year, there will be no organized ride to/from Eureka Springs. The Tourmeister will post several GPS routes on the Yahoo list along with several suggested day rides in and around the Eureka Springs area. Watch the Yahoo list, as some folks may post their rides for others to join. Please RSVP to Stephen Slisz at yeeha_stephen@yahoo.com.

Oct 31, Wed; Ending Date of the Article of the Year Contest

For Article of the Year (Submit articles to the newsletter editor, Don Mills at email address don_mill@sbcglobal.net). All Contest forms are available at <http://bmwdfw.org/> under the Contest tab.

Nov 15, Thu; Ending & Starting Date for BMWDFW Mileage Contest Submissions

The submission forms must be sent to Dennis Bufton at BMWDFW, P.O. Box 132, Bedford, TX 76095-0132. The form is available [here](#).

Nov 25, Sun; Last Day for RSVP for the BMWDFW Annual Awards Banquet

Send your RSVP to Dennis Bufton at <mailto:buftond@tx.rr.com> with a "Yes I am" or "No I am not" coming. If yes, please indicate the number in your party. We need to provide the number of attendees to the restaurant in advance so they may provide sufficient food and drink.

Dec 1, Sat; Annual Dues for 2018

Be sure to get your Annual Dues to Dennis Bufton for 2017. Catch him at Saturday breakfast or mail your check to: Dennis Bufton at BMWDFW, P.O. Box 132, Bedford, TX 76095-0132.

Dec 2, Sun; Euless, TX. BMWDFW Annual Awards Banquet

Be sure to put this one on your calendar as a do not miss. The Annual Awards Banquet will be held at in the ballroom adjacent to the Raven's Grille at the Texas Star Golf Course, 1400 Texas Star Parkway, in Euless, TX on Sunday, December 3, 2017. Check in starts at 6 pm with dinner starting about 7 pm. Dinner will be followed by the presentations and some more socializing until about 10 pm. This is a premier event and not to be missed. RSVP with Dennis Bufton at buftond@tx.rr.com or catch him at breakfast for your tickets. Tickets are \$20 for members and first guest, \$35 dollars for additional guests. I've already made my reservation!

OTHER NOTABLE EVENTS

Jun 2, Sat; Graham, TX. 4th Annual Food Truck Championship

Talk about fun! This is the 3rd Annual Food Truck Championship of Texas event which runs from 11am to 7pm, or later if you want to attend the concert. [Click here](#) for all the information. This is a free admission event and they will have live bands and art displays from Texas artists and artisans in addition to the Food Trucks. There will be limited seating, so bring a lawn chair if you're going to hang out.

Jun 18, Monday; Annual Ride to Work Day

[Click here](#) for all the information.

June 21-24, Thu-Sun; Plain, WA. TOURTECH

has become the largest gathering of adventure motorcy-



RALLY -WEST. This rally will be

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EVENTS(Continued from page 11)

held in conjunction with the Washington Overland Rally and will include camping, classes, GPS tracks, group rides and entertaining guest speakers, including hilarious rider and world traveler Ed March. [Click here](#) for all the information.

Jul 6-8, Fri-Sun; Lexington, OH. 2018 AMA Vintage Motorcycle Days

This event is held at the Lexington, Ohio Mid-Ohio Sports Car Course in Lexington, Ohio. It is "...America's largest motorcycle swap meet, national championship vintage racing in numerous disciplines...". [Click here](#) for more information.

Jul 12-15, Thu-Sun; Des Moines, IA. BMW MOA National Rally

This event is being held in the Iowa State Fairgrounds. For registration and all the information on the rally [click here](#), and then click on the RALLY tab for specifics.

Jul 19-21, Thu-Sun; Paonia, CO. Top O' The Rockies Rally

Yes, this is the one you're always hearing about. [Click here for more information](#)

Aug 4, Sat; Lakewood, CO. BMWCC 100,000 Foot Ride

This ride is structured to take you over enough mountain passes to total over 100,000 feet in a single day. This achievement is not attainable anywhere else in North America and perhaps the world. The 100,000 Foot Ride (TM) provides the participant with the best of Colorado scenery and a broad selection of some of the best motorcycle roads the state has to offer. Registration is required. Get all the info [here](#).

Aug 9-12, Thu-Sun; Grandjean, ID. Stanley Stomp Rally

Located about 27 miles northeast of Lowman, Grandjean is a beautiful setting for the Stomp! [Click here](#) for more information.

Aug 17-19, Fri-Sun; Eureka Springs. MOA Getaway to Eureka Springs

Located in the heart of the Ozark Mountains, Eureka Springs is also a hub for the [best motorcycle rides](#) in the Natural State. Ribbons of highway curl around majestic bluffs and spill over hills revealing breathtaking scenery. Registration is required. Go [here](#) for all the information and to register.

Sep 07-09, Fri-Sun; Sipapu, NM. Bavarian Mountain Rally

The Land of Enchantment BMW Riders has hosted this September event for nearly three decades at the Sipapu Ski Area in the heart of the Sangre de Cristo Mountains. [Click here](#) for all the details and registration information.

Oct 04-08, Thu-Sun; Jefferson, TX. NTNOA Lake of the Pines Rallye

The rallye draws over 300 people displaying over 150 of the finest vintage motorcycles anywhere in the country. Now held at Diamond Dave's about a mile outside of Jefferson, TX. This is the one everyone who is anyone goes too! [Click here for all the information.](#)

Oct 12-14, Fri-Sun; Kerrville, TX. Lone Star Riders' Annual Texas Gathering

This is the 31th Anniversary of the Texas Gathering in Kerrville and Hill Country riding. We always have a lot of our friends show up for the Texas Gathering from the Dallas & Houston areas as well as Corpus Christi, San Antonio and even from the great states of Colorado, Kansas, and maybe even Wisconsin. Details are still under work but [Click here](#) for Registration information and all the event information when the link is updated.

Oct 19-20, Fri-Sat; Luckenbach, TX. 16th Harvest Fall Classic

The Harvest Classic is a motorcycle rally held each fall in Luckenbach, Texas. We love vintage and European motorcycles. Gearheads come from all around to enter their European, Vintage, and Competition bikes in the bike show, participate in or watch the vintage trials, eat home-cooked barbecue, win swag (or a bike) in the insanely good raffle, go big for the kids in the live auction, watch a big-screen outdoor movie, listen to great music, camp under the stars and generally immerse themselves in moto-culture. [Click here](#) for all the information.

Nov 4, Sunday * Daylight Saving Time Ends *****

Nov 9-11, Fri-Sun; Kerrville, TX. MOA Getaway Texas

Welcome back to the Texas Hill Country. Last year's Getaway was good but this year promises to be even better. Registration opens on 1February, and this usually fills up fast. [Click here](#) to register and for all the details.

BMWDFW