

BEEMER ZEITUNG

A Publication of...

**BMW Motorcycle Club
Dallas - Fort Worth**



NOVEMBER 2019



CATEGORY 1 PHOTO FOR NOVEMBER

Cumbres & Toltec
Submitted by Rick Kallmayer

Membership
Meeting

Tuesday
NOVEMBER 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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Points of Interest this Issue

- *Photos OTM* - **Category 1** (front cover) and **Category 2** (sans m/c - Sometimes) elsewhere within.
- *Bill Luce* - **FOUR DUDES ON THE NMBDR**
- *Stephen "Yeeha" Slisz* - **True North**
- *Mike "Crunch" Crenshaw* - **The Other Team**
- *Club Events* - **Vince mesmerizes us with all our options**

Four Dudes Riding the New Mexico Backcountry Discovery Route (NMBDR)

Four of us (Bill Luce & Mike Welch are both DFWBMW members, Dave Calligan is an ex-member and Jon Davis is not a member, but joins the group for breakfast occasionally) had planned to ride the Colorado BDR, but 300% snow-fall last winter in CO forced very late opening of many passes, so we made a

late change to ride the NMBDR instead.

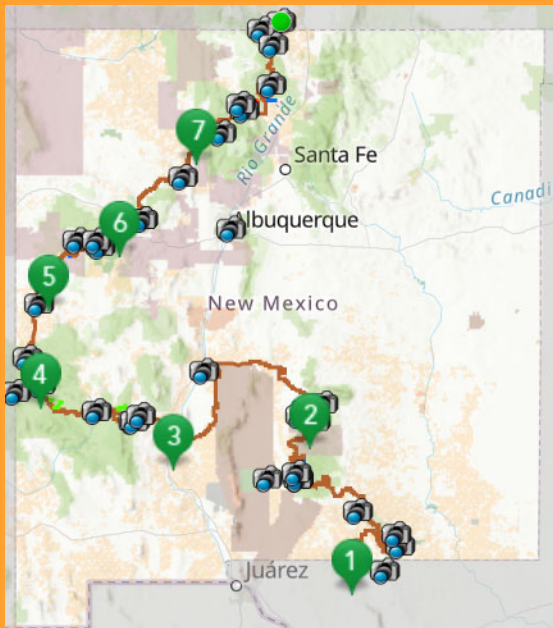
I was riding my R1200GSA, Mike was riding his G310GS, Dave and Jon each rode a KTM690 Enduro R. Dave now lives in Southern CO, so we decided to meet in Angel Fire as our start and end location. Jon, Mike & I trailered our 3 bikes there together, Dave could ride his bike from his house. After each day's ride, I jotted a few notes about what we experienced.

We started our journey in DFW on 6 July and trailered home on 14 July. DO NOT ask Mike about being on this ride during his 35th wedding anniversary on 13 July. Needless to say, it didn't go over well with the little lady.

The NMBDR is a lot like discovering NM via gravel road. There are a few excellent parts and too many miles of graded gravel roads or just gravel roads.



BILL LUCE



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NMBDR(Continued from page 2)

Day 1 (sun)- We rode to **Ruidoso from Angel Fire** using entirely paved roads. It rained on us late for about 5 minutes. We'd stopped and put rain gear on in time. The temperature dropped from 90F to 60F during the brief rain, then immediately went back to 90F. We stopped again to shed our rain gear. The first official section of the NMBDR starts in Dell City, Texas and ends at Ruidoso. We decided to skip this section and instead start with the 2nd section. It seemed like the 1st section was just going to be a bunch of gravel roads or pavement and we needed to limit ourselves to 7 riding days and 2 trailer days so Mike (the only working man amongst us) would not have to burn more than 5 days of vacation.



Day 2 (mon)- The 2nd section goes from **Ruidoso to TorC (Truth or Consequences)**- The initial part was good through the woods. A few good hills and climbing curves. We had great expectations at that point that were then dashed by long straight gravel/ dirt/sand/talc roads around the **White Sands Missile Range**. Pretty boring and not what I bargained for in a BDR. Dave was leading on the woody section and he nearly ran into a flooded road at 30 mph, as he was distracted by the scenery and sun glare. No major issues on this section.

Day 3 (tues)- The 3rd section goes from TorC to Reserve. It is what I would call a real adventure. The first part was great riding through the **Chloride Canyon**. There is one very intimidating part where you have a severe right turn into a long steep gravel hill with ruts. After returning home, I found many instances on AdvRider.com of all types and sizes of bikes falling while negotiating this hill. No problem for any of us, but it made me take pause on my 600 lb GSA. After Chloride Canyon there were more boring gravel roads, then a climb to 9500 feet up a very rocky and not well used Jeep trail. We took a photo at the top. I felt my rear shock absorber at the top and it was too hot to keep my hand on it for more than a second. The R1200GSA handled it well, as did the KTM's, but Mikes G310GS suspension was barely adequate. He said his suspension bottomed numerous times. From the top, we went back down along a similar rocky and not well used path. It was fairly challenging, but there were no spills this day. The

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peak is 47 miles from Reserve. This was a good BDR day.



Day 4 (wed)- The 4th section goes from **Reserve to Lake Fence**. There are very few opportunities for lodging at Fence Lake, so we went into AZ to Springerville for the night, about a 25 mile paved detour. This section had lots and lots of gravel/ dirt roads. Nice scenery, but not much of a challenge. Dave and I were well ahead of Mike and Jon, when Mike thought he saw us on the side of the next big hill, he suggested Jon take a look. Jon looked and promptly took a spill as his front tire went over the berm at the edge of the gravel road, slipping out from under him. Jon was not hurt and there was no damage to his bike. The day ends with 50 mph blast

down very straight gravel roads. I could easily skip this day altogether. We got to Springerville early and decided to do a quick paved loop we knew would be fun. Five miles from the hotel, Dave's KTM spun the tire on the wheel, ripping the valve stem from the tube. We suspect it was losing pressure but without TPMS we'll never know for sure. Time for a quick tube change but, Dave had left his spare tube & tools at the hotel so a round trip was necessary before we got started.

Day 5 (thur)- The 5th section goes from **Fence Lake to Grants**. Since we stayed in Springerville, our day started with a 25-mile blast down the pavement, then back onto gravel to Fence Lake. This leg started with way too many miles of gravel roads. Mike departed the roadway a on a few turns he tried to take too quickly, but no spills; no harm, no foul. Only near Grants do you enter a forest on a dirt path that seems BDR-like. Eventually we saw hundreds of paths through the woods. Following the route exactly is impossible as some of the paths just don't exist on Garmin maps, but it's easy enough to get back on track. The last section in the woods was worth the earlier gravel roads. We had an issue in the woods. Jon & Mike were ahead of me and Dave, and they missed a turn. We were all in communication (except Jon) and informed Mike that they missed a turn. Mike said it would join up shortly, so Dave & I went ahead and followed the route. We found a major intersection about 5 miles later and waited for their arrival. Within 5-10 minutes, Jon comes cruising along sans Mike. It turns out that he decided to split from Jon and find his own way. The 3 of us waited about 20 minutes, then headed back into the woods in search of Mike. We had to split up a few times and finally decided that he must have found another way out. There are so many paths, we could easily imagine someone going down a 1-way path you can't get back up. We headed to the Hotel in hopes he would show up. Good news; he beat us to the hotel by about 5 minutes. We gave him some serious shit about going lone wolf on us.

Day 6 (fri)- The 6th section goes from **Grants to Cuba**- This section was a real adventure as well. We went through ranches with about 4 or 5 gates to open/close during the first half, then got in some serious sand work. In the ranch section we went through many ravines (washouts), but none had water in them

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for our ride. We saw many horses and cattle and I had an encounter with a coyote. It was running full speed on a converging path, but decided to turn 90 degrees away at the last minute, coming within about 20' of me. I caught it all on video. In the later section, we would be cruising along and suddenly hit some deep & soft sand. I was leading and at 30 mph, the first section of deep & soft sand left me barely upright. I was all over the track and ended on the right edge with the bike leaning over on the right pannier. It couldn't fall over and I just righted it and took off in a rooster-tail of sand (after stalling once of course). From there it was sand (off and on, but mostly on) for 25 miles or so. In some cases, there are tire grooves (2" deep in hard dried clay), covered in soft sand. It's easy to catch your front tire in a groove with a scare as it doesn't want to track in your preferred direction.

This photo was taken on Day 6. We're drinking beer at the hotel in Cuba after the long ride through sand. Shown L-to-R; Bill, Mike & Jon.

Day 7 (sat)- The 7th section goes from **Cuba to Antonito, Colorado**. The day started with curvy dirt roads through the woods, then it changed to dirt/gravel, very scenic all day. There is a section 7 alert with go-around where www.ridebdr.com says, "NF 91 is badly damaged with washouts – many



deep ruts and muddy sections – very challenging up to **Tusas Mtn**". We started down the go around and shortly thereafter decided to turn around and do the real "very challenging" route. While turning around on a jeep trail, my foot found a rut and over I went. Mike was behind me and was more interested in ensuring that his GoPro was on than stopping to render aid. I actually shut the bike off while on the way down. I got up and picked the bike up un-aided; "Bastards". It was a very challenging route, especially on my R1200GSA. In spite of the challenges, it was fun and passable because it was dry. Jon and I bailed at US64 as planned and headed back to Angel Fire, where we had begun the trip. I had prepared an optional extension to go a little further which, Mike and Dave took. The 2 groups converged at the hotel to pack the bikes back on the trailer for the following early morning departure.

We kept score on bike issues.

KTM had 4- failed Tusk top rack support bracket, lost pannier bracket screw, flat rear tire, lost pannier tie down loop. I was prompted to say these are all aftermarket add-ons.

BMW had 1- electronic issue on G310GS resolved by disconnect & reconnecting the battery



CATEGORY 2 - PHOTO FOR NOVEMBER



WINDMILL NEAR MEXICAN BORDER - CDR

by ANDY JONES

True North

“Blame it all on my roots. I showed up in motorcycle boots. And ruined your regular weekend affair. You’re the first ones to know. From the QT we’ll go. On the next ride I’ll hope you’ll be there... ‘Cause, I’ve got friends to show places. Where sunshine drowns. And the wind chases our blues away. And we’ll be okay. We are big on scenic traces. We’ll slip on out to open spaces. Oh, I’ve got friends to take riding places!”

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Forgive me for butchering one of Garth Brooks most popular tunes, but it's time again to pump you up for the cooler weather riding season and we are in Texas, so sounding "Country" it is.

In recent True North columns I wondered "Why are you riding a BMW motorcycle?" My personal answer is that I like to ride just to see things, to be a witness to things that were part of storybook history. The BMW motorcycle is ultimately the most well-honed tool for me to accomplish that job. Like the T-shirt says – Traveling in a car is like watching a movie. Traveling by motorcycle is like being the star!

One of my favorite sight-to-see angles is Westward toward the Comanche Indian Territory called the Llano Estacado. Upon seeing the Llano escarpment appear out of the afternoon haze, I often try to imagine what the struggle was like for the westward bound pioneers and homesteaders. What kind of oh-shit moments did they have when the Llano and Canadian Escarpments came into view? The weary travelers trudged for weeks across the open plains of Oklahoma and Central Texas before the sheer edge of the Llano appears through the glare of the blazing mid-day sun. For all, it surely must have seemed a horizon-to-horizon impediment to further travel West. I marvel at how easy it is for us to saddle-up and navigate on our paved roads and highways today, yet I also empathize how miserable it must have been for a covered wagon to traverse the diverse Texas landscape of yesterday. How wonderful it is we so easily live in and ride through the locations where the life threatening Cowboy & Indian era of American history actually took place.

In another article I pined away about the disappearance of friends. Namely our motorcycling friends. I've been feeling the burden more considering the numbers of my motorcycle lifestyle/hobbyist friends that are starting to age-out. I recently found out that a motorcycle friend from Phoenix is on his last legs and has decided to go quietly and not pressure his friends into making fond farewell gestures. No last parking lot social for him. Our motorcycle club's most hotly attended event is not really a motorcycle ride, so to speak, but thirty-plus motorcyclists regularly attend our Saturday breakfast, affording themselves a last-chance to swing a leg over a bike and for a short time keep their face in the wind. I've been a motorcycle lover for more than 50 years and since the age of fourteen I've never been without at least one motorcycle. What am I going to do when it's time for me to age out?

I've been asked to be the BMWDFW Tourmeister for the upcoming 2020 season. If I get confirmation votes by the usual Harrumph-Harrumph type show of hands at the election meeting and you really pick me, I'd like to go back to my roots for next year's riding schedule. I'm not aging out yet and I still want to go see what there is to see. I'd like to see more "Saturday-Breakfast Attendance" type participation at other events. I want to see more of you. We need to hang out. So it's in my head to do more of the single-overnighter rides like I did the first year I was Tourmeister. The routine you know - ride out Saturday to see something... anything interesting, overnight, and return home Sunday. I miss the parking lot socials at those little overnighiter events. Next, I'll throw in more one-day rides to "see things" and afford us a chance to step away from our boring everyday rut. I want to start a local bike night, I want to start a motorcycle-shop-visit series, and I've already started a Saturday Tourist Series where we will visit some local tourist attractions you normally might overlook. The Saturday Tourist Series has already hit the Granbury Airport Saturday Fly-In Pancake Breakfast, the Cavanaugh Flight Museum and we recently visited the Fort Worth Civil War Museum and the Frontiers of Flight museum in Dallas. I've got a huge bucket list just waiting for beautiful weekends... and you...to ride your BMW, tour some sights and spend time with the BMWDFW crew. The clock is ticking. I hope you'll be feeling your Wheaties soon and will be able to ride along with us.



Ride 'Em Don't Hide 'Em
"Yeeha" Stephen Slisz

GROUP RIDING SAFETY

Riding with other motorcyclists is a great way to enhance your ride, however, riding in a group safely will require you to adhere to some conventions and limitations. When you ride alone, you have total freedom to vary your position on the roadway, make stops and turns, set your own pace, and ride without considering the impact of your actions on other riders. The entire roadway is yours to use anyway you wish. When you ride in a group, you will be riding in close proximity to other riders and the actions of each rider can create dangerous conditions for other riders. The rider behind you requires enough space in front of him or her to be able to see road hazards in time to avoid them and will also need enough maneuvering space to do so. Each rider also needs to be able to see far enough ahead to anticipate traffic conflicts, estimate entry speed for corners, and be prepared to stop or turn. For these reasons riders in groups need to adhere to some special rules.

Following the group riding conventions as described in the Motorcycle Safety Foundation Guide to Group Riding Video and the BMWDFW Club “Guidelines for Group Riding” document will give you the basics. These resources can be found on the BMWDFW website. Like all riding skills, practice is required for proficiency.

When you decide to take part in a group ride, you are committing to follow the route and pace set by the ride leader. You may choose to leave the group at any stopping point but you must notify the ride leader of your intentions beforehand. Meanwhile you will be expected to stay in your position in the formation and follow the pace set by the ride leader. If the pace is too fast for you, slow to a speed at which you are comfortable and continue to follow the route until a safe stopping place is reached by the group where you should notify the ride leader of your concern. He or she will work out a solution that works for the group as well as you.

During the ride always keep your visual focus far ahead of the rider you are following and avoid fixating on the him or his motorcycle. Never proceed across an intersection until you perceive it is safe to do so. Never follow a rider through an intersection without first ascertaining if it is safe for you, first checking for crossing traffic or left turning traffic. Always keep the rider following you in sight most of the time. You share the responsibility of helping all participants complete the ride safely. If you lose sight of your following rider for more than 1 minute, you are expected to slow your speed until the rider is once again in sight. If you must stop and wait for a following rider to catch up, be sure to pull off the road in a safe place that does not obstruct traffic. If a participant has a problem on the ride, the riders in front and behind are responsible for assisting the rider with the problem. The last rider in the column is responsible for taking charge and coordinating assistance efforts in event of an unplanned stop.

Your safety is basically your responsibility while riding a motorcycle and this does not change when you join others for a group ride. It's your responsibility to operate your motorcycle safely and insure that your speed and proximity to others allows you to do so. You always have the option of following the route as a solo rider and meeting up with the group at stops or at the final destination instead of following in formation. Be prepared to navigate for yourself if you become separated from the group. Always carry personal medical information and emergency contact info conspicuously on your person.

Courtesy of the MOA and BMWDFW m/c club.

Photos from the Other Team on the Continental Divide Ride



2019 BMWDFW OFFICERS

President

Chris Delaplaine
President@bmwdfw.org

Vice President

Carter Lewis
VicePresident@bmwdfw.org

Secretary/Treasurer

Dennis Bufton
Bedford, TX
817-475-2413
schatzmeister@bmwdfw.org

Tourmeister

Stephen Slisz
tourmeister@bmwdfw.org

Webmeister

Margie Kallmayer
webmeister@bmwdfw.org

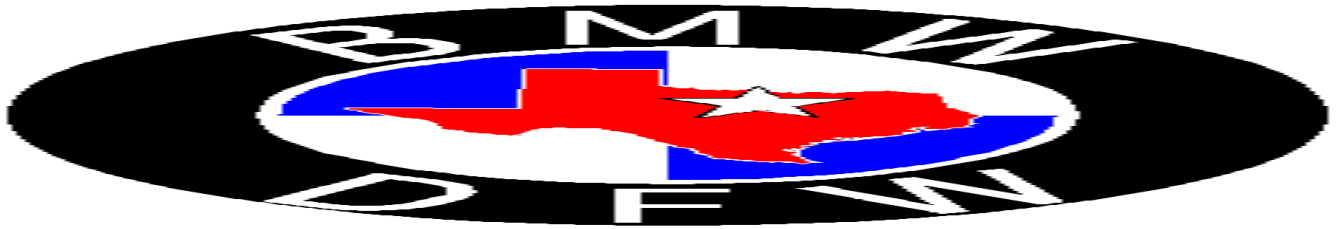
Safety Director

Rick Kallmayer
safety@bmwdfw.org

Newsletter Editor

Don M Mills
newseditor@bmwdfw.org





2020 PREMIER CLUB RIDES

All the details for each of the Club Events are available by going to the Event Calendar [Click here](#)

“Roads of Spring”

“Thank God It’s Spring” -

“Farewell to Summer”

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 ACTIVITIES 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](#)

2019 UPCOMING CLUB EVENTS

For future and most current updated Event information, go to the Club Event Calendar [Click here](#)



VINCE BRECKNER

Saturday Tourist Series #5 – Edgewood Heritage Festival.

November 9 @ 8:00 am - 5:00 pm

#5 in the Saturday Tourist Series - The Edgewood Heritage Festival in Edgewood TX - November 9th. Started as a small Christmas bazaar Edgewood's annual Heritage Festival has turned into a celebration of rural life, community sharing and good eats. The day long event is always scheduled on the second Saturday of November and features a variety of family-friendly exhibits and activities. Edgewood's Heritage Park area bustles with folk art exhibits as artisans and vendors demonstrate age-old skills like blacksmithing,...

[Find out more »](#)

Ending Date for BMWDFW Mileage Contest Submissions

November 15 @ 8:00 am - 9:00 am

The submission form must be sent to Dennis Bufton at BMWDFW, P.O. Box 132, Bedford, TX 76095-0132. The form is available under the Contests tab.

Find out more [click here](#)

Starting Date for BMWDFW Mileage Contest

November 15 @ 8:00 am - 9:00 am

Record your starting mileage and submit to Dennis Bufton at BMWDFW, P.O. Box 132, Bedford, TX 76095-0132. The form is available under the Contests tab.

Find out more [click here](#)

Fall Colors 2 – East Texas 2019 !

November 16

Fall Colors 2 - Jasper Texas The Eureka Springs version of the 2019 Fall Colors Tour was pretty wet. Not much motorcycle riding going on. Let's try another Fall Colors Ride... to Jasper TX on Saturday - November 16, 2019 We plan to take in a portion of the East Texas Fall Foliage Driving Trail along the way. <https://www.visitpalestine.com/events/2018/fall-foliage-driving-trails> Ride is one night only. Ride to East Texas on Saturday, overnight, and return home on Sunday (weather permitting - rain...

[Find out more »](#)

Last Day to RSVP for the BMWDFW Annual Awards Banquet

November 25 @ 8:00 am - 9:00 am

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BMWDFW Annual Awards Banquet

Sunday, December 8th, 6 pm Check-in

Texas Star Raven Grille

1400 Texas Star Parkway

Eules, TX.

RSVP with Dennis Bufton at buftond@gmail.com or catch him at breakfast for your tickets.

BMWDFW Annual Awards Banquet \$20 pp

December 8 @ 6:30 pm - 10:00 pm

Raven Grill at Texas Star, 1400 Texas Star Pkwy
Eules, TX 76040 United States [+ Google Map](#)

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 Eules, 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...

Find out more [click here](#)



Anybody
Know
This
Guy ??



BMWDFW