

50th Anniversary

BEEMER ZEITUNG

MARCH 2022



CATEGORY I Photo for MARCH

GAMIL receives our 50th Anniversary Club shirt at Sat breakfast

Submitted by **CARTER LEWIS**

Two Days on the ET450



Bill Luce

A friend (Jon Davis) and I rode the East Texas 450 (ET450) on Nov 6 & 7, 2021. I sent out an email to the BMWDFW Group discussing the ride, after-the-fact, and pointing out a Video that documented it. I got so many comments of interest that I decided a newsletter article might be appropriate.

The ET450 is a 450 mile loop around the cities of **Nacogdoches** & **Lufkin** consisting approximately 70% unpaved, county or National Forest roads. The ride is mostly through farm/ranch land, and the Davy Crocket , Sabine & Angelina National Forests. There are many, many pine forests out there to ride among and we went across too many wooden surfaced bridges to count. Coincidentally, the same days we decided to ride it, a



group of 2 Wheeled Texans (2WT) from the Houston area were also riding it. They didn't start their ride or overnight at the same points on the loop, so we were always about 120 miles behind them. We never saw them but often saw their tracks. Once on the loop, we saw very few vehicles, other than ranchers and hunters and none bothered us or seemed to have been bothered by us. We did have a rancher ask why so many motorcycles were on the gravel roads and, once I informed him of the loop, he just reminded me that they actually live there and we need to respect that. I assured him we would and hoped the 2WT's were as well.

We started the loop in **Rusk**, which required a 150 mile (each way) paved road ride from central DFW metroplex. So we left the DFW area around noon and arrived early afternoon to check in at our hotel. Jon doesn't like riding over 65 mph on his KTM 690 Enduro R, so I typically lead by just setting my cruise control at 65. I rode my R1200GSA. Was that the right choice? Well, at the time it's all I had. I did email Scot Thompson (former BMWDFW member) prior to departure as I knew he had ridden the ET450 a few years ago and he informed me that he had done it on his R1200GSA and survived, but he thought a smaller bike would be way easier. After completing the ride, I agree with his assessment. Would I do it again on the big bike? Yes, but only if I didn't have a smaller bike to ride. We both had 50/50 tires or better for the trip. I was using Mitas E-07+ tires and Jon was using Motos Tractionator Rallz; his were better for the task at hand as mine would pack with mud/clay.

This first day of the loop we headed south out of Rusk, then east and ended in **Jasper** after about 200 miles. We were fairly tired and would recommend others maybe break the loop into 3 shorter segments instead of the 2 we did.

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The roads this first day were either dirt, gravel, sand, mud or clay and the surfaces changed frequently between the types with no warning and frequently without any visual cues. This kept the leader (mostly me) on my toes and I would report the changes to Jon via our Sena 50S helmet communicators. On our first day we saw 13 deer crossing the roads ahead of us. With brush typically right up to the "road's" edge, I picked about 35-37 mph as the maximum speed at which I was willing to hit a deer, just in case it happened. That was my speed limit for most of the ride. Only when the brush opened up a bit, did I increase my speed a bit.

There was one creek crossing about 10 miles west of **Moscow**. It looked more ominous that it was and we stopped to check it out before giving it a go. Neither of us had any problems getting across. Just prior to the creek crossing, we ran across a short but treacherous section of wet clay. It was only maybe a mile long at most but WOW, it was slick as snow on snot. My tires quickly packed up and the rear tire just refused to follow the front. My bike was drifting to the right, then the left, etc. and I struggled to stay within the actual



width of the road. Had I hit this patch at any speed other than a crawl, I would have gone down for sure. Then about 15 miles east of Moscow (as the crow flies) there is "**The Muddy Road**" along with a bypass for the faint-of-heart. We rode up to the start of it and it looked to be extremely wet and may have been freshly plowed 90 degrees to the direction of travel. I suspect there was no real plowing, just angry 4 wheelers and 2 wheelers making a mess. Having already experienced the slippery wet clay and not having an appetite to repeat that, we decided to join the faint-of-heart and take the bypass. It should also be noted that there was a "road closed" sign covering the road, so we felt justified following the law, if you can believe that. After the bypass, we only had about 45 more miles of nice and easy gravel before our hotel in Jasper.

Our 2nd day on the loop was quite different than the first. We traveled 250 miles and were less tired at the end because there was less sand and no real slick portions. In spite of this, I managed to fall over on my GSA twice late in the day, but I'll get to that later. The roads on the east and north side of the loop were mostly gravel and dirt with just a few sections of sand or mud and thankfully, none of that slick wet clay. We encountered a closing on a grassy dirt road that had been caused by a culvert washing out, so this was our second "creek" crossing, although it didn't involve any water, just a bit of mud and a short (maybe 50') stretch of what I'd call a single track. Again we got off and picked our lines before proceeding and again neither of us had any issues. Most of the remaining ride was enjoyable with beautiful scenery and no deer sightings. At about 200 miles into the day's ride I encountered about 100 yards of extremely deep and soft sand. I could see the deep ruts so I suspected it wasn't going to be good and sure enough the GSA front tire became a plow and I struggled to keep the bike under control. As I stopped, I just fell over. Too much weight to keep it up. I waited for Jon to stop to help me right it, but his side stand foot was too small to support his bike in the

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sand so I just lifted mine up on my own. It wasn't as difficult as I had thought it was going to be. Off we went through the remainder of the sand. In another 40 miles (just 10 miles from the end), I was going a bit too fast on a loose gravel road. As I came over a ridge, there was a sharp turn to the left. My anti-skid was working overtime, but it just wasn't going to get me slowed enough to make the turn and I was drifting off to the right and eventually dropped into a ditch that was about 1' deep. Again, as I came to a stop I just fell over. I quickly picked the bike up, rode out of the ditch and we completed the last 10 miles, arriving back where we started in Rusk. Neither drop resulted in any damage to me or my GSA.

After spending that night in Rusk, we departed in the AM for home, arriving before lunch.

Closing remarks: I will gladly do this again, but preferably on a smaller bike with better tires for mud. Next time I'd prefer to trailer to Rusk and start the ride that same day, maybe only covering 100 of the 450 mile loop. Then ride 175 miles each of the next 2 days. Following the final day's ride on the loop, I'd pack the bike and trailer home, making it a 3 day/ 2 night trip. The only challenge will be finding a place to park the vehicle for those days. There is a Walmart in Jacksonville about 13 miles NW of Rusk that could be a good spot for that. I'd also avoid any period of extreme rain or draught in the area because of both mud & sand. A little dampness would be perfect.

Jon made a video documenting our trip and it's been posted to YouTube. Just search for "**The Muddy Way Round**".

I have also posted our route on the Club Route Sharing site: https://drive.google.com/file/d/1jUdgX7ZlkP5aRrfs_QN1zBGVLGtzSykZ/view?usp=sharing



CATEGORY II Photo for *MARCH*



MESA FALLS, IDAHO

by **ANDY JONES**



True North

John Flores, Editor in Chief of the BMW Riders Association's **On The Level Magazine**, recently wrote an article asking its readers to imagine Rip Van Winkle, owner of a new '72 R75/5, awakening 22 years into the 2000's and looking upon a R1250 GS or the new K1600 GT. Instead of George Jetson flying cars and space needle houses, the roads and buildings may look very similar, but those new BMW's with 3 times the stopping and going power, a fraction of the emissions, and their technological gadgets and wizardry, may very well be rocket ships.



STEPHEN SLISZ

The BMW RA club, along with the BMW MOA and our own BMWDFW club, is also celebrating its 50th Anniversary in 2022. John also writes: "I can only imagine what the first club president and newsletter editor was thinking when he and a small band of people started the club. Did anyone think the club would still be around 50 years later?"

Though I was a motorcyclist 50 years ago, the year BMWDFW was formed was an upheaval year for me. I got married to my childhood sweetheart, had a baby daughter, got drafted by the US Army and sent overseas leaving that new wife and baby at home. Being a motorcycle club member, much less BMW rider/club member was the last thing on my mind. Yet, here I am, 50 years later getting ready to celebrate the Golden Anniversary of BMWDFW along with you fine folks.

With more than 100 members in our club, we have an armada of BMW space ships that can take us places we once only dreamed of exploring. For the 2022 season we crammed multiple anniversary events for you to plug into your astronomical planning calendar.

Aptly, before our trip to the Trinity atomic test site in March, we plan a Tech Day session for you to tune-up those BMW Warp-Drive boosters, and Hyper-Space jumpers, and to check and tighten all those miscellaneous panel fasteners. For those with BMW's new TFT control and guidance systems, we also plan a special training session for you to familiarize yourself with their inner workings so you don't fly yourself into a Sun Spot, a Super Nova, or something unimaginable!

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I point all our space pilots to the online flight briefings at the club's website <https://bmwdfw.bmwmoa.org/events/list/>

There you'll find all our planned missions. **The March Tech day, the Trinity Site visit, the Eureka Springs Ozark Escape, the Fredericksburg Vintage Motorcycle Show, The June MOA International Rally and After Ride, The Queen Wilhelmina Rich Mountain Rendezvous, the Cool Your Rocks hamburger cookout and social, the Eureka Springs Fall Color Ride** and many, many more missions still in the planning stages.

Polish off those space helmets, clean up your pressure suits, and buff up your anti-gravity boots and pack plenty of clean underwear and join us on as many missions as your Base Commander will allow.

In 1972 did you dream of being a George Jetson and zooming around Orbit City in a rocket ship? Ha! 50 years later, here you are!

“Yeaha” Stephen Slisz



Heart of the West 2021

(PART 2)



ANDY JONES

Day 8

Today, September 26, 2021, we remained in **Idaho Falls** for a little rest and to do some preventative maintenance on our motorcycles. We all helped each other out and cleaned and lubed our chains, cleaned our air filters and other miscellaneous items as needed. Joel changed Randy McClanahan's rear tire with help from Clay and Chris, and supervision by me! Joel once more demonstrated the value of the Baja No-Pinch Tire Tool!

Team 3 rolled into town today, so all three Teams had congregated in Idaho Falls.

During the afternoon, we did a sightseeing tour around Idaho Falls to see the **Eagle Sculpture** at the roundabout on South Utah Blvd. We then went to see the Falls downtown and took a group picture there. What a beautiful water feature to enjoy right in the heart of downtown. Last stop was a Park along the Snake River. Idaho Falls is a beautiful City and worth a visit if you ever find yourself nearby.

Day 9

Today, September 27, 2021, we rode from Idaho Falls, Idaho to **Dillon, Montana** beginning by riding up the **Immigrant Trail** into the Targhee National Forest. We rode over **Webber Pass** as we made our way north



and noted the colors weren't as vivid as expected. We rode by the **Edie School** and stopped to sign the visitors' book and take a few photos, then pressed on over **Bannack Pass** and crossed into Montana, entering by way of **Beaverhead National Forest**. We rode along **Medicine Lodge Road** and forded **Deadman Creek**, the deepest water crossing experienced so far during this



Heart of the West Adventure Ride! The trail wound along numerous ranches on dry and dusty ranch roads where we occasionally encountered cattle beside the trail.



We continued on into the **Bannack State Historic Park**, established in July of 1862, when John White and his fellow members of the "**Pikes Peakers**" discovered gold along **Grasshopper Creek**. It was named after the Bannock Indians who frequented the area. In its heyday, Bannack boasted a population of several thousand. When the gold ran out, the population began to shrink and in 1938, the Post Office closed and the school closed in the 1950s. After that, the town became a ghost town. Locals in the area organized to preserve the old town and now it is probably the best preserved "Ghost town" in the United States!

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After visiting Barnack, we rode on into Dillon, our destination for today. We rode 134 miles today.

Day 10

Today, September 28, 2021, we rode from Dillon, Montana to Ashton, Idaho., starting out riding east on **Sweetwater Road** and passing through a large mining operation. The trail was rocky and very dusty until we got past the mining area and rode up toward **Ruby River** and entered **Beaverhead National Forest**. The trees in the forest were bursting with color and the road was well maintained. We stopped several times to admire the view along the Ruby River as it meandered through the forest. The **Gravelly Range** off to our east stood in stark contrast to the river basin. At the southern edge of the forest we turned east until we crossed the **Brundage Bridge** over the **Red Rock River**. Our route took us into and all the way through the **Red Rock National Wildlife Refuge**, where we were treated to beautiful stands of trees in full fall colors! We stopped in Lakeview to enjoy our lunch, then continued on east over **Red Rock Pass** to US Hwy 20 then headed south. As we neared Ashton, we went to visit **Mesa Falls**. We walked down to the falls and were struck by their natural beauty! After taking numerous photos, we rode on in to Ashton Idaho, our destination for the day. Our



Adventure ride took us 168 miles today.

Day 11

Today, September 29, 2021, dawned with a temperature of 27 degrees. We layered up and headed for Pinedale, Wyoming at about 0900, which allowed the temperature to warm to 34 degrees. We rode east out of Ashton and in to the **Targhee National Forest**, crossing into Wyoming following **Grassy Lake Road**. The trail took us up and around the **Grassy Lake Reservoir** and eastward to US 191, where we headed south into the **Grand Teton National Park**. Once again, we were treated to spectacular tree colors! We stopped to take pictures of

Jackson Lake (very low) and the **Grand Tetons**. Continuing east in the Teton National Forest, we curved southeast into the **Shoshone National Forest**, then turned southwest and rode over **Union Pass** covered in beautiful colors. Our Adventure ride today ended in Pinedale, Wyoming after riding 194 miles!

Day 12

Today, September 30, 2021, we rode from Pinedale to **Atlantic City, Wyoming** for a total of 152 miles. We started out riding south then picked up a primitive and sandy two-track trail headed east. We then transitioned onto **Big Sandy Elkhorn Road**, which took us southeast to the **Lander Cutoff**, one of several of the old immigrant trails that crossed this part of our Country. We followed that trail south until we picked up the **California Trail** headed west. This was one of the more well travelled trails by the early settlers heading west to either California or Oregon. It was a two-track trail with numerous ruts in one track or the other and lots of sandy sections. It made me wonder just how difficult that must have been for the early settlers to navigate across these trails with their heavily laden wagons pulled by oxen! We stopped at **“The Parting of the Ways”** which trail they wanted to take. One way was shorter by 46 miles, but had and had more chance for Indian attack. Many families separated at this again!

We continued over to **Farson** to re- City, where we found lodging for the Bill and his staff hosted us and fixed cake for dessert! Yummy!!!



fuel and then headed back east to Atlantic evening at the **Miners’ Delight Inn**. Wild us a fine dinner of pizza with pumpkin spice

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Day 13

Today, October 1, 2021, we rode from Atlantic City, Wyoming to **Rawlins, Wyoming** for a total of 131 miles. We left out of Atlantic City riding southeast and dumped into the **“Big Empty”**, a 6 million acre region in southwestern Wyoming. It is the largest unfenced area left in the Lower 48, and one of the harshest, most remote and extreme environments left to explore in the United States. Size wise, it is as large as Denali National Park. Obviously, the landscape and wildlife are much different. You can hike through the largest active sand dune system in the U.S. You can find fossils or explore hoodoo canyons where Butch Cassidy and the Sundance Kid hid out! OR, you can ride across it on your Adventure Motorcycle, like we did! We finished our ride today, rolling into Rawlins, Wyoming around 2:30 PM.

(Big Empty photos by Randal Clay Gilbert.)

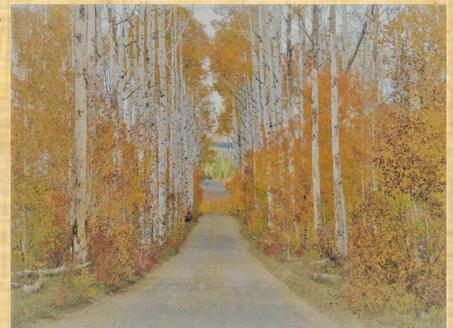
Day 14

Today, October 2, 2021, we rode from Rawlins, Wyoming to Riverside, Wyoming. Our ride started south out of Rawlins towards Bridger Pass. We saw quite a few antelope as we rode down the trail. I managed to get a picture of one of the antelope that ran along side the trail before angling off in the distance. There were a lot of pickups and side-by-sides running down the trail today. Most were hunters looking for the game they wanted to take. After crossing Bridger Pass, we headed back east and into the Medicine Bow National Forest. The fall colors of the trees did not disappoint. After riding some ways across the forest, we came to the Aspen Alley, where we stopped for lunch. We took advantage of the beautiful day and took many photos and video of our riders going through **Aspen Alley!** We then rode on into Riverside/Encampment, our destination today. It was a rewarding 118 mile Adventure ride today!

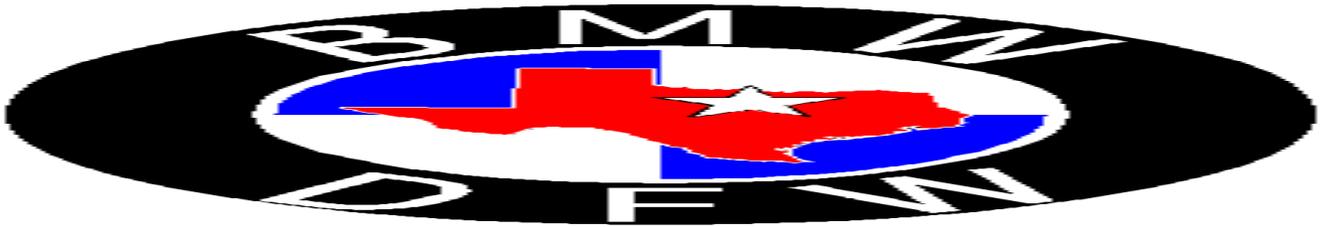
Tomorrow, it's on to Meeker, Colorado, our starting point and finish point for the Heart of the West Adventure Ride.

Day 15

Today, we started for Meeker, Colorado on a brisk 34-degree morning with about 8 deer walking across the street in downtown to graze on the nice grass in the locals' lawns! We rode through Medicine Bow National Forest with colors popping in the morning sun. A moose trotted out on the trail and ran along the trail right in front of me for about 30 seconds. Reaching Colorado, the forest became the Routt National Forest. The trail led past **Three Forks Ranch**. It is both a working ranch and a resort! Congratulations to my fellow Team 1 riders on completing the Heart of the West 2021 Adventure Ride. My riding companions included; Joel Watson, Rod Mullins, Randy Gilbert, Cliff Gunter, Randy McClanahan, Reed Roach and Chris and Susan Burns who rode the HOW two-up! The ride totaled about 2500 miles. I would recommend the Heart of the West ADV Ride to any adventure rider.



Until the next big Adventure Ride, take care and ride safely!



2022 Signature Rides

Landmark Rides for a Landmark Year

Mar 30-Apr 6, Roswell, NM - Thank God it's Spring – The Trinity Site Excursion [Click here for GPX](#)

Apr 21-24, Eureka Springs AR – The Roads of Spring – The Ozark Escape [Click here for GPX](#)

Jun 16-19, Springfield, MO – BMWDFW Ride to the BMW MOA 50th Anniversary National Rally

Jun 19-24, Cape Girardeau, MO - MOA After Ride [Click here for GPX](#)

Sep 15–18, Mena, AR - Rich Mountain Rendezvous at the Queen [Click here for GPX](#)

Sep 28–Oct 2, Kerrville, TX – Texas Spelunker Tour/ MOA Getaway, Kerrville [Click here for GPX](#)

Oct 21-23, Eureka Springs, AR – Annual Fall Color Tour ([Click here](#) for event info)

“Ride ‘em - Don’t Hide ‘em”

RECURRING CLUB ACTIVITIES DETAIL

BMWDFW Club Forum

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

CLUB MEETING, 7:30 PM, 2nd Tues, 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

Destination to be announced each month. Watch [BMWDFWGroup.io](#)

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



VINCE BRECKNER

2022

BMWDFW

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2022 UPCOMING CLUB RIDES & SPECIAL EVENTS

Click on the listed event for more information. [Click here](#) for the most current updated event information.

Sunday - March 13 @ 10:00 am - 4:00 pm

[BMWDFW Tech Day](#)

Cycle Center/BMW Motorcycles of Denton 521 Acme St, Denton, TX

Wednesday - March 30 - April 6

[Thank God It's Spring – Ride To The Trinity Site](#)

Sunday - April 10, 2022 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Thursday - April 21, 2022 - April 24, 2022

[The Roads Of Spring – The Ozark Escape](#)

Friday - May 6 - May 8

[Fredericksburg Vintage Motorcycle Show & Ride-In](#)

Sunday - May 8, 2022 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Thursday - May 19, 2022 - May 22, 2022

[Tentative – 25th Natchitoches Jazz Fest and Crawfish Festival](#)

Sunday - June 12, 2022 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Thursday - June 16, 2022 @ 8:00 am - June 18, 2022 @ 5:00 pm

[BMW DFW Ride to the BMW MOA 50th Anniversary National Rally](#)

Ozark Empire Fairgrounds 3001 N Grant Ave, Springfield, MO

Sunday - June 19, 2022 - June 24, 2022

[MOA After Ride – Another 50th Anniversary Celebration](#)

Sunday - July 10, 2022 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Sunday - August 14 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Sunday - September 11 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Thursday - September 15 - September 18

[Farewell To Summer Ride Away – Rich Mountain Rendezvous](#)

Saturday - September 24 @ 6:00 pm - 9:00 pm

[BMWDFW Cool Your Rocks Cookoff](#)

Membership

Meeting

Tuesday

MARCH 8

7:30 PM

Spring Creek BBQ

1509 Airport Fwy

Bedford, TX

817-545-0184

At Forest Ridge & Airport Freeway (Hwy 121)