

50th Anniversary

BEEMER ZEITUNG

MAY 2022



CATEGORY I Photo for MAY

TRANQUILITY IN JEFFERSON

By MARK JENSEN

My First Bike

by RICK KALLMAYER



I tried on my 50th anniversary club tee shirt today and it triggered memories of my early motorcycling experiences. I did not get my first BMW until 1979. My first rides were on a neighbors' 50cc Yamaha street bike in 1966. For a couple of years, I drooled over the British bikes of that era while learning how to ride on the little Japanese tiddler.

In 1968 I bought my first motorcycle, it was an early 60's BSA Gold Star 350. I got it for 50 bucks from a local lending company which had repossessed it after the owner defaulted. The previous owner had completely disassembled the bike hoping the loan company would not want it so it was a bare frame and a half dozen boxes of parts. Even the engine was all apart, thus the bargain price. My dad helped me load everything in the family station wagon and drove me home with my project. He expressly prohibited me from getting oil on the garage floor or driveway so over the next week my brother helped me sneak everything but the boxes from the back porch down to my basement bedroom/workshop. The empty boxes with bricks in the bottom fooled even my mom for a few weeks.

I was 15 and full of the confident ignorance of youth. The owner's manual came with the bike and in those days contained complete service information so I was pretty sure I could assemble the bike. I owned a starter set of Craftsman mechanics sockets and wrenches in SAE and metric sizes, but I soon discovered they didn't fit the fasteners of a British bike! I carried on undaunted, cleaning all the parts in kerosene and assembling all the bits where they seemed to fit. My mother complained about the kerosene fumes, so I had to make some door seals and keep the windows open all the time. I didn't mind that all my clothes smelled. I thought l'eau de mechanic was tres chic.

The day finally came when the bike was fully assembled and ready to fire up. My brother helped me push, drag, and finally carry the bike upstairs and out of the house. More lessons learned; the stripped-down frame went around corners a lot better than the fully built bike and there was a big difference between carrying the parts down a few at a time and carrying all 400 pounds of assembled motorcycle up the stairs.

We put a gallon of gas in the tank, and I tickled the amal carburetor and commenced to wear myself out trying to kick start the engine. Every four or five kicks it

would blast a mighty backfire out the exhaust, so I was sure it would run if we could just get it to turn over more quickly. We decided to try push starting the beast taking turns up and down the block we lived on. Another lesson learned; push starting requires dumping the clutch in a higher gear than first! We were taking a break in the driveway when a guy in a pickup pulled up and asked if the bike was for sale. I told him it wasn't running yet but I might sell it for the right price. He offered me \$200 bucks as is and I happily helped him load the bike up. A month later I spent the profits and some savings to buy a new Suzuki TS185 enduro. While not as cool as the BSA, the Sierra was a miracle of Japanese engineering that never leaked and always started on the first easy kick. It turned out to be the perfect first bike. RICK



Chicken Please!

Mike Valentin



Every motorcyclist has a relationship with chicken. All of us, without exception.

Our relationships ranging from ‘Chicken is better for you!’; undercooked chicken; edible chicken fried chicken strips. Chicken can be even be used as a technical measure of our skill or lack thereof, as in Chicken Strips.

No doubt chicken is commonly referenced, appreciated or maligned. None are better than the Rubber Chicken.

My favorite non-edible chicken is an effigy. Starting with **“Pooner”** the original Boston Harpoon Chicken. He started riding with me 15+ years ago. His semi-rigid disposition made him an ideal companion on trips and roads through the United States. After many years ‘Pooner became stiffer, ossified or embrittled. His progressive condition also made securing him to the back of the bike easier too! His rearward position encouraged smiles from everyone who saw him clucking away as we rode.



Sadly, the mythology of ‘Pooner ended when he strode off following the Call of The Wild or simply following his heart into the plains and grasslands of Texas like so many prairie grouse; somewhere near Childress, Texas.



Within the ‘Pooner family, and there are many, “PJ”, a.k.a., ‘Pooner Junior, did a commendable job of representing his rubber chicken line. PJ has his own style and appearance, with body tattoos and piercings consistent with his fringe attitude.

PJ’s mythos was short lived. Poor, poor PJ, came down with a terrible polymer degrading condition, a hybrid condition more akin to psoriasis, eczema and leprosy. The hot summer sun of Texas forced him into early retirement. He lives happily away from the sun on the shelf in the garage where he stands guard, with others of his family watching over Raquel (R1250RT) and Piaggio (MP3).

Today **“Poonita”** escorts me on some rides, not as often as ‘Pooner or PJ would, I’m afraid of any additional loss or harm to my fine line of rubber chickens. She is very friendly and enjoys travel. Poonita is from a long-line of Spanish chickens from the province of Galicia, Spain (northwestern most of Spain). Her lineage is Galiña de Mos.



True North

When out on a club ride, how well do you know who you are riding beside on our beautiful Texas backroads? Is that person trained to ride a motorcycle? More important, is that rider licensed with a Texas “M” endorsement and legal operate a motorcycle?



STEPHEN SLISZ



That thought came to me recently while attending the 2022 Texas Motorcycle Safety Forum put on in Kerrville Texas by the Look Learn Live organization. One of the classes I attended spouted off some figures that surprised me. Last time I attended the Safety Forum, the push was to reduce riding under the influence crashes and fatalities. This year the emphasis was on unlicensed riders. Supposedly motorcycles comprise only 2% of registered vehicles in Texas but figure in 12% of traffic fatalities.

Statistics showed “In 2020, motorcycle crashes took the lives of 482 riders and passengers in Texas. Of these, 245 (54%) motorcycle operators did not have a motorcycle endorsement or license, known as a Class M, at the time of the crash.” And I thought “Wow, are all of our members licensed?”

To operate a motorcycle, three-wheel motorcycle, motor driven cycle and mopeds, the rider on a Texas public highway must hold a valid motorcycle license (class M driver license). To receive a license to



operate a motorcycle, adult applicants must pass a TDLR (Texas Department of Licensing & Regulation) approved motorcycle operator training course. The motorcycle skills test is waived for persons ages 18 and above who present a valid completion certificate (valid for licensing for

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two years) for a TDLR-approved motorcycle operator training course **and** hold an unrestricted Class A, B, or C license at the time of application.

Do you have your “M” endorsement to ride your bike on Texas public roads? If not, there are several courses around the DFW area that can take care of that. I looked up several courses near Fort Worth and many of them are currently \$285. (https://www.texasmtc.com/MotorcycleSafetyTrainingLocations/MotorcycleSafetyTraining_Bedford.aspx)



If you’ve tried to win one of the recent MOA motorcycle raffles and bought tickets to donate to the BMW MOA Foundation, you may be able to take advantage of those fruits of generosity. The Paul B. Memorial Grant was established in 2011 to honor the memory of Paul Bachorz and its purpose is to award grants to individuals to assist them in pursuing rider education and training opportunities. The Foundation will award grants of up to \$250 for MOA members, or up to \$100 for non-members (neither amount to exceed the actual cost of the training), towards the cost of participation in an approved training course. You must apply more than 30 days in advance, but one of those grants would go a long way in knocking down the local \$285 course fees! (<https://www.bmwmoa.org/page/paulb>)

Here’s one more incentive to get a Texas M-Motorcycle license. In Texas, we are a “modified” comparative negligence state. Un-

der the Texas modified comparative negligence standard, even though you are not completely at fault in a traffic accident, you may be found partially or a percentage at fault due to some circumstances. Not being trained and licensed to operate that big machine you just crashed may certainly come up as being “partially negligent”. Next time you ride with me, I surely hope you are “M” endorsed.

Ride ‘Me – Legally – Don’t Hide ‘Em

“Yeeha” Stephen Slisz



CATEGORY II Photo for *MAY*



ARACHNID At Entrance to Crystal Bridges

By Bill McGannon





A story of the Arkansas TAT in April 2022

By Bill Luce

My regular riding group decided to ride the **Arkansas TAT** the week of 4/10-4/15; Bill Luce (Yamaha WR250R), Mike Welch (Honda CRF300L), Dave Calligan (Beta 500RR-S) & Jon Davis (KTM 690 Enduro R). Our plan was to ride the entire TAT in

Arkansas as well as the TAT work arounds, but stopped short when we realized that any TAT east of Beebe was just flat, straight and mostly paved back roads. We were facing a weather issue as well, meaning that if we continued eastward to Helena (on the Mississippi River), we would be rained on when we arrived and rained on the entire next day trying to get back to Conway. We opted instead to divert to Conway, sit a day there while the front passed, then continue back westward. That worked out fairly well. We started our trip in Bella Vista (far North West AR) because Mike has a 2nd house there that we could use as a home base.

We arrived Fri night (4/8) and then spent the next day (4/9) riding some of Mike's favorite gravel roads in the Bella Vista area. Eventually we headed into the Mark Twain Forest in MO to complete a route we had bailed on during a previous visit. We rode to our previous stopping point and looked off to the right where our "aim to this spot" was marked on our GPSs. Well, there was a cliff to the right, eliminating that direction as an option. We continued down the path until we encountered a PVC pipe across the road marking it as private property with no trespassing allowed. We turned around and came to a spot where we could go farther away from AR. Eventually this route curved back toward AR and we followed it. Shortly we got to a section going downhill. We like to follow the "don't go down a hill you can't make it back up" rule, so we discussed our ability to go back up and we all decided we could and continued down. We crossed a small drainage ditch and went over a fallen log, finally making it to a campground in AR. Success!

Sunday (4/10) started our official TAT route. We started in Bella Vista, rode south thru the Ozark National Forest to approach our TAT start point in Lincoln. We road over miles of deep fresh gravel that was really challenging to stay up on. We encountered several water crossings that had several spots maybe 12" deep.



I'd gone through one and made it safely through. Mike followed and rather than taking my groove, he went several feet left of where I'd gone. Mistake! He hit a rock, pushing him into deeper water and he felt the need to put a foot down. Too deep for the boot, bummer! We eventually reached the infamous **Warloop Road**. We saw several signs along Warloop Road saying it was a dead end and ahead was impassable. We were going west to east, so we were going up the hard/ impassible section. Very near the bottom there is a step that reaches almost all the way across the path, starting on the left edge and leaving about 3' along the right edge were the step parallels the path. I went up first and thought I'd go right up the middle of the step. I got intimidated and stopped about 15' short of the step but decided I was not in a good location to attempt skirting the right edge.

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After a moment of reflection, I bolted forward over the step and stalled the bike once getting completely over the step. I started it again and made it to a short flat area maybe 75' past the step. Dave rode up next and skirted the right edge far enough for the step to completely fizzle out and rode up to me and stopped. Mike came next and he followed Dave's lead and took the right option. Jon attempted next but was too far left before starting toward the right path. He stalled out and fell over.

It took 2 of us to lift the bike. Once started, he walked it up the right path and continued up to join the other bikes. We continued up the hill with no further exciting/ dangerous areas and then we were off Warloop Road.

It's only about 10 miles long and only challenging for 3 or so miles. Later we went over fabulous gravel/ dirt roads with a few short muddy sections. Many of the gravel roads were extremely loose and all you could do is guide the bike while it weaved back and forth across the road. Several times we encountered curves that had downhill approaches with negative camber through the turn. It was tough trying to slow on the downhill section and make the curve that was banked the wrong direction. We spent the night in **Ozark**.



On Monday (4/11) we woke to rain. It was pouring for our first hour and then we ran across **Oark General Store**. We stopped to have a look in the parking lot and the HDIC (head dude in charge) came out and suggested we park under the roof in the picnic area. We made sure there was indoor seating and made the stop for breakfast. It was muddy and either rainy or foggy most of the day. Some areas were very slick, some not so much. There was one creek crossing; it was about 12" deep with some larger (baby head size) rocks

on the bottom. Not too difficult, but you had to pay attention. We also made a quick stop along the way to check out the **TAT Shack**. The heavy fog we endured was the most irritating. A good portion of the day our speed was limited by visibility rather than road condition. Because of the poor visibility & questionable traction, it took us about 7.5 riding hours to ride the 190 miles we had planned. That's an average of only 25 mph. We arrived in **Heber Springs** and checked into the **Budget Hotel**. What a dump that place turned out to be. We are convinced there was some illegal activity being conducted by some of the oth-



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er guests in the hotel. Dinner was a bummer as well. We decided on a BBQ joint across the street and they had no ribs, no pork, no brisket, no lemonade. Also... beware, Heber Springs is in a dry county, so pick up your alcohol prior to entering the county or go without, like we did. I've decided that personally I never need to go into Heber Springs again.

As I stated earlier, we'd planned to go to Helena on Tues (4/12), but decided otherwise and made our way to **Conway** for 2 nights while the storms rolled through. Once at the hotel, we headed out to **Buffalo Wild Wings** for snacks & beer. I came close to beating Dave's record for beer being drank at a motorcycling overnight trip, but bailed about 20 ounces short of the 186 oz record. Wed (4/13) we spent the day recovering from the evening before and just waiting the storms out. It was very windy and off-and-on heavy rain all day.

On Thurs (4/14) we departed Conway, headed back to Ozark. The day started with 60 or so miles of pavement. We were disappointed with lack of non-paved roads. We stopped for breakfast at **Bucket List Café** (in Center Ridge) and really enjoyed the hospitality, food and ambiance. We got back on the road and finally hit some non-paved roads. We were going down a really nice path that seemed to have some great curves ahead, but found ourselves **thwarted by a raging river**. There was no way to get through it, so we charted an alternate path to get us just to the other side and off we went. We were doing well, kind of ad-libbing and ran into another path blocked by a river. It seems the rains had caused many creeks to become raging rivers. We gassed up at a place we'd stopped several days earlier. Easy to remember as they only had 1 pump with greater than 87 octane so we had to take turns using it. As we were ready to restart, I was blocked by the other guys and as I tried to get to the lead position, I went into a 6" deep pot hole, stalled and the bike fell over. Right in the gas station lot in front of several locals.



This was my only drop of the trip and only my pride was damaged. I quickly picked the bike up (as others in my group tried to get their cameras out) and we were on our way. As we got farther into our ride, we again were discouraged by the ho-hum groomed gravel roads and decided to ad-lib again. Mike led us up a narrow dirt/mud path that just kept going up higher & higher. We decided that ad-libbing seemed to be the way to go so we just looked at roads on our GPSs that seemed to not dead-end and took them. We were on one such path that was headed downhill fast. I was leading and Dave was quick to remind me NOT to go down anything I couldn't get back up. Well, I finally reached the point where it was going to be a challenge to get up so I turned around. By then, Mike had come to the same point. After a moment to psych myself up, I took off and climbed out without issue, although I did not take my preferred path as I wasn't in perfect control of the situation. When Mike was ready, he promptly fell and broke his brake lever, making it a "shorty". He

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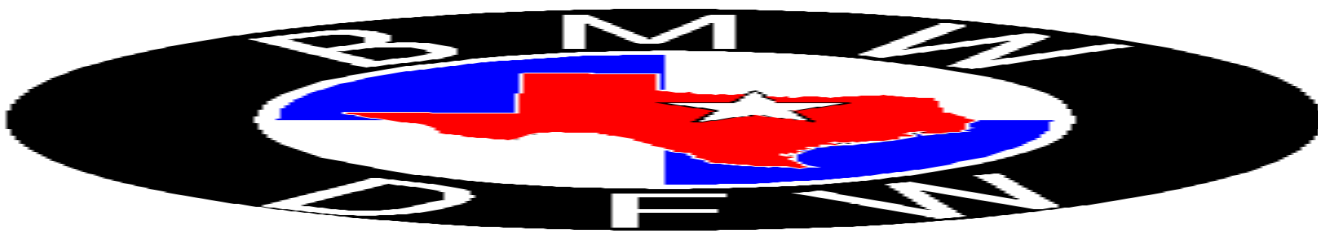
said he'd fallen and had the situation under control so no one went back to help. After several moments he made it back to the group. We headed on. We found another path that was looking really good, but quickly found it was blocked by a fallen tree. We could see that others (likely ATVs) had gone around it so we decided to try. All succeeded and we continued down a really great dirt/mud path. Later we found a path that was made of all baby head sized rocks. It seemed to be a well-travelled path and we were surprised when it ended at another swollen river. There were no clear paths on the other side where a crossing would have been, but the river was clearly too deep and running wildly. We backtracked again.

We stopped at the **Oark General Store** again, this time for gas and drinks. Jon decided he was too tired and took a direct route to Ozark planning to wait for us at the Brewery, while we other 3 continued the planned route. We headed down a very steep rocky and wet path that was maybe 30-35 degrees downhill and a few miles long. We all agreed, this hill made **Warloop Road** look like child's play. We stopped several times and convinced ourselves we would be able to make it back up if we ended at a swollen river. I'm not sure anyone actually believed it, but down we went anyway. There were many, many rock ledges and tricky slippery sections. Finally at the bottom, it turned and headed back uphill, but less steep and a better surface. We did several creek crossings and finally made it out for the 30-mile paved ride to the hotel. We'd ridden 230 miles of mostly rough terrain today. It was a good day!

On Fri (4/15), our last day would leave us back at home base (Mike's house in Bella Vista). It was mostly paved to breakfast at a restaurant located in a campground; Byrd's Mulberry Riverfront Restaurant. Food, service and ambience were good. There was some type of Hippy Concert Event starting that day, so we saw many strangely dressed individuals. Once back on the bikes, we finally found more gravel roads and made a few dirt path excursions. Once again, we had to go around a fallen tree and the path eventually dead ended at the bottom of a big hill so a little back-track was required. During the turnaround, Mike dropped his bike again! No damage this time.... but.... I got it on video. It just takes a slight recess where you are trying to put a foot down and over you go. We continued on more gravel roads of poor / rough quality, but that was OK as we were looking for adventure and were on enduro type bikes. As we intersected Business 71 in Winslow (south of Fayetteville), Mike & Jon decided they had enough and were hot-shotting it to Bella Vista. Dave & I continued the planned route into Devils Den Park. The roads were paved, but nicely curved and hilly. We were cruising along, Dave in the lead with me directly behind when suddenly on a straight section, Dave slipped off the right edge of the pavement at 50 mph. Apparently, he was looking at his GPS and didn't notice his position on the road. There was no shoulder, just a 6" drop to a steeply sloped grass/ mud/ leaf covered area about 10' wide, then a forest. I saw him hit the rear brake and experience the back end slide out and recover quickly, then he was approaching a sign post. Dave laid the bike down at probably near 35 mph and slid behind it along the grass/ mud until stopping 5-10 feet from the sign post. He was unhurt, except his pride. One mirror broke off and his face shield was scratched. No other damage could be found. We breathed a heavy sigh of relief and Dave couldn't believe that he gotten away so easily. We continued the route but about 10 miles later we decided to hot foot it to Bella Vista. The weather was nice & sunny all day.

In conclusion, I highly recommend the TAT through Arkansas, but suggest you limit it between Lincoln and Beebe. We decided that next time, rather than doing the TAT, we would establish a base in Ozark and just go out each day and discover the many paths we find on our GPSs. I think most are logging roads and others are ATV trails, both of which pose unique challenges for the YOUNG and ADVENTUROUS.





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.](#)

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](#)

Wed - September 28 - October 2

[The Texas Hoedown/Thrill In The Hills & The BMWDFW Texas Spelunker Ride Away](#)

Sun - October 9 @ 8:00 am - 4:30 pm

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

Thu - October 20 - October 23

[BMWDFW 50th Anniversary Celebration Fall Color Ride Away](#)

Sun - November 13 @ 8:00 am - 4:30 pm

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

Membership

Meeting

Tuesday

MAY 10

7:30 PM

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

At Forest Ridge & Airport Freeway (Hwy 121)

