

CHRISTMAS EDITION

BEEMER ZEITUNG

JANUARY 2024



CATEGORY I Photo for 2023

“La Bonette Pass” French Alps

Submitted by Paul Hirsch





MERRY CHRISTMAS



AND A HAPPY NEW YEAR



CATEGORY 2 - Photo of 2023



LIGHT HOUSE - CANADIAN MARITIMES

by Bill Case



THE FRANKENFIELD FILE

2023 has come to an end and it's now 2024 and there is a lot to look forward to. The calendar is filling up with some good opportunities to join other members on a ride. These are great opportunities to get your mileage up for this years BMWDFW Mileage contest. For those that have signed up for the 2024 Grand Tour of Texas this is yet another way of getting those miles in. Various members in the club are putting impromptu rides together which are great ways to meet and get to know one another. Be sure you are on the BMDFW Groups.io email list or at least visit the site so that you are aware of the happenings within the club.

This year began with a great event - the Annual Polar Bear Run that Tom Manly put together. He arranged for the club to meet at the Feedstore BBQ in Southlake. We had a great turnout and I believe there were around 50 people that signed up with Tom. A serious "Thank You" to Tom for putting this together and making the arrangements at the Feedstore. The weather was a bit cool in the morning so some decided not to ride but even then, there were a lot that did ride. After all, it is the Polar Bear Run and it might have been cold but at least we weren't jumping into some freezing water butt naked.

This year's Board make-up has remained largely the same except for the Vice President position. Bill Case graciously handed over his duties to Leslie Hillhouse. Bill brought a different perspective to the board as well as thinking outside of the box, so to speak. He always had the best interest of the club in mind and sought ways to make it better, including voicing the concerns of other members. You've been a valuable asset to the club and the Board. Thank you, Bill.

Many of you know Vince Breckner, some of you may have only heard his name. Vince for years has been involved in the club holding various positions, including Tourmeister. For the past 10 years or more he has preparing the Schedule of Events for the Club and providing them on a monthly basis to the Newsletter Editor and the Webmeister so that all our members could have immediate access. A few years ago, he moved down to Kerrville but has continued to supply the club with the events listings and help with the Website. In addition, he has compiled a list of various rides put on by other groups or organizations that other members may be interested in. His continued support for the club over the past years has been greatly appreciated. Thanks Vince.

Get to know your Board members and be sure to let them know what you enjoy about the club as well as what you don't like so that we can continue to improve and hopefully make the club as good as it can be. Comments and feedback are discussed during Board meetings. Our first Board meeting is coming up on January 27, so if you have anything to share please let us know.

One final note. The Annual dues of \$20 are coming due on January 31, 2024. We have made it really simple to renew. You can do it online at bmwmoaf.givingfuel.com/clubdfw-joinrenew .

Dave -Can Do

“Ride your own ride”, now if I only knew what my ride was??

Written by Bill Luce



Once I started riding motorcycles on the street, I found an urge to ride curvy roads as fast as I could without scaring myself too much. I started my journey by following a faster rider as best I could. A problem I encountered was that my bike (a Harley Davidson V-Rod) would scrape the pegs long before many other bikes, and more importantly, before the bike of the rider I was following. I was definitely lean angle limited on that bike and frequently could not keep up. Eventually I changed bikes to my current BMW R1200GSA. On this bike I've never scraped a peg, but have touched the side of my boot a time or two. So now my cornering speed is more limited by my courage. I am free to ride MY ride rather than my bike's ride. Now as I follow someone, I can believe that if they can ride the corner at a particular speed, I SHOULD be able to do it as well, provided my courage lives up to the task, I don't encounter any obstacle and my tires provide equal grip. OK, that's great news when I'm following someone, but what if I'm leading or on my own. How fast can I take the corners now? That's a significantly different challenge. My experience says its way harder to lead and get away from someone than to follow and stay on their tail.

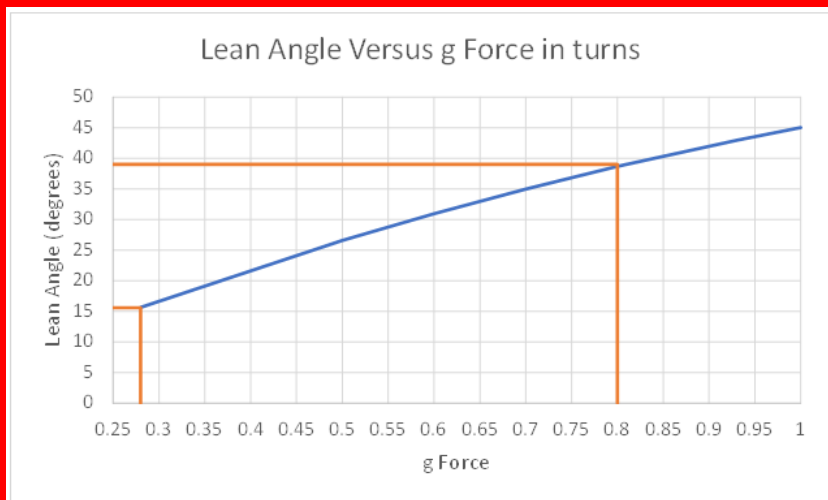
I was riding the Devil's highway in Eastern Arizona at what I believed to be a very challenging pace on my R1200GSA. Because I felt I was riding faster than anyone else would be driving/riding, I wasn't paying attention to the rearview mirror. Suddenly I hear a motorcycle passing me. My first thought was "Oh how embarrassing, I'm being passed by a significantly slower rider I was with on this ride" (name withheld to protect the innocent). It turned out to be some stranger dude on a Ducati that passed me. As he went past, I thought, "I'll just hang with him". Well, after about 4 turns, he was gone from sight forever. I had street tires on my GSA, so clearly this was a courage failure. I had generally been using a rule of going a little over 1.5 times the posted speed as that was what was comfortable, but I felt I could definitely go faster. I needed some data and math skills to run the numbers.

So, I've been waiting to get bored enough to actually perform the analysis and it finally happened. To determine appropriate motorcycle cornering versus recommended speeds issued for corners on roads in the US (the orange speed signs posted at corners on roads), there are 2 things to consider;

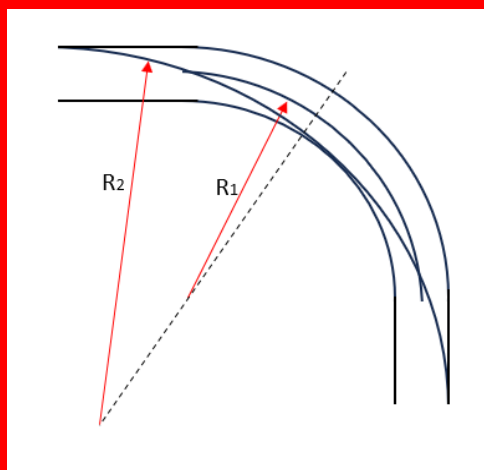
1. Just increasing g-level for a given corner,
2. Using all your lane (outside-inside-outside) to increase the corner radius. For this one, the length of the turn comes into play. The longer the turn, the less you can increase the turn radius within your lane and therefor a smaller increase in speed.

A little internet research showed that .28-g is the number used for driving comfort to set the speed. The City/County/State drives the corner in increments of 5 mph and determines the highest speed that keeps the g-level below 0.28. They do this going each direction and are supposed to set different recommended speeds for each direction, when the values are different. I've never paid attention relative to the opposite directions to see if there are ever actually different speeds, but that's neither here nor there. This method is likely to result in a conservative value as compared to my calculations, particularly at the lower speeds where 5 mph is a larger percentage of the speed. I also looked for the typical road width and found numbers all over the board from 8' to over 13'. About 25% of US rural roads are 9' with the remainder being wider and most being 10'-13'. For this analysis I used 10', feeling that this is probably conservative for most of the nicely paved roads we typically ride on.

This first chart shows lean angle versus g levels. Note that lean angles are measured from the bike being vertical with 0 degrees lean angle.



The second Figure shows how a cornering radius can be increased. Note that this corner is a 90-degree length. In the figure, R1 is original radius calculated to give 0.28-g and R2 is an increased radius due to curve length and lane width. I could then use this new radius to determine the speed for a target g-level.



This third chart shows the speed you can ride through each corner while achieving .8-g for each length of turn. Note that lengths of a turn is the angle around the radius from beginning to end.

Posted Speed	No Radius Change	Curve Length (degrees)					
		45	60	75	90	135	180
20	34	53	46	42	40	38	37
25	42	58	52	49	48	45	45
30	51	65	59	57	55	53	53
35	59	72	67	64	63	61	61
40	68	79	74	72	71	70	69
45	76	86	82	80	79	78	78
50	85	94	90	88	87	86	86
55	93	101	98	96	95	94	94
60	101	109	106	105	104	103	103

For a corner marked 30 mph, if you just ride the center of your lane (No Radius Change, indicated as R1 in the sketch), you could take it at 51 mph at the 0.8-g level. Now if you improve the radius for a 90-degree turn, that speed jumps to 55 mph. Just for comparison, if that turn is only 45 degrees, the speed jumps to a whopping 65 mph.

And finally, a chart most will appreciate. This shows the speed of a turn at a variety of g-levels versus the posted speed while maintaining the true radius of the turn (staying in the middle of the lane the whole way through). With this chart you can chose your comfort level of g's or lean angle and know what speed is appropriate for the posted cornering speed, regardless of whether it's a 45-degree corner or 180-degrees.

Speeds Versus Varying g-Levels w/o Changing Radius						
lean angle	15.6	21.8	31.0	38.7	45.0	48.2
g-level	0.28	0.4	0.6	0.8	1	1.12
Speeds (mph)	20	24	29	34	38	40
	25	30	37	42	47	50
	30	36	44	51	57	60
	35	42	51	59	66	70
	40	48	59	68	76	80
	45	54	66	76	85	90
	50	60	73	85	94	100
	55	66	81	93	104	110
60	72	88	101	113	120	
	Posted					Doubling

A final thought; my buddy Dave Calligan once told me that if you find yourself in a corner at a higher speed than your courage permits, DON'T DEPART THE ROAD AND DON'T CROSS THE CENTER LINE. Instead, TRUST THE BIKE as its way more capable than your courage will permit you to believe. I've used that advice a time or two and come out unscathed. A notable example; Scott Miller & I were riding in Arkansas and we'd been alternating between gravel and paved roads. I was switching riding modes between Enduro and Road with each road type change. I'd gotten back onto pavement and was accelerating toward a curve and decided I had time to switch back to Road mode. As I was toggling through, I inadvertently missed Road mode and had to toggle through a second time. By the time I selected road-mode and popped the clutch and looked up, YOUZA! I found I was well into the turn at too high a speed. I trusted the bike and although my heart rate spiked, I made it through the turn with no issues. Please note that the bike won't save you in all circumstances. If there is something on the road that inhibits traction like gravel, diesel fuel, gasoline, oil, tar, water, etc. then you may be in trouble anyway. It's probably still safer to give it a go and low side than depart the roadway (with possible tree or pole encounter) or cross over the centerline (with possible head on collision with an oncoming vehicle), but you should use your own judgement.

I hope this info helps someone decide how fast their ride truly is and also provide courage to TRUST THE BIKE when needed.



BMW Motorcycle Club
Dallas - Fort Worth



2024 Calendar of Events

RECURRING CLUB ACTIVITIES DETAIL

BMWDFW Club Forum

Our members' forum is at the BMWDFW at Groups.io [Click here to join](#)

CLUB MEETING, 6:30 PM, 2nd **SUNDAY**, 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 Saturday, MONTHLY

Destination to be announced each month. Watch BMWDFW at Groups.io

CLUB RIDE, 4th Friday, MONTHLY

Destination to be announced each month. Watch BMWDFW at Groups.io

CLUB BREAKFAST, Saturday, 7:30 AM - 8:45 AM WEEKLY



VINCE BRECKNER

Rides and Events planned for 2024

Jun 13 - 16: BMW MOA National Rally - Redmond, OR

The 2024 National Rally will be held at the Deschutes County Fair and Expo Center. [Click here](#) for more information. (FYI - the flyer dates show the above dates, but the website show's June 13th to 15th. Either way, the rally starts Thurs and runs through Sat with folks leaving Sun.). Watch our Groups.io thread and website calendar for more ride information as it develops.

Sep 21: Annual Cool your Rocks BMWDFW Picnic

Join us at the White Rock Boat Club on White Rock Lake in Dallas from 6pm to 10pm for free hamburgers, hot dogs, soft drinks and music. This is our annual picnic and a family affair. Bring your spouse or significant other and spend time with your fellow BMWDFW members. **Please RSVP by Sep 18 to dtfrankenfield@gmail.com** so we have an accurate headcount for the food. We ask you to **please bring a dish to share** with your fellow members. This has worked out well in prior years and we've had some spectacular dishes! If you prefer more adult libations, please bring your own. The White Rock Boat Club is located at 340 E. Lawther Drive in Dallas. For more on White Rock Boat Club, [click here](#).

Further ride and event information will be posted as it is finalized. Monitor the BMWDFW at Groups.io forum for future club event information and the club webpage <https://bmwdfw.bmwmoa.org/>

Contest Reminders

[Click here](#) for all the contest information and forms

Mileage Contest – Nov 15 to Oct 15

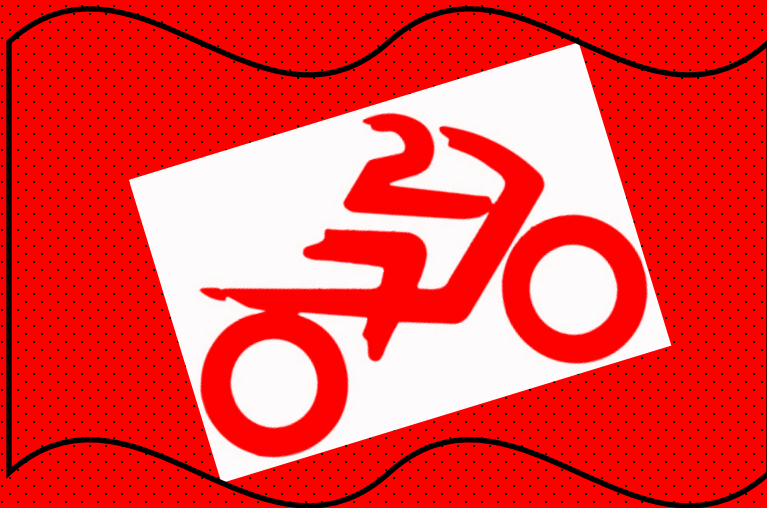
Grab your gear, ride the miles, get recognized! The annual mileage contest celebrates your willingness to enjoy the open road. Download the [rules](#) and the [entry form](#) to get started!

Photo of the Year

Did you snap the most unbelievable image that you can't wait to share? Enter our photo of the month and photo of the year contests to win some great gear for BMW DFW members. Download the contest rules for the [monthly](#) or [annual](#) contest and submit your favorite image.

Newsletter Article of the Year

We're always looking for the next great writer. It might be you. Enter our newsletter article of the year contest and help promote the riding community. Download the contest rules to get started.



2024 BMWDFW OFFICERS

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David Frankenfield

Vice President

LESLIE HILLHOUSE

Secretary/Treasurer

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817-475-2413

schatzmeister@bmwdfw.org

Tourmeister

David Frankenfield

Webmeister

Art Ullman, Jr

Safety Director

Tom Manly

Newsletter Editor

Don M Mills

Membership

Meeting

SUNDAY

JAN 27

6:30 PM

Spring Creek BBQ

1509 Airport Fwy

Bedford, TX

817-545-0184

At Forest Ridge &
Airport Freeway