



From the Prez



Labor Day weekend, Ardys Kellerman was on her way to Key West to help her friend Morris Kruemcke with his latest LD quest. Nearing the end of her ride, close to Homestead, misfortune struck. Ardys' bike was hit from behind and shoved it into a boat! The bad news is that her veteran RT was totaled; the good news is that Ardys was treated and released from a nearby hospital with a stitched-up laceration to her lower leg. Latest is that she's on her way back to Austin on her new, blue, low-mileage

'99 RT. Obviously, you just can't keep an Iron Butt rider down. At our September Dinner Meeting, we were treated to thought-provoking, interactive reports from several members just back from their latest adventures. For the second time in recent memory, Ken Korn made it back to Austin from points north and far away [this time being flat track racing in Springfield, IL] just in time for the Club's Monthly Dinner Meeting. Quite literally these long distance rides ended in the IHOP parking lot! Great timing Ken. Bob Cromby has chalked up another IBA Extreme Ride, the "Border-to-Border Insanity!" This particular event ran from Laredo to Detroit, a little over 1600 miles, in less than 24 hours. In Bob's case, he checked in at the Windsor bridge toll booth at just 23:59 hours from his start, with one whole minute to spare! Again, congratulations Bob.

Last, but certainly not least, Kevin Phelan had just returned from a 17 day, 6,000 mile journey to Calgary. He presented us with a highlighted map of his route through the Rocky Mountains, with a different color highlight for each day's ride. Kevin's justification for this longish ride, other than the incredibly magnificent vistas he passed through, was the wedding of two close friends. To his credit, Kevin took time to smell the roses and email home while on the road. Also at the September meeting, we revealed some preliminary information on a couple of upcoming Club sponsored events. Eric Brubaker is putting together a "Painted Churches" Tour of historic churches featuring frescos, etc. The tour will most likely require an over-night stay somewhere along its route. Stay tuned, this one may firm up quickly...

HCBMWR Officers	
President:	Tom Soutter
Vice President:	Eric Brubaker
Secretary:	Kevin Phelan
Treasurer:	Ken Korn
Sgt-at-Arms:	Bob Cromby
Editor:	Robert Odendahl

We also have Steve Shreeve and Mike Versage, together with significant others, working on a fund-raising run in and about the Hill Country. It's shaping up as an all-day event, based out of a nearby recreational venue and starting with registration and breakfast



Ardys Kellerman

snacks. From there, participants will be guided, by map(s) or lead rider(s), over some of our favorite, or notorious, Hill Country routes. The day will culminate with dinner, prizes and entertainment at the base venue. Cost and beneficiary have yet to be determined. Time frame is late October to early November.

On September 23rd, we're adding another restaurant to our list of Saturday Breakfast locations. The new location is the City Café, 19 N Main St, Elgin. I've been informed that the City Café was frequented by the Club many years ago, and that the cuisine is well worth the ride. Following this Saturday's breakfast, we're planning a ride to Rosanky to visit the Central Texas Museum of Automotive History. It should be a great day; hope to see you there, and don't forget your camera.

Our next regular Monthly Dinner Meeting will be on Tuesday, October 3rd, 7:00 PM, at the IHOP on Research at Duval. Hope to see you there. Consider bringing a friend.

Ride safe, ride more,
Tom Soutter

Get Together

HCBMWR Saturday Breakfast, Sept 23 - City Cafe, Elgin

HCBMWR Saturday Breakfast, Sept 30 - Sunset Cafe, Blanco

HCBMWR Membership Meeting, Oct 3 - IHOP, 11654 Research Blvd. Austin

HCBMWR Saturday Breakfast, Oct 7 - Waterloo Ice House, Burnet Rd, Austin

South Central BMW Owners Reunion, Oct 13 - Oct 15 Fredericksburg, Texas

Harvest Classic 2006, Oct 20 - Oct 21, Luckenbach, Texas

HCBMWR Membership Meeting, Nov 7 - IHOP, 11654 Research Blvd, Austin

It has been estimated that there are more than 3,000,000 deer in Texas.

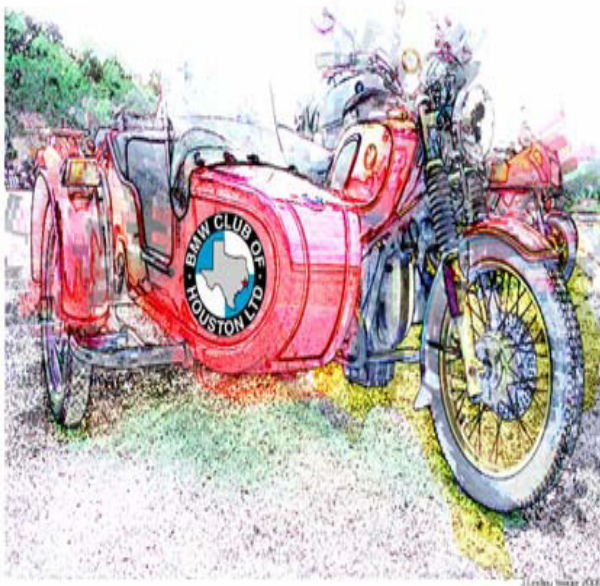
Monthly Membership Meeting



The October monthly meeting is scheduled for **October 3** at the IHOP, 11654 Research Blvd., Austin, Texas [US-183 near Duval Rd.]

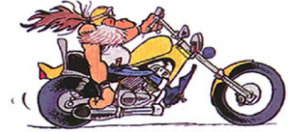
36TH ANNUAL SOUTH CENTRAL BMW OWNERS REUNION

**FREDERICKSBURG TEXAS
OCTOBER 13-15
WWW.BMWCLUB.ORG**



from the saddle

by Robert Odendahl



We've all heard the expression "loud pipes save lives." Motorcyclists have been arguing both sides of that for years. Personally, I don't believe it. I do believe that it is a rationalization that is used by proponents of loud mufflers to justify loud pipes on motorcycles.

Regardless of your position, one thing is true about loud pipes. They are annoying to some people. Straight pipes can lead to anti noise ordinances that can affect everyone, all motorcycles. Usually BMW riders do not contribute to the motorcycle noise problem. However, many Harley owners change their stock exhaust pipes for something louder. As of May 31, 2006, Screamin' Eagle exhausts for off road / race, will not be available for street legal motorcycles, per instruction from Harley-Davidson Motor Company. This is a result of Harley-Davidson wanting to directly address the noise issue.

Actually this is nothing new for the motor company. In the January/February 2006 issue of HOG Tails, published by the Harley Owners Group, Jim McCaslin, President and Chief Operating Officer, addresses the noise problem of loud exhausts. Mr. McCaslin points out that the problem of loud exhaust are "negative feelings" ... "spreading throughout the country and around the world. Negative noise stories regarding motorcycle noise have increased 400% over the past 10 years."

He points out that some communities are outright banning motorcycles, regardless of brand. Laconia, Daytona, and Myrtle Beach have had controversies regarding noise at their events in 2005. The problem is being addressed overseas with stricter compliance of lower noise standards. Japan and Europe require lower db(A) levels for new motorcycles than the US. The United Nations has gotten involved in the issue. It's World Health Organization wants to lower the noise level to 81 db, about as loud as a Hoover vacuum cleaner. The current permitted level in Europe is 100db.

All this may fall on deaf ears. Pun intended. However, I find it very interesting that Harley-Davidson Motor Company is aware of the problem and it trying to do something about it. Now if all those loud pipe owners would just get it.



Brewster County is the largest county in Texas with 6,204 square miles. The entire State of Connecticut, 5,549 sq. miles, would fit entirely in Brewster County with room to spare.

Ride to Big Bend

By Eric Brubaker

What a pleasant early summer trip. Before I go any further, any trip to Big Bend must involve planning for higher temperatures than are common in Austin. Here we go on June 9th through June 11th, early summer right? How about at least 110 at the river near Boquillas Canyon, on the Rio Grand. It was hot! Seven bikes, nine bikers made it to Alpine, and every rider and bike made it home. The day started with five bikes and seven riders meeting in Kerrville at 9:00 AM for breakfast. Since our rooms were guaranteed in Alpine and there is so much good riding on the way, we look our times traveling route 16 to 337 to Camp Wood. After a short ride on 55 we cut to US 90 via 334. The weather was beautiful and the roads smooth. After a short trip on US 90 we arrived n Del Rio just in time for a nice rest and luch at a Mexican restaurant. Then, we headed for Apline after a few stops at Lake Amistad Bridge and Langtry to visit Judge Roy Bean’s Saloon and Museum. Out last major stop was in Marathon were we enjoyed a refreshment at the White Buffalo Saloon in the Gage Hotel. We were greeted at the Antelope Lodge by Kevin and Ron. Lat-

er we ate at a local steakhouse followed by cigars under the Texas sky. It was a great first day.

The next day brought an early breakfast and a ridet oStudy Butte and Santa Elana Canyon, Great roads, great weather. We actually hiked the canyon for about a mile during which time we realized it was getting hot. Spectacular views! After a robust ride for about 40 miles to the Chisos Basin, we lunched in the main dinning room of the guest lodge. Great food, more views, and air conditioning too.

Now here is where we erred. It is usually a good ride to Boquillas Canyon, more good roads and good hiking. But that day it was north of 100 degrees and the round trip was borderline enjoyable. Since we were committed to dinner in Fort Davis, a better plan would have been to leave Chisos Basin, head back to Apline, freshen up for 30 minutes or so and head out to Fort Davis to travel some great roads around there, eat dinner and enjoy a cool, after dark ride back to Apline. We did the dinner allright, and had a great ride back, but we were a bit worn out by then. Sunday morning pretty much had everyone splitting for home.

All in all, a great trip.

Don’t worry about avoiding temptation. As you get older, temptation starts avoiding you.

OCTOBER 20 & 21 • LUCKENBACH, TEXAS
Harvest Classic 2006
 EUROPEAN & VINTAGE MOTORCYCLE RALLY
 A Benefit for Candlelighters Childhood Cancer Foundation



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Register online at www.HarvestClassic.org

Changing a Light Bulb

by Dolph & Bev McCranie

Just a note to tell you that I enjoyed your first edition of "Passing Lane". As a former newsletter editor,(for my model airplane club), I can appreciate your hard work.

You mentioned you wanted to know if someone had changed a light bulb. Well I did the other day, or rather I should say we did. Without my wife's help and her small hands the task would never have been completed. To change the low beam bulb on my R1200RT is a bit more complicated than it shows in the owners manual.

First you have to remove the appropriate portion of the upper fairing to gain access. Then you remove the plastic cover over the assembly. This requires that you pass your hand through a small opening bounded by sheet metal brackets. That is the easy part. Next you remove the electrical connector, not too difficult, and release the retention spring, both done by feel as your hand fills the entire available space, (if your hands are much bigger than mine I doubt you could get your hand through the space allowed). Once the spring clip is released and rotated upward the bulb is easily removed.

Now comes the fun. Without touching the glass portion of the new bulb you have to insert it into the hole in the back of the reflector, again without being able to see what you are doing. My wife was able to guide me by looking through the front of the headlight. Now that the bulb is in place you have to reposition the spring clip with its elbows in the groove on the metal back of the bulb assembly and hook the ends of the clip into the slots in the retaining brackets.

Again without being able to see anything. After trying for about thirty minutes I gave up. My wife Beverly, fortunately has much smaller hands than I and was able to reach in to manipulate the retaining clip, but it took the two of us to figure out just how the clip had to be positioned and then for her to snap it into the retaining brackets. I then reinserted the electrical connector and replaced the plastic cover and it's O ring. Then it's time to reinstall the upper fairing. Altogether it took us about two hours to change the bulb and no we're not Polish! Either there is a special tool to reattach that silly spring bracket or BMW has workers with very small hands. Of course they are not in the bulb replacement business and no doubt install the assembly with the bulbs in place. A job that should be simple is a real pain in the a-s!

Perhaps someone knows a better way to do it, if so I'm more than willing to learn!



Photo taken last year in the Black Hills on the Needles Highway.

Horse sense is a thing a horse has which keeps it from betting on people. W.C. Fields

Top of the Rookies Rally

by Eric Brubaker

What a great trip, where do I start?

First an overview. A confirmed total of 10 Austinites made it to Paonia, population 1600. The riders were Eric Brubaker, Chuck Durant, Del Grosenheider, David Sine, Peter Evans and Ardys Kellerman. Support team consisted of Colleen and Beverly (with Del and David) who drove up, with two unidentified riders not associated with our club.

My quick synopsis...4 days of heaven squeezed between two days of hell. The first day out and the last day coming home were brutal (HEAT AND MOSTLY BORING ROADS). All roads between Las Vegas, NM and I70 through CO are what motorcycling is all about. Makes me think I live in the wrong state, but I do hear we have better winters. I traveled the whole way with Chuck Durant on his Moto Guzzi which kept up with my R1100RT quite well.

We got to see the very beginning of the Rio Grande in CO, a great



Rio Grand near Taos, New Mexico

canyon carved by the same just outside Taos, and the most spectacular sight of the trip was the Black Canyon of the Gunnison. It is Grand Canyon like, with roads pasted on the sides.

The rally itself, I must contrast with the national rally in Lima, OH last year. 8000 versus a few over 1000. The people of the golden triangle (Paonia, Hotchkiss, and Crawford) seem to have embraced this rally, and we have embraced them. Our fundraising on behalf of their civic organizations grows each year. I must say this rally was more my style. No problem hooking up with people again and again. In Lima you met someone once and never saw them again. The number of vendors was way down, but the number of fun activities seemed to be up. The overnight temps made camping a pleasant experience, and \$1.50 beers all rally long made sleeping easy.

Final thoughts. I will do this rally again and again. Maybe some year

Top of the Rockies continued -



Chuck Durant at Rio Grand River canyon, Taos
we will actually catch a cooler day on the way there.

Eric Brubaker



Pass in southern CO



Top of the Rookies Rally, Paonia, Colorado



Top of the Rookies Rally



From left, unknown, Colleen, Del, David Sine, Beverly,
Chuck Druant

Club Breakfast Ride, August 26, 2006

by Dolph McCranie

Nice group at the Sunset Cafe in Blanco Saturday morning. A few of us showed up before they opened and had a nice gab fest. The breakfast was great, one member decide to take the pancake challenge, "if you can eat three the breakfast is free"!

As you can see from the photos he had to pay for his meal. Some of us went on for a ride after breakfast and made the obligatory stop at Luckenbach for a photo op. Sorry I don't have all the names, besides being an newbie I'm terrible about remembering names.



Sunset Cafe,
Blanco, Texas



Inside the Sunset Cafe



The pancake challenge at the Sunset Cafe



After breakfast, the group rode to Luckenbach

Gravity Conservation

Top scientists agree that with the present rate of consumption, the earth's supply of gravity will be exhausted before the 24th century. As man struggles to discover cheaper alternatives, we need your help. Please CONSERVE GRAVITY

Follow these simple suggestions:

- (1) Walk with a light step. Carry helium balloons if possible.
- (2) Use tape, magnets, or glue instead of paperweights.
- (3) Give up skiing and skydiving for more horizontal sports like curling.
- (4) Avoid showers .. take baths instead.
- (5) Don't hang all your clothes in the closet. Keep them in one big pile.
- (6) Stop flipping pancakes

The New K bike

The new k bike is BMW's headfirst leap into the highly competitive, Japanese-dominated superbike class. Faster, sharper handling and more focused than any previous German machine.

"We will have younger customers and I think we will get in touch with them with this bike," Lothar Scheuengraber, BMW's director of chassis research and development.

The year? 1990. The bike? BMW K1

The New R1200R

The R1200R is an evolution of the R1150R and R850R, which had combined sales of almost 60,000 units since 2001. BMW feels that there is market demand for a "roadster" type motorcycle that provides a continuance of the BMW classic design combining "unique character with timeless elegance".

The new Roadster takes up the general trend towards enhanced dynamics without neglecting the strengths of the basic concept, combining a significantly higher standard of agility with excellent all-round touring qualities.

The 1,200-cc power unit develops 109 hp and thus exceeds the output of the former engine by almost 28%. This flat-twin power unit



comes with the same level of development already boasted in the R1200 RT, with the oil cooler on the new Roadster now fitted behind the wheel fork.

The rear section of the tubular space frame has been specially developed

for the R1200R Roadster, helping to give the entire rear end a light and nimble appearance and reducing the overall weight of the machine. Dry weight of the new R1200R all-rounder is a claimed 437 lb., or 198 kg.

BMW also claims that in road trim and with a full tank, in turn, the new machine also remains very light at just 223 kg or 492 lb, much lighter than other four-cylinders in this market segment.

BMW also says that the R1200R Roadster sets new standards for use of technologies, which helps retain BMW's claim to leadership in road safety. And for the first time the new model features the new generation of BMW Motorrad Integral Anti-Lock Braking System (ABS), which may be combined as an option with Automatic Stability Control (ASC) anti-spin control starting in 2007.

Tire Pressure Control (TPC) tire pressure control warning the rider of a loss of pressure also while riding is currently being developed as a further feature for superior safety. And in typical BMW fashion, there will be a wide range of optional extras and special equipment allows the customer to personalize the design and features of the bike.

The most significant features of the new R 1200 R are:

- * Air-cooled boxer-twin 1,170-cc power unit with balance shaft.
- * Maximum output up almost 28% over the former model to 80 kW/109 hp at 7,500 rpm.
- * Maximum torque up almost 17% over the R 1150 R to 115 Nm/85 lb-ft at 6,000 rpm.
- * BMS-K electronic engine management with dual ignition, anti-knock control, oxygen sensor, and fully controlled three-way catalytic converter.
- * Light and stable, two-piece tubular steel frame.
- * Stiff Telelever with sensitive response and a high standard of steering precision.
- * Excellent handling, supreme directional stability.
- * EVO Paralever with light drive shaft.
- * ESA Electronic Suspension Adjustment as an option.
- * Dry weight 198 kg/437 lb, overall weight with full tank in road trim 223 kg/492lb.
- * High-performance brake system.
- * New BMW Motorrad Integral ABS with Automatic Stability Control ASC (both available as an option).