

# River City Beemers



BMW MOA Club #210 & BMWRA Club #104

Catch us on the Web at [WWW.RCB.ORG](http://WWW.RCB.ORG)

February 2008

## River City Stuff

### President

Fred Jewell 916-683-3047

### Vice President

Dennis Allstead 530-391-5754

### Secretary

Lynn Clark 530-666-2127

### Treasurer

Jamie Challinor [rcb\\_treasurer@sbcglobal.net](mailto:rcb_treasurer@sbcglobal.net)

### Membership

Bob Holleron 530-391-2831

### Newsletter

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### Web Master

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### Directors through 2009

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Jack Klauschie 530-677-6395

Mike Paetzold 916-993-8572

Roy Ulfsrud 916-342-7352

Bryan Wright 916-663-9175

Gordy Olson 916-642-2221

### Membership Meeting

Sat Feb, 7th 8:00am

Susie's Country Oaks Cafe

500-G Cirby Way

Roseville

### Director's Meeting

Tues Feb 10th, 7:00 pm

IHOP

2525 Iron Point Road

Folsom

### Breakfast - Be There!

Every Saturday 8 am

Susie's Country Oaks Cafe

500-G Cirby Way

Roseville

### Weds. Dinner Ride

Meet between 5-6:30 pm

Leaves every Wednesday evening at 6:30 pm from The Coffee Republic in Folsom

## The President's Corner by Fred Jewell



Rain! Finally! I was beginning to get a little concerned there for a while, but you got to admit, a string of 70 degree days in January is a rare commodity and I sure hope everyone took advantage of it. I do hope it keeps raining for a while, though, we really need it, even if it does interfere with our riding. I'll gladly trade some days, or even weeks, of not riding in order to have full reservoirs next summer, especially since my job relies on irrigation, and the lack of water has such an economic impact on our state.

There was an active discussion on the RCB forum the other day about splitting lanes; Frank McKee had brought up an article about a rider that was splitting lanes in the Bay Area and ended up under a bus, a terrible tragedy. This started up quite a number of threads about S.F. vs Sacramento drivers, legalities of lane splitting and more. Instead of re-hashing those topics (read the forum to get all those conversations) I thought I'd just talk a little of how to split lanes as safely as possible. If you're an accomplished lane splitter, just skip on down to the next paragraph, and if you're not, read on and maybe this will help. I think the first thing you need to realize is that splitting lanes is both a skill and an art. The skill can be learned, the art maybe not so much, as that comes from within yourself, so if your "gut" is telling you not to do this, you'd better listen and not do it. I first started splitting lanes when I moved from Omaha to L.A. in 1974 and saw that famous L.A. traffic and the way the bikes were getting through it and thought "Now THAT'S the way to get around!" I had my Mach III 500 and started learning to split the same way I did everything else in motorcycling then, and that is by just doing it. I listened to that inner voice warning me when to go and when not, and it served me well, but it would have been so much easier with an experienced rider giving me advice. The best way to start is on the freeway, not surface streets, between the #1 and #2 lanes, and only after making a decision as to what speed you want to begin splitting, how much faster to go than traffic, and when to merge back in. I tend to use 25 - 35 mph as guides, and I like to go

10-15 mph faster than traffic. If you have never split before, then wait until traffic is at or near a full stop, then start splitting to get a feel for it. As you head to that spot between the cars you need to relax, turn on your high beams, check your right mirror to make sure another bike isn't already splitting, downshift to a lower gear and LOOK WHERE YOU WANT TO GO, do not fixate on the cars on either side or just ahead, but look further down the road. There is a lot more room between the cars than you might think. Experience is always a stern taskmaster, but it's the only way to get better at anything, so start slowly and in short amounts, then work your way up to a level you are comfortable with. Don't try to follow faster riders, let those riders through if they come up behind you, and if you're getting an uneasy feeling riding between cars that close, then stop splitting and merge back into traffic. You'll still get to where you were going. This is a personal choice that only you can make; it's not illegal, but if you do have an accident while splitting lanes it's more likely than not you will be at fault, so choose wisely.

The RCB calendar is fairly well firmed up, so check it out and start planning now for upcoming events. It's not too early to reserve a room in Yerington for the ride 'n' bowl weekend, the cabins at the KOA in Manchester Beach can sometimes sell out quickly, Jim's GS ride has a limited number of cabins, the track day is in September and should be well attended, so don't get shut out. It looks like another great year of all kinds of events, and hopefully you'll find something you enjoy doing with other RCB'ers.

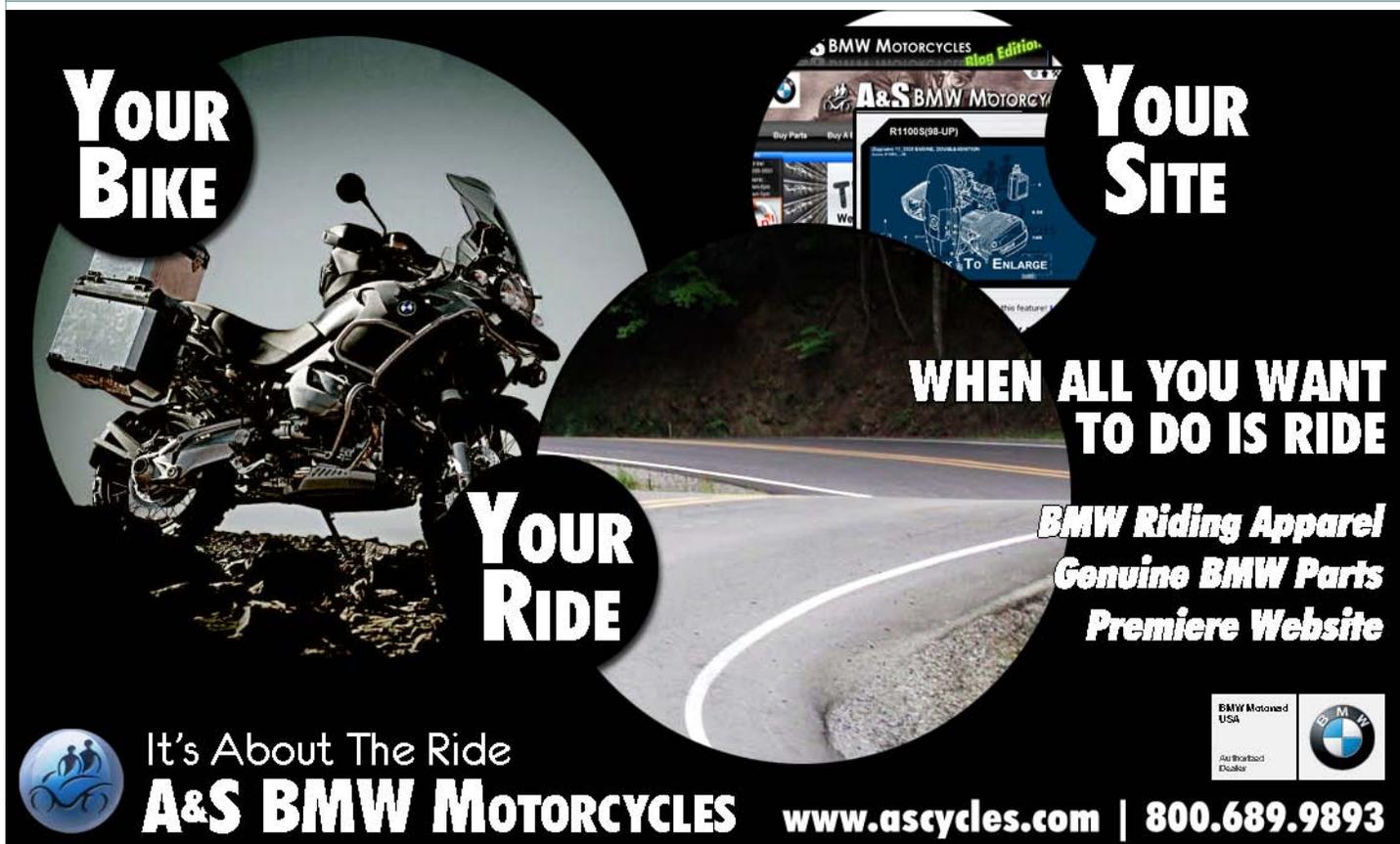
Gordy Olson got my rather absurd trivia questions correct last month, in fact he was the only one to answer them at all, and the answers were: Waldo, Presley, Jonas Grumby, and Jim Backus. Easy one this time: What kind of motorcycle was Lawrence of Arabia riding when he died, and did the movie portray it correctly?

Remember, we're not bikers, we're motorcyclists.

We ride far.

We ride often.

We ride quiet(ly).



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## Soldier Meadows GS Weekend June 5-7, 2009 - Response needed

RCB has a most exciting weekend planned for members who are interested in getting their bikes dirty. We are planning a 3 day, 2 night GS campout for the weekend of June 5-7, 2009 at Soldier Meadows Ranch in Nevada. The ranch is located 60 miles north of Gerlach. The last 50 miles to the ranch is on a good dirt/gravel road. The ranch has quite a history. In 1865 Camp McGarry was established at the location of the current Ranch Headquarters. It was a U.S. Army winter camp. Its mission was to protect traveling pioneers and freight wagon trains from Indian attack. Several of the original structures from 1865 are still standing today. For a lot more information on Soldier Meadows see their web site at

[WWW.SOLDIERMEADOWS.COM](http://WWW.SOLDIERMEADOWS.COM).

Soldier Meadows has a limited number of rooms for rent and they will provide breakfasts and dinners for guests. You will eat with the ranch staff in the dining room. I can attest to the terrific quality and quantity of the meals at Soldier Meadows. In addition to the rooms for rent they also have tent camping space available. Please check out the "Rates" page on the web site to get an idea of the cost for the weekend. The prices may seem steep but once you get there you will understand why,

they are in the middle of nowhere. (Gerlach is in the middle of nowhere!)

The dual sport riding that is available to you while staying at Soldier Meadows is virtually limitless, going from good dirt and gravel roads that can be enjoyed on a street bike to some gnarly 2 track 4X4 trails, the choice is yours.

What we need to do to secure enough space for the club is get an idea of how many people will be attending, how many would like a room and how many will camp. We need to get back to the owners of the Ranch by mid-January with some kind of head count. The space is limited at Soldier Meadows so we may have to limit the number of attendees. The room reservations will be allocated on a first-come-first-served basis based on responses to this request. People attending all 3 days will have preference.

If you plan on attending the Soldier Meadows Weekend please contact Jim Cyran by email at [@pacbell.net">jimcyran "@pacbell.net](mailto:jimcyran) or call and leave a message at 916-863-6014. Indicate that you plan to attend the weekend, for how many days and whether you want a room or will be camping. We will work on logistics and

meals once we have a head count. We also have a need for a truck to bring gas and adult beverages for the weekend, the truck crew will receive the highest preference!

**PLEASE RESPOND BY NO LATER THAN FEBRUARY 14, 2009.**

## Whale Of A Tour B & B March 13 & 14, 2009

Greg & Cyndee peart will be leading a Bed & Breakfast tour to the lovely Mendocino coast for the 2nd year now. We plan to stay at the Sea Gull Inn of Mendocino. Those of you who remember past RCB president Jim Douglas and his wife Ayla, they now own and operate the 9 room Inn. If you wish to stay at the inn, call and make your reservations right away. RCB members will receive a 15% discount at the Inn. If we exceed the Inn's room limit, Jim and Ayla will assist you in obtaining lodging close by in town. This will be a very easy going weekend. Activities depend on the size & wishes of the group. The Inn is a beautiful place to just chill out. Mendocino is a wonderful

small town to just stroll about and relax. The Plan: Make your Own Reservation, Then Call Greg Peart 916-689-7999 or email: XFIL911@comcast.net that you are going with us and leave a contact phone #. Meet at 8 AM (if you want breakfast) or 9 AM Wheels up at The EPIES Restaurant (also known as Family Restaurant) West Capitol off ramp & I-80(at the east end of the causeway). Greg's cell phone: 916-870-7841.

Cut off date for guaranteed reservations is March 9th.

This will be a rain or shine event.

## Absolutely nothing to do with BMW motorcycles ...

The screenshot shows the River City Beemers Forum website. At the top, there's a search bar and navigation links like 'RCB Home' and 'Board index'. Below that is a table of discussions with columns for 'TOPICS', 'POSTS', and 'LAST POST'. The table lists several categories: Announcements, General, Rides and Destinations, Motorcycles, Classified, and How do I?. Below the table, there's a login/register section and a 'WHO IS ONLINE' section showing 2 users online. At the bottom, there are statistics: Total posts 3814, Total topics 1015, Total members 11, and Our newest member gstofer.

	TOPICS	POSTS	LAST POST
<b>Announcements</b> Announcements about RCB, A&S, BMW, Life, the Universe, and Everything	1	1	by webmaster  Mon Jan 19, 2009 4:45 pm
<b>General</b> Messages from the old forum have been imported here. Use this section for new messages that don't fit anywhere else.	1000	3774	by Nalook of the North  Sat Jan 17, 2009 10:02 am
<b>Rides and Destinations</b> Planning and organization of the Wednesday Dinner rides, the Thursday rides, and any other excuse we can find to get out of the house.	2	8	by woodp  Mon Jan 15, 2009 1:08 am
<b>Motorcycles</b> No, we're not the Shell Answer Man, but if it concerns fine German Engineering, I'll bet someone in here knows how to help.	1	3	by ken  Mon Jan 19, 2009 12:20 pm
<b>Classified</b> Buy, sell, trade, or barter motorcycles, parts, and accessories here	0	0	No posts
<b>How do I?</b> Can't make this new forum do what you want? Would you like to recommend a new feature or just ask how an existing one works? Post your request here.	10	27	by webmaster  Mon Jan 19, 2009 6:00 pm

and generally shared observations and experiences of our motorcycling experiences. Some of us post frequently, some post less frequently and some just lurk, but just about all of us have touched the RCB forum at one time or another.

The old forum served us well, but it has performance and feature limitations. So, on Monday, Jan 26, we put the old forum out of its misery and moved to a new forum.

There's good news and bad news in the change - The bad is that familiarity goes out the window. We will have to learn something new. On the other hand, a couple minutes of clicking on links should reveal all sorts of new capabilities. This article will summarize some of the new features (and potential hurdles):

**Where is this new forum?** The simple answer is it's exactly where the old one was. Click on any of the existing "RCB Forum" links on our website and you'll be whisked to the new forum. For you deep-linking geeks, you'll have to update your bookmarks (Firefox) or favorites (Internet Explorer) to <http://www.rcbforum.org/forum/>.

**I have to register?** Absolutely not! But if you don't, all you'll be able to do is read posts by clicking one by one by one. Register and you can subscribe to the Wednesday dinner mailing list. Register and the system will help serve up just the new messages so you don't have to look for them. Register and you can post and send/receive private messages. And most important, if you register you, too, can complain about

By Phil Wood

The RCB forum has served us well. We've posted ride notices, coordinated Wednesday dinner rides, recommended helmets, complained about BMW gas gauge accuracy (well, I have!),

BMW gas gauge accuracy!

**OK, you convinced me. How do I register?** It's relatively easy. There are two Register buttons - One's located toward the upper right of the screen and the other is midway down on the left side (Fig. 2). Click on either link and follow the prompts. You will be asked to pick a "Username" and "Password". Make them simple and easy to remember - This is RCB, not your bank account.

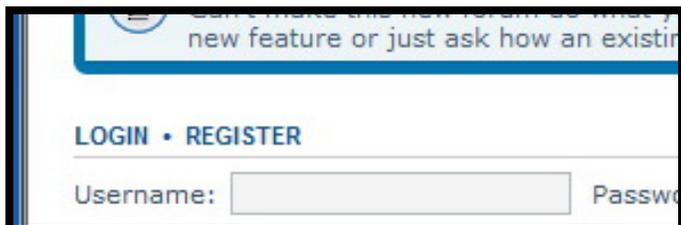


Fig. 2

There will be additional fields to fill in as much information as you feel comfortable with. When you're done, press the SUBMIT button. You should be returned to the main forum page, but if not, click the Board Index link in the upper left. You're done!

**Now what?** Type your newly created "Username" and "Password" in the appropriate boxes (see Fig. 2 again) or click the Login link from and type your "Username" and "Password" in those boxes. If you want, check the "Log me on automatically each visit" link and press "Login".

**So how do I know I'm logged in?** There are two ways to tell. The upper left hand corner which contained the "FAQ/Register/

Login" links will have your "Username" listed.

The other way is to click on one of the existing forums and scroll all the way to the bottom of the page. There you should see your forum permissions. For all except the "Announcement" forum, you should have \*all\* permissions to read, write, delete and edit at will.

The "Announcement" forum is a special section for RCB and A&S (and possibly other motorcycle related) announcements. To keep it uncluttered and easy to navigate, this one forum can only be written to by the webmaster. Sorry, that one is read-only.

**What else?** That's not enough?!?! At this point you're free to click on any link you can find. Seriously, click away - The \*only\* thing you can erase or destroy are your own posts. You can't hurt the forum no matter how hard or frequently you click. One place you might want to explore is your "User Control Panel." The link is located in the upper, left hand part of your screen. From there you can configure many of the forum's features. There are plenty of options to explore!

When you're done, return and read some messages, post a few (about inaccurate BMW gas gauges) and admire your ... uh ... accomplishments. If you find something that confounds you, or something that could stand some improvement, there's a separate forum labeled "How do I?" for exactly that purpose. Good luck. I'll see you online, but more likely on the road!

## A&S Hosts Opening: Everyone got "tuned"!

By John G. Sulpizio



On Saturday, January 10th, A&S hosted a "soft opening" of its new Ducati dealership. Complimentary lunch was served and Aftershocks, a company expert in suspension tuning, was on hand to do its magic.

As a testimonial to its first class BMW motorcycle dealership, A&S was actually invited by Ducati, North America, to showcase its line of motorcycles. It has taken A&S and

Ducati four years to finalize the deal with a new franchise, renovated showroom, new Technicians, another Service Supervisor and training for the A&S team.

Randy Felice, Owner and General Manager of A&S, sees Ducati as a

complimentary nameplate to his longstanding line of quality BMW motorcycles and Vespa Scooters. For those yearning for another steed, he thinks a Ducati looks mighty fine parked next to your BMW. For Beemer aficionados, who can love no other two-wheeler, he assures all that A&S will continue its high level





of service, personal attention, and commitment to the BMW brand.

On hand for the opening was Aftershocks, suspension experts located in Livermore at Tri-Valley Moto, a BMW dealership owned by Kari at CalBMW in Mt Eden, CA. They offered suspension tuning for any bike at the exceptionally low price of \$20, a service that would typically cost approximately \$65. Phil Douglas, Owner, and his helpers, Jason Hauns and Cassie Gaddy, tuned the suspension on more than fifty motorcycles. At their Livermore facility, Aftershocks rebuilds shocks, sells and installs aftermarket suspension products, lowers suspensions, re-builds and re-valves forks, and stands ready to do what it takes to maximize the performance of any motorcycle suspension system.

In this author's opinion, there is no single issue more important than suspension tuning. Yet, we invest in other "doodads" and "go-fasters" before we optimize performance and safety with available adjustments on our suspension. In many cases it's because we don't understand the fundamentals of suspension or how to make those adjustments. To some, it's like black magic.

Phil Douglas was amazing! He has performed the service on so many motorcycles that he was instinctive about baseline settings. He was a natural educator, energetic, animated and anxious to share information and explain his work and services.

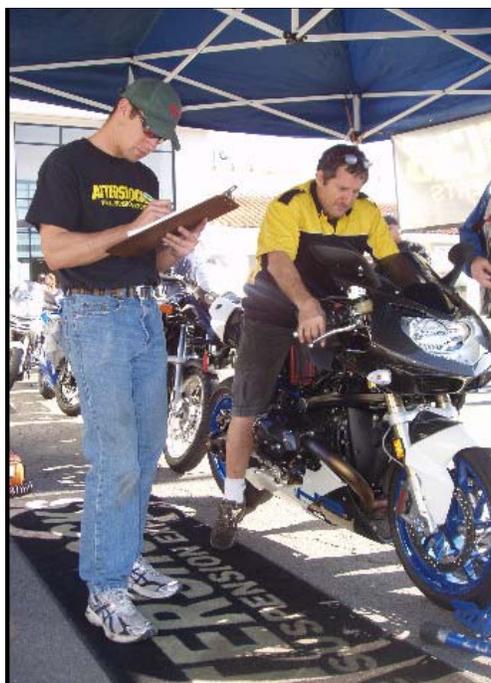
Phil and his team followed a basic pattern of adjustment with each bike:

- 1) Check air pressure.
- 2) Square the front forks with the axle.

- 3) Set "pre-load" according to the weight of each rider, and
- 4) Adjust "compression" and "rebound" in the front forks and rear shock to maximize performance.

Air pressure should be a no-brainer for riding safety. Yet, it still gets ignored. Tires are designed to run with a specific pressure to plant rubber firmly in the contact patch. Most modern tires run with 35-36 pounds in the front and 38-40 in the rear. When in doubt, "err up" until you can check your manual. Check air pressure weekly.

Squaring the forks with the front axle removes "stiction", which is the phenomenon of the fork tubes binding slightly in the fork sliders. This little problem can be relieved by loosening the pinch bolts on the axle, rocking the bike a couple of times, and letting the forks "settle squarely" with the axle. Then, re-tighten the pinch bolts to the specified torque.



Setting "preload" compresses the front fork springs and rear shock spring sufficiently to give the motorcycle the proper "sag" for the rider's weight. Average "sag" is about 30% of total free travel, but in practical application you want your front forks and rear shock to depress 1.5 to 2 inches when you sit on the motorcycle. The "sag" setting can vary depending on the type of bike or type of riding (street, track or off-road).

The final two adjustments to "compression" and "rebound" are the lesser understood, but very important adjustments. These adjustments tell the fork valves how fast to allow suspension oil to flow. The "compression" setting slows oil flow to resist the upward movement of the wheel after hitting a bump in the road and thus, it resists the downward movement of the chassis.

The “rebound” setting” adjusts the rate of the return of the wheel to its original position after it experiences an upward movement caused by a bump in the road. (Yeah, I know, it’s a little confusing, and that’s why these adjustments often get ignored or set incorrectly.)

Phil noted that most of the time, there is too much “rebound” (i.e. too little oil flow), which slows the return of the wheel to its original position after an upward movement caused by a road irregularity. Generally, too much rebound is caused by an owner who tightens or stiffens “rebound” in response to what feels like a bouncing wheel. In fact, a wheel that is skipping or bouncing needs a lesser rebound setting, so that suspension oil flows faster and allows the wheel to settle more quickly back to its original position after an upward movement.

After Phil and his team finishes with a motorcycle, he bounces on it and you can literally see the front and rear suspension

responding equally to the weight of his body. On my particular machine, he increased preload to accommodate my embarrassingly increased weight, and eased out on the compression and rebound. When he finished, the test ride felt as if he had freed the oil (and thus the suspension system) to work properly. Road bumps felt less harsh. The wheel felt more planted and stable. Cornering felt more reliable. Handling confidence was increased. Thus, safety was enhanced.

Once again, Randy Felice and the A&S Team proved that A&S BMW, Ducati and Vespa is a first class dealership that cares about its clientele. With Aftershocks present to fine tune suspensions, A&S also proved that “It’s about the ride!”

Ride safe! Eat well!

## **Member's Classified Ads**

*Classified ads are free to members, and usually will run for 3 months give or take a bit, unless you email back and tell us to pull it. Send the text of your email to Classified, and it will be included in the web site and also in the newsletter. Please format similar to ads below. Limit 75 words.*

2007 K1200GT \$16,900 Dark Metallic Blue with matching side cases. 11,000 mi. Garaged and well cared for. Never down or damaged and never any problems with bike. Clean title in hand. Includes Integrated Antilock Brakes (ABS) and Electronic Suspension Adjustment (ESA), On-Board Computer, Electronic Cruise Control, Heated Grips and Heated Seats. Extras include Cee Bailey oversize windscreen, Bill Mayer All day Seats, 300mi on New MICHELIN Pilot Road 2 tires, and Heli-bar backs. John 530-798-3173 (11/11)

Misc: BMW tank bag for airhead GS., like new. \$110.00. Hippo mitts, leather, and lined. \$40.00. Exhaust wrench, the steel one, \$35.00. If interested call 916-408-7754. Mike Miller. (10/1)

2005 BMW R1200RT with 21k miles. \$14,000 Garaged kept and maintained by A&S BMW in Roseville. Lots of extras included. You can see more on Cycletrader online or Craig’s List. Thanks for looking. E.J. (916) 515-0156

Misc: RKA (2) Side Case Bags, (1) Trunk Bag for an 2008 K1200LT. The bags are for non-CD cases. They are used but in very good condition. \$100.00 for the set. Contact Frank @ (916) 366-9591. (9/5)

Front tire, 110/80 – 19 for 1150GS TKC 80. Received new 9/4/08. I fat fingered the online order and SWMoto sent me 2 of them. I paid only \$108.95. You can have for what I paid. No tax. Ken 916-768-1675 (8/7)

Wanted: stock windshield for a R1150GS not adventure. Perfect condition doesn't matter as long as it's half way decent condition. Call Mark @ 916-834-7190 or email rtbmr (at) yahoo.com (6/23)

Riding Gear: Oxtar Sunray GTX boots, ladies, in box new condition, size 9 EUR 41, \$100. SHOEI RF-1000 R.Blue sz XL 7.5/8-7.3/4 inch 61-62 cm, in box, in micro fiber bag, clear shield. Helmet is in mint condition, used for 1K, \$200. ICON Denim Blk Pants, mens size 36w 33L, \$30. JOE ROCKET BALLISTIC TEXTILE MOTORCYCLE PANTS Tall/Med Ballistic 5.0 w/ knee protectors, mens Size 36, \$80. Call Dennis 530-391-5754

Misc: I have nine shims and the two tools needed to change them on the early flying bricks and the 750 three flat BMW engines. \$100.00 for all. I also have an exhaust wrench - the STEEL one for the BMW airheads for \$35.00. Please call Mike Miller at 916-408-7754. (3/31)

# 2009 Calendar of Upcoming Events

Check often because events are always being added or changed.

- Feb. 7th, Sat General membership meeting at Susie's Country Oaks Cafe, 8 am, 500-G Cirby Way, Roseville, CA 916-786-0274. There will be a day ride afterwards so have a full tank of gas before starting. All members and guests welcome.
- Feb. 10th, Tue Director's meeting at IHOP Restaurant, 7:00 pm, 2525 Iron Point Road, Folsom. All members welcome.
- Wed. Ride Weds. Dinner Ride, Meet between 5-6:30 pm, Leaves every Wednesday evening at 6:30 pm from the Coffee Republic in Folsom.
- Thur. Ride Meet up for a weekly Thursday day ride, "Because We Can Ride". Meet at Brookfield's at Sunrise and Folsom, eat at 8am and ride at 9am. For all retired, independently wealthy or just plain sick of work!
- Feb 1 Superbowl party, maybe Tech Session, Bryan & Marji Wright's home
- Feb 13-15 Airheads Death Valley Rendezvous
- Mar 7 Past President's 61th birthday
- Mar 13-14 Sea Gull Inn Weekend, Mendocino, CA, Greg Peart, 916-870-7841 or call the Inn at 707-937-5204 **March 9th is the last day for a guaranteed reservation.**
- April 10 RPM Motorsports go cart competition, Phil Challinor organizing
- April 11 First Responder Class at A&S, Phil Challinor organizing
- April 12 Tech daze, Phil Challinor organizing
- April 17-19 Hwy 36 to Eureka, Fred Jewell organizing
- April 20 First Responder class, A&S BMW, Phil Challinor organizing/instructing
- April 24-25 GS Ride, Greg Gibson organizing
- May 15-17 Jack and Lynell's Campout
- May 21-24 NORCAL BMW Club 49er rally
- June 5-8 Soldier Meadows GS Campout, Jim Cyran organizing
- June 18-21 Chief Joseph Rally, John Day, Oregon. RCB semi-organized ride leaving Thursday AM from Susie's Country Oaks Cafe, Gary Stofer organizing
- June 26-28 Indian Creek Reservoir, RCB High Sierra Spaghetti Feed, Gary Stofer organizing
- July 16-19 BMWMOA National Rally
- July 23-26 Top O' the Rockies Rally, Paonia, Colorado
- August 1-2 Ride N Bowl, Yerington, Nevada, Kim Rydalch organizing Yerington Ride & Bowl, Yerington, NV. Call Kelly at 800-227-4661 Ext. 112 and mention River City Beemers for your room reservation. The earlier you reserve the bigger your room will be. 24 hour notice for room cancellation. Prices will be posted in March's newsletter Kim Rydalch, coordinator, 209-521-8425.
- Aug 14-16 Doran Beach campout with Dutch Oven Feast, Roy Ulfsrud organizing
- Sep 1-4 Curve Cowboy Reunion, <http://www.curvecowboyreunion.com/>
- Sep 5-6 Bed & Breakfast, Ray Trujillo organizing
- Sep 4-7 NORCAL BMW's Gypsy tour
- Sep 18-20 Central Cal BMW club's Beemer Bash in Quincy, CA
- Sep 20 Thunderhill Skills Improvement Day, Kim Rydalch, Ken Caruthers organizing
- Sep 26 Vintage Motorcycle Show at A&S
- Sep 27 Ice Cream Social



River City Beemers, Inc.  
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February 2008

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### **Welcome to New Members**

Sarah Dearing, El Dorado Hills  
Eric J Final, El Dorado  
Keith Hollcroft, El Dorado Hills  
Nick Moreno, Roseville  
Karl and Susan Potter, Granite Bay

### **A&S BMW Motorcycles Announces...Feb. 19th A&S Cycle Fest.... 6:30 pm—8:30 pm**

We'll have Matej Malovrh, owner of Adriatic Moto Tours leads us around some of the worlds most beautiful motorcycle playgrounds such as Slovenian and Austrian Alps, the Adriatic Coast of Croatia, the Italian Dolomites, Greece and the Islands of Sardinia and Corsica.

Phil Wood was last month's recipient of a \$20 gift certificate from A&S for submitting a newsletter article.

You too can be a hero and gain fame and fortune. Send me your stuff...equipment or clothing tests or moto farkles that work for you and why other's might be interested. How about the meaning of life based on your BMW?