



**SAN ANTONIO
BMW RIDERS**
MOA CHAPTER 62 RA CHAPTER 77



ISSUE 179, JULY-AUGUST 2011

What does this slightly out-of-focus moose have to do with BMW Motorcycles?.....



Nothing, but check out Paul Mulhern's Canada ride report on page 4

Photo by Paul Mulhern

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PREZ Notes

Hi Gang,

Well here I sit writing this on July 1st but it has felt like August for the last month and I feel a bit out of sync. The current temps and forecast have been record setting to say the least. Our garden looks like August and is not producing like years past in spite of Helen talking to it daily. We are adding to the compound with another guest cabin and outhouse/shower area. I work on bikes early in the day before the furnace kicks in, the cabin in the evening, and a Siesta between 3 and 5...the folks from Mexico and Central Mexico are on to something!

I don't know about the rest of you, but local riding after Noon has been a challenge to enjoy. In spite of a Cool Vest, it is just plain HOT.

For you members currently spread across the U.S. and North America, I am both envious and happy you are out in hopefully cooler climes. Helen and I are contemplating loading two bikes into the ToyHauler Camper and heading to Colorado for the month of August in search of COOL.

The National MOA Rally is in a few weeks in Bloomsburg,PA. Several members are heading that way, some are already on the road since last month and racking up some serious miles. Have safe and fun travels wherever you may be headed. Heavy on the fun part, it's supposed to be fun remember!

Just a few kudos to throw out this month:

For those who receive the BMW ON magazine, both the Mulherns' have been recognized in the July issue of the MOA magazine.

Jackie is featured on page 70, in the Ambassador Profiles, with a short intro from Chuck W; another of our Ambassadors in the MOA.

And the "other" Mulhern, Paul, is the MOA's newest Chartered Club Liaison. This is a relatively new position and Paul is the second person to take the role. His

intro is in on page 57 under Chartered Clubbing. Congrats to Paul in his new role.

I know those two articles are backwards in numerical order, but we know who comes first in the family order!

Our two favorite folks from Alpine are always in the magazine. Voni takes a few pictures ya know. And Paul G has a monthly tech article...this month's article features a valve adjustment check on the new F 650-800 parallel twin engine. His subject was, of course, Voni's newest bike. Looks about as much fun as the Wedge engined K 12 & K13's, which, BTW, are both labor intensive efforts.

The Graves' were in Ontario, California today for the end of the 2011 Iron Butt Ride, not as participants this year, but as support staff. For those who do not follow that group, it was 11,000 miles in 11 days, some went further to secure bonus points. This year they had to hit all 48 lower states with visits to each capital a bonus stop. Talk about some seat time. And that trip to CA was after already zig-zagging the US and a little side trip up to Hyder, Alaska, before heading to Pennsylvania. What a life! Some of their road report emails have been great reading. And the bear pictures in the road made me wish I was there.

Talking about the Heat, Dave's got an article in this edition concerning the hazards of riding in the heat. Take a look, drink lots of fluids and be safe.

See y'all on the road

Steve Henson

Club Calendar

SOCIALS – we meet every Thursday at a local eatery from about 7PM till we're full. The location changes monthly so get on Paul Mulhern's e-mail list for his "Weekly Update" (pmulhern@swbell.net) or the club website, www.sabmwra.org.

Weekly socials for the month of July will be at the Taco Garage on 8403 Broadway, San Antonio, Texas 78209 T: (210) 826-4405

RIDES AND ACTIVITIES – This calendar does not include all the Thursday socials and Sunday breakfast rides. Events will be filled in as they are planned.

Every Sunday there is an informal breakfast ride (weather permitting). The destination for the Sunday breakfast rides will be determined by the participants unless previously announced via email. The ride departs the Walmart parking lot, 1604 and 281, at 8:30.

2011 Events Calendar – *Date in bold is a club activity, dates not bolded are simply items of interest to members.*

July 2011

16th – -3rd Saturday ride – Tech session at Dave's house. See Ed Notes on page 10 for details.

21st-24th – MOA National Rally in Bloomsburg , PA

August 2011

6th – 1st Saturday ride. Trash pickup along our adopted highway.

September 2011

3rd - 1st Saturday no ride due to Labor day weekend.

October 2011

9th – MOA Mileage contest ends
27th-30th - 15th International BMW Convention in Durango, Mx. Hosted by the Moto Club BMW Durango . Details and video at <http://www.motobmwdurango.com/>.

November 2011

5th- 1st Saturday ride. Trash pickup along our adopted highway.

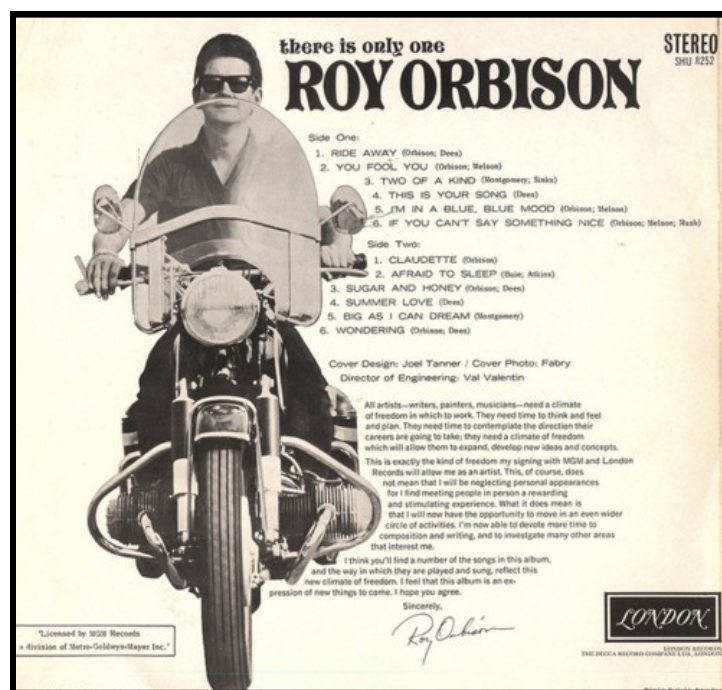
December 2011

Club Christmas party Date and location TBD

2012 Events Calendar

July 2012

MOA National Rally in Sedalia , Mo.



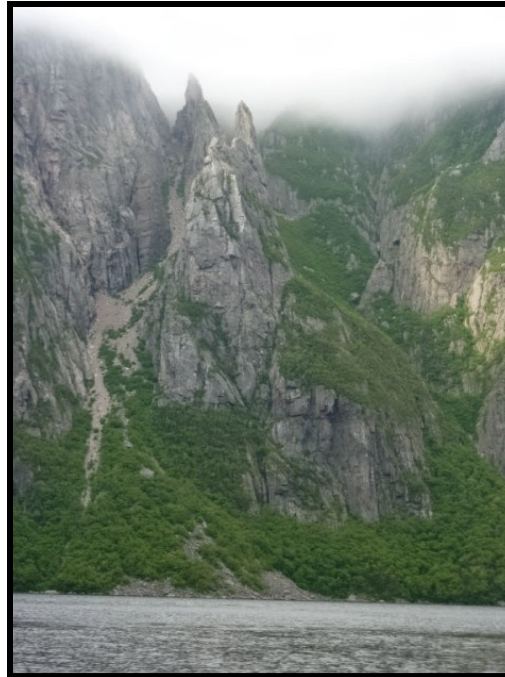
Oh Canada! In progress ride report from Paul Mulhern



Happy Canada Day! It's July 1st, Canada Day, and we're in St. Anthony, Newfoundland. It's a typical July day in Newfoundland, windy, foggy, and raining and 40 degrees. Well, it's not typical. The weather here is, just let's say variable. Two days ago it was in the mid 70's and I was running around in shorts and a tee shirt. When we left the next morning it was 50 degrees and cloudy. Two hours out we ran into rain (in a construction zone naturally). By 2 o'clock it was so warm we had a picnic lunch roadside in short sleeves. When we arrived at our destination for the evening it was down to 40 degrees and there was fog rolling in.

All the "newfies" (that's what Newfoundlanders call themselves) tell us it's much cooler, by about 15 to 20 degrees, and wetter than is normal for this time of year. Of course that's what they told us last year in British Columbia and Alaska, too. And of course since you're on an island out in the North Atlantic wind is a given.

Bottom line is the weather has not been conducive to camping. Hotels up here are expensive, even the usually cheap one's like Day Inn run well over \$100 (Canadian) per night. We found a much nicer and cheaper alternative to be B&B's. Great rooms with a homemade breakfast that usually includes homemade bread and jam. It's a way to meet people who actually live here, not just the tourist service crowd. People up here are very friendly and everybody wants to help you. Next to the scenery it's the best part of the trip.



And speaking of scenery, words don't do it justice. Very rugged along the coast line but often flat inland. Lots of trees and lakes of course. All very, very beautiful. More pictures when we get back.

Epilogue

The day after I originally wrote this we headed south along the coast to work our way back to the ferry to Nova Scotia. Before leaving St. Anthony we went out to the point to see the icebergs passing by. Along the way south we stopped to watch a pod of humpback whales feeding about a half mile off the shore. Before the day was out we would see caribou and moose. This morning, as we were eating breakfast in the restaurant on the bay, you could see some whales about a mile off shore.

It's Hot outside...Texas Hot...and you want to ride?

While our Northern friends have finally gotten over their hibernation and are enjoying relatively mild riding weather, us folks down south are having a hard time leaving our air-conditioned houses to get on the road for even a short ride. And once those temperatures start edging past 90 degrees into the triple digits, riding can become down right dangerous. The following are things to consider if you must ride in the heat.

First a little science.

Heat Transfer

Heat is always being transferred from warmer to cooler. That's just the way it is. We can transfer heat to the environment **OR** we can absorb heat from the environment. But either way, there will be a transfer.

Heat production and heat loss

We have two different types of body temperature. Body core and skin temperature. Our body generates heat and strives to maintain a core temperature of approximately 98.6f. Though this is not a precise figure, we can only deviate from it very slightly. Even 2 degrees over or under 98.6 makes a huge difference in our well being. Our skin temperature will generally range from 91 to 93F or so.

Your body has automatic "thermostats" to protect the core organs from heat stress, including sweating, vasodilatation, increase in heart rate and reduction of blood pressure. If these tactics don't keep core temperature within the redline, the body gives you warnings such as heat cramps. If you don't take care of the problem, it gets more serious, including heat exhaustion and heat stroke.

Sweating

If our body temperature rises too quickly (i.e. exertion or exercise) or if the heat index is too high, Our sweat glands kick in and our main method of body cooling then depends on evaporation of sweat.

As the sweat evaporates, it takes heat away with it. This cools the skin which in turn cools the blood circulating near the surface. The cooled blood returns to the core and muscles, cooling them. And the deed is done.

Vasodilatation

To help cool down the core, blood vessels enlarge to circulate more blood (and therefore body heat) towards the skin. If ambient air temperature is lower than body temperature, excess heat can be absorbed by the air. But if the air gets hotter than the skin, the increased blood flow simply soaks up more heat from the air and pumps it back to the core.

Heart rate and blood pressure

The heart responds to increasing heat ("hyperthermia") by increasing the heart rate to pump more blood into those enlarged blood vessels. As the air temperature rises, heart rate (pulse) can increase 50% to 70% faster than the normal resting rate. The increased flow causes blood pressure to drop, and blood flow is shunted away from muscles and brain, towards the skin. Consider the implications of those changes on a motorcyclist. The lowered blood pressure reduces muscle control and brain activity, and more blood is pumped towards the skin--where it is vulnerable to road rash

Symptoms of trouble

The human body won't take much of an increase in core temperature without complaining. The symptoms of overheating are leg cramps, tired muscles, headaches, dizziness, and even fainting. The various symptoms are trying to tell you how overcooked you're getting. And in many cases, by the time you feel the symptoms you are already in trouble.

Heat Cramps

Muscle cramps caused by heat usually effect the legs and lower abdomen first, then the arms. Heat cramps are a symptom that the body's electrolytes are running low. It's not smart to ignore muscle cramps. Find some shade and take a break. Sip water or an "exercise" drink Exert firm pressure or massage the cramped muscles to relieve the spasms. If you're still in pain, the recommended first aid dose is 1/2 teaspoon of table salt per half glass of water every 15 minutes.

It's Hot outside...Texas Hot.

Heat Exhaustion

Heat exhaustion occurs as the body continues to shunt blood away from the brain and muscles.

Symptoms of heat exhaustion include:

1. Headaches, dizziness, nausea, momentary fainting
2. Cramps
3. Tiredness, weakness
4. Profuse sweating
5. Pale, clammy skin
6. Approximately normal body temperature

If you begin to feel these symptoms during a desert ride, take immediate action before you pass out.

1. Get into some shade, preferably into an air-conditioned room.
2. Loosen clothing and wet down skin or undershirt to increase evaporative cooling.
3. Slowly sip water, or salt water solution, same dose as for heat cramps. Avoid alcohol or caffeine.
4. If you feel faint, lie down and get feet raised above head level.
5. If you can't keep the salt water down, get emergency medical aid. You may need an intravenous salt solution.
6. Even after you begin to feel normal again, consider staying out of the heat for a day or two. Your body needs some time to recuperate. If you are on a long trip, consider a 24 hour layover in the next air-conditioned motel.

Heat Stroke

If you experience heat exhaustion and just try to "tough out" the heat without getting cooled down and rehydrated, the body thermostats will begin to fail. Core temperature continues to rise (may go as high as 106 or 107 degrees F.), sweating stops, the heart beats even faster, and you may pass out. If you are coherent enough to recognize the symptoms, immediately get medical aid while you are still mobile. And watch your riding buddies for any of the following heat stroke symptoms.

1. Victim incoherent, staring vacantly, blanking out, or unresponsive
2. Skin hot, red, dry (no perspiration)

3. Rapid pulse

4. Body temperature elevated

Yes, heat stroke is life threatening. It's a medical emergency. Don't be bashful about calling 911 for assistance. In the meanwhile,

1. Get the victim into some shade, out of riding gear, and cooled down by any means available. If possible, get the victim into an air-conditioned room, or use fans to help provide evaporative cooling.
2. Repeatedly sponge skin with cool water or rubbing alcohol. Apply cold packs or ice cubes if you can get them. The goal is to get body temperature below 102 degrees F.
3. Don't give the victim any stimulants, especially not any alcoholic beverages.
4. If the victim's temperature begins to rise again, repeat the cooling process.
5. As soon as possible, get the victim to emergency treatment.

Avoiding the Ugliness

Even after a heat stroke victim has been cooled down and rested, the ugliness isn't over. It's not uncommon to have intestinal upset for a week or so, with food coming out both ends of the pipe. I know you'd rather avoid that sort of ugliness.

People from cooler climates often react to hot weather by removing clothing. That helps cool the skin--providing air temperature is less than body temperature. Heat transfers from a hot object to a cold object. Pick up an ice cube, and it feels cold. What's happening is that the ice is rapidly absorbing heat from your skin. Even if the air is 89F, the air will absorb heat from your skin (assuming your body is around 99F). Now, consider what happens when you curl your fingers around a hot cup of coffee. Your skin rapidly absorbs heat from the cup, because the cup is hotter than your hand. The same thing occurs when the air temperature is hotter than your body temperature.

You may think your body is hot at 99 F, but it's "cold" compared to air at 118 F. If you expose your

It's Hot outside...Texas Hot.

skin to air that's hotter than you are, your body just soaks up more heat.

The lesson here is that if air temperature is in the 80s or 90s, it helps to open up the jacket vents, or wear a mesh jacket. But once air temperature climbs above 99 F, the best way to keep from getting cooked is to keep your insulation on, and the vents closed. Desert nomads wear long, loose wool garments, both to keep the sweating skin in the shade, and to insulate the body from the hot air.

Same for the helmet. Wouldn't it make sense to crack the visor when it's really hot, or at least open up the helmet vents? Nope. Any hot air allowed to reach skin will heat up the skin, not cool it down. Inside a helmet at 118F, it's sweltering, but the temperature is probably under 100 F. That crushable helmet liner inside the shell is there to cushion my brain against impacts, but it's the same expanded polystyrene foam they use to make insulated picnic coolers. So, the helmet actually provides insulation against the hot air.

One additional concern about exposed skin is sun and wind burn. Even if you wear heavy duty sunscreen to protect against a nasty sunburn, the wind at motorcycling speeds can also irritate the skin. If you're riding more than a few miles, it's best to keep your skin covered.

Evaporative Cooling

More physics now. When water evaporates, it cools down. Blow hot air through a wet bandana, and the bandana cools down. Cooling the skin cools the blood, which cools down the whole body. Evaporative cooling works best on areas of the body where there are large blood vessels close to the skin: the groin and the neck. A motorcyclist's groin is too close to the engine and too far out of the air stream. That's why wearing something wet around your neck is so important.

The bad news is that evaporative cooling only works

well in dry climates. When the humidity is already high, (you're 99/99 in Missouri in August--99 degrees and 99 percent) neither perspiration nor the water in your neckband evaporate very well. Limited evaporation; limited cooling. But of course there is shade in Missouri, so the best tactic may be to simply take more breaks in humid climates. Or, you can ride early in the morning when it's cool, and rest in the shade in the afternoon.

For those of us riding in the deserts of Washington, Oregon, and California, the air is relatively dry, so evaporative cooling works very well. A wet bandana around your chin will cool you for a few minutes, but the hot wind blast will quickly evaporate all the water. You need to keep replenishing the water every few minutes. Better yet, wear thicker fabric that holds a lot more water.

For instance, Aerostich makes an "Evapodanna" made of the same fuzzy material used in camp towels. ("evaporative bandana", get it?) You just saturate it with water, and wrap it around your neck. Occasionally dribble some water on it and it will continue to cool all day. There are also some tubular neckties containing special polymer crystals that soak up a huge quantity of water. They are an advantage for slow speed activities such as golf, but the crystals release the water very slowly, and can't give off enough water at motorcycling speeds to provide much evaporative cooling.

Keep Your Tummy Tank Full

The other important tactic for hot weather is to drink lots of water, to replenish your electrolytes and refill your sweat glands. We're talking at least a pint per hour. Exercise drinks containing electrolytes (salts) are acceptable, unless you have high blood pressure. And flavored drinks may be very high in sugar, too. Carbonated soft drinks are better than nothing, although it would be best to get the water without large doses of salt, sugar and chemicals. Almost all grocery stores and convenience markets have chilled filtered water in plastic bottles, handy for both drink-

It's Hot outside...Texas Hot.

ing and wetting down your bandana.

More than a few riders carry a water bladder, such as a "Platypus" carried on the back in a fabric holster, or in a jacket pocket. Some water bladders can be pressurized with small pumps, and evaporative cooling wrappers are available to help chill the bladder. Aerostich is a good source of serious hot weather hydration devices. Aerostich: (800) 222-1994 or www.aerostich.com. You can also find water bladders at sporting goods stores such as REI in Seattle.

In hot weather, avoid alcoholic drinks. Obviously, alcohol reduces judgment. What's not so obvious is that alcohol stimulates abnormal heartbeats, depresses the pump function of the heart, and actually dehydrates the body. Alcohol does all the wrong things for a motorcyclist in the desert.

So, when it's really hot, keep your jacket on, and soak down your T-shirt. Wear a wet neck cooler, and keep dribbling water on it. If you're getting too hot, or start feeling any hints of muscle cramps or heat exhaustion, don't just keep riding. Take steps to cool down while you're still thinking clearly. Take a break in the shade, or stop at a convenience store and buy a bag of crushed ice to stuff inside your jacket. The melting ice water will soak your gear and provide evaporative cooling even after the ice is gone.

Route Planning

In general, higher elevations are cooler. If it's really hot down on the valley floor, consider an alternate road with a higher (cooler) elevation. Sometimes you don't have any alternative other than crossing a desert. But you can adjust your schedule. One tactic is to hibernate at a cool motel during the heat of the day, and head out after dark, when the temperature is lower.

Adjust your thinking

If you live in a temperate area where the thermometer seldom rises above 90F, you need to readjust

your thinking for those forays into hotter territory. Remember, insulate your skin from the sun and hot air, use evaporative cooling around your neck, and drink lots of water. Oh yeh, learn to ignore the stares of other motorists and dehydrated bikers who think you're crazy to wear heavy gear on a hot day.

Ed Note: Most all of the above article was taken from internet articles written by David Hough

*David Hough is a long-time motorcyclist and journalist. His work has appeared in numerous motorcycle publications, but he is best known for the monthly skills series "Proficient Motorcycling" in *Motorcycle Consumer News*, which has been honored by special awards from the Motorcycle Safety Foundation. Selected columns were edited into a book "Proficient Motorcycling" published by Bowtie Press. He is also the author of "Driving A Sidecar Outfit". A pocket handbook, "Street Strategies" is also on the market as is More Proficient Motorcycling.*



Harrison Ford riding his GS1200 in California

Arkansas in the Fall by Steve Henson

This report is a bit late, but plans are to return this October (2011) and hopefully with a few of y'all.

The recent heat has us already daydreaming of returning for the Fall. Our reserved dates are Friday Sept 30 - Thursday October 13. Maybe a meet up weekend could be the 7-9th.

The base for this trip was/is Lake Dardanelle State Park in Russelville, Arkansas. Russelville is located in the central NW corner off IH-40 and AR 7. East of Ft Smith and NW of Little Rock.

The State Park is located along the shores of the impounded Arkansas River. Lake Dardanelle encompasses 34,300 acres so it's not tiny. We stayed at the larger of the two sites they have right outside town.

100 State Park Drive, Russelville, AR
 Visitor center GPS: 35 16.9 59.4 N 93 12.1 10.4 W
 Park phone 479-967-5516
www.ArkansasStateParks.com

We made it in one day pulling the rig, but with us arriving right at nightfall. On the bikes would have been a bit faster.



We also went the week of the time change..the reason we are moving this back a bit this year. I t got dark a bit sooner than I planned entering town and trying to locate the park and set up before dark did

not work out to my liking. And, having to call it a day by an early nightfall shortens the ride day. We got caught on AR 7 in the dark one night around 6:30 PM...don't do it!

This park blew us away at it's beauty, cleanliness and more than adequate facilities. The visitor center has a great display and places to sit and hang out along the river are plentiful along it's paved trails . We were using our Toy Hauler Camper, but the camping areas and shower facilities are top notch as well. They have a few cabins as well near the marina.

For those who do not do the campsite thing, there are several chain hotels close by as well as a great looking old school looking motorcourt motel close



to the park.

This base area put you in the center of several great riding opportunities in any direction. Mt Nebo, Petit Jean Parks and Mt Magazine are a short ride away as well. Arkansas 7 headed north towards Harrison is a corner carver's delight. AR 123 was another treat, one section is known as the Arkansas Dragon. If you have not discovered Arkansas roads, you will be impressed with the condition as well as the scenery of the Ozarks.

The traffic was very light on all the secondary roads except for the Friday Night Rush to the hunting site

Arkansas in the Fall

convoys of camo wearing fellas we got behind once... Them good ol' boys can swing a pickup and a pop up trailer pretty fast and tight thru the twisties by the way! Ask Chuck W or Paul M about a certain Auto Parts Chevy delivery truck we encountered on



another trip sometime...priceless!

We were there two weeks before Thanksgiving last year and basically had the park to ourselves. The trees were colorful and already dropping leaves.

They said it was an off year, still great in our book. When we booked for this year, the lady said with the rain they have had this year, it should be great. The temps in the morning were in the low 40's but warmed quickly. We had rain the morning after we

arrived, but all in all a dry trip.

We did a few 200 mile loops, but with the stops we took to sightsee, snap pictures, and of course eat, a few 150 mile loops would have been equally rewarding. The State has put together a "cruiser" crowd booklet of rides around the Russelville area called *Routes&Rides of the Tri-Peaks Area*. I have one, I believe they are available thru the link below. A list of lodging is also here. The *Park Hotel* is the motor-court I mentioned.

www.discoverrusselville.org



Just in case you want to take that weekend trip to get away, but don't want to go that far. Take a look at what Steve and Helen have to offer on their new web site.

Steve & Helen have camping and cabins for rent & a web site - check it out at <http://www.blancobeemerwerkes.com/cabin/index.html>



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Editor Notes

Hey, do you feel like getting a little dirt under your fingernails, or at least watch someone get a little dirty? Come on over to my place on 16 July for a Tech Day and general get together. We will start at around 9:30 AM at 16327 Rangerider, SA. We are up just below 1604 between Redland Road and Bulverde. Check MapQuest for more precise directions. John Dunn is going to show us how to plug a tire, and I will bring out some of my new tool toys to remove bearings from an Airhead swing arm. I know.. Sweet huh? We will have coffee and some breakfast appropriate fair and if you stay long enough we'll cook some brats for lunch. If you don't have a bike to work on, or are really attached to your car's AC, drive on over. If you do bring your bike and you have a problem, chances are we might have some expertise on how to fix it.

We have club members riding all over the place. The Mulherns are in Canada, Frans and Karen (new members) attended the Dutch Gran Prix in the Netherlands and the Graves' have been about everywhere. Hopefully, you folks will back some stories to share. Be careful out there, it's really hot. -Dave

Blanco BeeMerWerkes
In The Heart Of The Hill Country

Steve Henson

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