

THE SHAFT



The Journal of the Riders Association of the Mid-South



<http://www.bmwrams.com>



Hello and Happy New Year!

Welcome to the RAMS January newsletter.

Let me introduce myself to those of you who do not know me or may have heard of me and wondered what in the world is a Verla?

I hail from the mountains of West Virginia as a country girl who grew up hunting, fishing and working on the farm. I gave my mother heart attacks by day and terrors at night as I rode dirt bikes and quads through my teenage years.

Two months after starting my first job I bought a used Honda Enduro for transportation instead of a car. My mother cried when she saw me on it. In all honesty, through the worry of a mother, she cheered me on in my motorcycle fueled adrenaline addiction over the years.

I have owned a variety of bikes except for a Harley and quite frankly I will never go there. They are not my style. I currently have an R1150 BMW, A Ducati Hypermotard, and a Suzuki DR 650.

I have been a proud member of the RAMS for 5 or 6 years. The club members have been wonderful friends to me. When I realized, we needed someone to take over the newsletter I thought this would be my way of giving back. I do not know if this is good news or not, we will see how it goes.

Although I ride a lot, I am very serious about not breaking a nail. If you haven't figured it out I am a lady. Which brings me to the content of the newsletters going forward. You will read some riding stories, see photos, and I will share things of interest that I find on the web. I will give no advice on how to change a tire other than take a six pack of beer to John Carruth and sit patiently in the corner of his garage. When I need after-market parts I call Everett Blanchard who finds and usually installs them for me. In my defense, I have done some amazing things over the years with duct tape and super glue. I will save those stories for later.

In all seriousness, I have been guilty over the last few years of not submitting stories or photos to the editor to help with the newsletter. It would not be right of me to ask for newsletter submissions, but I think I will anyway. When you tire of my ramblings, and wish to stop the insanity, you may send me something to fill the pages and I will be appreciative.

2017 ended a few weeks ago with most of us wishing we had rode more, camped more, and spent more time with our friends. We awoke on January 1st dreaming of 2018 rides, rallies and road trips. I pray I serve you well as editor and we are all blessed with hundreds of miles with no injuries this year.

"I turn my head to the inside of the curve, roll the throttle wide open, and break free from the world that affords me the passion to ride"

Verla Price



Interesting Rides/Road Trips



TOURING BIKES

SPORTS BIKES

DUAL SPORTS

HOT NEWS!!!!

Des Moines, Iowa will be the site for our **2018 BMW MOA International Rally**.



The Iowa State Fairgrounds will host on July 12-15.



2018 Southern Discovery Spring Rally

April 6, 2018 - April 8, 2018

Hoenwald, TN

www.tndualsport.com



March Moto Madness

March 22 - March 25, 2018

Tellico Plains, TN

35°18'26.7"N 84°20'54.1"W

35.307409, -84.348368

www.marchmotomadness.com

STUFF for SALE OR TRADE

If you have anything you want to sell, trade or give away to a good home, email your pictures and description to:
Editor, The Shaft: newsletter@bmwrams.com

Tour Master overpants for sale size 2XL. The tags are still on them. Asking \$50.00. Please call or send me an email.

Thanks Hooper Jones wingcommander70@aol.com

RAMS Sunday Breakfast Ride



RAMS Sunday Breakfast ride was a little chilly. You can see snow on the ground behind Everett's GS in this photo. 7 people and a total of 3 bikes braved the cold for Breakfast.

This group meets every Sunday at Drifters Diner in Lavenia, TN (formerly Momma Judy's) everyone gets there around 8, sits on the porch, drinks coffee, then enjoys a home cooked buffet at 8:30. In warm weather we usually take off after breakfast and ride Route 104 to Lexington and back. Nice twisty road.

Just for Fun!



Minutes by: Spencer Bennett

RAMS Meeting Minutes –January, 2018

The meeting was called to order by President Larry Craig on January 6, 2018 at 1:40 pm at Fox Ridge Pizza, Cordova, TN. There was 4 bikes and 31 RAMS in attendance.

Call to Order

1. We have no new members for January.
2. We currently have 51 returning members for 2018.
3. There were no guests for the meeting.
4. Larry extended Thanks to the meeting hosts: Thank you RAMS Officers

New Business

1. The Nominations for the 2018 RAMS Officers were opened for floor nominations. There were no additional nominations and Larry Craig moved that nominations be closed. Chip Mann seconded the motion and it was approved by a voice vote.

Nominations for RAMS Officers are:

President – Larry Craig

Vice President - Birenderjit (Bir) Singh Madan

Secretary/Treasurer – Spencer Bennett

President Craig opened the voting for President.

Hank Widdop moved that, due to there being only one nomination for each position, the nominated slate be elected by acclamation.

Bryan Leonard seconded the motion and it passed by voice vote, so the above slate are the RAMS Officers for 2018.

RAMS Rally Update

1. Steve Clark has stepped up to be the 2018 RAMS Rally Chair and will be assisted by Paul Whitworth as his able Rally Co-Chair.
2. The 2018 RAMS Rally Dates are September 28 – 30 due to Barber Motor Sports Track taking our regular weekend (again) for their Vintage Festival.
3. Rally Committee positions need to be filled. These are:

Registration –

Rally Shirt Sales-

Name Tags/Schedules –

Coffee & Refreshments –

Food –

Door Prizes & Vendors –

Awards (Distance, Age, etc.) –

Poker Run –

Trash/Sanitation –

Set Up –

Trailer –

Bike Show –

Swap Meet –

Signage (Put Up and Take Down)-

If you would like to chair one of these committees, please let Steve or Paul know as soon as you can.

Please note that members who have served as committee chairs in the past would be pleased to answer any questions you may have about specific assignments and there is written guidance for each committee chair.

VP's Corner

1. No VP discussion this month.

Next Meeting: Feb. 10 Lunch 12:00 then Meeting 1:30

Olympic Steak & Pizza - Atoka

Address: 10862 US-51 Atoka, TN 38004

Phone: (901) 837-8282

Thank You Larry & Theresa Craig for hosting.

Old Business

1. If anyone still does not have their picture in the online directory, please see Spencer or Rosey.
2. If you would like a RAMS patch (old logo only), decal (old and new logos) or need RAMS business cards, please get with Spencer.
3. 2015 RAMS rally shirts are available for \$3.00 each or 2 for \$5.00. Most sizes are available. See Spencer.
4. Larry Craig has 19 of the 2017 Rally Shirts for sale at \$10.00 ea. He also has many red shirts mislabeled as 2016's that are free to a good home. Please contact him for details.

For the Good of the Club

1. Check RAMS website for rally schedules.
2. The RAMS group travelling to the Northeast Florida Rally will be departed on Wednesday, January 10 at 1000 from Holly Springs, MS.
3. The February Meeting will be February 10, 2018. Since this is an election meeting, please make every effort to attend. If there is a ride to the meeting it will be communicated by e-mail closer to the meeting time.
4. If you have an item you would like to see in the next meeting agenda, please get it to the Secretary by Wednesday prior to the meeting and it will be added to the next meeting agenda. This is not required for an item to be discussed, but it will make sure it gets in the mix. Send the information to: officers@bmwrams.com
5. We need Hosts for the September 8, 2018 Meeting. If interested, please let one of the RAMS Officers know.

Treasurer's Reports

1. 2018 RAMS Dues of \$25.00 are due and payable.
2. 2017 RAMS Financial Expenditures Statement presented to members and questions answered.
3. Balance in Bank plus petty cash = \$5458.84
4. Petty cash = \$50.00
5. Notable expenditures for this month:
RAMS Christmas Party = \$123.42.

Movement to adjourn by Spencer Bennett, approved unanimously.

Interesting Facts**15 Riding-In-Traffic Tips**

By Motorcyclist Staff Photo: Kevin Wing February 24, 2009

<https://www.motorcyclistonline.com>

Basics? Sure. But keeping them fresh in your cranial RAM could be the difference between riding tomorrow and The Long Nap

Close your eyes and recall your last ride in heavy traffic. Imagine the vehicles surrounding you, crowding you, cutting you off. Imagine yourself monitoring closing speeds, reading street signs, noticing and anticipating traffic lights. Then imagine guessing what pedestrians will do, or how slippery that painted line might be. And those drivers with cell phones, newspapers or screaming kids to deal with... imagine trying to guess what they're going to do.

Riding in traffic can be a nightmare, especially for street-riding newcomers. Is it any wonder so many motorcyclists crash and burn while riding on congested streets? It's amazing how many different tasks motorcyclists deal with on a normal traffic-choked commute. Doing it successfully means processing a multitude of items at once and reacting correctly to each. Doing it wrong can mean roadkill--the human kind. Here are 15 smart strategies for dealing with traffic-choked streets.

Watch drivers' heads and mirrors

Watching the head movements of drivers through their windows and mirrors is an excellent way to anticipate sudden moves. Most drivers won't lunge left or right without first moving their heads one way or another (even if they don't check their mirrors).

Trust your mirrors, but not totally

Your bike's mirrors can be lifesavers, but they don't always tell the entire story even if they're adjusted properly. In traffic, always buttress your mirror-generated rear view with a glance over the appropriate shoulder. Do it quickly and you'll add an extra measure of rear-view and blind-spot knowledge to your info-gathering tasks.

**Never get between a vehicle and an off ramp**

This sounds almost too simple, but drivers who decide to exit at the last minute kill plenty of riders each year. The simple rule, then, is to never position yourself between a vehicle and an offramp. Passing on the right is generally a no-no, but in this day and age it's sometimes necessary. So if you do it, do so between exits or cross-streets.

Cover your brakes

In traffic you must often react extra quickly, which means not fumbling for the brake lever or pedal. To minimize reach time, always keep a finger or two on the brake lever and your right toe close to the rear brake pedal. When that cell phone-yakking dorkus cuts across your path trying to get to the 7-Eleven for a burrito supreme, you'll be ready.

Be noticed

Make sure drivers and pedestrians can see you, even from a distance. Ride with your high beam on during the day (as a courtesy, turn it off when sitting behind someone at a light), and wear brightly colored gear, especially your helmet and jacket. Aerostich's Hi Vis yellow suits and jackets aren't just hugely conspicuous, they've also become fashionable, so now you don't have an excuse.

Be ready with the power

In traffic, ride in a gear lower than you normally would so your bike is ready to jump forward instantly if asked. (Not everyone rides open-class twins, after all.) Doing so gives you the option of leaping ahead instead of being limited to just using the brakes when that pickup suddenly moves over. The higher revs might also alert more cagers to your presence.

Traffic slowing? Stay left (or right)

When traffic slows suddenly, stay to the left or right of the car in front of you. This will give you an escape route if needed. It will also help keep you from becoming a hood ornament if the car behind you fails to stop in time. Once you've stopped, be ready--clutch in, your bike in gear and your eyes on the mirrors. You never know.

Practice the scan

Constantly scanning your entire environment while riding--from instruments to mirrors to the road ahead to blind spots to your left and right rear--keeps you aware and in touch with your situation, and therefore better able to react. Dwelling on one area too long--watching only behind or in front of you, for instance--is just begging for trouble.

Left-turn treachery

When approaching an oncoming car that's stopped and about to turn left, be ready. Your brights should be on so the driver can see you (during the day), but don't rely on this to save you. Watch the car's wheels or the driver's hands on the steering wheel; if you see movement, be ready to brake, swerve or accelerate, whichever seems best for the situation.

Study the surface

Add asphalt conditions to your scan. Be on the lookout for spilled oil, antifreeze or fuel; it'll usually show up as shiny pavement. Also keep an eye out for gravel and/or sand, which is usually more difficult to see. Use your sense of smell, too; often you can smell spilled diesel fuel before your tires discover how slippery the stuff is.

Ride in open zones

Use your bike's power and maneuverability to ride in open zones in traffic. In any grouping of vehicles there are always some gaps; find these and ride in them. Doing so will separate you from four-wheelers, give you additional room to maneuver and allow you to keep away from dangerous blind spots. And vary your speed. Riding along with the flow can make you invisible to other drivers, especially in heavy traffic.

Use that thumb

Get into the habit of canceling your turn signals often regardless of the traffic situation. A blinking signal might tell drivers waiting to pull into the road or turning left in front of you that you're about to turn when you aren't. So push that switch a few times each minute. Better to wear out the switch than eat a Hummer's hood, eh?

It's good to be thin

A huge advantage single-track vehicles have over four-wheelers is their ability to move left and right within a lane to enable the rider to see what's ahead. Whether you're looking to the side of the cars ahead or through their windshields, seeing what's coming can give you lots of extra time to react.

More than one way out

Yeah, motorcycles fall down. But they're also light, narrow and hugely maneuverable, so you might as well learn to exploit their strengths when things get ugly, right? So don't just brake hard in a hairball situation. There's almost always an escape route. Swerving into Mrs. Smith's front yard could be a lot better than centerpunching the Buick that turned left in front of you. Always have an escape route planned, and update it minute by minute.

Running interference

This one's easy, and we'll bet most of you already do it: Let larger vehicles run interference for you when negotiating intersections. If the bonehead coming toward you from the left or right is going to blow the light, better they hit the box van next to you, right? For the same reasons, don't lunge through an intersection as soon as the light turns green. Be patient, and use the vehicles next to you as cover.

Webmaster:

webmaster@bmwrams.com

Door Prize / Vendors

Email your articles and submissions to:
newsletter@bmwrams.com

Deadline for submissions to The Shaft is the 25th of each month with publication shortly thereafter!



BMW Riders Association
(Chartered Club #1)

www.bmridersclub.com/bmwra.htm

The Shaft Editor:

Verla Price

newsletter@bmwrams.com

RAMS Officers:

President:

Larry Craig

Vice -Pres:

Birenderjit (Bir) Singh Madan

Secretary- Treasurer:

Spencer Bennett

officers@bmwrams.com

2018 RAMS Rally Chair

Steve Clark

Rally Co-Chair

Paul Whitworth

BMW Club
Riders Association
of the Mid South



BMW Club
Motorcycle Owners
of America



BMW Motorcycle Owners of
America (Chartered Club #43)

<http://www.bmwmoa.org>