

Tarheel Traveler Newsletter

The monthly Publication of BMW Tarheel Travelers of North Carolina

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May 2008

BMW RA No. 34

Nine Guys on Eight Bikes in Costa Rica

by Vince Provenzano

Well the long anticipated motorcycle trip to Costa Rica and Panama was at last upon us. The trip, which was in the planning for just shy of two years, had finally arrived and all nine riders seemed to be more than ready for the journey. My participation in the trip was predicated upon a chance encounter with a dear friend and former RA President Gordan Boltz at a BMW RA Rally a year and half or so ago. Gordan indicated, among other things, that he had been on a recent trip to Costa Rica and that he was planning a return trip in the spring of 2008 that would include riding in the central highlands south of the county's capital of San Jose as well as include crossing the border into Panama and hitting both the Pacific and Atlantic coasts. This sounded too exciting to pass up and the next thing I knew was that I would be a member on the trip. (*I'm not actually sure if I was invited to go along or if I actually invited myself and Gordan, being too much the gentlemen, didn't have the heart to disappoint me.*)

The trip would begin with the guys meeting up on Friday evening February 29th at the Clarion Hotel in downtown San Jose, Costa Rica to discuss the details of the upcoming motorcycle trip. The meeting would afford the various members to get acquainted as well as the luxury of meeting tour guide Felipe. Felipe had guided the earlier tour that Gordan and company had taken and was specifically requested for this trip although he did not actually work for Costa Rican Tours. After exchanging pleasantries over dinner and drinks we were all provided with brochures and a map of our trip. We would meet first thing Sunday morning and be taken by van to Costa Rican Tours headquarters to fill out the requisite paper work and take possession of our eight mounts. Since there were nine of us, one rider would have to take a turn each day riding shotgun in the Land Rover chase vehicle. It would prove that an even larger van would be required on future trips since on some days, for one reason or another, more than one rider would have opted to ride in the van, had room been



An overview of the route. Two border crossings.

available. In actuality injuries would mount, both the result of motorcycle mishaps or plum misfortune. (*One individual fell on a wet floor bouncing down a flight of stairs while yet another would later fall on a slippery rock while fording a stream at the Esquinas Lodge in a jungle location in Panama.*)

Traffic in San Jose is rather hectic and, in addition to buses spewing smoke and soot, there is a plethora of two-stroke scooters filling the air with yet more pollution. (*No signs of the EPA at work in this country.*) Merely negotiating sidewalks and cross walks could prove challenging to all but the best as sidewalks were narrow and filled with irregularities that include uneven pavement to gaps and uncovered holes that could swallow a large dog. If that weren't enough, there are the valleys between the curb and the road that one must negotiate when attempting to cross a street.

(Continued on page 7)

BMW Tarheel Travelers Of North Carolina



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Road Debris by “Rev. Willie” Nichols

Urban navigation can be a problem to many riders these days. New roads pop up and long-time landmarks disappear all around the Piedmont of NC. I had my crisis-of-navigation in the journey to the April meeting. I was riding in a group of four out from the Bikers Breakfast in Chatham County, and we started out by missing the first turn onto Lystra Road, then followed by missing the alternative route turn further down US 501, and then one member ran out of gas on US 64. This was not a good journey so far, so we boogied down NC 55, trying to follow the MSN directions from the web page - they didn't mention that they have put a NC 55 bypass around Holly Springs! After deciding that we were working on getting lost, we turned around in Fuquay, and eventually made it to the meeting about 10 till one. I drove NC 55 frequently when the only BMW shop was in Chealybeate Springs, way beyond Fuquay-Varina, and I knew that road and my landmarks. I saw NONE of my old landmarks on this last trip and there was a lot of the road that was not in my memory cells. The huge growth in the Greater Triangle in the last 5 years has wiped out many familiar roads and made other areas completely unrecognizable. North Raleigh and Cary has scared me off for years, but now Garner, Apex, F-V, Holly Springs, and even Pittsboro have turned into complete strangers. I like to use my GPS to wind my way around endless shopping centers and cul-de-sacs, but they build roads faster than they can be mapped, so how does one drive the Triangle?

April Meeting:

Larry and Gloria Boone hosted the April meeting and it was wonderful. About 30+ members enjoyed their “cliff house” and a great lunch was provided. Next month's meeting is in Greenville, NC, at Michael Slocum's business. I do not believe that we have ever held a meeting in Greenville before, so this should be interesting and we may add some new members from the east. It is a relatively long ride there, but the weather should be reasonable and there will be food at the end of the ride. Hope a lot of members will get up for this meeting and groups of BMW's will be rolling down US 64 on that Sunday. Get up with other members to ride with you and make this a significant ride.

Steve Brunner reminded members that the BMWMOA yearly mileage contest has started and that we all need to prove to the country that BMW riders of the Carolina really do ride. Since Steve is also the Mileage Coordinator for MOA, he would like to have a good turnout of his club's membership for the contest. The form is in the April copy of ON and Steve will accept most any sort of registration that you can get to him. Contact either Steve or me if you need help. You really should sign up and see what you will really ride in the next 6 months—either way it ends up, you will be surprised.

Now, some BIG questions:

1. A proposal from Vince Provenzano that the TT's “adopt a road” was presented at the last meeting, and Vince brought in some more information at this meeting about the state highway clean up program and what “adoption” of a road meant. He also said that the DOT folks had a section near RDU airport, on Globe Road, that would provide some good visibility for the club and would be centrally located for many. The requirements would be: *2 miles of state road cleaned (4 miles of roadside), they provide bags and vests and the site must be visited at least 4 times a year.*

The question is, do we want to take on this obligation?

(Continued on page 3)

(Continued from page 2) The work can go quickly and easily if lots of people show up on the clean up day, but if it is only the same-ole folks ending up cleaning each time, this could be a bad thing. I think it is a good idea and I plan on making the time to help, but you are going to have to commit yourself to the project if we take it on.

2. A long lasting question about the October Halloween campout was brought up again by Ed Jones, who asked us: what kind of campout do we really want?

A bigger rally/campout with operational costs to be covered by gate and club
(food, programs, pins, activities, entertainment, awards, door prizes)

OR

A small, informal club-only family campout with individual payments
(a "No-Brainer"-type of gathering, you pay for site, food, etc., do what you want, or whatever folks come up with!)

Here again, it ends up concerning people volunteering to help. I know it is the same-ole folks doing most of the work each Halloween campout these days, and burnout is as much the problem as the site. We may have a site, but we really need some more people to do the work, or cut Way Back on what we have done for our campout for years.

Bill Piscitello did some net searching and found a campground in Snow Camp that could fit our needs. It is called Cane Creek campground and has enough camping areas and easy access to resources and good roads in Alamance County. They have rough showers and toilets and no big barns, but good camping areas and several smaller buildings for food/activities. Check it out: <http://www.canecreekcampground.com/>

Lots of Big Questions-----We need you at the May meeting in Greenville!

Support Nate Kern Racing BMWs!

By Willie Nichols

Nate Kern is a great BMW racer, a personal friend, and a great ambassador for BMW motorcycles. I love to go to his races and hang out in his pit--all BMW riders welcome in his garage! He will give performance riding tips and training between races in his garage. It is like nothing else in road racing and Nate and crew all go out to eat with the BMW fans and owners at the end of the day. A lot of fun at the racetrack.

I will be at VIR for most of Nate's races this year, and plenty of camping space is available--it's sorta like the European motorcycle races that are really rallies with racing in between.

Cheer Nate Kern to victory on the virtually stock BMW R1200S. Nate encourages all BMW riders to find his trailer in the pit area and park nearby to show support! Info about the park at www.carolinamotorsportspark.com

Races for this season include (Tentative schedule as of 4/7/2008):

May 3-4 CCS Racing at Summit Point Raceway, Summit Point, WV

May 24-26 CCS Racing and ASRA Thunderbike at Summit Point Raceway, Summit Point, WV

June 21-22 CCS Racing and ASRA Thunderbike at VIRginia Int'l. Raceway, Alton, VA

July 4-6 ASRA Thunderbike at RoadAmerica, Elkhart Lake, WI

August 9-10 CCS Racing and ASRA Thunderbike at Barber Motorsports Park, Leeds, AL

August 15-17 AMA Formula Extreme at VIRginia Int'l. Raceway, Alton, VA

Sept. 6-7 CCS Racing and ASRA Thunderbike at Summit Point Raceway, Summit Point, WV

Sept. 20-21 CCS Racing at VIRginia Int'l. Raceway, Alton, VA

Oct. 16-19 CCS Racing, ASRA Thunderbike & ROC at Daytona Int'l Speedway, Daytona Beach, FL

Useful links for race weekend schedules:

For Championship Cup Series (CCS) and American Sportbike Racing Association (ASRA), visit www.ccsracing.us/schedules/2008/schedule.html

For all tracks except Daytona, your admission fee gets you into the pit area. The race weekends are usually two or three days. Check race schedules for the actual day of the Formula Extreme or the ASRA Thunderbike race. For a day at the track, it's helpful to print out the race schedule with a track layout on the back.

Updates at Nate's newly redesign site at www.natekern.com for schedules, N8! merchandise, and periodic radio broadcasts from the weekly show: Side Stand Up.com. Nate's blog www.nate-kern.blogspot.com. We recommend using www.bmwexplor.com for comments about Nate's racing and feedback from track days, dealer events, etc.

From Your Editor

I want to thank everyone for the warm welcome I have had as the new Editor. I have gotten a lot of nice comments and it really is appreciated.

As you can see, we have a big article from Vince Provenzano headlining this edition. It is a great read and one that makes you want to do something unusual and daring like he did. Maybe someday.

I went on a ride with a buddy the other day to Short Sugar's BBQ in Reidsville, NC. A quaint little downtown and a throwback-in-time restaurant. But great food and nice people. When we came out from lunch, I had a flat tire with this in it...all the way....all 2 1/2 inches of it. I had a plugging kit with me and tried that....but it leaked around the plug. So, after limping to a gas station and filling it with air, we got directions to a local motorcycle shop and headed there. The shop was Side by Side Racing but the locals seem to know it as Randy's. They took me in right away, removed the rear wheel and tire, ran it down the street to a tire store that patched it from the inside and then remounted the tire and wheel. All for \$35 and refused to accept a tip for the quick service. They just said "That is what we do." So if you are ever in the area, they are great folks. And did I mention that the tire that was punctured by this road trash was brand new...THAT DAY!



We have around 45 members who have signed up for the Electronic Newsletter. That is 45 less newsletters printed, stamped and mailed. It sure makes my job easier. Thanks to you all.

And a special thanks to Prez Willie. As you read through this month's edition, notice how much of it came from him. Good job, Prez!

Jim Morrison

Interesting BMW activities (supplied by Willie Nichols):

May 2-4 "Ga. Mountain Rally" Hiawassee GA. *Lots of good roads, folks and food*

May 30-June 1 "Square Route Rally" Thurmont, MD. *Crazy BMW riders next to Camp David*

May 23-25 "Cass Rally" Cass WV. *Old steam trains and giant satellite dishes*

June 13-14 "Gathering of the Clans" at the High Country Camp. *Airhead gathering--true Beemer weirdness*

May 24 "Vintage at the Vineyards" Westbend Vineyards Lewisville, NC. *BMW cars + BMW bikes. Carolina BMW is a sponsor*

June 19-22 RA National Rally, Traverse City, MI

July 17-20 MOA National Rally, Gillette, WY

NEW MEMBERS

Bill & Erika Price
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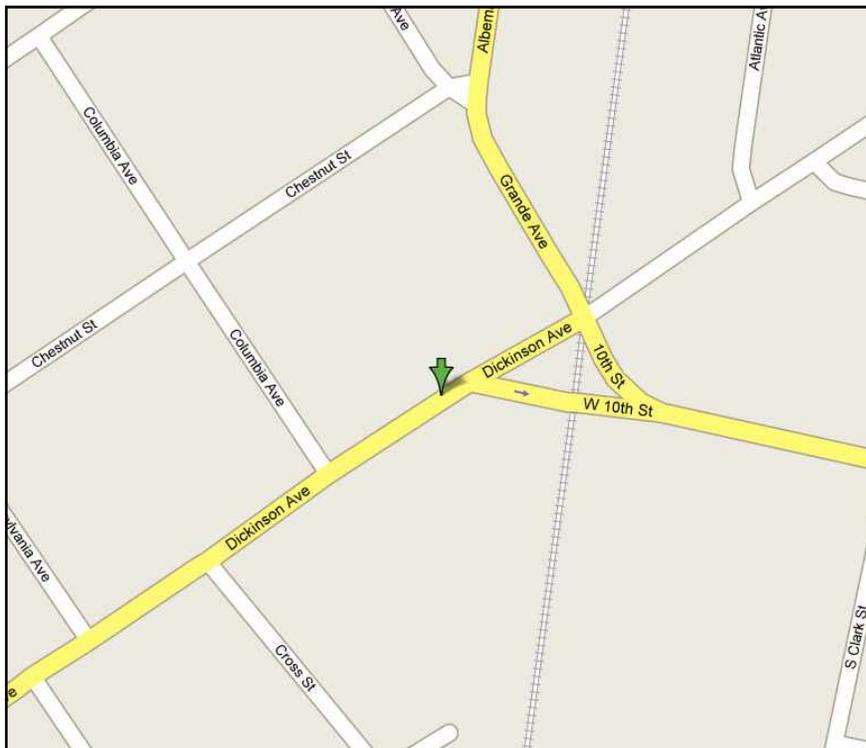


The Meeting Place – May 18, 2008

Mike Slocum
 GuaranTees
 918 Dickinson Ave., Greenville, NC 27834
 GPS N35 36.422 W77 22.838 Phone (252) 752-3634

FROM THE WEST: Hwy 264 East To Greenville. Keep straight as you come into Greenville. You will be on Stantonsburg Rd. At the 3rd light (Arlington Blvd.) you will make a right. Go approximately 1 mile and make a left at the 1st light (Dickinson Ave.). Stay on Dickinson for about 3 miles, you will go through 4 stop lights. The fourth light is at a set of RR tracks. My office is on the left at the next intersection. Dickinson and Atlantic Avenue. Turn left on Atlantic Ave and park on the side of the street.

FROM THE SOUTH: Hwy 11 from Kinston area. Take Hwy 11 (Memorial Drive) into Greenville. Turn Right on Dickinson Ave. Pass through 3 stop lights and I will be the next intersection. Turn left on Atlantic Ave. and park on the side of the street.



FROM THE EAST: Coming into Greenville on Hwy. 43 from New Bern area. Hwy 43 will turn into Charles Blvd. Take Charles to 10th St. Make a left on 10th. Go to the second stoplight and make a right on Dickinson Ave. Take your first left on Atlantic Ave. Park on the side of Atlantic Ave by the stop sign at Dickinson Ave.

FROM THE NORTH: Coming in on Hwy 11 South. Hwy 11 turns into Memorial Drive. Take Memorial drive to Dickinson Ave. Make a left on Dickinson Ave. Go through 3 stop lights and take your first left on Atlantic Ave. Park anywhere on the side of Atlantic Ave. close to the stop sign at Dickinson.

2008 Meeting Hosts

Jan: Al & Karol Jones	Jul: Gary & Tina Shimizu
Feb: Willie Nichols & Pam Haines	Aug: Boone Rally
Mar: Pete & Sandy Osta	Sept: Joel & Julie Harris
Apr: Larry & Gloria Boone	Oct: open
May: Mike Slocum	Nov: Bryan & Quinna Stempowski
Jun: Jim & Pat Morrison	Dec: Joe & Roberta Keithley

Join in the fun and host a meeting!
 Thank you to all our volunteer hosts! We've still got **one** open month.

Tarheel Traveler Social Calendar

May 3 - 1st Saturday Ride, 10:00 a.m. – Gassed up and ready to ride at 10:00 a.m. Carolina BMW, 2649 Randleman Rd, Greensboro, NC (GPS N36 01.536 W79 48.144)

May 4 - TriadRiders 1st Sunday ride, 9:00 a.m. Gassed up and ready to ride at 9:00. Cheesecake by Alex, 315 South Elm Street, Greensboro, NC (GPS N36 04.195 W79 47.422)

May 9, 10, 11 - TT Spring No Brainer Campout, Lanier's Campground, 1161 Spot Lane, Holly Ridge/Surf City, NC, 877-665-5347 (N34 25.892 W77 33.739), <http://www.lanierscampground.com/>, Make your own reservations with the campground. Friday supper will probably be at Sears Landing just off of the campground – great seafood. Saturday supper will probably be at the German restaurant in the Cotton Exchange in downtown Wilmington.

May 11 - 2nd Sunday Ride, 10:00 a.m. Breakfast at 9:00 a.m., gassed up and ready to ride at 10:00 a.m. Hardees, 38 East Rd, Pittsboro, NC (GPS N35 43.212 W79 10.603)

May 14 - 2nd Wednesday Dinner, 7:00 p.m. Jason's Deli, 8421 Brier Creek Parkway, Raleigh, NC, 919-572-9996 (N35 54.429 W78 47.137). This in the Brier Creek Shopping Center near the Barnes and Noble

May 15 - 3rd Thursday Dinner, 6:30 p.m. El Tucan, 250 S Bragg Blvd, Spring Lake, NC 910-495-1400 (GPS N35 09.812 W78 58.330)

May 18 - Monthly Meeting - Mike Slocum at GuaranTees, 918 Dickinson Ave., Greenville, NC 27834 (GPS N35 36.422 W77 22.838), Phone (252) 752-3634, 11:30 a.m. tire-kicking, 1 p.m. meeting, with lunch being served after the meeting

May 28 - 4th Wednesday Dinner, 7:00 p.m. Mimi's Café, 6320 Plantation Center Drive, Raleigh, NC 27616, 919-878-8448 (N35 52.346 W78 34.848), This in the new shopping center on the corner of Old Wake Forest Road and Capital Boulevard. Mimi's is located next to On the Border Mexican restaurant in front of the BJ's Club.

For additional event/rally dates be sure to check the TT website www.tarheelbmw.org

May 2008						
Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3 1 st Saturday Ride - Carolina BMW
TriadRiders 4 1 st Sunday Ride Greensboro	5	6	7	8	9 Spring No Brainer Campout	10 Spring No Brainer Campout
2 nd Sunday 11 Ride - Pittsboro ----- Spring No Brainer Campout	12	13	14 Dinner - Jason's Deli Briercreek, Raleigh	15 Dinner - El Tucan, Spring Lake	16	17
18 TT Meeting - Mike Slocum	19	20	21	22	23	24
25	26	27	28 Dinner - Mimi's Café, Raleigh	29	30	31

(Continued from page 1) Some of the locals are even adept at parking their motorcycles and scooters in these valleys without so much as using a side stand. I for one was grateful to make it out of the capital city alive and well.

After completing the paper work, the group did its best to follow Felipe out of town in Sunday morning traffic but this would prove to be somewhat challenging since it became readily apparent that riding skills varied and not everyone possessed group riding discipline. I for one made it my business to ride either just behind Felipe or one further back, at least until we got out of town and into the countryside. I was pleased to make it out of San Jose in one piece and no worse for wear.

The first day's ride would be a short one to Ciero de la Muerta and the Trogon Lodge. Although the ride was short, there would be our first motorcycle accident with one rider dropping his KTM in the loose dirt on the way down to the lodge. Fortunately there was no serious injury, only a slight bruise to the ego and minor damage to the bike. The lodge was a rather pleasant surprise and, for all practical purposes, could have easily been taken for something one might find along the California coast around Big Sur – minus the ocean that is. We all got to enjoy the clean cool mountain air and a delicious dinner. The real surprise came the next morning when we woke to find frost on our bikes. The bikes started without any problems and off we went over hill and dale to the Esquinas Lodge down toward Golfito on the Pacific coast. The town was rather poor and had shown the ill effects of time passing it by. Some of the guys



Some of the boys and their mounts back in Costa Rica.

who had previously committed to kayaking opted to remain behind at the lodge for an afternoon by the pool. They would prove to be the smart ones as the kayaking was a disappointment. On the ride today, we got our one and only view of the Pacific ocean, but for some reason known only to Felipe, we didn't stop to stick our toes in the water. What were we thinking?

After one night at the Esquinas Lodge and our first injury of note, we would be off to Panama and our first border



A room with a view courtesy of the National Police of Panama. Fortunately, no one got a first hand view.

crossing. One of the guys decided to venture off solo into the jungle, never a good idea, and proceeded to slip on a rock while crossing a stream. The injury, while not serious, could have easily been much worse. Still it would pose problematic and make riding and walking difficult and uncomfortable for the remainder of the trip for this one rider. As it later turned out, (not until after



What real estate bubble? Makes you want to stop and think. This abode was just a block away from the local airport in Bocas del Toro.

returning home) the injury consisted of a muscle tear and a chipped pelvis proving once again that walking and hiking could be more dangerous than riding motorcycles. I was quite curious as to what would be in store at our border crossing into Panama, but to my amazement, it was just a little one house shack on the Panamanian side of the Rio Serreno crossing where there was only one woman in charge of handling all of the paperwork. As it would turn out, despite efforts by Felipe, our able tour guide, we would be hunkered down for close to three hours before we could legally enter into Panama. The final insult would be having to pay the Ministry of Agriculture a fee and have the bikes sprayed down with God only knows what chemicals. *(I couldn't rule out Agent Orange, although I hope it was anything but.)* (Continued on Page 8)

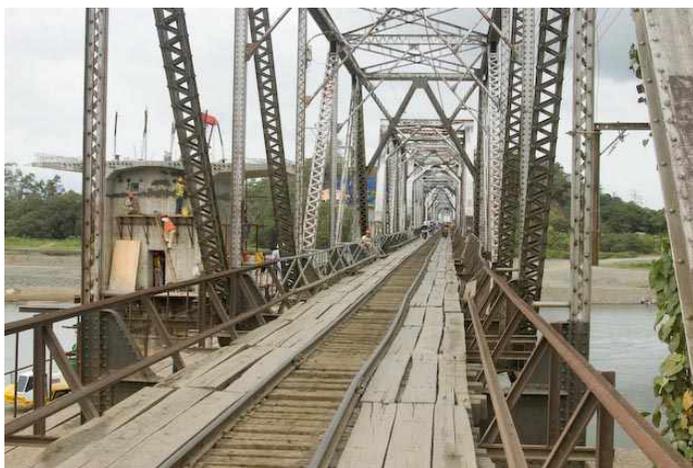
(Continued from page 7) After finally getting in to Panama, the group had lunch at a local outdoor cantina. Good chicken was the order of the day and then off we went. The roads were immediately a vast improvement over what we had been accustomed to in Costa Rica. We finally managed to make it to a nice Italian restaurant just a couple of miles from destination, the Hotel Bambito



Shine anyone? Now this is attention to detail. All this for a dollar.

in Vulcan. After dinner and checking into the hotel the guys headed up to the pool house for a dip in the pool and hot tub. The latter was anything but hot and, while some of us were having drinks, another unfortunate injury would occur when another member slipped on a wet floor, cracking a couple of toes and badly bruising his side and arm. It is miraculous that it wasn't more serious. This would be our second non-motorcycle accident and third overall so far, but who is counting. *(At this rate we might soon have to abandon the luggage and fill up the Land Rover with the casualties.)*

Another early morning start would be the order of the day. We awoke to clear cool skies and beautiful roads with magnificent views that were hard to beat. Today's ride would be the longest of the trip but we would be



The Panama/Costa Rica border crossing at Sixaola.

rewarded with three nights in Bocas del Toro on the northeast coast of Panama. Access to the island would be via ferry from Almirante, a poor old town that had seen its better day. The bikes and Land Rover would be secured at a local firehouse, arrangements made in advance by our tour guide. The ferry would be interesting from the standpoint that it didn't capsize and no one drowned since I am confident that we were well in excess of the boat's intended capacity.

In any case, I would like to think that I was prepared in that I put on my flimsy life preserver and unzipped my riding boots in anticipation of slipping into the drink. Luckily, my fears were ungrounded and we made it to our destination. I cannot do justice to describing this island as it was nothing at all like anything that I've seen before and nothing like what I expected. That said, the hotel was right up the street, a short walk from the ferry terminal. *(Terminal would be a gross exaggeration by anyone's standards.)* In any event, the hotel was right on the water and was clean and not lacking in character.



That was a walk in the park. Any more bridges to cross?

On the first night the boys drank the hotel bar dry of beer. We pretty much got to do whatever we wanted for the next two days before heading back to Costa Rica. It was every man for himself here in Bocas and the guys could explore the area, snorkel, or just plain relax. It was a welcome respite for the group as each of the preceding days consisted of rising early, packing the Land Rover, eating breakfast and off to the races. Mind you, we didn't travel very far, but with a group of nine, eight bikes, and a chase vehicle, compounded by varying riding skills, generally low speed limits, and quite a bit of dirt roads, progress wasn't always what one expected. Bocas del Toro turned out to be just what the doctor ordered. I for one, got to check out two different beaches and enjoyed every minute. On our last night in Bocas, I ran into two fellow Americans from California, riding Kawasaki KLR 650s to Machu Picchu. We got to talk a bit and I warned them about possible difficulties entering into Columbia since Mr. Chavez of Venezuela was rattling sabers since a recent air strike by Columbia into Ecuador took out *(Continued on page 9)*

(Continued from page 8) some key FARC leaders. After informing the guys on our intended route back into Costa Rica, the guys showed me a picture of the bridge we would be crossing. The planks and gaps would prove problematic for a couple of riders the next day as not only was the bridge rickety, the planks would have gaps that could swallow a front tire if you weren't careful enough to avoid them. One rider dropped his BMW F650GS, while another rider would freeze up and opt to walk the bridge sans motorcycle. I took the large KTM 950 Adventure only to have to stop approximately one-quarter of the way across when an oncoming bus was headed in my direction. Did I mention that this was a one lane bridge? Walking the bike back was more unnerving than riding the darn thing in the first place. Thankfully, the border crossing here in Sixaola was far simpler than crossing into Panama several days earlier, the bridge notwithstanding.



La playa at Bocas del Toro.

We finally made it to Puerto Viejo and the Pure Spa resort later in the day. This would be the first place that had mosquito nets over our beds which made sleeping a bit challenging. I figured that between the "Deet" mosquito repellent and the netting, I would survive the night - barely. A restful sleep would prove elusive. At

least we would be back in San Jose on the following day and I was really looking forward to a good night's sleep at the Clarion Hotel.

The ride back took us through the old port city of Limon, which turned out to be a disappointment. I'm not sure if it was the result of being on the road for so long and now desperately looking forward to getting back to San Jose or just the fact that the city itself was less than attractive. Finally, we got through Limon and onto some nice roads back into the mountains. If Limon was a disappointment, at least the mountains were quite picturesque and the roads twisty. Before getting back to San Jose, however, there would be one last mishap when two riders swapped bikes. Within minutes at most, another rider would lock up the front wheel on the KTM Adventure and down he went, badly bruising his right leg just above the knee. This was by far the worst of the motorcycle accidents and, luckily, no bones were broken, although the full extent of the injury has yet to be determined. We finally got to a scenic mountain top lodge for a pleasant lunch overlooking a majestic valley below. On the way down from the restaurant one last rider would have his fill of riding, particularly on dirt roads, and after getting a bit unnerved by the earlier accident, chose to ride in the van for the last few miles back to San Jose. The bikes were finally returned and goodbyes were said to Felipe and Hernan for a job well done. We managed to survive eight days on the road, but not entirely without incident. Overall, I particularly enjoyed the riding, although I would have preferred a smaller group and a faster pace. That said, the journey was what it was all about and I wouldn't have missed it for the world. Costa Rica is a beautiful country and can be negotiated safely on one's own with little difficulty. Perhaps next time, I might even be so bold as to attempt riding my own vehicle there from the U.S. But before that, I will have to ride Copper Canyon in Mexico.

"Pura Vida" (*Good Life*) as the Costa Rican's would say.

Forum Chatter - what's interesting from our Yahoo Groups Forum

Michael Stock posted a ride report for the club ride of April 13 leaving from the Hardees in Pittsboro: "There were 4 bikes and 5 riders Sunday - Lee with his daughter, John, Pete and myself. No prepared plans for a ride so we agreed that Lexington was an acceptable destination. I hooked together two nice routes that I use.

Not every turn is included here; you can pull out a Map and find the links. If you look, Rt 64 makes the most direct path between Pittsboro and Lexington. We made a big S, heading North first to Liberty, returning to 64 then south to Troy and back north to Lexington.

We took Silk Hope Road to Liberty, nice sweeping curves; then Liberty Road to Rt 22. South back to Rt 64; this was the worst part of the ride, but I wanted to get to our gas stop in about 2 hours and our final destination

before they closed. We took 64 for about 8 miles past Asheboro to Rush Mtn Road which becomes Pleasant Union Rd; continuous S curves going uphill - Jackson Creek to Old 49 to Lassiter Mill. I skipped High Pine Church Rd because of the time; we stayed on Lassiter to Flint Hill Rd; through the woods very narrow, then Love Joy to Troy. Then 24 to 740 to Badin, 8 north to High Rock lake, to Shiptontown Rd to 47 back to 8. We stopped at Whitley's BBQ for lunch and parted for home.

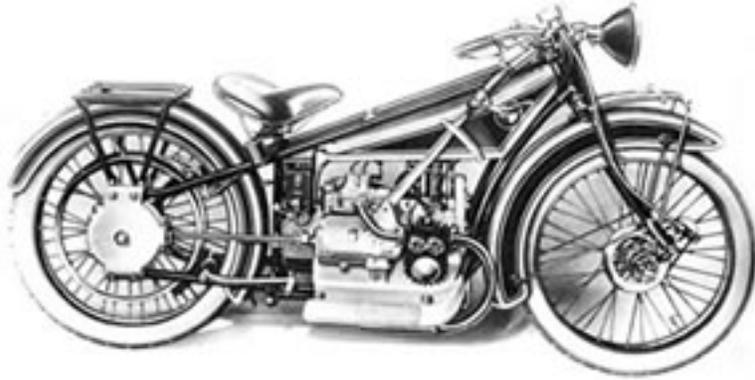
My favorites: Silk Hope (fast sweepers), Liberty Rd (Twisty), Rush Mountain (Curves), Love Joy (more curves).

We left Pittsboro about 10:10, stopped for gas at 12:30 and got to Whitley's at 1:30. About 180 miles to there, then various destinations home. Thanks folks."

The Market Place

Coats 220 motorcycle tire changer: comes complete with extra rim protectors, tire balancer, weights, lube, etc. Price \$400.00. If interested call 336-679-8031, or Email cdanhoots@gmail.com for more details. Thanks, Dan Hoots (exp 6/08)

Anderson Powerpole connectors for DC power interconnection/distribution for your motorcycles. Several members are already using these rugged connectors with great success. See Brian Young's website at www.alt-moto.com for more information. You can also call Brian at 919-954-2178 or email him at brianyoung@alt-moto.com. (exp 6/08)



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