

Tarheel Traveler Newsletter

The monthly Publication of BMW Tarheel Travelers of North Carolina

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Riding Way Out West - Part 1

By Marc Krouse

I have a riding friend, Steve, that moved away from the Triangle and back to his home state of Wisconsin. We traded email barsbs for a couple of years, mostly about me riding in January while he was snow blowing the driveway. He and his band of Wisconsin riders would leave the snow drifts and bulk trailer down to western NC where we would meet for early Spring riding at the Gap, the Cherohala, NC 28. Sort of their Daytona Beach.

Steve decided to plan a summer riding trip out to California, inviting me and other riding buddies to meet him in Spearfish, SD and join the merry band. The result was three riders from Wisconsin and three riders from North Carolina.

Together we spent six months gathering information about various recommended roads throughout the western states, then strung them together into an overall route that hit just about every state west of the Mississippi River. Basically slab to South Dakota, back roads out to California, back roads returning to Colorado and slabbing home from Denver.

For me it was 18 days and 8,000 miles. After 25 years, I started riding again in 1995 and still remember how painful it was to ride 80 miles at a stretch. Now I was going to ride to South Dakota, meet some folks, and continue riding to California. Wow. This was going to be an adventure.

The North Carolina riders all determined they needed new bikes for the trek west and coughed up for a BMW K1200LT, a Ducati ST3, and a Honda ST1100. The Wisconsin Boyz were content with their current rides, a Triumph Sprint ST, a Suzuki SV1000, and a Aprilia Futura.

Test packing went on for days until our NC departure after work on a Wednesday night, with a shakedown run to Asheville from where we would start our westward slab at the crack of dawn. A 3 day jaunt to South Dakota. Feets don't fail me now. Or any other parts.

We were so excited about the adventures ahead, the western mountains, and the revered roads we planned to ride, that the slab was secondary in our minds as we started clicking off states. But east of St. Louis I was unable to keep my small group together. I was waiting on off ramps and anxious to get moving, so I bid my friends adieu and told them I would meet them again in South Dakota. Was that wrong?

Right or wrong, I felt 'Then Came Bronson' freedom. Unshackled from the drag of watching fading headlights in traffic, I had a wonderful solo ride until darkness when I pulled over in Macon, MO for a night's rest. I was tired but incredulous that I'd ridden almost 800 miles. What was I thinking when 80 miles seemed unendurable?

I didn't have a destination for the next day, but my route was predetermined and it was west across Missouri, Iowa [nipped], and Nebraska. The plan was to get to Nebraska route 2 as it wound amongst the sand hills of western NE. Except they're not sand but grass covered dunes. Just awesomely green in the late setting sun and early morning light of the following day. No trees! (Continued on page 6)



Western Portion of the Ride

BMW Tarheel Travelers Of North Carolina



Send editorial copy to:

Jim Morrison
11111 Empire Lakes Drive
Raleigh, NC 27617
tarheeleditor@tarheelbmw.org

Website:

www.tarheelbmw.org

Yahoo Group:

Nctarheeltravelers

PRESIDENT

William Nichols
919-732-8763
president@tarheelbmw.org

VICE PRESIDENT

Jeff Brown
919-957-0842
vp@tarheelbmw.org

SECRETARY/TREASURER

Philip Myers
919-387-0735
secretary@tarheelbmw.org

NEWSLETTER

Jim Morrison
919-484-0818
tarheeleditor@tarheelbmw.org

WEBMASTER

Steve Brunner
910-822-4369
webmaster@tarheelbmw.org

Classified Ad Policy: Ads are free for members and will be run for three months. If the advertiser wants the listing continued, contact the editor at the address above for each three month period.

Road Debris by "Rev. Willie" Nichols

The challenge was set: having the monthly meeting in a "far away" city that we have never met in, hosted by a new member, with weather reports warning of a strong cold front rolling through in the afternoon, with strong winds and rain. It was a nice morning to ride east but I was concerned about how many were going to show up at Mike Slocum's screen printing shop in downtown Greenville. I didn't need to worry about these Tarheel Travelers! We had close to 40 bikes parked all around his shop, and we had one great meeting in Greenville. Mike was cooking up local sausage on an open grill, and he had a surprise for us. A day or two earlier, he and his shop designed a special silkscreen for our meeting, and as we stood around the shirt press, Mike and Robin Galloway were printing free t-shirt mementos of our meeting! This was a one-time-only printing of these shirts, so the folks who did not make the meeting missed owning a very spiffy TT shirt. We added 2 new members from the Greenville area, Joe Horvath and Peter Wagner, and I think that the Tarheel Travelers now has a new outpost in Eastern NC. I hope this can help us gain more members from the eastern side of the state. I want to especially thank Mike and Robin for hosting our May meeting and helping to establish the club in another part of our state.

Steve Brunner reminded members again that the BMWMOA yearly mileage contest has started and that we all need to prove to the country that BMW riders of the Carolinas really do ride. Since Steve is the Mileage Coordinator for MOA, he will still accept your starting mileage registration, even though the contest started in April. Contact Steve if you need help. You really should sign up and see what you will really ride this summer and fall.

We talked about the Adopt-A-Road program, but Vince Provenzano did not make it to the meeting, so we did not know the latest information on which road or new details. There was one motion from Ray Ussery that would make the member that signed up for a specific work date would be responsible for finding a replacement for them if needed. That was generally agreed on by all, and one stated that "if you vote for it-you will come and work a shift". It's a pretty tough stance for volunteer work, but we need something like this if we accept a 2 year commitment. Remember: -2 miles of state road cleaned (4 miles of roadside), The site must be visited at least 4 times a year The question is, do we want to take on this obligation? Vote comes at the June meeting

I went over the 3 possible campsites that we contacted about the Halloween/Fall Campout: Cane Creek Campground in Snow Camp, NC, Chestnut Ridge Campground in Efland, NC, and Banjo Creek RV resort in Asheboro, NC. Every campground will cost more than our last camping areas have cost, and there are drawbacks with each of them. Another suggestion that came after the meeting brought up a campsite near Pilot Mtn. that might fit the bill and possibly be cheaper. Your officers will examine the options soon and will report back at the June meeting. But we must ask ourselves, what do we really want for a Campout and a site? A No-Brainer, or a bigger deal?

It has been decided that the Bobby & Teresa Pearson and their neighbors cannot host the October club meeting due to a terrible fall that Teresa suffered recently, and we have several choices for replacement hosts. Stay tuned to newswires for details on hosts and location.

Next month's meeting is in Raleigh at the home of our esteemed Editor, Jim & Pat Morrison. No t-shirts, but good refreshments and a chance to see your friends and help lead this club.

From Your Editor

Marc Krouse's article headlines this edition. Well, just Part 1. Marc's article was just too large to fit into this edition, so you will have to wait until next month to see what happens. Save this article so you can catch yourself up on the story before reading that final installment in the July edition.

And to whet your reading appetite a bit, I still have two great articles in reserve for August and September. One on a trip from North Carolina to the James Bay Road in Northern Canada and one on an endurance ride from North Carolina to Texas. But someday this reserve of great articles will run dry. So there is no time like the present to start putting fingers to keyboard to document that once-in-a-lifetime trip experience for us all to enjoy.

I am told that if I do not tell this story, that someone else will, so here goes. A number of TT'ers were at a rally in Maggie Valley a few weeks ago. I was rooming with Marc Krouse for the first time. He seemed like a decent guy and safe enough. Well, I am in the bath room...door closed....having taken a shower. I am towelng off

my private areas when I hear Marc yell out "When you are done with yours, will you do mine?" I did a double take to be sure that I was alone and then assumed I must have mis-heard him. So I yell back "What did you say?" Then Marc repeats himself "When you are done with yours, will you do mine?" A quick thought passes through my brain that maybe I should have checked out Marc a bit more before inviting him to room together. So I wrap the towel around myself and stick my head out the bathroom door to see what is going on. Marc has his head out the room's window yelling down at someone washing a motorcycle telling him "When you are done with yours, will you do mine?" The timing was just perfect to make it a funny story...or maybe you had to be there.

Pat and I are hosting the June meeting and we hope to see you all there. And speaking of hosting, a special thanks to Mike Slocum who hosted the May meeting. He owns a screen printing business and gave all of us who attended a custom designed T-shirt commemorating the meeting and us all Going East. A great treat...thanks Mike.

Jim Morrison

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

A post from Pete Osta on Oil-head valve adjustment:

It has been too quiet around here so below you will find a procedure for doing a valve adjustment on oil-heads since I know some of you want this info. Anyone that thinks there are errors please speak up. From memory the valves are .006 intake and .012 exhaust. The correct numbers for your particular bike are on a sticker under the seat. Tools needed are: feeler gauge, 10 mm open or box wrench, set of allen wrenches, oil drip pan, rags, newer oil-heads will also need Torx bits to remove valve covers. Engine needs to be cold!

1. Put bike on center stand
2. Remove spark plug cover from both sides
3. Remove spark plugs
4. Place oil drip pan under valve cover to be removed. Remove valve cover. Small amount of oil will end in drip pan. Repeat for other side.
5. Put bike in top gear.
6. Place a long allen wrench in one of the spark plug holes.
7. Rotate rear wheel until the allen wrench stops being

pushed out of the cylinder. That piston is now at top dead center and valves can be adjusted.

8. We'll do intake first which are the two toward the back of the bike. Put a .006 inch feeler gauge between the rocker arm and the shaft it pushes on. It should feel snug. Try a .007, it should not fit at all. If you have trouble getting the .006 to fit using the 10 mm wrench loosen the nut that locks the adjuster then use the correct size allen wrench until the feeler gauge fits. Tighten lock nut. Repeat for the other intake valve.
9. Exhaust valves are done the same way except the feeler gauge is .012 should fit and .013 should not.
10. Once the 4 valves on one side are done put the allen wrench from that cylinder into the other cylinder.
11. Rotate rear wheel until allen wrench stops being pushed out.
12. Adjust valves on that side as above.
13. With a clean rag wipe valve cover gasket dry and the surfaces it mates to.
14. Put all removed parts back on, you're done.

NEW MEMBERS

Mike Allen
108 Victor Ct.
Garner, NC 27529
mike_allen1979@yahoo.com

Joe Horvath
2111-I Dickinson Ave.
Greenville, NC 27834
(252) 717-2303
jphii@earthlink.net

RENEWED MEMBERS

Jim & Amy Glimpse
120 Heidinger Drive
Cary, NC 27511
(919) 481-0087
JAKGlimpse@nc.rr.com

John Beamer
4108 Old Franklinton Rd
Franklinton, NC 27525
(919) 528-2364
jbeamer@email.com

DIRECTORY UPDATES

Darrell & Mary Fran O. Spencer
26 Wagon Trail
Black Mountain, NC 28711

Roy & Shirley Anderson
1024 Davis Drive
Apex, NC 27523

The Meeting Place – June 15, 2008

Jim and Pat Morrison
11111 Empire Lakes Drive, Raleigh, NC 27617
GPS N35 54.804 W78 48.246 Ph 919-484-0818

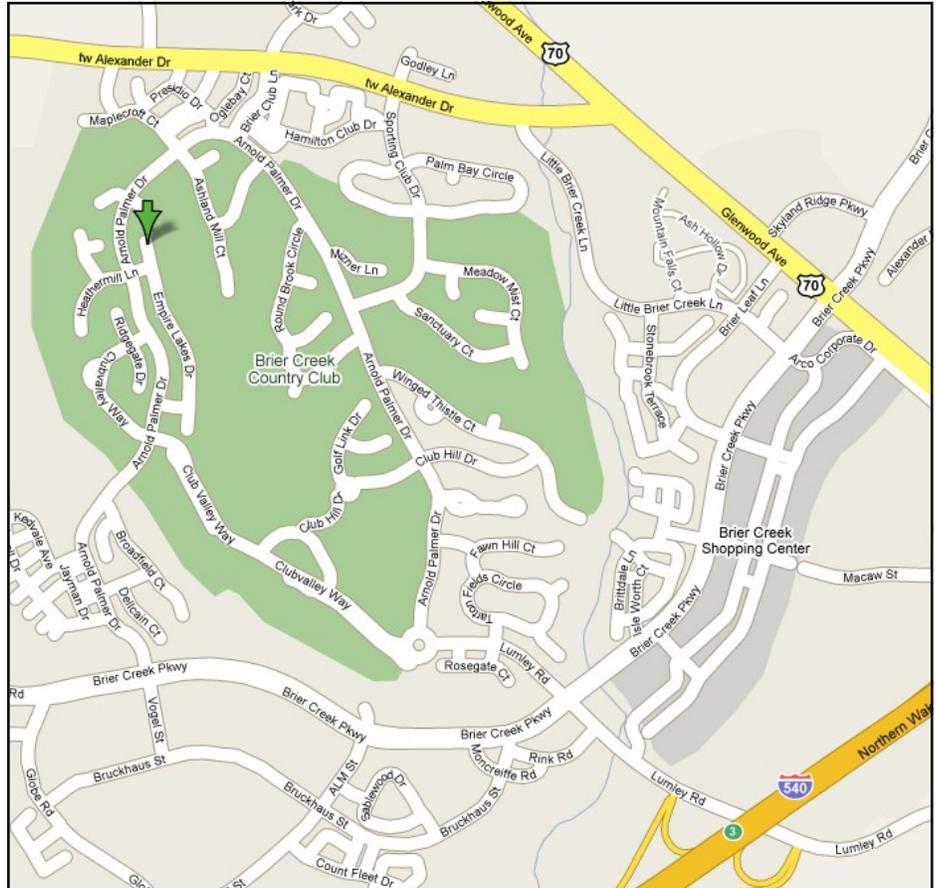
1:00 p.m. tire-kicking, 2 p.m. meeting, with snacks and drinks served

FROM THE EAST OR WEST:

We are in the Brier Creek subdivision. From East or West, take 540 to the Lumley Road exit. Turn left on Lumley Road. Cross over Brier Creek Parkway and enter the Brier Creek community. At the traffic circle, turn right onto the first road, Arnold Palmer Drive, and travel about 1.4 miles. Turn left onto Heather Mill Lane. Our house is directly in front of you to the left when you come to the stop sign at Empire Lakes Drive.

FROM THE SOUTH: We are in the Brier Creek subdivision. Coming North on US-70, turn left onto Brier Creek Parkway. Go about 0.9 miles and turn right onto Lumley Road and enter the Brier Creek community. At the traffic circle, turn right onto the first road, Arnold Palmer Drive, and travel about 1.4 miles. Turn left onto Heather Mill Lane. Our house is directly in front of you to the left when you come to the stop sign at Empire Lakes Drive.

FROM THE NORTH: We are in the Brier Creek subdivision. Coming South on US-70, turn right onto Brier Creek Parkway. Go about 0.9 miles and turn right onto Lumley Road and enter the Brier Creek community. At the traffic circle, turn right onto the first road, Arnold Palmer Drive, and travel about 1.4 miles. Turn left onto Heather Mill Lane. Our house is directly in front of you to the left when you come to the stop sign at Empire Lakes Drive.



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: Ray Ussery and Dorothy Bennett-Ussery and Larry and Kim Green
May: Mike Slocum	Nov: Bryan & Quinna Stempowski
Jun: Jim & Pat Morrison	Dec: Joe & Roberta Keithley

Thank you to all our volunteer hosts!

Tarheel Traveler Social Calendar

June 1 - 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)

June 7 - 1st Saturday Ride, 10:00 a.m. Gassed up and ready to ride at 10:00 a.m. Capitol BMW, 5200 Atlantic Avenue, Raleigh, NC. (GPS N35 51.338 W78 35.916)

June 8 - 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)

June 11 - 2nd Wednesday Dinner, 7:00 p.m. The Loop, 1207 Kildaire Farm Road, Cary, NC 919-657-0330 (GPS N35 45.858 W78 47.003)

June 19 - 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)

June 15 - Monthly Meeting - Jim and Pat Morrison, 11111 Empire Lakes Drive, Raleigh, NC, 919-494-0818, (GPS N35 54.804 W78 48.246) 1:00 p.m. tire-kicking, 2 p.m. meeting, with snacks and drinks being served.

June 25 - 4th Wednesday Dinner, 7:00 p.m. Crazy Fire Mongolian Grill, 1270 Buck Jones Road, Cary, NC 919-481-2222 (GPS N35 46.004 W78 44.482)

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

June 2008						
Sun	Mon	Tues	Wed	Thurs	Fri	Sat
TriadRiders 1 1 st Sunday Ride - Greensboro	2	3	4	5	6	7 1 st Saturday Ride - Capitol BMW, Raleigh
8 2 nd Sunday Ride - Pittsboro	9	10	11 Dinner - The Loop - Cary	12	13	14
15 TT Meeting - Jim and Pat Morrison - Raleigh	16	17	18	19 Dinner - El Tucan - Spring Lake	20	21
22	23	24	25 Dinner - Crazy Fire Mongolian Grill - Cary	26	27	28
29	30					

(Continued from page 1)

Coal trains lined the northern side of NE 2. Each was 1.2 miles long and they were nose to tail for the length of the state, west of Grand Island. At a rest stop, a lady mentioned that 75 coal trains passed her house every day. Geebus! There's a big hole somewhere in Wyoming.

I stayed the night in Alliance, NE and at first light headed north on US 385 toward Hot Springs, SD. A short day of riding mileage wise, and just a fantastic solo ride through grass dunes, western prairie, Custer National Park, and approaching the Black Hills and Mount Rushmore from the south. Also noteworthy was SD 14A, west of Lead which heads north to Spearfish, SD. It's through a canyon with a fantastic set of twists and sweepers following a river bed.



Sand Hills of Nebraska on US 385 north towards Hot Springs, South Dakota

That night we all joined together for dinner in Spearfish. Wisconsin Boyz and North Carolina Boyz. Steve took over the lead for the remainder of the trip so I lost my option of dropping stragglers with minimum notice.

I guess you could say, now the real adventure begins!



Idaho 12 along the Lochsa River heading west towards Lewiston, Idaho.

We hightailed it at great speeds across the empty lands of Montana. Just awesome country although the Cree Indian reservation was absolutely barren. I believe the Cree were not paying attention to the fine print during the treaty signing.

Our speeds were very high, as in 90 to 100 mph, just ripping across miles of prairie tempered only by the fact that refueling spots were not always just around the corner. And we were not all riding the most fuel efficient bikes available. It was thrilling!

The Rocky Mountains between White Sulphur Springs and Great Falls, MT via US 89 north, was a thrill and quite nippy as I recall. We were ultimately headed toward the famous US 12 which we planned to ride from east to west, across all of Idaho to Lewiston. A great road for miles and miles [famous sign says "winding road next 77 miles"]. Lewiston was hot and denuded of trees. Almost like they were taken down and never put back up. Slackers.

Leaving Lewiston and crossing the Snake River into Clarkston, WA [the NW is filthy with Lewis and Clark references] we nipped through Washington state and headed south for Oregon. Omigod. WA 129 and OR 3 were just fantabulous. Such a change from the Montana and Idaho roads. At times it was like climbing a multi-tiered wedding cake. Our eventual goal was to ride through Hells Canyon National Recreation Area and across the high desert of eastern Oregon, towards our rest stop in Prineville, OR.



Oregon 3 heading south towards Hells Canyon.

Well, Hells Canyon was spectacular. The 400 head of cattle moving up the road we were coming down was not so spectacular. Once past the cows we had to deal with their 'trail' so to speak. And they had been trucking up the road for 6+ hours! A new meaning for traction pie.

The beautiful mountains of Oregon were so different from the scenery in Idaho and Montana. The desolate road to Prineville was too much desolation and we almost ran out of gas. It is amazing where you will stop for gas when you are almost empty and the earth around you appears ancient, hostile, and deserted.

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Driving south out of Hells Canyon. Cowboys asked us to move to the right and be very still.

On to Crater Lake and northern California. The blue of Crater Lake has to be experienced as pictures don't do it justice. There were snow drifts in the shadows, and it was mid July. We ate our sausages, admired the view, took a few snaps, and continued south towards California after a sleep over in Grants Pass, OR.



Sausage lunch break at Crater Lake

We used <http://www.pashnit.com> recommendations for California roads and they were not disappointing. One of my favorites was CA 96. Awesome scenery as it slithers south from the Happy Camp area, through the Hoopa Valley Indian Reservation to the intersection of CA 299. Wow.

We were running smoothly, south on CA 96, when a bunch of California GS riders went around and amongst us like sharks through a school of minnows. Steve took off! I took off! It was a long way from home to take the 8/10s risk but I AM a man. The first of two times I threw caution to the wind.

CA 299 continues to exhaust the brain as it heads inland toward I5 south, which then connected us with CA 36. It heads back out towards the Pacific and our destination of Fortuna, CA.

CA 36 is a mind bender and you know you're in for grins when the sign says 'twisting road for next 150 miles'. Up and down. Back and forth. A little too twisty for one of the Wisconsin Boyz, but a California DOT dump truck was able to pull his bike back up from the valley below. Twisted and torn but rideable, with an open end wrench for a clutch lever. What else are you going to do when you're 2500 miles from home? I think he left underwear and socks scattered down the slope.

Babes for waitresses in Futura! California girls not just in song.

In the morning we headed south on CA 101 skirting Humboldt Redwoods State Park until we turned west onto CA 1 which winds its way to the coast. The sun was barely making it through the redwood trees. Heaven on a motorcycle. We broke out with the blue Pacific ocean ahead and for me it was a great out west moment. The end of mainland USA! Wow.

Of course CA route 1 is famous and we rode it south along the coast for miles until we split up prior to Santa Rosa, CA. Four riders headed south to the MotoGP in Laguna Seca. Myself and one other rider turned off highway 1 and headed east on something called Swards Point Skaggs Springs Road. Our destination, eventually, was Reno, NV for oil and tire changes.

As this road started to climb the coastal mountains I was sure we'd made a tragic mistake. The character of the road seemed similar to the path Hansel and Gretel marked with dropped bread crumbs. Dirty. Potholed. Tunneling through trees. Barely over a lane wide. Occasionally we'd pass sport bikers coming from the opposite direction, slowly, with their left hands on their hips. Who are these guys? Where are they coming from?

After quite a few miles suddenly the character changed. Omigod. What a sport biker paradise. I met up with another Ducati rider and he motioned for me to follow his lead. Oh my. The second time I threw caution to the wind. A ripping, leaning, redlining, hold on for dear life ride, all the way inland to wine country. Whew. Exhausted, we then poked along through the gorgeous Napa Valley in the late afternoon sun to Williams, CA, which is near I-5, for an overnight rest stop.



California 36 headed towards Fortuna, California.

Continued next month. Riding Way Out West - Part 2 will appear in the July edition.

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. (12/08)

Some Interesting BMW activities coming up in the area

May 30-June 1	"Square Route Rally" Thurmont MD Crazy BMW riders next to Camp David		racer and hang out with the BMW race teams and talk with super racer Nate Kern!
June 6-8	"Wings & Wheels" festival at VIR, near Danville VA. Airplanes, Hot Rods, Cool Bikes and other goodies	July 10-12	RoadRUNNER Touring Weekend in Natural Bridge, VA. A good touring magazine, based in Clemmons, NC
June 13-14	"Gathering of the Clans" at High Country Camp. Airhead gathering--true Beemer weirdness	July 17-20	MOA National Rally Gillette, WY
June 19-22	RA National Rally. Traverse City, MI	August 15-17	AMA Superbike/Formula Xtreme at VIR. Nate Kern will be racing the HP-2 in AMA races and wants the BMW folks with him.
June 21-22	N8!@VIR near Danville, VA. Here is your chance to see BMW's winning road		

Tarheel Traveler Editor
C/o Jim Morrison
11111 Empire Lakes Drive
Raleigh, NC 27617