

Tarheel Traveler Newsletter

The monthly Publication of BMW Tarheel Travelers of North Carolina

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July 2008

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Riding Way Out West - Part 2

By Marc Krouse

This is part 2 of a two part series.
Part 1 appeared in the June edition.

The next day, we rode across the Sierras mostly on CA 49 for a maintenance stop in Reno, NV. Then on to Carson City, NV to wait for the MotoGP Boyz to rejoin the ride east across Nevada on The Loneliest Highway in America. US 50.



Nevada's Loneliest Highway US 50 headed east towards Ely, Nevada.

If there is one road that I'd like to do again before I croak, it is US 50. The scale is amazing and you'd have to pick up a topographic map to appreciate the geography. It was mesmerizing. Not everyone's cup of tea of course, but think of it this way; what elevations you see are all that is left after eons of erosion! Not much turning, mostly just thinking and imagining.

It was just the Wisconsin Boyz and me now as the other two North Carolina Boyz stayed behind in California, spending some non riding time with their wives. The final Four stopped short of the Utah state line and stayed overnight in Ely, NV. The Wisconsin Boyz boiled in the communal hot tub.

As we headed east, The Great Basin National Park looked like a huge dry lake bed. Duh. As we crossed the Utah border heading east, we were aiming to intercept Utah route 12 around the area of Bryce Canyon National Park. Route 12 is a great road wandering amongst a geological area that is home to several western national parks. All the scenery is park worthy. All the roads are bike worthy. All the children are above average.



Utah 12 heading east towards Escalante, Utah.

We found \$30 rooms in Escalante, UT and a little rear brake bleeding in anticipation of the great downhill, gravel adventure ahead. The Mokee Dugway <shiver>. But first more route 12 riding with a late breakfast in Torrey UT, then south to cross Lake Powell by ferry at Bull Frog Landing. This took us to UT 276 and over to UT 261 south and The Mokee Dugway. Quite exciting on a motorcycle, more so than in a rented VW Westfalia with my family in the early 1990's. They were terrified then and I was quite anxious now. There is something about a downhill, gravel road without guardrails and more than a thousand foot drop off that focuses your attention.

The Wisconsin Boyz were ready to turn back, dreaming of flat potato fields and occasional 90 degree turns. But they gamely pressed on. (continued on page 7)

BMW Tarheel Travelers Of North Carolina



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Road Debris by "Rev. Willie" Nichols

The June meeting presented a navigational challenge to the attendees. The Morrisons live in the Brier Creek subdivision, an upscale community in Far West Raleigh, near the airport, that was previously scruffy pine forests about 5 years ago. The problem is that none of the roads appear in our Garmin GPS files (*our street was added in the 2008 maps - JM*), and even though you have the co-ordinates for their house, you have no idea what roads are there. Trying to read the map and directions from the newsletter made for slow going for the wandering attendees. About 21 Travelers made it to the meeting site (we have not heard of any lost Beemers stranded in the new suburbia), and we were able to vote on some of the big decisions facing the club.

With the leaders standing in the sun and the members intelligently staying in the shade, we decided that the "Adopt A Highway" proposal from Vince Provenzano was a good idea but we had concerns about member participation and the club set aside the proposal for the time being. The next question concerned our long-time Halloween Campout: do we want to continue this traditional club event or do we want to change it? Given the economic drain to the club from the last couple of Campouts, along with concerns about its current location and the shrinking attendance, it was decided that we would have a simple club-only campout at a site TBA sometime this Fall. This campout will be of the "no-brainer" style of campout, with each camper responsible for their site reservation and their fees. There will be no pins or patches, door prizes, field events, or catered meals for this event, and the attendance will be about 20-40 folks instead of 75-150 people. Another rally bites-the-dust, but with all the attendant costs to the clubs and with questions about how many will attend these events with \$4-\$5/gallon gas prices, I think that many local club rallies will fall by the wayside in the near future. The big national rallies will survive because of their size and draw, but many of the smaller gatherings will not be able to overcome the quickly rising costs involved with attending and operating these events. Another question that the club has been examining has been the position of advertisements in this newsletter. It was decided that 1/8th page ads will be posted for businesses that are owned by club members, and there will be no fee attached to this privilege. After all this decision making, all involved scurried back into the air conditioning and we enjoyed delicious snacks and refreshments provided by Jim and Pat Morrison.

Next month's meeting is at Gary & Tina Shimizu's in Fayetteville. Again, we are going to a subdivision that has risen in the last few years and many GPS's will not be able to help you find their house. Another problem is that they live in a gated community and they will have to let the gate know who is coming to their house. That means you must email Gary (gshimizu@nc.rr.com) or call them (910) 423-4090, to let them know you are coming and so they can give your name to the front gate. Preplanning prevents problems.

Remember, while there are more daylight hours to ride now, this is summer in North Carolina and you must take care of yourself. Be aware of dehydration and how the heat will affect your decision-making. With the fires in Eastern NC, the smoke has made it to the Piedmont and the road visibility and the particulate pollution in the air makes for less-than-good riding conditions. Use all these factors in planning and enjoying your rides during the summer. Also remember that most cars have air conditioning, so the drivers have their windows up, the AC on high, and the radio blasting or are on a cell phone. This all means that the cage driver will be even less aware of surrounding traffic and you are invisible to them. Never be surprised by a foolish automobile move, just give yourself enough space to get around them and away from them.

From Your Editor

Let's talk GPS's. I bought mine (it is a Garmin 2820) in late 2006 and it has changed the way I can motorcycle. I had friends with them and they did seem to come in handy on tours and in unfamiliar areas, but I considered them a real luxury and not a necessity. Now after having one for 18 months, I am just amazed at how much it augments our sport. Even for local rides. Being new to the area, I had no idea where the groups I rode with were or had been or our whereabouts when we broke up and headed our separate ways....usually far from any major road on a map. The GPS allowed me to get home at the punch of the Home button and the GPS remembered the route so I could load it into my computer for future reference and riding enjoyment. They all have Points of Interest stored in them to include restaurants and gas stations. Being able to find gas and lunch has been invaluable, particularly in the mountains where stuff is few and far between. Starting with this edition, I will try to have periodic articles on the GPS and it's usages and on some of the nuances of the mapping programs. I solicit your articles on this. I also solicit your articles on product reviews and information. If there is some great product or disastrous one, let us know.

Also, you will notice that we have some business ads this month. A vote of the members at the June meeting approved them as a service to our members. We do not charge for the ads, they are only for businesses that our members are a part of and should generally fit within the charter of motorcycling and eating.

Jim Morrison

When you update your Garmin Maps

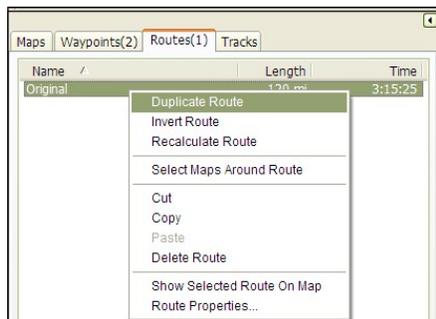
By Jim Morrison

Periodically, Garmin releases updated maps for their GPS units. I have a 2820 and they just recently released the 2009 update. Having the latest maps can be handy, especially if it adds your home street in it for the first time, as the 2008 version did for me. But with the update comes a potential routing issue. Garmin's mapping program, MapSource, may produce different routes for the same via points when you update your maps. This article describes how to check them and adjust them to result in the same route as with the older maps.

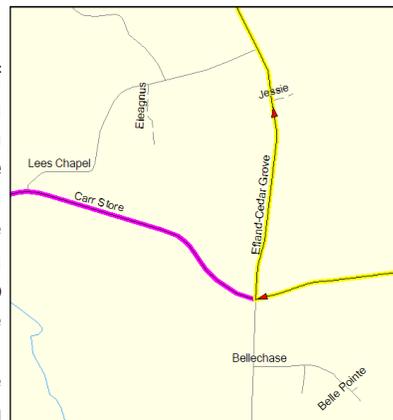
Routing in MapSource depends on a bunch of settings in the program, like Route Style, Vehicle, Try to Avoid, Road Selection Slider, Calculation Style, and Driving Speeds. If you and your riding buddies want to get the same route, you should synchronize these settings.

To verify that you get the same route with the new map, you need to go through each route and do the following. I will call the route done with the older maps "Original".

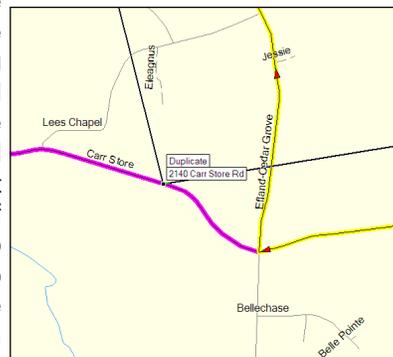
Open the MapSource file with Original in it. Right click on Original and do a Duplicate Route. This will create an exact copy of Original but with a different name...we will call it "Duplicate".



Now, right click on Original and do a Recalculate Route. You may or may not end up with the same route as the Duplicate. Right click on Original and select Show Selected Route on Map. Left click on the Original to highlight that route in yellow on the map.



Now you need to see if the recalculation changed the route from the Duplicate. The Original should be in yellow and the Duplicate should be in purple on the map displayed. If you see any purple, then you need to alter the Original route to match exactly the Duplicate route. You alter the yellow route by having the Selection Tool selected (the white arrow in the top toolbar) and then left clicking on the part of the route you want to change. When you do this, it will draw a line from the 2 via points on either side of the click. Drag this to the purple route and left click again to modify the route. You may have to zoom in and go over the entire route to be sure that both have routed the same. (Continued on page 7)



The Meeting Place – July 20, 2008

Gary & Tina Shimizu
 2904 Lindbridge Drive, Fayetteville, NC 28306
 Ph. (910) 423-4090 Email: gshimizu@nc.rr.com
 GPS N34 59.786 W79 01.122

11:30 a.m. tire-kicking, 1 p.m. meeting, with lunch being served after the meeting

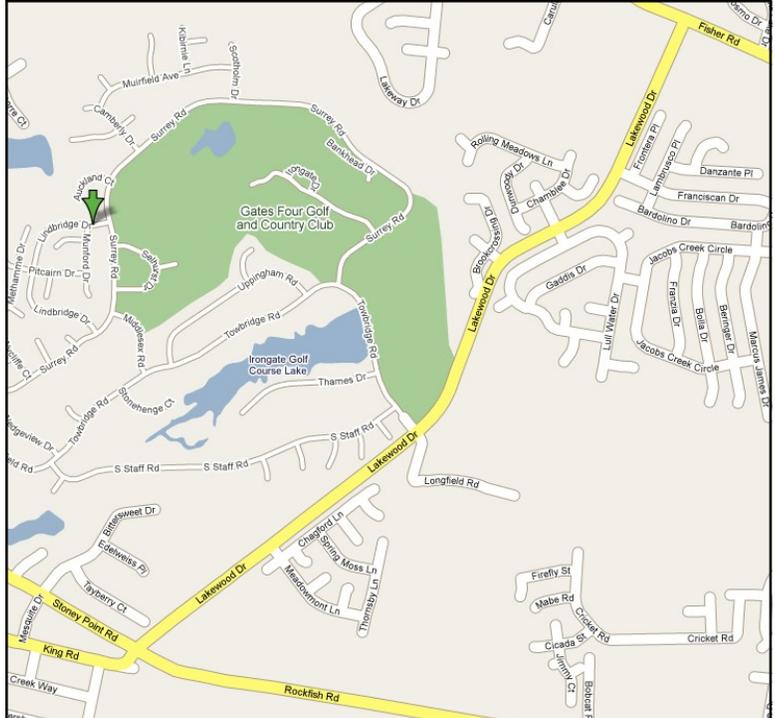
NOTE: The Shimizu's are in a gated community. Please email or call them if you plan to attend the meeting so they can give a list of names to the guard. If you arrive at the gate and have not let them know, the guard can call them to get permission for you to enter.

Northern Approach - Hwy 24/87 or Hwy 210 to Spring Lake - Ride thru Spring Lake/Fort Bragg on Hwy 24/87/Bragg Blvd (6.3 miles); Right on US 401 By-Pass/Skibo Road (3.3 miles) to the T-intersection at Raeford Road (Hardee's restaurant on the right); Right at the light on Raeford Road (1/2 mile) to the 2nd light; Left at the light onto Bingham Drive (2.8 miles); Right on Fisher (0.9 miles); Left at Lakewood Drive (1.2 miles); Right into Gates Four...see below

Northern Approach - US 401 to North Fayetteville - US 401 to US 401 By-Pass/Country Club Drive; US 401, By-Pass/Country Club Drive (7.9 miles) to the T-intersection at Raeford Road (Street name changes to Pamalee Drive, then to Skibo Road); Right at the light on Raeford Road (1/2 mile) to the 2nd light; Left at the light onto Bingham Drive (2.8 miles); Right on Fisher (0.9 miles); Left at Lakewood Drive (1.2 miles); Right into Gates Four...see below

Western Approach - Hwy 211 to US 401, By-Pass (Raeford, NC); US 401, By-Pass (9.4 miles) to Lindsey Road; Right on Lindsey Road; 2nd Left (1/2 mile) on Stoney Point Road; (thru two (2) lights and Stoney Point Fire Department); Left on Lakewood Drive (0.8 miles); Left into Gates Four....see below.

Eastern Approach - I-95, exit 41 (Hope Mills) Chickenfoot Road (3.1 miles); Cross over I-95 (BUS)/US 301; Road name changes to S. Main Street; Thru town of Hope Mills; Past the drained Hope Mills Lake; Under the train overpass; Next left at the light onto Rockfish Road.



Continue west on Rockfish Road (3.8 miles/3 x lights)) to Lakewood Drive; Turn right onto Lakewood Drive (0.8 miles) to Gates Four; Turn left into Gates Four....see below

From the Gates Four Guard Gate - Straight thru the trees, down the hill past the lake (on your left) (0.03 miles); First right onto Surrey Drive (1.2 miles); Right onto Lindbridge Drive (4th street on the right); 2nd house on the right at 2904 Lindbridge 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 Calendar

July 5 - 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)

July 6 - 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)

July 9 - 2nd Wednesday Dinner, 7:00 p.m. El Rodeo Mexican Restaurant, 110 Boone Square St., Hillsborough, NC 919-245-0214 (GPS N36 03.819 W79 06.086) This is just off of I-85 at Old 86 in the Boone Square Shopping Center

July 13 - 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)

July 17 - 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)

July 20 - Monthly Meeting - Gary & Tina Shimizu, 2904 Lindbridge Drive, Fayetteville, NC 28306; Ph. (910) 423-4090 GPS N34 59.786 W79 01.122; 11:30 a.m. tire-kicking, 1 p.m. meeting, with lunch being served after the meeting

July 23 - 4th Wednesday Dinner, 7:00 p.m. A&W Restaurant, 1403 W. Williams St., Apex, NC, 919-303-7997 (GPS N35 45.089 W78 52.624) This is just to the Durham side of the intersection of US 64 and NC 55

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

July 2008						
Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1	2	3	4	5 1 st Saturday Ride - Carolina BMW
6 TriadRiders 1 st Sunday Ride Greensboro	7	8	9 Dinner - El Rodeo, Hillsborough	10	11	12
13 2 nd Sunday Ride Pittsboro	14	15	16	17 Dinner - El Tucan, Spring Lake	18	19
20 TT Meeting - Gary & Tina Shimizu	21	22	23 Dinner - A&W, Apex	24	25	26
27	28	29	30	31		

(Out West continued from page 1)

The Dugway descended us into the area of Monument Valley. Gorgeous, but of course hot in mid July and we saw no John Ford stagecoaches at full gallop, trailing plumes of dust.

We scampered for scraps of shade at fuel stops and water breaks. A hardy people inhabit these parts and it was fun to listen to the native Indian tongues in convenience stores, and how smoothly they transitioned back to English as they rang up our Mountain Dew's and Mounds bars.



Mokee Dugway. Gravel road is at the upper most left corner of the picture descending to the paved road in the valley below.

After an obligatory stop at the Four Corners tourist site, we climbed out of the desert towards Durango, CO. where we planned to spend the night resting and eating and cooling. I was god smacked over the changes in vegetation as the altitude increased.

And the Wisconsin Boyz now smelled the barn and I was disappointed in what I perceived to be a rush to get through Colorado. Maybe it was the altitude making me stupid.



Colorado US 550 headed north from Durango, Colorado towards Silverton, CO.

But we did the Million Dollar highway [US 550] very early in the day, then crossed over to the east at Montrose, CO to intercept CO 92 and the ride along the Black Canyon of Gunnison. Woo and hoo. And free range cattle. Leaned over in decreasing radius turns and excuse me! Moo.

We headed up CO 133 then CO 82 through Aspen and eventually up and over Independence Pass. Mighty tall, with of course the famous Colorado mountain views all around and rushing cold water rivers alongside the roads. Exhilarating.



Climbing east towards Independence Pass on Colorado 82.

Time was passing quickly now as we headed north to intercept I-70 towards Denver. It was getting late and I stopped for the night in Dillon, CO as the Wisconsin Boyz continued east and their slab home across the plains. My plan was to start toward North Carolina by riding southeast from Denver, across the plains of Colorado to the panhandle of Oklahoma.



Climbing east towards Independence Pass on Colorado 82.

I wanted to visit Vance AFB in Enid, OK where I had been stationed as a primary jet flight instructor from 1969 to 1973. As well as check out the house we rented as newlyweds [no change] and the barn where Susan kept her horses [gone]. The AF appeared to be flying the same planes and using the same traffic patterns as when I left 32 years ago. Same sounds. Same feelings.

(continued on page 8)

(Out West continued from page 7)

Since I had to be back at work the next Monday, I now had to abandoned the thrill of riding great roads in great places, and start the 2 day, I-40 trek home from Oklahoma City. I thought it would be horrible. It was and more so.



Colorado US 287 heading south towards the Oklahoma panhandle.

The humidity of Arkansas and Tennessee was overwhelming after 3 weeks of being very hot and very dry. I vowed I'd not do this type of long distance slab again without a Gold Wing and a trailer. Well, I've mellowed somewhat, but it did point out the great compromises we have to make when riding long distances over varied terrain. From challenging mountain passes, to Great Basin roads that were arrow straight for 30 miles, to the I-40 slab from Oklahoma to North Carolina.



T-38's at Vance AFB in Enid, Oklahoma.

It'll be time to do it again soon, but I'll need more than 18 days. Maybe I'll have the right bike for the trip next time or at least a better compromise with my 2002 BMW K1200RS. Or maybe something else.

(Garmin Maps continued from page 3) When you have the Original matching the Duplicate route, you have it! Delete the Duplicate and move on to the next route.

This sounds like a lot more trouble that it really is. It goes very fast once you get the hang of it.

And if you really want to be sure that the route is perfect, you will need to zoom in on every via and waypoint to verify that it is still on a road. The map updates do place some roads in slightly different positions, causing the points to no longer be on a road. You can drag and drop them back onto the road.

Another annoyance of updating the maps is that it clears any personalized Route Avoids you entered into MapSource. These too will have to be recreated.

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Pinehurst, NC 28370
(910) 295-4561

Tim Nelson
318 Pinewood Rd.
Greenville, NC 27858
(252) 916-3910 wa4tman@gmail.com

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 7/08)

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 12/08)

Rooms at MOA Rally If anyone is in need of one (or two) hotel rooms during the MOA Rally in Gillette, WY, Brian Young has two rooms reserved at the Hampton Inn in Gillette that he's going to release on July 8th. The reservation is for 4 nights: Checking in on July 16 and checking out on July 20. Both rooms have king beds and are non-smoking. Price per night is \$254.18(!) including taxes. If interested, please contact Brian at (919) 954-2178 or email byoung5@nc.rr.com and he'll work with you and the hotel to transfer the reservation to your name.

Activities coming up in the area

- July 10-12 RoadRUNNER Touring Weekend in Natural Bridge, VA. A good touring magazine, based in Clemmons, NC
- July 17-20 MOA National Rally Gillette, WY
- 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.



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