



Tarheel Traveler Newsletter



The monthly Publication of BMW Tarheel Travelers of North Carolina

BMW MOA No. 57

November 2008

BMW RA No. 34

Straddle the Fault by Jim Morrison



In June of 2007, four of us rode the West coast from Camarillo, California to North of Seattle and then back South on an inland route. One of the guys came up with the name for our ride "Straddle the Fault", in honor of all the geologic transform faults in Southern California. We did 3600 miles in 10 days, experiencing extensive fog up the coast. We were snowed on in the mountains, rained on at 39 degrees and traversed a desert at 98 degrees. Needless to say, it was a great trip!

It began at the house of a close friend of mine, Jim, in Camarillo. We had picked June for the trip as the weather history said it was the least rainy time of the year in the Northwest. Steve and Brad, two friends from the Boston area met us there. Brad and I shipped our BMW K1200S's to Jim's place, Steve rode Jim's K1200RS and Jim rode his K1200S. An all BMW crew. We all have ridden extensively together over the past six years with trips to Atlantic Canada, Newfoundland, around the Great Lakes and a couple week long stays in West Virginia, so we knew our skills and tempos were compatible.



The intrepid travelers ready to depart.

Day 1 saw us heading up the California coast, lurching in Big Sur. The weather was cool...55 or so...and moist, so full suits were the order of the day.



Outdoor lunching in Big Sur

(Continued on page 3)

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. Tarheel Travelers makes no representations as to the quality of products or services advertised herein.

Road Debris by "Rev. Willie" Nichols

Most of us do not ride in a group much, and when we find ourselves running with more than 2 people, the fun factor drops. That was not the case with the club ride on last Sunday (10/12), from Pittsboro to the club meeting at Ray & Dorothy Ussery's spread somewhere outside of Dunn. Pete Osta had patched together a nice route through MapQuest, and he led a group of six (Pete, Sandy, Phillip, Bill P, Michael, and myself) on a wonderful 85 mile ride on NC secondary roads. We ran in a loose string, with Peter in the lead and me bringing up the rear. Since I had NO IDEA where I was going or even where I was at that time (no GPS on board), I made sure that I did not lose my group, so there were a fair amount of "rolling stops" at stop signs along the way. We ran at a good rate, keeping a fair distance between each bike without losing the string that kept cars from getting between us. The white tufts of cotton in the fields were spectacular, and the roads had enough texture to make us pay attention. It was riding NC secondary roads at it's finest! I must salute Captain Pete's course planning and I thank all the rest of the riders for their excellent riding skills.

When we arrived at the Ussery's plantation, Ray told us of co-host Larry Green's very recent accident, involving wet roads and slippery paint strips on the road. His bike got through it better than Larry did: he has a possible broken hip, but his low blood pressure is limiting his treatment. Please put club member Larry Green in your thoughts, it will be a long recovery period for him.

The rest of the meeting was about the MOA Mileage Contest, which Mileage-Master Steve Brunner reminded the club that the ending date was that day and to email him your mileage totals. The forms still need to be sent to Missouri, but getting him your numbers will make the process easier. Do remember to fill out your finish cards and prove to the rest of the United States BMW riders that North Carolinian Beemer riders actually ride too.

VP Jeff went over some of the logo changes that BMW is campaigning for, and how it will affect the club. We can go simple and just take the BMW roundel off our logo, but the completion date is over two years away, so we will just wait and see what happens for a while.

Next month are club elections for the 2009 year. Your candidates are:

Vince Provenzano - President
Larry Brown - VP
Phillip Myers - Secretary/Treasurer

The floor will be open at the November meeting for anybody else that would like to run, but I must recommend the slate that we have here—these folks will run the club well.

George Fryer got rid of his (my) '96 R1100RT to get a neat Can-Am 3 wheeler. He was offering test rides in Ray's yard and plenty took advantage. It steered well but needed some strength to push the bars, but it was a blast to ride. Look for it with George and Pat just smiling.

Bill P. and I rode back on the SuperSlab, but even that was fun! We wove among the traffic and smiled and waved at each other when we split, and the bikes ran great the whole day. We need days like that Sunday to recharge ourselves and to have fun.

(From page 1)

We ended the first day in Sausalito, just north of San Francisco, but not before visiting the Golden Gate Bridge. We caught it late in the day just as the afternoon fog was rolling in. It made for some great photos as you can see.



Beamers at the Gate

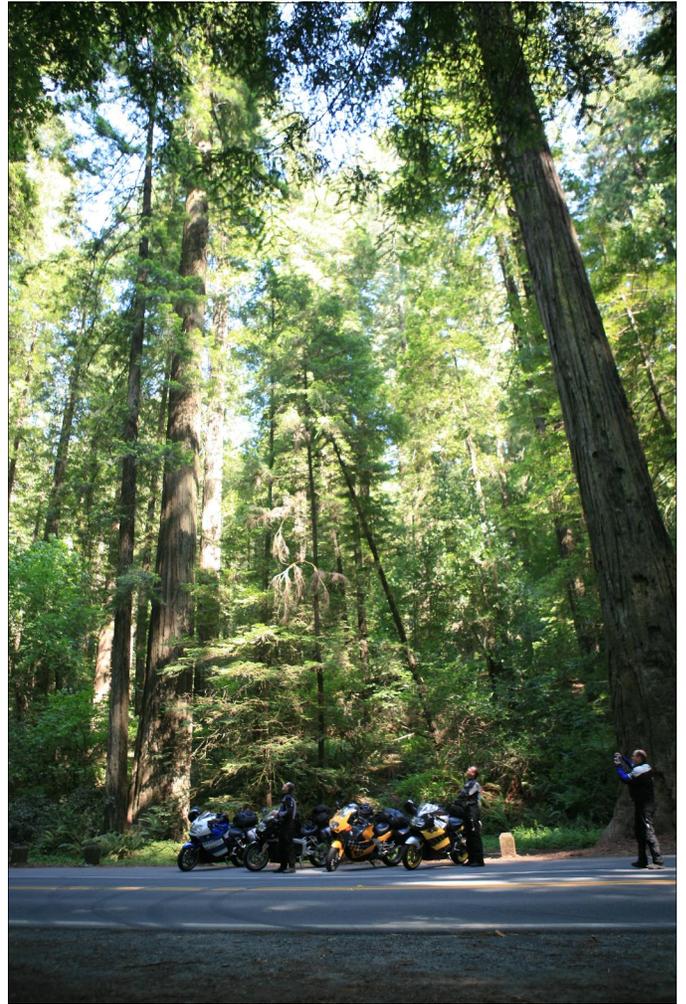


The Golden Gate Bridge - almost fog free

Day 2 was more California coast on our way to Crescent City, CA. We did a section of CA-1 between Hardy and Leggett that we all thought was as good as NC's Tail of the Dragon. Later in the day, we made a stop at the Avenue of the Giants in Humboldt Redwoods State Park. Those are some impressive trees ... 370 feet tall! It was a great place to take a bunch of pictures and rest in the cool shade. And to take care of other needed business.

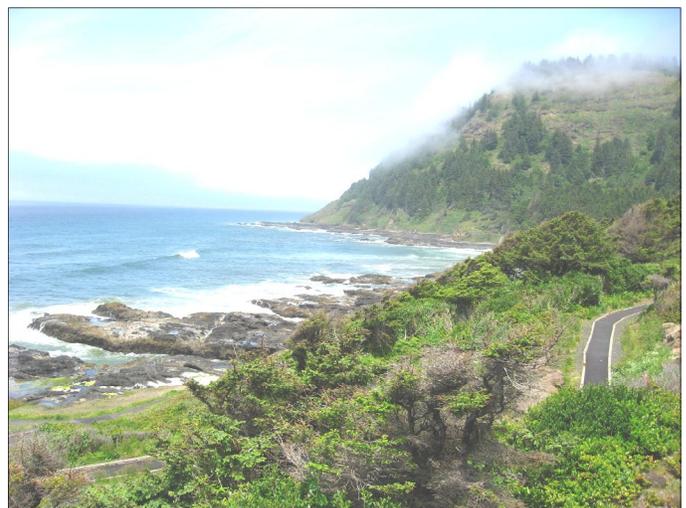


**Just kidding....
this was posed**



We were all awed

Heading further north on Day 3, we rode the entire coast of Oregon...but did not see much of it. Fog obscured what must have been a spectacular view and kept it a bit nippy. Electrics were on that day for me.



One of the few clear spots on the Oregon coast

(Continued on page 4)

(From page 3)

We spent that night in Astoria, Oregon and practiced what has become a bizarre tradition for this travelling group. I do not know exactly why it got started, but every year, we all lay down in the road on a double yellow line and have our picture taken. This year we outdid ourselves by inviting the lady bar owner to join us and she said Yes!



Yes...that is a moving car in the background

We awoke to some wet conditions on Day 4 but we all use water proof riding suits so it was business as usual. The agenda was the Western part of Washington, ending the day North of Seattle in Burlington. It seems every year we have at least one ferry ride. What started out as intimidating a few years ago...Will I slide down on the oily deck? ... Will the bike fall over in transit?... Will I die of CO poisoning in the hold waiting for the cars to exit?...has become routine. Strap it down and enjoy the cruise.



Awaiting the ferry to Whidbey Island

The 340 miles of Day 5 was uneventful, touring the interior of Washington and ending in Yakima. Well, other

than the fact that we got snowed on as we were riding the Northern Cascades Highway.....in June, no less. On Day 6 we were to visit Mount St. Helens but a recent snow (its June remember) closed the roads we wanted, so we had to settle for a longer distance view. We ran across two geologists who told us more than we wanted to know about the eruption, the impact on the region and current volcanic activity in the area. Mount St. Helens is, of course, most famous for its catastrophic eruption on May 18, 1980, which was the deadliest and most economically destructive volcanic event in the history of the United States.



An overcast view of Mt. St. Helens

We next visited Tom, a friends of Jim's, who had retired to a house overlooking the Columbia River that forms a good part of the border between Oregon and Washington. His view was spectacular! He chose the location not only for the view but for the great winds along the river...he was a die hard wind surfer.



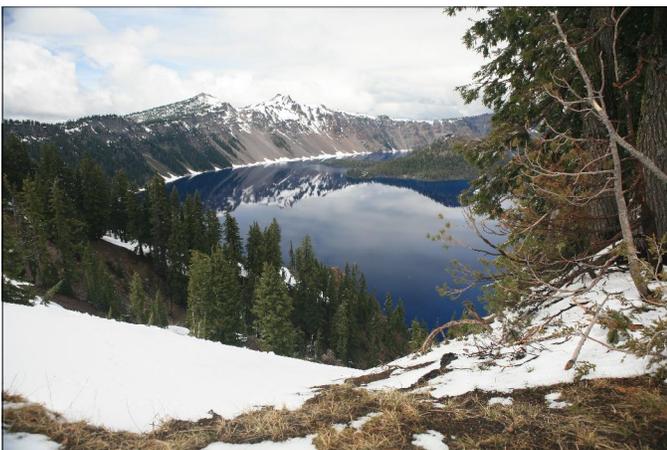
The view from Tom's place on the Columbia River

We ended the day at Mt. Hood, arriving after dark and freezing. It was pouring rain and 39 degrees. Seven layers of clothing...one of them electric...was not enough to keep the cold out. The last 20 miles of that day was REALLY long. I seem to remember being really tired and cold and doing maybe 30 mph because of the rain, fog, and seeing ice and snow on the sides of the road. We thawed out with a nice meal and a bottle of wine at the Mt. Hood Inn.



Raining cats and dogs outside while we thaw out at Mt. Hood

Day 7 was the highlight of the trip as far as I was concerned....Crater Lake in Oregon. Again we had to reroute about 90 miles due to closed roads from recent snows...it's June remember. They had gotten four inches of the white stuff the night before we arrived. It made for beautiful views. Winter snow, averaging 533 inches per year, supplies the lake with water. Crater Lake, at 1,943 feet deep, is the seventh deepest lake in the world and the deepest in the United States.



Crater Lake in June



Me (5'7") and my tall friend Jim (6'2") ... just ignore the stone wall...at Crater Lake



Pictures do not do justice to the beauty of Crater Lake

And then it was on to Mount Shasta for some Chinese food.



Approaching Mt. Shasta
(Part 2 will appear in next month's edition)

The Meeting Place – November 16, 2008

Bryan & Quinna Stempowski
 304 Flint Point Lane, Holly Springs, NC
 GPS N35 39.668 W78 49.166 Ph 919-557-0206

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

From I-40, Take exit # 293A Rt.1/64 towards Sanford. Stay right to the Walnut St. exit. At the light turn left on Walnut (becomes Holly Springs Rd.) Go 8.9 miles to Linksland Dr. and turn right on Linksland Go to the first stop sign and turn left onto Crossway Lane. Go to 2nd stop sign and turn left onto Flint Point Lane. 304 Flint Point Lane is on the right.

From West - Take 64 East to exit 404A Rt. 1/ Sanford. Exit right at on-ramp to Rt. 1. Take Rt. 1 South to Exit # 95. At off-ramp stay in left lane. Turn left onto Rt. 55-East. Go 1.5 miles and turn left at light. To stay on Rt. 55. Go 2.7 miles to the light and turn left onto Holly Springs Rd. Go 1.4 miles and turn left on Linksland Dr. Go to the first stop sign and turn left onto Crossway Lane. Go to 2nd stop sign and turn left onto Flint point Lane. 304 Flint Point Lane is on the right.



Member Information Update

NEW MEMBER

Jim Moloney
 2800 Jefferson Dr
 Greenville, NC 27858
 (252) 757-3327 JcMoloney@aol.com

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

November 1 - 1st Saturday Ride, 10:00 a.m. – Gassed up and ready to ride at 10:00 a.m. Carolina BMW, 2407 Greengate Dr, Greensboro, NC (GPS N36 01.608 W79 48.076)

November 2 - 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)

November 9 - 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)

November 12 - 2nd Wednesday Dinner, 7:00 p.m. Gandolfo's New York Deli, 14460 New Falls of Neuse Rd. (Near Intersection w/ Capitol Blvd/Rt1 in the Wakefield Commons Shopping Center. Near Kroger's), Wake Forest NC, 919-453-2775 (GPS N35 56.735 W78 32.634)

November 16 - Monthly Meeting, 2 p.m. - Bryan & Quinna Stempowski, 304 Flint Point Lane, Holly Springs, NC (GPS N35 39.668 W78 49.166) Ph 919-557-0206; 1:00 p.m. tire-kicking, 2 p.m. meeting, with snacks and drinks served

November 20 - 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)

November 26 - 4th Wednesday Dinner, 7:00 p.m. Fat Daddy's, 6201 Glenwood Ave, Raleigh NC, 919-787-3773 (GPS N35 51.326 W78 42.105)

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

November 2008						
Sun	Mon	Tues	Wed	Thurs	Fri	Sat
						1 1 st Saturday Ride - Carolina BMW
2 TriadRiders 1 st Sunday Ride Greensboro	3	4	5	6	7	8
9 2 nd Sunday Ride Pittsboro	10	11	12 Dinner - Gandolfo's NY Deli - Wake Forest	13	14	15
16 TT Meeting - Stempowski's Holly Springs	17	18	19	20 Dinner - El Tucan, Spring Lake	21	22
23	24	25	26 Dinner - Fat Daddy's - Raleigh	27	28	29/30

Group Riding Rules by Jim Morrison

I ride with a group of guys every year for 3000 - 4000 miles tours. We have been riding together for 7 years and have added a number of folks to our riding group. We decided to generate some group riding rules for the new folks to read to understand what was expected of them and for the old guys to get a reminder each year. They are not meant to be the end all of riding rules, just the ones we use that I thought you might find interesting.

Often our rides can draw 8 or more riders. With that size of a group, some minimal protocol is necessary for safety. We have had some close calls in the past that would have really ruined the trip for everyone, so we all now observe the following.

Rules of the Ride:

- Start each day ready to ride. Riders are expected to arrive on time at the departure point in proper attire for the conditions, and physically ready to ride (potty stop made, sober and alert). Riding is no fun if you are too hot or too cold, and your friends would rather ride than wrench on your bike or wait for you to adjust your clothes. If the group filled up the night before, your tank should be full too.
- Ride in a staggered formation (when the roads allow it... like on the highways and other such roads, not in the twisties) with a minimum of two seconds between you and the rider in front of you (the distance gap expands as speed increases). Leave plenty of room ahead of you so you can stop if the bike in front of you does an emergency stop.

Staggered formation should be rigorous from the 2nd rider back. Since our leader at any given time could be checking maps/GPS, etc, we should consciously assume (and even expect) that he may not be as lane-grounded as we'd probably like. The leader spot has the whole road and will not be as rigorous about staying in the same lane all the time. So, the second rider in line picks a lane and sticks with it to avoid the caterpillar effect. This also means that rider 2 needs to give rider 1 (the leader) extra room, because he may be looking for roads and could turn a bit more erratically than the rest of the group.

- It is best to keep in order unless the rider in front of you waves you by. If you must pass another bike, do so carefully, giving them plenty of room and never pass them in their own lane (if radio equipped, alert the rider verbally). If you are holding up the guys behind you, wave them by, don't just try to go faster, move to the right of your lane and wave riders by on your left.
- Each rider "owns" the full width of the lane that they are in. Do not pull up next to anyone in their lane while they are moving... even moving very slowly. If you pull up next to them, wait until their feet are down to do so. Each rider has to know that no one will be there if they decide to zig or zag at the last minute... when approaching a light, for example. When pulling up at a light - follow the foot down rule above, but pull up two abreast. This will help getting everyone through a single light. Pulling away from the light is done in the same order as was pulling up to the light - don't change order and don't change lanes at the light.
- You are responsible for the (one) rider behind you making each turn. When turning at an intersection in the route, use your turn signal. The person behind you will see yours and turn theirs on. It is your responsibility to be sure that the rider behind you makes the correct turn. Be prepared to wait in case they are held up behind you. Use your turn signal for all turns and lane changes. It really helps the guys behind you.
- Ride within your own limits. There are no points or accolades for going fast, but the disaster of a crash would really be frowned upon by your fellow riders. If you get left behind, be assured that at the next turn you will catch up with the rider in front of you. Also, the leader will halt every now and then to gather the group back together.
- If there is an accident or mechanical problem, someone stays with the affected rider. If it will be a prolonged correction, the rest of the group will go on and keep to the schedule.

- No one rides alone. We are a long way from home and getting lost or crashing alone would be a huge impact on the group's ride. So we all should respect that folks took their precious vacation time to be here and not go off alone. If you can not find someone to go with you on a jaunt, do not go. If the last rider in line drops back to be out of sight, it is the rider's responsibility in front of him to drop back also so that they are never alone. Alert the group via 2-way radio, if so equipped.
- Ride your ride, not the rider's in front of you. Make sure you keep looking down the road and through the corners, not at the bike ahead of you. Set your own pace and choose your own lines through the corners. If you're staring at the tail light ahead of you, you'll eventually get up close and personal with it.
- A group of motorcycles is not considered a "single" vehicle. Be courteous and allow cars to enter/exit a highway or change lanes. Make sure you let the riders behind you know what is going on (this also applies to other hazards, as well). If a vehicle wants to break through the group on a multi-lane road, give them space to safely do so. Close formation once the vehicle exits the lane. If the vehicle does not move, cautiously and carefully pass to reform. We do not own the road. Be considerate of other vehicles. Give them space.
- Do not let big gaps build up between you and the rider in front of you if you can safely close the gap. Letting a big gap build up just puts more burden on the guy in front of you to keep you in sight and to make sure you make all the corners. In towns, keep the group tight so we do not lose folks at stop lights.
- NEVER pass the Group Leader. Unless he waves you by or announces it is okay to pass, never pass the Group Leader. Even if he makes a wrong turn, follow him or get him on the radio letting him know you are stopping to wait for him to turn around. Even if we are going off of the planned route, follow the Leader. We do not want to get separated.
- When we leave from a stop, like a gas station or lunch, everyone should queue up ready to go. The group leader will not leave until everyone is ready. Be polite in not making everyone wait for you but do not rush to the point of not being fully prepared to ride. Leave from the stop in the order you are queued up. Do not take off from the back of the queue to pass parked bikes. They will not see you coming and may take off as well, causing potential contact.
- Most of us have bike-to-bike radios. Use them to warn the other riders of obstacles in the road, gravel, law enforcement, other vehicles overtaking us from behind, etc. There is no such thing as being too helpful to the rest of the riders. If you need to make an unscheduled stop, let everyone else know. Talk it up, keep everyone informed. If you see something in the road, it is also a good idea to point it out to the bike behind you by pointing at it with your right/left foot. Watch the road, last-minute panic swerving can negatively affect the riders behind you.
- When the group stops to put on their rain gear, put yours on too. It will be looked upon as inconsiderate if we all have to stop again for you to put yours on at a later time. If you're already "rain equipped" take this time to make other adjustments or simply rest, doing so without additional delay to the group.
- Everybody fills up at every fuel stop, every time... period! You never know when that extra gas may come in handy.
- Refueling stops can expand to consume all available time... make them brief! You might consider pairing up with another rider, use the same pump and alternate who pays for fuel at each stop. This turns 8-10 people paying for gas into 4-5. If you need to pee, buy snacks, make adjustments, do so quickly and be ready to ride. Do not wander off at the rest stop... we don't need to be wondering where you are.
- If you have a situation or an emergency, let somebody know! This holds true whether you're on or off your bike. If you have special personal needs, let the group leader know... preferably before the trip.

Well, that's it! And just as a disclaimer, these are not intended to be and in no way are rules approved by our Club. Just here for your information.

North Carolina Motorcycle Laws - On Road

(Source AMA website)

Safety Helmet	Required by law
State Funded Rider Ed	Available for all eligible applicants
Eye Protection	Not Required
Daytime Use of Headlight	Required by law - modulating headlight permitted
Passenger Seat	Required if carrying a passenger
Passenger Footrest	Required if carrying a passenger
Passenger Age Restriction	None
Helmet Speakers	No Restrictions
Safety Inspection	Required by law
Mirror Left (L) Right (R)	One required by law
Radar Detector	No Restriction
Turn Signals	Not Required
Muffler	Muffler or other exhaust system of the type installed at the time of manufacture, in good working order and in constant operation to prevent excessive or unusual noise; muffler cut-out prohibited.
Maximum Sound Level	No acoustical criteria.
State Insurance Requirements	Compulsory Liability (Minimum Limits)(30/60/25) - Insurance companies may apply to Insurance Bureau for insurance discount for rider education course graduates.
Handlebar Height	No Restrictions
Rider-Education Waiver	Skill Test
Accept Motorcycle Endorsement From Other States	Yes
Motorcycles operating two abreast in same lane	Yes. (a) All motorcycles are entitled to full use of a lane and no motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a lane. This subsection shall not apply to motorcycles operated two abreast in a single lane. (b) Motorcycles shall not be operated more than two abreast in a single lane.
Lane Splitting	Not referenced in Administrative Code or Statutes
Red Light Exception	Motorcycles may proceed through a red light, if they have waited for at least three minutes, and if it's safe to do so.

From Your Editor

Service to the club by its members is necessary for it to continue. As I have written in earlier columns, I have gotten a lot of my association with the Tarheel Travelers. New friends, great riding and much more. Willie, Jeff and Philip, as the elected Officers, have been the faces and voices of the club at each meeting since I joined. Their willingness to serve has kept the club moving forward and on track. Now Willie's and Jeff's terms are up and they must move on and open up the Offices to new folks. I will miss their leadership and styles. I have talked at length with more senior TT members and learned about the many people that have served the club over it years as an Officer, Editor, Webmaster, Forum coordinator and event leaders. These folks deserve our appreciation for the time and energy they spend keeping TT the great club that it is. At the next ride or meeting go up to those that do serve and have served the club and thank them for what they do. There is nothing like a little thanks to make a thankless job more rewarding!

And consider what you can do to help out. Be a ride leader, host a meeting, propose a new event, create a tech session or whatever. It contributes to the club and is very fulfilling.

Happy Thanksgiving. Boy it seems like a fast year. And now comes the Winter riding season. Break out the heated clothes.

Jim Morrison

Quotes from Mahatma Gandhi

An eye for an eye makes the whole world blind.

It is unwise to be too sure of one's own wisdom. It is healthy to be reminded that the strongest might weaken and the wisest might err.

Live as if you were to die tomorrow. Learn as if you were to live forever.

Satisfaction lies in the effort, not in the attainment, full effort is full victory.

The Seven Deadly Sins are wealth without work, pleasure without conscience, knowledge without character, business without morality, science without humanity, worship without sacrifice and politics without principle.

Action expresses priorities.

There is more to life than simply increasing its speed.

Breadmen's

\$3.00 off
One coupon per table

324 W Rosemary St.
Chapel Hill, NC

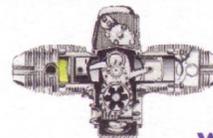


Bombars Beemers

Quality BMW Motorcycle Service

Service - Repair - Parts - Accessories

Airheads, Oilheads, Hexheads, K series, F series, and G series



714 Wendy Way Durham, NC 27712

919 - 251- 9969

pbombar@hotmail.com

www.bombarsbeemers.com

The Market Place

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)

MV Agusta 2007 910R – Gentleman's Hooligan bike – less than 2000 miles. Competition exhaust with chip, Throttlemeister, Motorvation sliders, clear brake light. Beautiful black bike in near perfect condition. Only ridden past Churches on Sundays. New \$18K; asking \$13,000. Call Al at 910-488-6526 in Fayetteville. (exp 12/08)

2002 BMW R1100S Boxer - "The elegant road racer." Shop-maintained, adult-owned, 98 hp, ABS integral brakes, clean, garaged, never-down, great bike, with bags and minor road wear. One owner, all maintenance records, recently tuned. 28,900 miles, presently very good rubber, rare "Ice Blue" color. \$7,000 obo. Serious inquiries only. 919-321-1169; questions welcome. Chaz Benz (exp 12/08)



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