



The Tarheel Traveler

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May 2010

BMW RA No. 34

My First Bike *by Larry Boone*

The scooters and motorcycles that I remember most in my childhood days were largely from the Sears and Roebuck 'Allstate' stable and from Cushman. Everything from MoPeds, Crusaires (aka Vespa) and Cushman scooters and the motorcycles made by Puch were there in the Sears and Roebuck catalog. From the time I could ride a bicycle I would wear out those catalog pages, flipping back and forth trying to decide which one I should be riding. I poked playing cards or balloons into the spokes of my Schwinn to give that menacing rumble as I peddled up and down the Memphis, TN streets being sooooo cool.

By the time I was 14, the age I could get a restricted motorcycle license, the kids were riding Honda 50s and 90s and Ducati Broncos. The Allstate offerings and Cushman scooters were still around, but there were some new toys in the streets.

I had an early morning paper route, delivering the Memphis Commercial Appeal and had saved a few bucks. I still don't know how I convinced my mom to let me buy a motorcycle, but somehow I did, and I started looking at the classifieds in the paper every day. I couldn't afford anything new, and there were not a lot of choices, but I found a bike that belonged to a kid who was turning 16 and graduating to a car. That seemed like the one legitimate reason to give up a motorcycle when you

were that age. It was a maroon beauty with a chrome toaster tank and Earles fork. So it wasn't a Honda or Ducati, but to a 14 year old kid, it still was a cool little motorcycle. It was a 'J-Be Model K,' to be exact. Ever heard of that one?? Most of you probably have not.

J-Be comes from Joseph Berliner, a prominent motorcycle importer in New York & New Jersey in the '50's and 60's. Berliner Motor Corporation distributed Zündapp, Ducati, Norton, and Matchless motorcycles in the US during those years. This little bike was a

Hercules motorcycle with a Sachs 2-stroke engine and a 3 speed shifter on the left handlebar grip, although later models had a foot shift.

The 2-stroke required mixing the gas and oil in the tank, an inexact science to be sure. Because a quart of oil was way more than needed for a tank full of gas, and because oil cans did not have screw off lids in those days, things got messy. I had half-used oil cans



1962

stashed in the corners of gas station garages all over town. But it was a great little motorcycle and made a world of difference for my early morning commute to 'work'.

My work routine was to pick up newspaper bundles for my route at a strip mall near my house, along with maybe a half dozen other 'paper boys'. We would

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Out & About by Al Jones May 2010

The April meeting was hosted by the Boones in Fuquay-Varina. It's a wonderful wooded site with a great patio and deck area on the hillside. Members enjoyed each other's company by the outdoor fire. It was a great day for riding (as are most). Larry Boone, our adventure bike rider was obviously doing much better with his shoulder injury. Pete Osta may be considering some dirt bike riding as well. It seems his GT and its GPS are able to find a few dirt roads.

Steve Brunner reminds everyone to turn in their MOA mileage forms. Michael Stock was present and should be congratulated on recently receiving his 100,000 mile award. Something that should help you achieve higher mileage this year is the Four Corner's ride. The information and forms for that are on the TT website now.

An event of note this past month was the Euro-Raleigh bike day at Moore Square in Raleigh. A number of our members were present and probably three to four hundred bikes. BMW was well represented. The pristine R90S pictured here was actually signed by Reg Pridemore. There were Guzzis new and old, Triumphs of every variation, Ducks all about, Laverdas and as Phillip reminded me a few scooters as well. It was successful enough that I suspect it will become a yearly event.

Our search for a campground suitable for a club campout continues. The site we checked out next to the New River near Sparta, NC did not work out but we have two more locations to check out near Mt. Airy. I should be able to get up there Memorial Day weekend. If you have any suggestions regarding a location, give me a call. In May the Destination ride should be great as it involves the Southern National Antique Motorcycle Meet. The May meeting is in Fayetteville and then in June we have the Picnic which should make for a large turnout. If you live in the Raleigh area, you may have interest in the monthly seminars at Capitol BMW. They are held on the last Friday of each month at 6:00 pm. A short safety and tech seminar is presented. If you are interested then check with the guys at Capitol.

The Georgia Mountain Rally is coming up the weekend of 30 April. It sounds as if a number of TT members will be attending. My wife and I try to spend a week in that area every year and this year the week will coincide with that Rally. You may have heard from the March Meeting that the train possibilities for the MOA rally in Oregon don't seem to be working out. If you are like me, lack of time available will keep you from attending that rally so keep in mind that the RA rally in VT later this year will be a bit more accessible.

A civic minded note: The TT roadside cleanup day is 22 May and we need your help. Go to the TT website for details on meeting place and time. Guess the ladies may have to be excused as that is the weekend for the women's only campout.

Thanks for riding out there.



(Continued from page 1)

gather at a 24-hour laundromat—the only place open and warm in the wee hours of winter mornings-- and wait for the delivery truck from the publisher. One early December morning, with my younger brother riding double, we headed out to the 'paper drop'.

Unbeknownst to us, a large delivery of Christmas trees had been made the night before, and they were stacked on their side, still bound, and piled rather high in the middle of the parking lot.

Over the next few weeks they would be in tree stands and ready for eager shoppers to take home and decorate. But now, in the dark of the night, on that shopping center parking lot, they were just laying there, waiting for someone with a poor magneto powered head lamp to come barreling across the way, unsuspecting.

The other paper boys, as they told me later, were huddled in the laundromat as they see my headlights come streaking across the parking lot. "Hey, do you think ole Boone sees those trees?" "That boy, he ain't slowing down much, is he?". "I don't reckon he sees those Christmas....." THUD! The next thing I knew, riding 2-up, I was on the top of a mountain of spruce, totally dumbfounded as to what had just happened. Bike still standing, mind you, but 6 or 8 feet above the asphalt on tightly bound branches and with a few wraps of twine around my chain and sprocket! I never saw them.

They don't reflect light much, and since I was on familiar turf, perhaps not attentive enough. Thankfully they were

rather soft, all things considered. With the help of my 'friends', in between their rather rude outbursts of laughter, we got the bike down, and all was well. But I didn't live it down for a long time.

I put some miles on that J-Be, but even at the tender age of 15, the urge to get a new pony to ride was a powerful force. A 'friend of a friend' had outgrown his 8 HP Cushman Eagle and was ready to sell.

Maybe scooters in general didn't have the coolness factor of a motorcycle, but a Cushman Eagle had its own following of dedicated riders. Most of them paper boys. So I sold the J-Be, to another paper boy, and moved up to the indestructible Cushman Eagle, complete with 2-speed tank shift.



That was a good move. But all good things come to an end, and after I turned 16 and could drive a car, the cycle started all over. I graduated from 2-wheels to 4-wheels and it would be many years before I would own another motorcycle. Forty more years, to be exact.

When I was at the Mid-Ohio Vintage Motorcycle Days in 2008 I was strolling through the restored bikes on display. And there it was - a perfectly restored J-Be Model K! The first one I had seen in many, many years. The memories came flooding back.

You can have lots of bikes over the years, but you never forget your first.

New Member Information

Welcome Paul, Michael and Kecia !

Paul Witt Greensboro, NC

Michael & Kecia Murphy Holly Spring NC

2nd Sunday Ride - April 11, 2010

The April 2nd Sunday Ride had a great turnout including 9 TT members and 2 BMW riders that saw our web site and decided to join our group back roads ride.



Posing for pictures at the end of River Road. All safe

Additionally a BMW rider from Siemens MR in Germany was invited by TT member Bob Kurtz to join the ride. Walter has a R1200RT and a H-D Road King in Germany. He definitely enjoyed our Piedmont back roads.



Seaboard Station Restaurant - Hamlet, NC

The group rode south from Pittsboro to Hamlet, NC, where the Seaboard Station restaurant promised a buffet lunch of southern cooking. Very excellent.

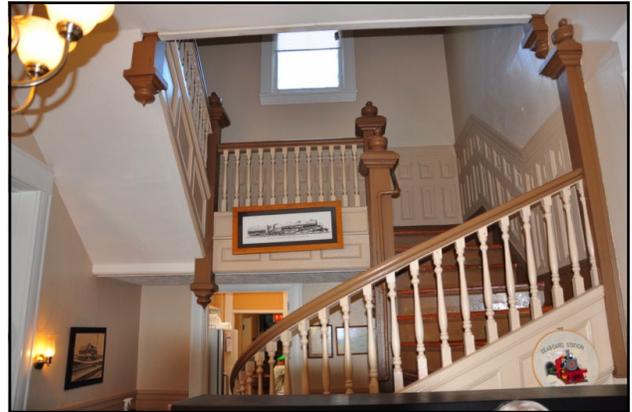
It was a new route down to the Rockingham area and most of the roads were great. The lead rider's Zumo took a few liberties with the plan, but with a couple of a via point changes, it will be worth repeating in the future. As was the return route north from Hamlet towards Troy, NC including wonderful **Cartledge Creek Road**.

The weather was perfect and amazingly all 12 riders stayed in contact with one another, arriving at Seaboard Station together, without incident.



Arriving in Hamlet for Southern Cooking Buffet

Our group of 12 was a bit large for the downstairs rooms set up for dining, so we accepted their suggestion to climb the stairs for additional tables.



TTers forced to exercise for private dining



Isolation for BMW Biker Scum

Second helpings required a trip down, then back up the stairs, but certainly well worth the effort.

See you next month?

18th Annual Ladies Only Campout - May 21st through May 23rd

Motorcycles are not a requirement to attend. Cars are great because they take you eating and shopping without getting geared up. No need to do anything you do not want to do. Just a few days of doing only what you want to do: read a book, knit, relax in the hot tub or just socializing. Bring your favorite snacks and drinks. Most of all have fun and relax!

When:

May 21 - 23, 2010

Where:

Teresa Pearson's Farm
82 Bryant Road
Milton NC 27305
GPS: [N36 29.914 W79 12.201]

How:

Tent Camping or Sleeping bag/pad in the house.

Contact:

Sandy Osta or Belva Brunner for more info:
Belva: Belvansteve@embarqmail.com [910-822-4369]
Sandy: sndyo@bellsouth.net [919-846-7852]



The Only Ladies of 2009



A slightly disturbing past



2010 Theme...
'ORIGINAL PAINT BIKES'

ANTIQUE MOTORCYCLE CLUB OF AMERICA

1st Annual AMCA Southern National MEET 2010



DENTON FARM PARK
1072 Cranford Rd
Denton, N.C. 27239

Flyer

For General Information Call Bob Aton 417-838-4777

[Home](#) [Events Schedule](#) [Sponsor Chapters](#) [Map](#) [Accommodations](#) [Vendor Registration](#)

Event Schedule

Thursday, May 13

6:00 PM Gates open pre-registered vendors only
10:00 PM Gates closed

Friday, May 14

8:00 AM Gates open
10:00 PM Gates closed

Saturday, May 15

9:00 AM Road Run - Meet along road at Main Gate
Noon Parade of the historic motormaid. Leading the scenic riders upon their return to the grounds.
2-4 PM Concourse D'Ordinaire Bike Show Field Event Arena
3:00 PM Judging Seminar - Music Hall Amphitheater
7:00 PM Banquet - Bike Show Barn

Sunday, May 16

8:00 AM Judges Breakfast
9:00 AM Bike Judging Begins - Bike Show Barn
12:00 Noon Presentation of Awards

Event Description

Road Run: Saturday 9:00 AM, a short run through the NC countryside.
Location: Meet along road at main gate.

Field Events: Saturday 12:00 Noon, normal AMCA field events. Any 35 year old bike may enter the fun. Plaques awarded for the winners.
Location: Field Event Arena

Concourse D'Ordinaire Bike Show: Saturday 2-4 PM, A bike show for the common bike. Any bike may enter as long as it is old and runs. We want the bikes that no one else wants in a show. Plaques awarded for the best and worst!
Location: Field Event Arena

Judging Seminar: Saturday 3:00 PM
Location: Field Event Arena

Banquet: Saturday 7:00 PM
Location: Bike Show Barn

National Bike Judging: Sunday 8:00 AM Judges Breakfast
Sunday 9:00 AM Judging Begins
Location: Outside North of Bike Show Barn (if good weather)
Inside Bike Show Barn (inclement weather)

Does this seat make me look fast? By Michael Stock

Motorcycle owners love to make changes and improvements to their rides. BMW riders often complain about the construction and comfort of the OEM seats. Fortunately, there are many options in a range of styles and prices.

There are two major choices when considering a replacement seat. One is a standard replacement seat from a custom seat maker. Corbin and Sargent are the two major players in this category for BMW. They offer replacement seats for a variety of bike models that are complete with their own seat pans; your factory seat is untouched. The second choice is a true custom seat. Rick Mayer, Bill Mayer and Russell Day-Long are the premier options in this category. These guys will customize shape, color, stitching, covering and seat height creating a "made for you" saddle. They usually build the seat on top of the original factory seat pan. This means that fit should be just like the factory seat, but it means you no longer have your original seat. This also means that unless you have a spare seat, or a spare bike, your ride will be parked while the seat is being made.

Opinion of these different seat makers varies all over the place. I've had personal experience with Rick Mayer, Corbin and Russell Day-Long. The best advice for anyone considering a seat makeover is try one out before you buy. Another option if you are considering one of the custom seats; if you can, go to the factory and have the seat made for you at the time of your visit. This is usually an extra fee option, but you will truly have a seat that has been made for you.



Bill Mayer on an R1200GS

I solicited feedback from other Tarheel members for this article. Several people have had Corbin seats, Sargent and Rick Mayer seats.

Corbin has a very mixed reputation. Some people really like their seat, others find them too hard and wide. Corbin has a poor reputation for customer service. My RT had a Corbin on it when I bought it. It was too wide and very hard. It also didn't fit properly, so I couldn't use the seat height adjustment on the RT because the seat pan wouldn't lock into place in the other positions. I sold it and put on a BMW Comfort Seat.

Rick Mayer works very closely with the BMW crowd. Rick claims to be an orthopedic nurse and says he customizes the foam based on your weight, seating position and ride style. I have found Rick Mayer's seats to be very comfortable and



Sargent seat on R1100RT

good looking. When my seat was done by Rick I found that I was sitting too low and I had to raise the seat to the highest adjustment; good feature if I had asked for a lower seat, but I didn't ask for that. Another example of why it's better to be there when it's made.

Russell Day-Long has the reputation as the long distance saddle. When I decided to swap out my BMW Comfort Seat on my RT, I searched Ebay and eventually won a bid on a Day-Long saddle. The Russell is very comfortable and the seat style is usually wide in the butt and well supported. This gives these seats a recognizable look which some people don't care for. Russell fans say the beauty of the seat is that you can sit on it for as long as like, so you don't see it and don't care what it looks like.

Bill Mayer is run by Rocky Mayer, Rick's brother. I won't get into the reasons, but the brothers are running competing businesses. The Bill Mayer seats are similar in style to the Russell, wide seat area and well supported. This is also a top choice.

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(Continued from page 6)

Sargent makes drop-in seats for specific models on their own seat pans. The seats are well made, very good looking in a specific style and they have a reputation for high quality. If you don't need a seat made uniquely to your specifications, a Sargent seat is a great choice.

BMW has offered some seat options. They offered a Comfort Seat for the R1100/1150RT which was a wider seat with more foam. They have now been offering some Low Seat options of some bikes.



Russell Day-Long on an R1200RT

There are also seat covers that get placed on top of your existing seat: Beads, Gel cushions, Air Cushions and of course sheepskin.

Many of these custom seats can be bought used on Ebay. I was shopping for a seat and set up a search on Ebay which sent me emails every time one of the custom seats came up for



Rick Mayer on R1100RT

auction. I found that the seats were typically selling for about 70% to 80% of retail. I set a limit for myself and lost quite a few seats that went higher than I was willing to bid, until I got my Day-Long for about \$400, about 30% off the price of new.

Rick Mayer Cycle	http://www.rickmayercycle.com
Bill Mayer Saddle	http://www.billmayersaddles.com
Russell Day-Long	http://www.day-long.com
Sargent	http://www.sargentcycle.com
Corbin	http://www.corbin.com
Mustang	http://www.mustangseats.com
Air Rider	http://www.airrider.com

A Good Leader, Willing Followers

The street is not a racing environment, and it takes humility, self assurance and self control to keep it that way. The leader sets the pace and monitors his mirrors for signs of raggedness in the ranks that follow, such as tucking in on straights, crossing over the yellow line and hanging off the motorcycle in the corners, If the leader pulls away, he simply slows his straightaway speed slightly but continues to enjoy the corners, thus closing the ranks but missing none of the fun. The small group of three or four riders I ride with is so harmonious that the pace is identical no matter who's leading. The lead shifts occasionally with a quick hand sign, but there's never a pass for the lead with an ego on the sleeve. Make no mistake, the riding is spirited and quick in the corners. Anyone with a right arm can hammer down the straights; it's proficiency in the corners that makes The Pace come alive.

Following distances are relatively lengthy, with the straightaways taken at more moderate speeds, providing the perfect opportunity to adjust the gaps. Keeping a good distance serves several purposes, besides being safer. Rock chips are minimized, and the police or highway patrol won't suspect a race is in progress. The Pace's style of not hanging off in corners also reduces the appearance of pushing too hard and adds a degree of maturity and sensibility in the eyes of the public and the law. There's a definite challenge to cornering quickly while sitting sedately on your bike.

New rider indoctrination takes some time because The Pace develops very high cornering speeds and newcomers want to hammer the throttle on the exits to make up for what they lose at the entrances. Our group slows drastically when a new rider joins the ranks because our technique of moderate straightaway speed and no brakes can suck the unaware into a corner too fast, creating the most common single bike accident. With a new rider learning The Pace behind you, tap your brake lightly well before the turn to alert him and make sure he understands there's no pressure to stay with the group.

Excerpted from *The Pace* by Nick Ienatsch. See complete article at:

http://www.motorcyclistonline.com/flashback/122_0911_the_pace_nick_ienatsch/index.html

Tarheel Traveler Calendar

5/01 - 1st Saturday Ride, 10:00 a.m. Gassed up and ready to ride at 10:00 a.m. Carolina Euro, 2407 Greengate Drive, Greensboro, NC (GPS N36 01.592 W79 48.083)

5/02 - 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)

5/09 - 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, 28 East Rd, Pittsboro, NC (GPS N35 43.212 W79 10.603)

5/12 - 2nd Wednesday TT Dinner, 7:00 pm. Tyler's Taproom - Apex. 1483 Beaver Creek Commons Dr, Apex, NC 27502. (919) 355-1380 (GPS N35 44.776, W78 52.602). See directions at <http://www.tylerstaproom.com/restaurants/apex>.

5/15 - Destination Ride - 9:00 a.m. Gassed up and ready to ride by 9:00 at the BP Station, 5016 Spring Forest Road, Raleigh, NC (GPS N35 51.359 W78 33.399) The ride is cancelled if it is raining.

5/16 - Monthly Meeting - 11:30 a.m. tire kicking, 1:00 pm meeting with lunch served afterward. 2904 Lindbridge Drive, Fayetteville, NC 919-797-3444 (GPS N34 59.786 W79 01.122) See Meeting Place on page 9.

5/19 - 3rd Wednesday Dinner - 6:30 p.m. Arthur's Pizza, 1415 West Cumberland Street, Dunn, NC 28334 (GPS N35 18.878 W78 37.417)

5/21 - Ladies Only Campout - Teresa Pearson's Farm, 82 Bryant Road, Milton NC 27305 (GPS N36 29.914 W79 12.201)

5/22 - Roadside Cleanup - 9:30 a.m. Jim & Pat Morrison, 11111 Empire Lakes Dr. Raleigh NC (GPS N35 54.835 W78 48.253)

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

May 2010

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
						1 1st Sat Ride. Carolina Euro. Greensboro
2 1st Sun Ride. TriadRiders. Greensboro.	3	4	5	6	7	8
9 2nd Sun Ride. Hardee's, Pittsboro.	10	11	12 2nd Wed Dinner Tyler's Tap Room, Apex NC	13	14 AMCA Denton, NC	15 Destination Ride. BP station. Raleigh.
16 Monthly TT Meeting. Gary Shimizu. Fayetteville.	17	18	19 3rd Wed Dinner Arthur's Pizza, Dunn NC	20	21 Ladies Campout. Milton, NC	22 Ladies Campout. Milton, NC NC Roadside Cleanup
23 Ladies Campout. Milton, NC	24	25	26	25	28	29
30	31					

The Meeting Place – Sunday, May 16, 2010

Gary Shimizu
2904 Lindbridge Drive, Fayetteville, NC
919-797-3444

GPS N34 59.786 W79 01.122

Tire kicking at 11:30, meeting at 1:00 with lunch served afterward.

From the North: Raleigh, NC

Merge onto I-40 E toward ROCKY MOUNT. 28.8 mi
Merge onto I-95 S toward FAYETTEVILLE. 26.0 mi
Merge onto I-95 BR S/US-301 S toward FAYETTEVILLE 8.7 mi
Turn RIGHT onto OWEN DR. 1.2 mi
Turn SLIGHT LEFT onto CUMBERLAND RD. 3.7 mi
Turn RIGHT onto NC-162 W/GEORGE OWEN RD. 0.2 mi
Turn LEFT onto FISHER RD. 2.1 mi
Turn LEFT onto STRICKLAND BRIDGE RD. 0.8 mi
Turn LEFT onto DUNDLE RD. 0.8 mi
Turn LEFT onto SCOTHOLM DR. 0.3 mi
Turn RIGHT onto CAMBERLY DR. 0.4 mi
Turn RIGHT onto SURREY RD. 0.2 mi
Turn RIGHT onto LINDBRIDGE DR. 0.0 mi
2904 LINDBRIDGE DR is on the RIGHT.

From the East: Smithfield NC

SOUTHWEST on S BRIGHTLEAF BLVD/NC-96/S B 0.9 mi
Turn LEFT onto BROGDEN RD/NC-1007. 0.5 mi
Merge onto I-95 S toward BENSON. 37.9 mi
Merge onto I-95 BR S/US-301 S FAYETTEVILLE 8.7 mi
Turn RIGHT onto OWEN DR. 1.2 mi
Turn SLIGHT LEFT onto CUMBERLAND RD. 3.7 mi
Turn RIGHT onto NC-162 W/GEORGE OWEN RD. 0.2 mi
Turn LEFT onto FISHER RD. 2.1 mi
Turn LEFT onto STRICKLAND BRIDGE RD. 0.8 mi
Turn LEFT onto DUNDLE RD. 0.8 mi
Turn LEFT onto SCOTHOLM DR. 0.3 mi
Turn RIGHT onto CAMBERLY DR. 0.4 mi
Turn RIGHT onto SURREY RD. 0.2 mi
Turn RIGHT onto LINDBRIDGE DR. 0.0 mi
2904 LINDBRIDGE DR is on the RIGHT.

From the West: Sanford, NC

SOUTHEAST on NC-87 toward WICKER ST. 3.6 mi
Keep RIGHT at the fork to go on NC-87 S. 28.3 mi
Turn RIGHT onto SWAIN ST. 0.3 mi
Turn RIGHT onto SKIBO RD/US-401 BYP. 3.2 mi
Turn RIGHT onto RAEFORD RD/US-401 S. 1.2 mi
Turn LEFT onto STRICKLAND BRIDGE RD. 2.7 mi
Turn LEFT onto DUNDLE RD. 0.8 mi
Turn LEFT onto SCOTHOLM DR. 0.3 mi
Turn RIGHT onto CAMBERLY DR. 0.4 mi
Turn RIGHT onto SURREY RD. 0.2 mi
Turn RIGHT onto LINDBRIDGE DR. 0.0 mi
2904 LINDBRIDGE DR is on the RIGHT.



2010 Meeting Hosts

May: Gary and Tina Shimizu - Fayetteville	Sep: Joel Harris & Ed Gray - Raleigh
Jun: Annual Picnic - Harris Lake County Park	Oct: Steve & Belva - Fayetteville
Jul: Sandy & Pete Osta	Nov: Open
Aug: Open	Dec: Al and Karol Jones - Fayetteville

We still need hosts for 2010. Thank you to all our volunteer hosts!

Tar Snakes on Love Joy Road

I was on Love Joy Road twice this weekend. While this is still a favorite, I must point out that some very recent "road repairs" have made a section of Love Joy dangerous and uncomfortable.

The northern section of Love Joy - approximately 3 or 4 miles in length just below the border between Montgomery and Randolph Counties - the road has been riddled with tar snakes all over the road surface. Shame on whichever agency or contractor did this; there is no avoiding it and it causes tires to slip and gives a vague feedback. It was a very unnerving feeling. The unusually warm weather this weekend only made the problem worse, making the tar stripes soft.

I've noticed the same problem in downtown Asheboro too, so be aware of this type of cheap road repair. I only hope that this was done in preparation for a resurfacing, but with the state economy the way it is, this was probably a stop-gap repair that will be there for a while.

Michael

Re: Tar Snakes on Love Joy Road

It was a pleasure riding with you on Sunday and I look forward to riding with this group in the future. I will definitely agree with your thoughts on Love Joy Road. This certainly go my attention and I worry about anyone else traveling this road and not paying attention. It's an accident just waiting to happen. Other than that, it was a beautiful day and a nice Easter ride!

Paul

Re: Tar Snakes on Love Joy Road

While I read emails from the group when they are posted, and rarely reply or contribute, this one struck a nerve with me.

I was on Love Joy road on Friday and can attest to it's being very dangerous. My first clue was when the rear end slipped sideways several inches when I was riding at a good pace. Scared me, but I thought it was an anomaly. A minute or so later, it did it again, this time worse than the first. So I slowed down. Even then on straights, it felt that the bike was riding on marbles. It was all over the road, even when not at speed.

I stopped the bike, sure I had some problem with it--a flat tire or something. Tires were fine. I shook the wheels, thinking something had to be wrong with the bike because it was all over the road. But the bike was fine. The road was almost un-rideable.

It's a favorite road for me; big sweeps that allow you to move along at speed, and no traffic. But until something is done differently, it's off my list of favorites.

Malcolm

What is a reasonable Reasonable Day Ride?

Pete asked in his April Destination Ride announcement:

"Question for the group, what do you consider a reasonable day ride mileage wise? 250 or 300 or 350 or 400 or 450 or 500+miles. This is a get there and back number. Since this topic was sort of hidden in another topic, I thought I would start it's own thread.

My idea of a comfortable day ride is one that doesn't start too early and ends before dark. That includes MY (or any ones) "get there and back number".

For instance, I have to add an additional 30 miles just to get to the start of the destination ride (BP station). Some folks that what to go one these rides live further away than I and a 9:00 AM start is a bit challenging, especially in the winter. I personally prefer a 10:00 AM start.

Depending on the destination, each one of us will decide when to peel off and "head for the barn" after the destination/lunch. So a reasonable day ride can vary as to weather (time of year) and distance from your "barn".

As to mileage, for me a reasonable day ride is driven by my "monkey Butt" factor. That is usually about 250 to 300 miles.

Philip

Yesterday's destination ride - 4/17

Leaving from the BP were Paul & Becky Gradus, Philip Myers, Larry Glasson, and myself. The ride down was fine as was the stop at Somerset Plantation. It was fun seeing some of the old ways of doing things like an early washing machine, manually operated of course. The ride back was a bit of an adventure. I did not do a complete pre ride. The gravel road that should have been maybe five miles turned into 25 before we decided the only way was to do the 25 again back. So what should have been a little over two hours for the ride home turned into 5 hours. The good new part is we are all experienced gravel riders now and we all survived. Good thing we did not have any bike problems as we would never been found.

Pete

Re: Yesterday's destination ride - 4/17

Glad to hear you had an enjoyable adventure. I'm going to use it to jump to a cautionary tale regarding gravel and dirt roads.

I often lead a ride through the Uwharrie National Forest down to Troy and beyond. I have often routed via Low Water Bridge Rd - this is a very picturesque dirt road that covers about 3 miles, crosses a stream on a very low narrow bridge. I've taken it many times, it's rough but hard packed. This turned out to be very misleading and created a very false sense of capability.

The last time took it, I was leading a small group. It was end of Winter, no rain in probably a week or more. But, the warmer temperatures had created a thaw which was releasing frozen water from the ground. The road had a few damp patches, then a few more and soon that hard-pack had turned to slippery wet clay. Your street tires are no match for wet clay and mud. At the bridge when the road started to climb up, my front tire stuck in a couple of inches of mud and I went over. No significant damage, the mounting plate for my pegs cracked and my wrist ached for a week after.

If you are riding street tires (sport-touring tires) you need to be extra careful with gravel and dirt roads.

Michael

The Market Place

Jacket and Helmet BMW Savannah 2 Riding Jacket with liner, size 36R, grey/silver and yellow, worn very little-like new, \$250.00. Contact Janey Heath, (919) 924-6179 or wildviking@bellsouth.net

Misc Motorcycle Gear The following items are for sale on Craig's List:

Aero-Stitch Electric Liner - Small

<http://raleigh.craigslist.org/mcy/1219052899.html>

Cool Body Vest - Small

<http://raleigh.craigslist.org/mcy/1219066625.html>

Hein Gericke Red Leather Riding Jacket - Small

<http://raleigh.craigslist.org/mcy/1219072015.html>

Leather Riding Pants - Ladies, Small

<http://raleigh.craigslist.org/mcy/1219079699.html>

Motorcycle cover for trailering - Geza Gear

<http://raleigh.craigslist.org/mcy/1219082742.html>

Frogg Toggs Rain Suit, Chocko Rain Boots

<https://post.craigslist.org/ral/S/mcy/none/x/2hcHwxTNcgUxf5YU/gj84t>

Adrian Brancato 919-876-8194

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.

2005 Suzuki Burgman 650 - Silver. No modifications. 23,971 miles. Faster than most Harley-Davidsons. Trunk and parking brake. \$2,500. Call Bob at 919-387-1570 or email him at bkurtz@mindspring.com.



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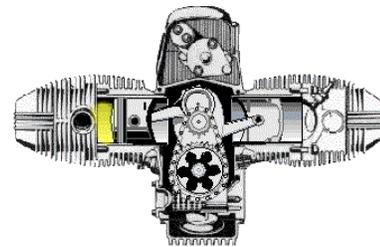
- New Aerostich suit too stiff to raise arm.
- Shoulder too stiff from camping on the ground the night before.
- Too sore from an 800-mile day on a stock "comfort" seat.
- Too busy poking at GPS, monitoring radar, or on cell phone.
- Wires from Gerbing are too short.

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***Member Written Articles Are Needed
For The Tarheel Traveler Newsletter !!***

Slam some words and pictures together and let me worry about copy editing and polishing. You'll be a star.

Send editorial copy to:

Marc Krouse
106 Beaver Pine Way
Cary, NC 27511

Or email to:

Editor at TarheelBMW.org

Funny story - Great long trip - Everything went wrong trip - Unintended purchase - My first BMW - My last BMW - Road went right, I went left - How to repair it yourownself - Dirt bike riding after retirement - GPS tips & techniques - Using maps to plan a bike trip - Sidecars are for wimps - Best roads in Idaho - Why I ride alone now.

2010 Meeting Hosts Needed !!

Host homes for our monthly meetings are needed for **August**, and **November** 2010.

Please consider hosting a meeting for one of our open months. See the chart of meeting dates to see which dates are open. If you don't feel able to do it alone, consider teaming up with another member to co-host. Or book a park shelter and have a stress free outdoor meeting. **We're flexible!**

The meetings are held on the third Sunday of each month. There are two hosting formats you can choose from 1) 11:30 a.m. tire kicking with the meeting at 1:00 p.m. and lunched served afterward and 2) 1:00 p.m. tire kicking followed by a 2:00 p.m. meeting with snacks served, not a full lunch. Your choice!

If you're interested, drop a line to the editor or one of our officers so we can get you on the list. Thanks to everyone who has graciously agreed to host.

**Tarheel Editor
C/o Marc Krouse
106 Beaver Pine Way
Cary, NC 27511**