



THE CENTERLINE

BMW Motorcycle Owners of Georgia, Inc.

October 2004

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Man (not from La Mancha) on a Mission

By David Westfall

Cervantes' character Don Quixote de La Mancha set out on a mission to right all wrongs and to gain fame for valorous deeds. On his trusty steed Rocinante he jostled with windmills, believing them to be giants.

On July 10 I also set out on a mission on my '91 K75RT "Rocinante" (we joust with the wind). However, my ambitions were not nearly as lofty as those of the well known Spanish character. My goal was to ride to the MOA Rally in Spokane, and in so doing visit as many of the Lewis and Clark sites during the Bicentennial celebration as a 2 week schedule would allow. This would be my first "big trip"—my first serious "touring", as compared to previous 3 or 4 day jaunts along the BRP. Steven Ambrose's account of the L&C Corps of Discovery in his book *Undaunted Courage* was my inspiration. Surely if those men 200 years ago could endure adverse weather and all manner of other perils without modern technology and conveniences, I could endure 2 weeks with a BMW, Cordura and GPS!

My first stop was in St. Charles, MO at the L&C Boathouse – home of the Discovery Expedition – to pick up my commemorative medallion. Several months ago the BMW ON ran an article about a series of pre-Rally events built around the Bicentennial, and I embraced the idea. Unfortunately that good idea was not supported by the necessary infrastructure for a successful implementation – but more on that later. After several hours in the interpretive center, and visiting with a couple of other riders, I "camped out" in the Hampton Inn. The end of the second day found me in Winner, SD at the Warrior Inn. (Well, it was a little more like roughing it than the Hampton Inn, and seemed more suited for

a new "road warrior"). The morning of the third day I visited a physician colleague who was working for a month at the Indian Hospital in Pine Ridge, SD. Highway 18 across southern SD, as Ian told me when he gave me this route, was the first "decent" road of the trip, after leaving Interstate 29. It is long, flat, and mostly straight through beautiful cultivated fields, with baby pheasants scurrying along the edge of the road as I approached. The occasional deer grazing in the field would interrupt breakfast long enough to ascertain that I was not a threat. Speed limits in this part of the country, I discovered, are more a function of the capability of your bike and current climatic conditions, as opposed to metal signs.

My only mechanical challenge of the trip happened later that morning at Mt. Rushmore, as I was trying to catch up with Bob Collins for a rendezvous in Spearfish, SD. After leaving him a cellphone message, the bike wouldn't restart. My dash lights began fading in and out, and my tach needle took on a life of its own – even though the engine wasn't running. A long downhill stretch allowed me to jump start the bike and got me to Wyoming, where I was not able to restart the bike after a gas stop. At the bottom of a hill from the gas station was a bike shop. When I coasted in, the owner just shook his head, and told me I needed to go back to Sturgis BMW – he only worked on choppers. He was kind enough to jump start the bike, and the folks at Sturgis BMW were great! Turned out that the problem was a corroded positive pole on my battery which had broken off, losing my electrical contact with the battery cables. After removing the battery (no small feat on the K75) and replacing the pole, I was good to go. Great dealership if you are ever in that part of the country!

continued on page 4

Club Events...

The calender is current as of the day of publication, but new events are being scheduled all the time. Please check the website at www.bmwoga.org to see the latest information.

Sunday, October 3rd – Club Meeting

At Amicalola Falls State Park. This meeting will start at 2:00 p.m. Note the time of this meeting. Picnic shelter # 5. Located 15 miles northwest of Dawsonville, Georgia. Take HWY 53 west out of Dawsonville then HWY 183 to HWY 52 east, follow signs to the park.

Sunday, October 24th – Leaf Peeper Ride

Please join us on Sunday, October 24th, for a pleasant ride to the mountains of Northwest Georgia. This leisurely paced ride will take us along pleasant two-lane roads and end at Cloudland Canyon State Park. The ride will assemble at Simply Southern restaurant (just west of the intersection of GA 372 and GA 20, just north of Roswell, GA). Breakfast and fellowship at 8:00 a.m. Wheels up at 0900. On this ride we encourage you to bring your child, your not-crazy-about-your-motorcycle partner, your spouse who likes to ride every once in a blue moon. This is the ride for you if you prefer the touring pace. Please see: <http://ngeorgia.com/parks/cloudland.html> for destination details.

November 7th – Club Meeting

At High Falls State Park. This meeting will start at 10:00 a.m. This meeting is in Group Shelter #1. This is our annual election for Officers to the Board. Possibly a shrimp boil to follow. From Atlanta take I-75 south to exit 198. Follow the signs to the Park. Approximately 2 miles from I-75.

Sunday, November 14 – Antebellum Georgia Club Ride

Bill Haycock will lead us on a ride through West Central Georgia to tour much of the old south Antebellum region. This will not be an aggressive ride but the roads are very good with very little traffic and offer an opportunity to slow down and enjoy some of the old country towns and villages seldom seen from major highways! The location of the ride also gives many club members who live in the eastern and central part of the state a chance to easily get to the departure point. The ride covers about 220 miles of mostly County roads. The first twenty miles goes over the Pine Mountain, GA 190 to Manchester – this is a favorite road for those of us who live in the south part of the state! The ride will depart from Granny's Family Restaurant in Pine Mountain Village, Georgia. This is a great little "Mom and Pop" restaurant located on North Main Street on US Highway 27 – near the intersection of CR 18 and US 27 (Northwest side of the village). They have a full menu as well as a special Sunday Buffet. The restaurant opens at 6:00 a.m. The GPS Coordinates for the restaurant are: N32

51.989 W84 51.322. Ride departure time is 10:00 a.m.

There is a very nice Campground within one mile of the departure location, Pine Mountain Campground, one mile west of Pine Mountain Village on US 27. Good grassy spots for tent camping – well shaded and an overall very nice place. No reservations are required. I hope some will plan to camp on Saturday night – I will be there. There are some great BBQ or Catfish restaurants in Pine Mountain for a Saturday dinner. Also, there are two Packages Stores in town for after dinner campsite beverages. The campground staff asks that you identify yourself as a member of the BMWOGA Club so they can put us all together in one location. If you are at all interested in camping I ask that you email me directly and let me know – I want to be able to call the campground a few days before we arrive so they can set up a camping location with plenty of tables and a fire ring or two. Directions: if you were coming down I-185 southbound you would exit off at exit 42 onto US 27 and head towards Pine Mountain for 8 miles – It is on your right as you approach Pine Mountain. GPS Coordinates are: N32 52.608 W84 52.543

December Club Meeting

Simply Southern Restaurant in Freehome, GA. This meeting will start at 10:00 a.m. Located on GA HWY 20 near the intersection on HWY 20 and HWY 372 between Cumming and Canton.



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Other Motorcycle Events...

October 8th & 9th – Mini Mason

I know several of you have participated in one or more of the first nine Feast In The East events. The Feast in the East isn't going to happen this year (see <http://www.automated-design.com/feast/>) but on that same weekend Rick Miller is going to host the Mini-Mason. This will be similar to the FitE in that there will be a mini-rally, similar to the GA 400, followed by a nice meal and chance to relax, unwind & kick tires with other riders. Where: Lynchburg, VA. Cost: \$45. More details on the website: <http://www.md2020.org/mini-mason04.htm>

October 16th – Car, Truck & Motorcycle Show

For the Victory Junction Gang Camp, a camp that was created by Kyle and Patti Petty for children who have life-threatening illnesses. From 10:00 a.m. to 2:00 p.m. at the Mall of Georgia in Buford, GA. The cost to enter is \$20 (tax deductible since it's for a charity). Trophies will be awarded to winners of several categories, and there will be many door prizes to give away. Also, early registrants will receive a goodie bag compliments of Year One. Rain or shine, this event will happen. If you have any questions, please feel free to contact Lauren Bradford at (770) 945-5179 or RRuddTheStud21@aol.com. You can go to www.geocities.com/vjgchelper to find out more information about this event.

November 6th – Annual Blue Moon/BMWMOGA Swap Meet

The Southeast's largest BMW Swap Meet, held at Blue Moon Cycle in Norcross, GA (just north of Atlanta). Sell or swap all your excess BMW treasures...motorcycles (pre 1980), parts, accessories, memorabilia. No charge to sell or attend. Complimentary food and refreshments, door prizes. Vendors please arrive at 9:00 a.m. Free camping nearby (must RSVP to Blue Moon Cycle 770-447-0085 if camping).

November 7th – Blue Moon Cycle 7th Annual Georgia Vintage Ride

Meet at Blue Moon at 9:00 a.m. All makes and models of motorcycles welcome 1973 and earlier. Meet at Blue Moon Cycle; ride departs at 9:00 a.m. We plan to ride down to the BMWMOGA Club meeting if possible, but given that this is a vintage ride, there's no guarantee we'll get there on time! Blue Moon Cycle, 752 W. Peachtree Street, Norcross, GA 30071, 770-447-0085, x20.

Club Elections

Please review the following biographies of the candidates for office in the BMWMOGA. A ballot is included later in this issue so that if you are unable to attend the November club meeting and vote in person, your vote can still be counted.

For President

Jackie Flood

My name is Jackie Flood and I've been a member of BMWMOGA since 1999. I am thrilled and honored to be considered for the position of President and win or lose, I will work with the club and its board to the fullest extent of my abilities.

I am the Administrator of Appel Associates, an organizational development company in Atlanta. We deal in facilitation management and conflict resolution and I have access to some of the best resources in this field.

Should you choose to elect me, I can enlarge our perspective to include feminine virtues with high natural touch. Our Mission is to promote motorcycling safety & image, meetings, outings and events of interest to us. I would like to see more emphasis on riding, friends and socializing and below are some ideas:

- Hold a continuing education class at least once a year.
- I will influence members in the club who are MSF qualified to lead an "in-house" training class. We will get an empty parking lot (a school or manufacturing plant come to mind) where we can chalk out areas to perform and practice making U-turns, braking and swerving under the watchful eyes of experienced riders.
- I'll bring back the old "Whack-Pack" sessions. Monthly meetings in someone's garage and learn how to do maintenance on our bikes. They were fun and helpful.
- I will create more social gatherings, such as dinner and/or breakfasts in Atlanta or other locations once a month.
- We raised our Membership fees to \$20 partly because of increased costs to print the newsletter. Since it's now electronic for most of us, I'll make sure the extra savings from that get budgeted towards financing the above socials. (e.g., club pays for pizza and you buy your own beer.)
- Our members have wide and varied interests and I will be calling on several of you to share some of your expertise at either the dinners or club meetings. An example of this: Bob Reynolds is well qualified to discuss risks and insurance and is willing to do that.

Those who have gone before me have given countless hours of their time and done a tremendous job. They have left large tracks that will be tough to follow but I am up to it.

It's the journey that's important and not the destination and I will do everything I can to make sure we are enjoying ourselves and having fun over the next year.

Bios continued on page 6



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Man on a Mission

continued from page 1

I was able to catch Bob (and 2 riders from Missouri he had taken under his wing) in Buffalo, Wyoming that night. The morning of the fourth day we rode up to Sheridan in a group, and then took Highway 14 over to Cody. What a beautiful ride through the mountains – one that I described to the others as “soul restorative.” In Cody Bob dropped off, and John, Robert and I took the Chief Joseph Scenic Highway. I lost them to a group of faster BMW riders who materialized at a construction stop, and proceeded to cross the Beartooth Pass by myself – about 30 degrees and sleeting. In Red Lodge, MT I stopped long enough to remove my rain gear and eat some St. Louis beef jerky kindly provided by Robert earlier in the day. I then had a long run to Great Falls, MT and the L&C interpretive center there, where a lengthy portage had been necessary to get around the Falls. (Locks and dams have now conquered the mighty river.) I had reserved a Kamp Kabin at the KOA there (I was getting closer to roughing it!) As I was checking in I looked up and there was Bob Oberholtzer from Marietta! Small world! It was fun comparing notes from the road. He, too, had read the ON article and had planned his trip around the L&C theme. We shared our disappointment at the lack of proper planning on the part of the organizer that prevented the events from coming to fruition.

After a hearty breakfast at the KOA Bob and a friend from Tulsa headed for Glacier, and I headed for Missoula, and the famed Lolo Pass. Highway 12 from Missoula to

Lewiston, Idaho is gorgeous, running along the Lochsa River for miles. There was a picture of the road sign predicting curves for the next 77 miles in the ON. Much to my surprise I pulled up behind a GS pulling a trailer with Gwinnett County tags. We stopped for lunch at the summit and interpretive center, and I got to meet Don Byrd from Duluth, who shared his lunch with me. He and his trailer had just come from Dillon, MT where he had done some trout fishing prior to the Rally, and then he was headed to Canada for more of the same, before returning to Georgia. I followed him the rest of the way to Lewiston, and he turned north to Spokane. The bank thermometers in Lewiston read 108 as I appropriately headed to Hells Gate State Park – the last stop on the “advertised” pre-Rally L&C events. And here it finally came together for the few intrepid “BMW Corps of Discovery” riders. Only six of us had persevered in spite of the lack of additional info, and showed up expectantly. Tom Eier, of the Lewiston Chamber of Commerce, who had hatched the idea of the events (and had predicted hundreds of participants), was there with lots of BBQ and cold beer, and full of apologies for the lack of implementation and organization at all of the prior locations. We “inaugurated” the L&C interpretive center there that evening, watching a DVD about L&C, and saluting the Chinook Indians’ unrecognized role in the success of the expedition by downing sufficient quantities of Chinook beer – reverently of course!

Early the next morning I headed north to Spokane, arriving at my first MOA Rally about 9:30 AM and processed through registration. As the “campground” was filling up fast, I picked the first semi-shady spot I came to in the designated “Quiet” area and set up camp. Finally roughing it! My next goal was to buy a new Meshtex jacket for the return trip. I had left mine at home in favor of the Kilimanjaro, thinking it would be more versatile for weather extremes. Unfortunately the only extreme was extremely hot! I also bought a new Camelback, with insulation and a 3 liter capacity – much more helpful than the 16 oz bota in the Kilimanjaro had been. Thus, with the necessities taken care of, I spent the rest of the day browsing the vendor hall (108 vendors, they said), and going to a seminar on K bike problems. Since there are so few, it was a short seminar (just kidding – actually most of the stuff people wanted Brian Curry to discuss scared me just thinking about having a mechanic do it – much less doing it myself). I bought the obligatory Rally T-shirt, and started hearing reports of “Skert sightings” at Lolo Hot Springs, as well as other locations, but it was not until Saturday afternoon that I actually saw her. She introduced me to her friend Russ who painted some “tattoos” on my bike – “Roci” on each side, and a very nice windmill on the front fender. He may have seen in me more of a resemblance to Don Quixote than I would like to admit! But I digress. By Friday morning, after visiting most of the vendors twice, and buying a few trinkets just to reward them for setting up their wares, I decided I needed to take a “day trip” over to Astoria, OR to see Fort Clatsop – the end of the line for the L&C trail. Construction delays, multiple small towns

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For Vice President

Jeff D. Anderson

Motorcycle: K1200LTE 02'
Champagne

I am married to Carol, I have one daughter, Lauren who is living in Texas, and we have one old dog named Chuck. We currently reside in Cumming, Georgia, which is a great location near the southern tip of the Appalachian mountain range and some great riding roads.

I am employed as a Nuclear Materials Analyst for NAC International, Inc. My job is mainly in Materials Control and Accountability of nuclear material in the United States. www.nmmss.com

I have enjoyed being a member in good standing with the BMW Motorcycle Owners of Georgia (BMWMOGA) since February 2002. I have also been a member of the BMW Motorcycle Owners of America (BMWMOA) for the same length of time. I enjoy

participating with BMWMOGA in organized rides, meetings, and special events. I have met many good people since I have been with this club and look forward to developing many more friendships in the years ahead. I was a volunteer member of the elite Coffee Brigade at the 2004 GMR.

In volunteering to run for Vice President of our great club for 2005, I hope to offer exceptional support to the President and other elected members of the 2005 Board. I plan to continue to volunteer for other duties associated with the BMWMOGA at special events and club functions. I believe this is the best way to get the most out of our club and the best way to meet some of the most interesting people on the most interesting motorcycles.

For Secretary

Keith Anderson

Motorcycle: 2000 R1100R

Going on my third year as a member of the BMWMOGA, I would like to be a contributing member of the board. This would be my first appointment as a secretary to any organization, but I feel with my management background and organizational skills, I would be able to carry out the duties and responsibilities of this position.

With the tremendous work that the past and present board members have done, I will work hard to meet or exceed their past accomplishments. My willingness to get the job done will be a contributing factor to our success as a club. I will work with the other board members to direct our club in new directions.

Thank you for your consideration of my appointment to secretary of the BMWMOGA.

Ballot on page 8

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Rider to Rider (assists "downed" riders) _____

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Man on a Mission

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not depicted on my map, etc. made my trip to, and along, the Oregon side of the Columbia River Gorge take much longer than planned. Windsurfers at Hood River were neat to watch, but I wanted to get to the Fort before it closed. Arriving at 5 PM I was pleased to find that their hours had been extended until 7 for the Bicentennial. I even got to see a demonstration of quill pen writing in the Fort (you never know when that might come in handy). At about 6:30 PM I crossed the Columbia River at Astoria into Washington and began picking my way laboriously back to Spokane. I wisely stopped at midnight for a few hours of needed sleep – plus I couldn't see the scenery anyway. I was thankful many times for the investment that I had made in Motolights at the GMR in May. What a difference they made! Arising early, I was back in my tent in Spokane by 9 AM – a total of 915 miles for the 24 hours, And lots of time to finish enjoying the Rally – including my previously mentioned “Skert encounter”.

Sunday morning found all of us heading out in a multitude of directions. Some to Canada for a visit; some returning home to Canada; others (myself included) to Glacier National Park. What a beautiful ride getting there, and what a disappointment on the Going to the Sun Road. Construction delays – 2 at 15 minutes each – kept all of the traffic bunched up in a tight little line, requiring more watching of the car in front of and behind me than of the magnificent scenery. However, it was worth the time and effort, and it was another item marked off the list! Once I got through the park and stopped for gas I met 2 K12LT riders from California, but both with roots in Georgia. One had worked at Athens Regional Medical Center in the late 70's, early 80's as a consultant. The other has a brother who lives in Stone Mountain. They were eager to compare notes on the trip and the Rally experience, and invited me to coffee. However – I was still on a mission, with miles to go and places to see, so headed east on Highway 2 across Montana, following the L&C Trail. I stopped at 10 PM in Glasgow, MT. Several things contributed to that choice for the night – not the least of which was that it was the only place I had seen since darkness fell about 9: 30 that had lodging. Running over the dead deer in the road was also a factor. Thanks again to the Motolights, I was able to swerve to miss the body, only running over the legs. If given a choice, I recommend that one!

By noon on Monday I was eating a Buffalo Burger at the Maltese Burger shack in Medora, ND at the gateway to the Theodore Roosevelt National Park. A relaxing afternoon preceded my attendance at the Medora Musical – you know

– the number one tourist attraction in ND! Actually I wouldn't have known either, except that my youngest daughter had been one of the performers there last summer, and many of her friends were back performing this year. I extended her greetings to all of them after the show, got a good night's sleep, and after breakfast at the Cowboy Café headed east across ND, passing many more of the L&C sights. There are a lot of them, since L&C spent 25% of their entire trip in ND. But finally I had to admit that the route was complete, and it was time to head home on the accursed interstate. I made it to Watertown, SD Tuesday night, and Metropolis, IL Wednesday night. Yes, they sell lots of Superman stuff there. No, I didn't buy any, but I did have supper in a small “Waffle Hut” that made me feel like I had stumbled into the middle of a rehearsal for that old TV show “Hee Haw.” I tried not to stare at the constant parade of characters, but it was hard. What some of them did to overalls was mind boggling!

Thursday was the big push home, through traffic-clogged Nashville, Chattanooga, and finally a breath of fresh air upon leaving I-75 and getting on Highway 52, thru Ellijay, and on into Gainesville. By the time I arrived home I had traveled 6802 miles in 13 days; only had to put on my raingear twice; no crashes; only the one “fixable” mechanical problem; no tickets; and mission accomplished! My longest 24 hour day was 960 miles; my shortest about 150.

What I learned, among other things:

1. Just because you have one doesn't mean you need to take it. I could have gotten by with about half of the stuff I took.
2. The K75RT is capable of making a cross country trip very respectably.
3. The normally fuel efficient K75 isn't, when loaded down and running hard.
4. Hydration really is as important as I have been telling everyone in the “First on the Scene” lectures.
5. Lewis and Clark's accomplishments were truly as extraordinary as their description by Ambrose and others.
6. It appears that almost every town, large or small, anywhere near the L&C Trail, is capitalizing on the Bicentennial.
7. Being “on a mission” does not necessarily allow for stopping to smell the roses, and reaping all that a more leisurely pace could provide. Next time I would love to have the option of “following my muse” each day, without having to be subservient to a tight schedule. But that's the problem with trying to cram so much into the time available. I'm still glad I did it!



Good Stuff to Buy and Sell...

FOR SALE: BMW Motorcycles

1995 R1100R, red. Less than 30K, Staintube tweaked to run w/o baffle, Corbin Seat w/backrest, tube bar adapter w/ K1100RS bar, heated grips, ABS, Parabellum Scout color matched fairing with dark racing screen, Light Buddies, Arai Quantum E Graphics helmet to match, new front, good rear tires, service manual, maintained every 5k, records, excellent condition, original seat and pipes. \$5250.00. Contact Jim Andrews: 404-297-1026 days, 770-736-1748, evenings. Pictures available at request to jan-drews@malloryandevans.com. (10/04)

FOR SALE: Motorcycles – Other Brands

1998 CMC WideRider (hard-tail) Street Burner; 88 cubic inch (1450cc) 2 cylinder engine; 75 HP, 6900 miles, 630 lbs; 180 rear tire; custom paint design – yellow & black splash, stretched tank; 5-speed; extra Corbin seat; extra chrome; helmet included; one owner; \$13,500. Contact Larry: 770-778-1873. (6/04)

FOR SALE: Merchandise

Hydraulic motorcycle lift, \$75; **Ortlieb dry bags**, \$75; **large Eclipse tank bag**, \$45; **small Eclipse tank bag**, \$25; **Chase Harper black cordura saddle bags**, \$50. Contact Jim Andrews: 404-297-1026 days, 770-736-1748, evenings. (10/04)

Lidloc BMW Helmet Holder. \$16.00 Firm. Brand new with box. Fits systems cases on R11xx & K12RS/GT. Contact Jim at 404-406-3019. (9/04)

Case liners by Kathy's for top & side cases, \$115.00. R100/R1150RT, R1100/1150RS. Great shape! Contact Jim at 404-406-3019. (9/04)

Sargent Seat R1150RT Black with M-Sport Tri Color, \$525.00. Great shape, like new. Purchased new less than 1 year ago. Contact Jim at 404-406-3019. (9/04)

WANTED

I'm looking to add the following **BestRest products** to my R1100GS. First, I'd like to pickup a Solo or Dual ToolPlate. I need to carry more junk, I mean stuff. I would also like to add a CargoRest, allowing for more rear luggage area. Name your price. Contact Jim Gurney: jgurney1@yahoo.com or 678.557.8765. (10/04)

Used Clymer Manual for K75 Bike and a used **wind-shield and mounts** for a 1994 K75. Contact Greg: 404-307-4147. (9/04)

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Ride Report

By Steve Smith

Well I'm home from the BIG ride. Thanks Bob for a great trip. For those of you that didn't make it, you missed a great ride and great camping. When we left on Saturday morning, we planned to cut the trip short and only make it as far as Blue Ridge Campground in Cruso, NC. The ride included myself, Bob Wooldridge, Bill and Will Bulmer, Jim Voss, Cindy Barnes, Bob Oberholtzer, James Cook, and Mike Knowles. Ian Schmeisser joined us at Blue Ridge. Blue Ridge Campground was packed. There were a good number of Harleys, and a fair number of other BMWs. James Cook joined the other guitar players around the campfire, and led the crowd in a nice "sing along." After a great day of riding we maintained a close vigil on the weather forecast, and decided to go ahead and continue on to the Willville Campground in Virginia. It seemed that Hurricane Frances was going to give us a break. We all agreed that we were willing to take a chance on a possible rainy ride home on Monday. The first few miles on the parkway on Sunday morning were pretty foggy. After a quick gas stop in Ashville, we bid adeau to Mike who had decided not to venture on further. The sun came out, and the riding again was superb. The traffic was not bad, but we did have the occassional cages to get around. Since Bill and I were the only ones with bike to bike communications, I elected to ride in the rear. At one

point just south of Boone, NC, I got separated from the rest of the group and had to wick it up just a tad to catch up. The bad news is that is when I met a park ranger coming the other way, that happened to be shooting radar. He turned around quickly and showed me his blue light. The good news is he said he realized that I had been riding with a group of riders and was just trying to catch up, and he realized that I was coming down a steep hill. He gave me a warning ticket for 66 in a 45. He did ask that I tell all my friends that they are serious about speeding on the parkway, and once they have given out fair warning they will begin to give out some stiff penalties.

After this warning, I was relieved to depart from the parkway. At this point we took some great back roads for the rest of the trip to Willville. At one point we came in to a small town and the traffic was back up terribly. As it turns out this was the home of the annual Labor Day Weekend Yard Sale. This had to be the largest flea market in the world. It took us a good 30 minutes to pass through this small town. I have never seen anything like that anywhere else.

Most off of us have been camping at Blue Ridge Campground numerous times. This was my first visit to Willville.

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Ride Report

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The campground is very nice, and all the facilities are adequate and clean. The campground is only four years old. When we arrived at the Willville Campground, we were greeted by a good number of campers, which included Jonathan Sharpe and his faithful pillion Rene. They had been camping there all weekend, and were raring to take us on a 25 mile ride for supper.

During the night Sunday, the rains came. Not real hard, but pretty steady. Shortly after day break the rain let up, and everyone began the task of packing up. Once the bikes were loaded, everyone headed to the back porch of the main pavilion, where the coffee and biscuits were waiting. The choices were either chicken or sausage biscuits. This is included in the camping fee, which is \$15.00 each or with a group of 6 or more, \$12.00 ea.

With the threat of rain, and a long ride ahead of me, I opted for the express trip back to Warner Robins. I left the rest of the group planning another back roads ride home. Before leaving the campground, I did a "auto route" from Willville to my home. According to my GPS which I affectionately call "Geepus" my ride was predicted to be 466 miles and my ETA would be 3:46. This route took me down the BRP for approx 20 miles before exiting onto I-77 south. I-77 south through Charlotte, NC, to I-20 south west through Columbia, SC and Augusta, GA. HWY 44 across Lake Oconee and HWY 129 south to Warner Robins.

After two gas stops, I actually made it home 21 minutes early. The rain was pretty widely scattered most of the trip home, with the only heavy rain coming once I turned off of I-20. The wind was pretty gusty when I stopped for gas in Eatonton, GA. I was afraid my bike was going to blow over while I was gassing up. The only time my rain gear leaked was in the deluge I rode through between Macon and Warner Robins. At least I was almost home.

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