



# THE CENTERLINE

BMW Motorcycle Owners of Georgia, Inc.

January 2005

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the BMW Riders  
Association and the  
American  
Motorcyclist  
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## BMWMOGA Toy Ride

By Wesley F. McCann

Yeah! Alright, I know it wasn't that cold by Minnesotan or Alaskan standards. But still, 20 or 30 degrees in snow for us north Georgians was pretty cold. And yes, we weren't a huge group of highly organized straight-piped, v-twin, tattoo bearing, leather and fake helmet clad bad boyz and bad girlz. No, we were BMW riders carrying on the best traditions of our favored motorcycle marque. What I am referring to is the unorganized, spur of the moment BMW-MOGA Christmas Toy Drive and subsequent ride to Hiawassee to deliver the toys to Sheriff Rudy Eller and his Empty Stocking Fund.

This truly was a spur of the moment toy drive. It began with a posting on *The Line* seeking donations of toys. A few email responses later a toy drive came into being. The Club really does have a heart! However, as someone said on *The Line*, were we of the straight-piped v-twin variety of motorcycle club we would've had this planned months ago and would've waited for warm weather for our toy ride. But of course, we are BMW riders. As such, we have a "ride anywhere, anytime and in any weather" reputation to maintain and uphold. And uphold the reputation we did!



*Santa Woolie!*

Soon after the initial exchanges of emails, toys began arriving at the designated collection points at Blue Moon BMW and BMW Motorcycles of Atlanta. By Sunday, December 19th there was quite a pile of toys which included toy trucks, cars and rocket ships, stuffed animals, dolls, board games, basketballs, even a bicycle.

On Sunday, December 19th riders started showing up BMW Motorcycles of Atlanta at 0800. By 0900 we had 12 riders, plus 5 or 6, including Her Royal Highness, Madame President Elect, Jackie Flood in three other vehicles of the four-wheeled variety ready for the trek. Shortly after 0900 it was time to leave. Under clear skies and temperatures in the low 40's our toy caravan departed up I-75 and then I-575. Tommy Pilgrim riding his black RT, ably led us. Tommy set a comfortable pace for this Club member who hasn't been on many Club rides.

The clear skies turned overcast rather quickly north of Eljay and the temperature started to fall as if dropped off a cliff! There was a cold front moving in. And boy, was



*Loading up the goodies...*

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## Club Events...

*The calendar is current as of the day of publication, but new events are being scheduled all the time. Please check the website at [www.bmwmoa.org](http://www.bmwmoa.org) to see the latest information.*

### Saturday, January 8th – Annual Club Banquet

Held this year at the Culinary Institute Banquet Hall at Chattahoochee Technical College, 2680 Gordy Parkway, Marietta, GA 30066. 7:00 p.m. \$15.00 per person – **no paying at the door, please!** BYOB, beer and wine only, please. **If you haven't paid by now, you've missed the boat – all checks should have been received by December 27th.**

**Coordinates:** N 34 03 273, W 84 46 829

#### Directions:

Take I-75 North from 285 to Exit 267A, Canton Road. Bear right (northeast) onto Sandy Plains Rd and drive Northeast for 4.8 miles.

Turn left onto Gordy Parkway NE and drive North for 0.4 miles - if you cross Shallowford, you missed the turn.

Go past the first drive on the right, which features a sign: Chattahoochee Technical College.

Take the second drive on the right, almost immediately after the first.

The building is on the left, it's a two-story building with three flags on the front.

## Georgia County Court House Challenge for 2005

By Bill Haycock

Ride Captain Vince Eugenio has announced a series of rides for 2005. One of the categories is "Challenge" rides that individuals can participate in and receive club support and recognition. The first "Challenge" ride for you to consider is the BMWMOGA "Georgia Court House Challenge!"

The challenge is to set yourself a personal goal for 2005 and then proceed to visit as many Georgia Court Houses as you can to meet your personal goal. I have (with the help of others) gathered all the resources you will need to plan and conduct the rides:

- List of Georgia County Seats
- List of all 159 Georgia Court Houses with pictures and history
- Georgia outline map of all Georgia Counties
- A worksheet to compile and record your progress

All of the above can be found on the "Court House Challenge" web site at: <http://home.mchsi.com/~whaycock/gacourthouses/>

I also have GPS coordinates (provided by Damian Finch) for all of the County Seats. The format is Garmin "Map Source" using the newer "\*.gdb" format. If you can use this information please email me direct and I will send you the Garmin file.

If you are interested in participating in this challenge then please send me the following information:

- Your name
- Your Goal

I will place you on the web page "progress page" and once a month ask you for your totals which I will place on the progress page. Totals will also be in the monthly club newsletter.

This challenge will have a separate mailing list so individuals on the challenge can easily talk to others about progress, give coordinates of court houses, etc. A mailing list will make it easier for me to keep in contact with participants and obtain visit status reports.

President Jackie Flood has said she will be working on some sort of club recognition at the end of the year - 2006 banquet.

Vince is working hard to add new and interesting events to foster club riding, both as groups and individuals - let's support his efforts! Remember, the Court House Challenge is an independent endeavor - YOU decide your goal - it might be only 20 court houses - the number doesn't matter - just join in and get out there!



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# BMWMOGA Toy Ride

*continued from page 1*

it moving fast! In about 15 miles, the temperature dropped over 10 degrees. I know, because I was watching my thermometer. The temperature dropped so quickly I could almost see the thermometer's needle move.

Snowflakes began to drop shortly after passing Elizay. By the time we reached Blue Ridge we were riding in a full fledged snow storm. Fortunately, the temperature was just above freezing and the roads, while wet, were not icy. Soon however, ice began to form on our windshields and helmet visors, enough so you could see ice flying off the bikes as the windshields and visors periodically shed their accumulations. To see chunks of ice coming off the bikes was pretty cool.

After a short stop in Blue Ridge to consider the weather we continued on the final 35 miles or so to Hiawassee. The temperature remained about 30 degrees and by now the snow was coming down pretty hard. Visibility was also decreasing in the heavier snowfall. Tommy Pilgrim, again in the lead, set a slower pace perfectly suitable for the declining road conditions. Fortunately, while the snow was heavy at times it still wasn't sticking to the road. About 10 miles from Hiawassee the snow stopped altogether and the roads were dry the remainder of the way to the Sheriff's Detention Center.

We pulled into the Sheriff's Detention Center's parking lot a little after 1100. While Ian Schmeisser was in the reception office telling the Deputies we had arrived, the rest of the caravan riders dismounted and swapped stories about the cold, snow and ice. Everybody was having a good time.

Ian and a Deputy with two inmates in tow returned a few minutes later to help unload the toys. With the inmates help, we made short work of getting all the toys inside and out of the weather. Funny thing though, you could hardly tell the inmates from the BMW riders. Well, not really. We are BMW riders after all. Had we been a group of straight-piped, v-twin bad boyz and bad girlz it really might've been difficult to tell the difference. Anyway...

After about 30 minutes in Hiawassee the toys were



delivered and our mission was accomplished. It was now time to head home. We split into separate groups for the ride home. The plan was to converge on The Pink Pig BBQ off of I-575 in East Elizay for lunch. Accompanying the first group in her limousine was none other than Her Royal Highness and President Elect, Jackie Flood. HRH snapped numerous photos from the warm environs of the royal limo. Anyway...

The dry roads near Hiawassee which we had just traveled were now wet with fresh snow falling. Snow was accumulating along the sides of the road but still not on the road itself. Tommy Pilgrim lead the first group which included, among others, myself and Moose Bob Wooldridge. Our group of five then split into a group of three and a group of two (myself and the Moose) when Tommy missed the turnoff to the Pink Pig and continued down I-575. (Oops! Sorry, I had promised to never call Moose Bob, Moose Bob any more. Sorry Bob, I know your feelings are easily hurt. Please accept my apology.)

Seeing Tommy miss the turn, Bob Wooldridge immediately assumed command of our subgroup and expertly navigated us directly to The Pink Pig's parking lot. By now our subgroup numbered three, with the addition of Tommy's wife Mary, who was driving one of the support vans that had carried the toys. While we were getting off the bikes a second group of two led by Buster arrived at The Pink Pig. Expecting Tommy and his remaining group to arrive at any minute we entered the restaurant and got a large table. Tommy's group never arrived as they were heading for a different restaurant that they thought was the Pink Pig. They ended-up at the other BBQ place in Elizay, the one with all the little piggy tombstones out back.

After a great BBQ pork sandwich and garlic salad (the Pink Pig's signature dish) it was time to head home. Moo...I mean BOB and I...stopped for gas and then continued down I-575. I split off at Ball Ground and headed home to Roswell where I stopped at Starbuck's for a cup of coffee and to write a letter to my son who is in the Marine Corps. All-in-all a great way to end a great day of cold snowy BMW riding and toy giving. Next year though, might we consider a more organized toy ride in warmer weather like the bad boyz and bad girlz?



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## From the Road Captain

By Vince Eugenio

Hello all! After seeing the last couple of emails regarding how to find our banquet location for Saturday night, I am very concerned that as Ride Captain I am going to have my hands full for 2005 with folks getting lost really big time on our rides! ;-)

On a more serious note I am very appreciative of all the support and interest I have received from the club regarding the 2005 Ride Calendar. I would like to recognize Jeff Anderson, Charlie Brooks, Bill Haycock, and Wes McCann for the ride ideas, which I will attempt to outline below.

Charlie has done a really good job in helping me to provide structure on what I believe will be our initial approach to organizing rides for 2005. (I would really appreciate your feedback!) They are:

**1. CLUB RIDES** – targeted for more experienced riders. Inclusive of a brisk ride one-day ride of 250 to 400 or so miles following a predetermined route with a breakfast and lunch stop. Some sightseeing may be involved but the emphasis will be placed on the ride and some mileage. This format can also be used for an overnight ride club ride guidelines inclusive of a ride leader and sweep.

I really need help here, as I would like to have at least three club rides per quarter. Jeff, can you do your Tiger Burger ride soon?

**2. RAT RIDES** – targeted for newer riders or riders seeking a relaxed touring pace. Inclusive of a moderately paced one-day ride of 150 to 250 or so miles following a predetermined route with a breakfast and lunch stop. Heavy emphasis on touring and less on mileage. This format can also be used for an overnight ride and will follow our modified club guidelines inclusive of a ride leader and sweep.

I also need help here. Would anybody like to run with a RAT ride? More info on format is on the club website.

**3. SELF GUIDED TOURS** – targeted for anybody in the club as these are self-guided rides with that fellow club members have contributed and are stored on our website in an accessible format similar to what we have currently up. These rides are done at your own pace relative to your skill level and personal mileage tolerance. They can also be turned into club rides by someone taking the lead on making the ride happen.

Again, I need help here. Does anybody have files that they would like to contribute? I am thinking MapSource, MS Streets and Trips and Delorme. We will have to mull over around how we can convert/make accessible to all.

**4. CHALLENGE RIDES** – targeted for anybody in the club as these are self-guided rides with a theme and awards that are done at your own pace relative to your skill level and butt, err I mean personal mileage tolerance.

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# From the Road Captain

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Complete as much or as little of the ride as you wish. Can also be a great basis for pick-up and go rides, RAT rides or club rides if just a handful of the sites are used to structure a ride. Will be very similar to Wolfgang's GA 400 or the great Dam Tour of 2003 with some form of verification that you were at the location and a respective completion recognition. (Wolfgang, can I persuade you to do this again for 2005?)

At this point in time, the Challenge Rides have the most structure and the current proposals are:

**Georgia Courthouse Challenge:**

This will be our first "official" challenge of 2005. Bill Haycock has done a great job in designing this challenge and will be posting information regarding this ride in the next couple of days.

**Georgia 5 Corners Challenge:**

(Looks like Wes McCann may sponsor

this one) Travel to all five corners of Georgia.

Charlie Brooks has proposed the next challenges, but we will need other sponsors besides Charlie to help make them happen based on interest.

**Georgia Parks Challenge:** Travel to 30 (?) of the parks with at least one park from each region of the state in a year. There is a website that lists the parks by region. There are almost 70 parks, including the National Parks.

**Train Depot Challenge:** Travel to 30 (?) depots in a year with at least one depot from a town representing each available letter of the alphabet. I think Q and U are the only ones not available in Georgia. There is a site that lists all of the possible depots in Georgia.

**Covered Bridge Challenge:** Could follow the same format as the above.

**Sherman's March through Georgia Challenge:** Could follow the same format as the above.

I also think that this is a great

opportunity to build a club database of GA GPS Points of Interest. (Tim and Steve will have to help on the format of the coordinates!) More to come on building a POI database latter.

On another note, we have a group of folks meeting at my house this Saturday to discuss ride guidelines. I would like to recognize Danny Anderson, Charlie Brooks, Jim Hawks, Bill Mann, Doug Peters and my Road Captain Role Model Steve Smith for their input and support. I will report out to the group once we have further information and direction. Everyone agrees that we will keep things simple.

I am looking forward to your input and support in making the 2005 ride calendar a great success. I have just called Bill Mayer Saddles and placed an order for a custom seat as I anticipate lots of miles this year! Please reach out and sponsor either a club ride or RAT ride. I cannot do it without you. This is our club and together we can really kick it up a notch!

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# Perimeter Of Georgia Ride

By Wesley F. McCann

## Introduction

One thousand, three hundred eighty four miles in forty-two hours and fifty-five minutes is how far, and how long it took to ride the perimeter of Georgia! I completed this ride on November 17th.

Seed for the Perimeter of Georgia Ride began germinating several years ago after I read about the Four Corners Ride sponsored by the Southern California Motorcycling Association ([www.usa4corners.org](http://www.usa4corners.org)). To complete a Four Corners Ride, riders have 21 days to ride the approximately 11,000 mile perimeter of the United States. I didn't have time to do the Four Corners Ride but I liked the concept and have thought about it often over the years.

In the meantime, I started riding long-distance rides sanctioned by the Iron Butt Association. After completing most of the Iron Butt rides and competing in the 7 Day/7,000 mile Butt Lite Rally in 2002 I was out of long-distance rides to ride. That's when I dusted-off the Four Corners Ride concept and thought about how it could be applied on a smaller scale. It dawned on me that the perimeter of Georgia would be the perfect venue to apply the Four Corners concept.

## Part I: Planning

Riding the around the perimeter of Georgia is really pretty simple. However, I wanted more. I wanted specific locations to ride to and I wanted a set time limit. Additionally, I wanted to document the ride as if sanctioned by the Iron Butt Association. This really wasn't much of a burden because

keeping notes, records and receipts is what I normally do when I ride. Anyway, as additional documentation, I wanted photos of me and the bike at the specific corner landmarks.

The first step was to consult Rand McNally's map of Georgia and Delorme's Map-N-Go mapping software for possible routes and corner destinations. The goal was to ride primarily secondary roads to locations as close to the five corners of the state as possible while staying as close to the perimeter as possible. The five corners of Georgia are New Home in the northwest near Chattanooga; Mile Zero on Highway 253 near Bainbridge in the southwest; St. Mary's on the southeast coast; Tybee Island on the northeast coast and finally Satolah at the northeast corner of the state. To these corners I added Columbus and Augusta as "via's" to keep me close to the perimeter.

The next step was finding the specific landmarks to serve as corner destinations. Criteria for selecting landmarks were three: first, they must be easily identifiable; second, they must be on paved roads; and third, that they be as close to the corner of the state as possible. With these criteria in mind, scouting trips began in September.

The first scouting trip was a day-ride on September 21st to the southwest corner of the state near Bainbridge. Drake's Still, shown on Map-N-Go near the end of Highway 253, was the goal. Leaving Roswell at 0515 I headed south through the unexplored (at least for me) territory of central Georgia. 293 miles and 7 hours 10 minutes later I arrived in Bainbridge in time for lunch. After lunch at the Courtyard Café on N. West Street it was time to search for Drake Still. Though I went to the location depicted on Map-N-Go I couldn't find Drake's Still. I did, however, manage to find an alternate location: the Trail's End Marina literally at the end of Highway 253 at Mile-Marker Zero. The Trail's End Marina was perfect. It was on a paved road, was easy to find and has a big sign for documentation photos. And of course, it's about as far



southwest as you can go within Georgia without having to swim in the alligator-infested swamp where the marina is located.

After the Trail's End Marina it was time to ride home. Taking picturesque HWY 39 I rode along the western border of Georgia with a short side trip to Eufaula, Alabama for some picture taking. Traveling through mostly open farmlands with lots of great views, HWY 39 from Donalsonville to Blakeley was particularly enjoyable. After a stop for gas in Pine Mountain and dinner in LaGrange I arrived home in Roswell at 2130 covering 644 miles in 16 hours 15 minutes. With this first scouting trip complete, I had my first corner landmark for the Perimeter of Georgia Ride: the Land's End Marina sign at Mile Marker Zero, southwest of Bainbridge.

The next scouting trip was an overnight ride about two-weeks later. This time I headed to the coast. First stop, St. Mary's at the southwest coastal corner of Georgia. Then, to Tybee Island at the northwest coastal corner.

I spent the night in historic St. Mary's at the flea-infested Riverview

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## From The Line

*From the BMWMOGA's online message board, The Line.*



### Showdown at the State Line Cemetery

Elements of the North Georgia RAT Pack ("NGRP") descended upon the private secret meeting point in Cartersville, Georgia at 8:33 sharp on Boxing Day on a variety of motorcycles. After waiting ten minutes for the next available table, said operatives broke the fast and thawed frozen fingers.

After our repast, we departed Cartersville, guided by a sophisticated satellite navigation system. After two u-turns, Bus...I mean our leader reprogrammed the 276C from High German to British English, whereupon he was able to understand enough to allow us to reach our target destination only about an hour behind schedule. After crossing several wooden bridges, we reached the State Line Cemetery, at the confluence of Georgia, Tennessee, and Alabama, near Shellmound, Tennessee. A short rappel up a cliff brought us to our exact spot, where the USGS had placed a corner marker about ten yards incorrectly. In order to complete the mission, all operatives whipped 'em out and p\*ssed on three states at once.

Upon return down the cliff, our group encountered two ostensibly-friendly local gentlemen engaged in the upkeep of the State Line Cemetery. Bus... I mean our leader pointed out a section that had been overlooked by the younger of the two caretakers, who was leaning heavily on his rake. This caused the older, rotund caretaker to berate his younger counterpart. The younger became irate, and pushed his overseer over one of the tombstones. Fatso performed a tuck-and-roll and came up firing a snub-nose .38.

At this point, the fearless NGRP donned their helmets and dropped their clutches to the sound of gunplay. Bus... I mean our leader wheeled his GL1500 over one of the wooden bridges, dislodging several beams, which dented your author's expensive BMW front wheel. We didn't slow down until we reached our safe-house, the Riverside Catfish Restaurant, on the banks of the Tennessee River. Unfortunately, the Riverside doesn't open on Boxing Day. We found a BBQ place down the road.

Upon arrival home later this afternoon, your author found a piece of granite, with the number 7 engraved in it, lodged in the back of his helmet, likely from a ricochet. Just another day at the office.

Irving Smiley

Now, mind you, I'm not admitting to anything related to a recent posting by "Mr." Irving Smiley on the subject of a NGRP visit to a certain cemetery. You may, Gentle Readers, decide for yourselves what parts of that posting are factual and what parts are somewhat, shall we say, exaggerated.

I can tell you that I was present at a certain cemetery on

*continued on page 11*

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# Perimeter Of Georgia Ride

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Hotel located at the foot of Main Street on the St. Mary's river. Why I stayed at the Riverview Hotel is for another story. Nevertheless, in spite of the fleas, I had a nice stay and an excellent dinner of fresh seafood right off the boat. (On the next trip to St. Mary's I'm staying in one of the two fine-looking B&B's on Main Street in the historic section of town)

The next day, after breakfast, I found two potential St. Mary's landmark destinations. The first was the Cumberland Island Ferry Sign. The second was the Spanish cannon across from the flea-infested Riverview Hotel lobby. Next, it was off to Tybee Island to find a northwest coastal corner landmark.

Taking back roads all the way, I had a delightful ride to Tybee Island. There are some particularly nice roads between St. Mary's and Darien. My favorite was HWY 17 which is really a side road hugging the coast. There were beautiful vistas across the marshes along the way to Fort King George, which dates back to pre-revolutionary times.

After an enjoyable three-hour ride from St. Mary's I arrived on Tybee Island. I looked at a couple of possible landmarks before settling on the Tybee Island Lighthouse. Easily the most recognizable landmark on the island, the Tybee Island Lighthouse is located off the main street and there were ample signs giving directions. With the two coastal landmarks chosen for the Perimeter of Georgia Ride, it was time to ride home. I arrived home in Roswell at about 2000 after covering 966 miles in approximately 23 hours of riding time over the two days.

With the southwest and two coastal corner destinations located, the next trip was a day trip to the northwest corner of Georgia near Chattanooga. According to Map-N-Go, New Home, Georgia is the community closest to the northwest corner of the state. Leaving Roswell at 0510 I took I-75 north to Chattanooga where I stopped for breakfast. Then, heading south back into Georgia on I-59 I took the Slygo Road

exit. New Home is located a couple of miles west of I-59 off the Slygo Road Exit. Winding up and around the nearby hills Slygo Road to New Home was a



nice change of pace from the interstate. Arriving at New Home I found that the community is really nothing more than a few houses with a combination community center and volunteer fire department's fire station. While there isn't much in New Home it nevertheless met all the criteria needed for use as a Perimeter of Georgia ride destination. The community center/fire department building was on a paved road, it was easily identifiable and it was very close to the northwest corner of the state. After New Home I took a leisurely ride home via the twists and turns of HWY 136.

I now had destinations for the northwest corner, the two coastal corners and the northeast corner. All that was left was Satolah in the northeast corner of the state. I never made the scouting trip to Satolah. Because of a change in my work schedule I had some unexpected days off and rather than make the final scouting trip to the northeast, I decided it was time to ride the perimeter of Georgia. After all, I had four out of the five corner destinations of Georgia. I figured I could locate the final destination on the actual ride.

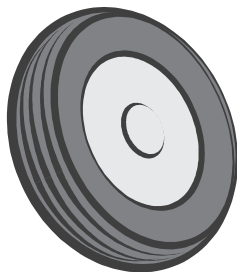
Stay tuned for Part II of the Perimeter of Georgia Ride Report.

## SmarTire Tire Tips – Article Four

By John Bolegoh, Technical Services Manager, SmarTire Systems Inc.

### Tire Care Tips and Active Tire Monitoring

*In this fourth installment, we'll look at some basic tire care tips and introduce active tire monitoring for motorcycles.*



#### General Tire Care Tips

These general tire care tips will help ensure longer tire life and a safer ride.

#### Know Your Load

Know your bike's total loaded weight including rider, gear, accessories, passenger, etc. and make sure not to exceed your tire's maximum load rating. If you are near the

maximum, consider changing to a higher load rated tire and use higher pressure settings.

#### Know Your Tires

Inspect your tires before every ride. Look for irregular or excessive wear, any signs of cracking in the sidewalls and tread, blisters, knots, cuts or punctures. Immediately replace any damaged tire.

#### Pressure, pressure, pressure

Check air pressures regularly with a good quality gauge and always check tires when they are cold (about 65 degrees F.). Better yet, invest in an active tire pressure monitoring system that constantly checks tire pressures while you ride.

#### Stay out of the Sun!

Park in a shaded area and store your bike away from

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## Good Stuff to Buy and Sell...

### FOR SALE: BMW Motorcycles

**2002 BMW K1200LTE (Elite)** Champagne 16,900 mi. EXCELLENT CONDITION. BMW warranty until Oct. 12, 2005, heated seats for driver and passenger, heated backrest for passenger, heated grips, BMW intercom system, one headset for open face helmet, cassette player, six disc CD player with two extra CD cartridges, AM/FM stereo radio, Midland CB radio, FRS connection (I will provide the cord for a Kenwood frs), Passenger radio controls, BMW cruise control, electric windshield, bag liners for the saddlebags & top case, cell phone connection (I will provide the cord for Nokia connection), Garmin Navigator GPS connected to the comm system and speaks to the driver, GPS sunvisor, Piaa 1100X driving lights mounted underneath the cowling, Thompson 115 air compressor mounted under the seat, Z-Technic passenger arm rest, headlight protector, JPEG's (highway pegs), BMW tank bag made for the LT, sheepskin seat covers (driver, passenger, passenger backrest), BMW K1200LT shop manual on CD and hardcopy, security system, all original bike manuals, Paul Sayegh's LT service DVD parts 1, 2, and 3. All service done per BMW guidelines. \$16,800.00 Contact: Jeff Anderson 770-205-1213 or motojeff@bellsouth.net (12/04)

**1994 K75**, deep red , 42k, just serviced at Atlanta BMW, new battery, soft saddle bags, tank bag and windshield. Excellent looking and running condition. \$3600 OBO. Contact Greg at 404-307-4147. (11/04)

### FOR SALE: Motorcycles – Other Brands

**2002 Honda Reflex Scooter**, adult owned and ridden, always garaged, Extended warranty, perfect mechanical condition, Givi luggage case and light kit, back rest, 4,580 miles, candy apple red, \$3,975. Contact Doug at 404-713-2330. (1/05)

### FOR SALE: Merchandise

**3 Rail Motorcycle Trailer**, easily carries my BWM K1200, good tires, bearings recently repacked, asking \$450. Contact Doug at 404-713-2330. (1/05)

**2003 Kendon Stand-Up Big Bike Transport.** Dual rail trailer with utility box. Less than 1000 miles! Lists new for \$2,199.00. Utility box \$249.95. East coast freight charge \$200 to \$350. Will sell for \$2,200.00. Serious inquiries please e-mail Andrew for pictures at akfisher@comcast.net. (11/04)

**RT Cee Bailey windshield**, Euro cut #2 ,plus 4 inches, light gray tint, like new \$100, **RT comfort seat**, like new, \$75. Contact Doug at 706-754-1629 or dlongerbone@alltel.net. (11/04)

### 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)

### *Classified Ads*

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## **From The Line**

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December 26 where there were two very nice gentlemen attending to maintenance chores. Neither of these friendly locals displayed any firearms and there were no gunshots fired within my hearing. There was nothing but holiday good cheer and friendly banter exchanged between these two and the members of the NGRP that were in attendance. It was an ambassadorial mission of good will in the highest order, bringing cheerful greetings of the season to these citizens of a foreign land (the said they were residents of Tennessee).

As mentioned in the Irving Smiley epistle, there was an episode of somewhat benign public indecency which could have been prosecuted simultaneously by the Attorneys General of three separate sovereign states but, fortunately, there

were no public officials within eyeshot to give official testimony to the barbaric act. This behavior reflects poorly on the reputation of the NGRP and disciplinary measures will be taken in due course - after a full internal investigation and hearing.

There certainly was no upward rappelling, as this type of activity is specifically prohibited in the NGRP bylaws, although a slippery wet clay slope covered with a thin layer of leaves did take it's toll on the intrepid "Irving" as he hurried away from the aforementioned, alleged, "crime." Lesson learned: "Be careful on unfamiliar foot trails leading away from the scene of public indecency."

Buster Moldenhauer  
"El Buttster"  
Leader of the Pack

# **SmarTire Tire Tips – Article Four**

*continued from page 10*

direct sunlight. Tires stored in direct sunlight will harden and age more quickly than those kept in dim light or the dark.

## **Store Away from Heat**

Do not keep tires next to radiators or sources of heat. If you store your bike in a heated garage, find the coolest area. Tires subjected to heat will age more quickly than those stored in a cool, constant environment.

## **Active Tire Monitoring for Motorcycles**

Active tire pressure monitoring is a new technology recently introduced for motorcycles, with its roots in the world of racing where maintaining proper tire pressure and temperature is critical.

## **What is Active Tire Monitoring Exactly?**

Active tire monitoring is a safety and performance system that displays real-time tire data and automatically alerts the rider to a loss of air pressure or to a dangerously high tire temperature (a rise in temperature often indicates the presence of a tire separation). This real-time tire information improves both rider safety and motorcycle performance.

An active tire monitoring system consists of two components:

- pressure/temperature sensors mounted on the rim inside each tire
- digital display with warning light mounted in view of the rider.

The sensor mounted inside the tire / wheel assembly continuously monitors both air pressure and temperature; transmitting this information via radio frequency to the receiver/display unit. If the tire pressure drops below preset thresholds or the temperature rises above a threshold, the display immediately alerts the rider with a bright flashing light and indicates the location and nature of the problem. At this point, the rider can safely stop and access what is causing the tire warning.

As well, the rider can view real-time tire pressure and

temperature information by simply pressing the button on the display unit (preferably when stopped so it is not a distraction!). By pushing the button once, each tire's pressure, temperature and pressure deviation (amount of under or over inflation) is sequentially displayed.

## **The Importance of Temperature Monitoring**

The air pressure inside a tire is directly affected by the tire's temperature. As a tire's temperature rises, the air pressure rises proportionally. The tire's operating temperature is influenced by:

- inflation pressure
- weight being carried by the tires
- speed of the motorcycle
- ambient climatic conditions
- tire properties
- riding style

An active tire monitoring system takes into account the natural change of pressure with temperature when triggering its alerts. This is called 'temperature compensation' and provides the rider with an earlier warning of a pressure irregularity than provided by a fixed low pressure alert threshold.

Temperature monitoring and alerting is also important because a steep rise in tire temperature often indicates a tire separation.

## **Tire Inflation Summary**

An active tire monitoring system is affordable and easy to install by anyone with tire changing capabilities. It provides a critical early warning to tire pressure or temperature irregularities and not only saves your tires, but might just save your bacon!

Motorcycle tire under-inflation is a serious problem that causes thousands of needless accidents each year. Maintaining proper tire pressure not only increases rider safety but also improves motorcycle performance, tire life and fuel economy. SmarTire offers the industry's first active tire pressure monitoring system designed specifically for motorcycles and the safety conscious rider.

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## **BMW Motorcycle Owners of Georgia**

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