



THE CENTERLINE

BMW Motorcycle Owners of Georgia, Inc.

March 2006

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the BMW Riders
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American
Motorcyclist
Association

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Plans for the Coming Year

By Jim Hawks, Club President

I recently met with the Club Board members and we discussed our plans for the coming year. I'm happy to say that it was a very good meeting and your board was in agreement on the direction that the club should go and on the activities we should pursue. I offered several proposals and I will be explaining them to you over time as details are being wrapped up.

As I have already mentioned, I have two goals that I would like to pursue that I believe are not only complementary, but MUST work together. They are improving the club by increasing the frequency and variety of Club activities and increasing our membership. Having more variety will appeal to more members. Having more frequency of activities will increase the opportunity to participate. Together, these will attract and retain more members. Increasing our membership will bring into the Club new ideas, energy, volunteers and participants, which, in turn, will give us a better club, which, in turn, will attract and retain more members. And so the synergy will play out. At least that's my theory. Together, we will see if it works.

Instead of hitting you with information overload, I am going to begin with the efforts to increase the variety of activities. In the future I will go into the other plans that we have for your Club.

Each month we will have a Club Meeting on the first Sunday of the month, except for June, where it will be the second Sunday to prevent conflicting with the Ride For Kids. Most of the meeting will be at State Parks the same as they have been, except that there will be a couple of differences. One of the things that I proposed and that the Board agreed to pursue was to have more social activities. By that I mean having the Club members meet four times per year for the purpose of socializing. We

already have two of those per year, which are the Banquet and the High Falls shrimp boil, so we would actually only be adding two events and those events would be combined with the monthly Club Meetings for April and July. Vince Eugenio is working on the details and we don't yet know the outcome, but our plan is to have an event that will give value back to the members. Something that you will enjoy and in which you will want to participate. It will probably be a nice meal that will be provided by the Club with little or no cost to the members, but I don't want to go too far down that road until we have more information. But that is one example.

Other examples are the new rides that we are going to initiate. We have had the Club rides for a long time that took place once-per-month. The problem is that not everyone wants to go on Club rides. Most of us like to eat, however, so I have proposed a Ride To Eat program that Jackie is going to spearhead. We hope that this can take place monthly and bring members out who aren't interested in a Club Ride as well as those of us who are. The idea is to solicit locations from the members to visit as a group for the purpose of enjoying a good meal, maybe in an interesting setting or location or over a good route getting there. Jackie isn't going to lead ALL of the rides, so we need your involvement. This isn't too tricky. I'll bet that almost ALL of you know of a special place somewhere within a 200 mile radius of Atlanta that they would like to share with the Club members. If you do, I'm asking you to get in touch with Jackie and make it happen. The months are wide open now. Pick a month and sign up to lead a ride. We'll all thank you for it and, chances are, you'll have a good time.

Another new type of ride is the Adventure Ride. My idea is to try to have

continued on page 4

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.bmw-moga.info to see the latest information.

Friday, March 17th - Sunday, March 19th – Club Adventure Trip to Okefenokee

The second annual Okefenokee Camping Trip will depart the Atlanta area around 10 a.m. for the Stephen Foster State Park where we will camp Friday and Saturday nights. We will rent motorboats and explore the swamp all day on Saturday and return on Sunday. For dinners, we will probably ride into Fargo, GA for catfish on Friday night and quail on Saturday night. There will be campfires on Friday and Saturday nights where everyone can congregate and swap tall tales of our motorcycling adventures. A fun time will be had by all who attend this gala event.

Saturday, March 25th – Come Smell the Flowers Ride

Ellen Welter will be leading a ride on March 25. Sweep rider will be Howard Meiseles. Meeting spots, coordinates, breakfast time, departure time all TBA. The pace will be somewhat leisurely...the speed limit. Ending location will be Macon's Cherry Blossom Festival: <http://www.cbmacon.com/cms/index.php?index>. Contact Ellen at erw@erwcomputers.com for more info.

Saturday, April 1st – Frogtown Winery Ride to Eat

Ride Leaders are Bill & Susan Currier, contact at 770-694-8655 or 404 304-8269 (cell). Bill & Susan ride 2 up on their LT, so the pace will be casual. The ride will begin in Cartersville, GA at the Texaco gas station at exit #285 (Red Top Mountain exit) on Route 75. Please arrive no later than 10:15 a.m. for a 10:30 a.m. departure. The objective is to ride to Dahlonega and have lunch at the Frogtown Winery. <http://www.frogtownwine.com/>. Frogtown Winery is a family owned and operated winery and is located on 57 acres with 28 acres of vineyards planted with 15 different wine grape varieties, both red and white. The lunch is various Panini sandwiches (sometimes they run specials) and their homemade desserts are amazing! They also have a tasting room and wines are for sale by the bottle or case. We will travel on route 75 briefly (8 miles) to route 411 north (15 miles) to Fairmount, GA. From there we will travel east onto route 53 to the 136 connector. We will continue on route 136 east for a fun 20+ miles to route 52 north (past Amicola Falls) to Dahlonega center. We will continue on route 19 north for about 15 miles to Frog Hollow Road (it's a few miles before Turner's Falls @ route 129). Frogtown winery is about 3+ miles down on the right. Total mileage from our meeting place is about 80 miles. The parking lot is loose stone so you may want to bring a piece of plywood (or similar) to support your side stand.

Sunday, April 2nd – First Annual Spring BBQ at Red Top Mountain State Park

Great news for those in the club who like great BBQ! We have located a great restaurant to provide the catering and a great location for holding it. Williamson Brothers BBQ in Canton, GA will do the catering and it will be held at Group Shelter #1 in Red Top Mountain State Park. There will be a club meeting prior to eating which will start at 10:30. The meal will start at noon. The meal will consist of a whole-hog BBQ with Brunswick stew, baked beans, and slaw. Members will need to provide their own beverages if they want something other than tea, lemonade or water.

The location at Red Top Mountain is a very nice group shelter with ample parking. It is situated on a hill with a very large deck overlooking Lake Alatoona. There are picnic tables scattered down through the woods toward the lake with a sandy beach off to the left. If the weather is good, we will be able to eat mostly outside. The shelter is completely enclosed and is air conditioned with restrooms, water fountains and a fire place, so, if the weather isn't good, we will still have a good place to congregate.

Members, associate members and kids 12 and under will eat for free. Family members and kids 13 and over will pay \$5. Guests who are not family members will pay \$15 or can join the club and eat for free. This is intended to be a social occasion and members are encouraged to bring family and friends. Naturally, it is vital that we know how many people will attend so we'll know how much food to have available. If you plan to attend, please send an e-mail to jbhawks@comcast.net. In the e-mail, please list who will be attending with you along with their status (member, associate member, guest, children, etc.). Only paid members will be able to eat for \$5, so if you have not yet renewed your membership, you will have to do that before coming.

We expect this to be the first of what will become an annual event for the club and are also trying to plan for another social event later in the year that will be similar, but with a different type of food. Naturally, the success of these social events will depend on member participation and we hope to see you there.

May 5th - May 7th – 16th Annual Georgia Mountain Rally

Bald Mountain Park, Fodder Creek Road, off GA 288, Hiawassee, GA. 706-896-8896. GA 288 runs off of US 76, just West of the intersection of GA 75 and US 76. N34 53.289 W83 46.121. Miles of challenging roads, Deals Gap, Cherohala Skyway, Wolf Pen Gap, Blue Ridge Skyway, and great Georgia hospitality make this rally a must. We're returning to the Bald Mountain Campground Resort just outside of Hiawassee, GA with shady

Club Events, continued...

campsites, hot showers and friendly folks. Rally activities include separate poker runs for the dual-sport rider and the street rider, educational seminars, antique bike show and judging, bonfires, music, fun and fellowship! Pre-register before April 15th and get a chance to win this Kermit chair! Your rally fee includes 2 nights camping, a rally pin to first 750, poker run, awards/door prizes, Friday & Saturday dinners, campfires, and all the coffee you care to drink. Pre-registration \$35 per person (postmark by 4/15/06) or \$40 a person at the gate. Early registration guarantees a chance to win a mystery prize that's kind to your seat. Camping before and after the rally are separate fees paid directly to Bald Mountain Campground Resort.

Other Motorcycle Events...

Upcoming Atlanta Motorcycle School Classes

Atlanta Motorcycle Schools is offering an Motorcycle Safety Foundation Experienced Rider Course on Friday, 21 April. This will take place in Alpharetta at the Rider Education Center. Click on <http://www.jkminc.com/course.html#ERC> to obtain more information and an application. A top notch cadre of MSF instructors will be there to assist you throughout the course.

Adventure riding is one of the most enjoyable rides you can have. Click on <http://www.jkminc.com/course.html#202> for more information leading to adventure riding. We will provide a dual sport motorcycle for the day. The scenery and solitude are so refreshing as we take to the "roads less traveled"! The experience of riding a motorcycle off road will make you a more proficient and confident street rider, too.

Our spring tour schedule includes an off road and on road tour. Click on <http://www.jkminc.com/tours.html> for complete descriptions and to see the write up/photos of our 2006 tours. Lots of great roads and good people to share the experience.

Friday, March 17th - Sunday, March 19th – International Motorcycle Show

At the Cobb Galleria. Hours: Friday, 4:00 p.m. - 9:00 p.m.; Saturday, 10:00 a.m. - 9:00 p.m.; Sunday, 11:00 a.m. - 6:00 p.m.

Sunday, May 7th – Dreamhouse Off-Road Family Fun Ride

Unfortunately, the date of this event conflicts this year with our Georgia Mountain Rally but if you aren't with us in Hiwassee on that Sunday it is something to consider. The third annual Off-Road Family Fun Ride to benefit the Dream House for Medically Fragile Children will once again take place at Aonia Pass Motocross and Off-Road Park in Washington, Georgia. Enjoy the 1.5 mile professionally prepared motocross track, a separate

Other Motorcycle Events...

quarter-mile pee-wee track and 10 miles of trails on 600 acres. Just ride and have fun. This event is for pure dirt bikes and atv's – not dual-sports, but it is one heck of a lot of fun for those that are into that kind of stuff and supports a great local charity. To learn more about the Dream House for Medically Fragile Children, visit the web site at: <http://www.dreamhouseforkids.org>.

Thursday, May 18th - Sunday, May 23rd – 3rd Annual R1150R.net Beakster Bash

If you ride, or have ever ridden, or have ever seen, or have ever known about, or have ever heard about and wished you knew about.. the BMW R1150R Naked Roadster, then this is the place to be in May. After the GMR. For more info visit: <http://r1150r.org/board/view-topic.php?t=1218>.

April 21st - 23rd – Cape Fear 1000

Registration for the inaugural Cape Fear 1000 is now open. Your choice of event: plain old Ride To Eat some nice western NC BBQ, 10 hour mini-rally (starting and ending in Wilmington, NC) or a 24 hour rally with your choice of three starting locations with the finish to be in Wilmington. For more information see the web page at: <http://www.capefear1000.com/>. The Cape Fear 1000 is a fund-raiser benefiting the Victory Junction Gang camp for children, see: <http://www.victoryjunction.org/>.

Saturday, June 4th – Ride for Kids

The annual Atlanta Ride for Kids will be held this year on June 4, 2006. Our club has a long history of association with the Ride for Kids and the medical research foundation it supports - Pediatric Brain Tumor Foundation. If you're unfamiliar with the great work of the foundation, or the Ride for Kids events, please check out the following web sites: <http://www.pbtfus.org> or <http://www.ride4kids.org>. We will, once again, provide manpower for the start point of this ride and will be soliciting your participation. Stay tuned for details.

June 22nd - 24th – Smokey Mountain Rough Ride

The Motorcycle Tourers Forum is holding a dual-sport poker run. Riders will also need to register for the ride through Jason Jonas' Ridemaster. A list of participants will be maintained through the registration process. Online registration ends Tuesday, June 20, 2006.

July 20th - 23rd – BMWMOA Rally in Burlington, Vermont

Details at <http://www.bmwmoa.org/rally/rally06/registration.htm>. You'll want to register for the rally as soon as you can. Pre-registration is from April 1 - June 30, 2006. On-line registration will start on April 1, 2006. Pre-Registration: \$30 U.S Adults, \$5 U.S Children. At the Gate: \$35 U.S Adults, \$10 U.S. Children.

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Plans for the Coming Year

continued from page 1

one weekend a month where we will have a campout somewhere. I am leading an Adventure Ride to the Okefenokee Swamp on the 17th of March. We will camp out Friday and Saturday nights and spend Saturday exploring the swamp by motorboat. We had a great time last year and I expect that we will again this year. There are a lot of great places to camp in the Southeast and I know that we have a lot of members who enjoy camping. Here again, the calendar is wide open. If you know a good place to camp, pick your month and get in touch with me. I'll help you set it up.

While we had originally thought about assigning a particular week of the month to the different rides, in reality, as far as we are concerned, anyone who wants to lead a ride will have first choice of any weekend in any month that he or she wants to do it, regardless of which weekend it falls on. We don't want to put restrictions in the way of members wanting to help the club by organizing and leading a ride. So, the bottom line is a member can lead any kind of ride he or she wants to in any month they want. It will be first come, first served.

There are a couple of other things that we are working on and I'll pass them along to you as soon as I can. Naturally, none of this can happen without you and the other members. It doesn't matter what any of us come up with, the members have to support it. I am asking you to support the activities that your fellow members organize. Managing an organization that is totally run by volunteers is a lot like herding cats. We're all individuals and all have our likes and dislikes. That is the whole point in trying to increase the variety; to appeal to more members. When someone steps forward and volunteers to lead a ride or other activity, please try to participate. It really takes the wind out of a person's sails to go to a lot of trouble to plan and lead a ride and then have almost no one show up. It won't be a rewarding experience for them or the participants and people only tend to repeat things that are rewarding.

Right now we need volunteers for the following events in March: 1) A Ride To Eat leader and restaurant. 2) Someone to provide the food for the Club Meeting in March at FDR State Park north of Columbus. We need the same things for the following months, too, of course, so start now to pick your month. Ellen Welter is leading a Club Ride on Saturday, the 25th of March to "Smell the Flowers." I hope to see you there.

Thanks for taking the time to read this. We are all very open to your ideas and input. That is the fuel for the Club and what will make things happen. Let us hear from you on anything that you believe will give the club more value for the members.

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Motorcycles & Bicycles

By Jackie Flood

Obviously there are some similarities between motorcycles and bicycles. They all have 2 wheels, gears and a set of handlebars. This should not be a problem to master since most of us learned to ride bikes when we were kids and we all know, you never forget. In theory I haven't forgotten how to ride a bike and my balancing is out of this world. I can balance a 400+ pound motorcycle extremely well at stoplights. Some of the finer things like shifting seem to be beyond my powers of comprehension though.

Last week I started running again for the first time in 10 years. After 16 years of racing I got burned out on it and quit cold turkey. I'm a firm believer that you should never quit working out or never, EVER start. If you ever quit, you'll feel like you're trying to kill yourself when you start over. It's

painful, slow and muscles that have been dormant for way too long start screaming like maniacs.

Today I decided bicycling was the way to go. With the cost of gasoline on the rise again, a more energy efficient (not mine for sure) mode of transportation might be in order. Even though my BMW 650 can get 70 mpg, a bicycle's efficiency will be measured in infinite MPS, miles per sweat.

It will be a lot faster than running and hey, I know how to ride a bike, right? I didn't want a road bike with tires the size of rubber bands. It would have to be something with a little more tread that would stick to the pavement better. Metzlers would have been my first choice but they weren't an option today.

Not wanting to spend a lot of money on my newfound "fitness" machine, I went to REI for a primer on today's bicycles. There are serious mountain bikes with lots of gears, way too much for my needs and cruisers with ape hangers (not my style). Although they had nice fat tires and big wide seats that looked more substantial than the "suppositories" on the road models.

The one I picked is a Novara mountain-type bike with suspension in the front end and under the seat. Suspension I understand. The gears shift by dialing the grips not pulling in a lever. There are 3 on the left and 8 on the right, which makes about 24 overall. I'll be able to dial in my speed, right?

When I got home from work, I pulled the bike out of the back of my Toyota and went for a test lap around the neighborhood in a slight drizzle. I gave up cranking on the power with my right hand – that got me absolutely nowhere in a hurry. Just call it force of habit. Then I started playing with the gears. Unfortunately, by the time you should be in a lower gear for climbing hills, the middle of the hill is not exactly the right place to start deciding where you should be. Something else, it seems like #7 gear is the pulling gear and #1 is high gear, totally backwards to a motorcycle. I found that out totally by accident, right before I almost fell off!

OK this is NOT going to be as easy as I originally thought, but I've got an investment worth more than a set of Metzlers plus installation invested in this thing so I will continue learning the finer points of bicycle riding. And spurred on by the thought that with another birthday looming up in front of me, if I slow down that old fat lady will be nipping at my heels.



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Break In Your Accessories Before Your Accessories Break You

By Gary Dehner, HSTA Safety Administration Member
Originally published in the STAR Review late last year.

Somewhere in about 25 other publications we've read better written versions of this, but so did I and it must not have sunk into my head. It goes something like "don't put something new on a bike just before a long ride" rather "do it well in advance so you can test it or wait until you get home".

Sure, I'm going to wait to see how my new gadget works! Know anybody who can wait to try out their latest accessory? Me either...

My first add-on new toy tested before its time was an old style headlight modulator. You know. Those gadgets that help make you safer because they either make other road users:

- a) more aware of your presence or
- b) confuse them as to what you might be (perhaps EMS or law enforcement rather than a motorcycle, which can be ignored without risking a scratch to their Hummer or Platinum Edition Volvo).

Of course my first experiment with on-road testing was at the start of a 24 hour rally with lots of bonus places in remote areas. 24 hours means you ride at night – when it's dark. And it would not be a rally unless it was raining by the time I was in the dark, remote, poorly marked back

roads where rally masters like to send hapless contestants in the middle of the night.


Raining means rain drops. Rain drops look like round fish-eye lenses atop the photocell. Atop the photocell that is supposed to turn off the modulator after dark so that your high beam will produce a nice steady bright light.

The round fish-eye lens created by those rain drops atop the photocell were in sight of my front turn signals which like most, are on all the time when not flashing. So...you're probably figured this out already...I now have invented a new accessory with the fish-eye water droplet lens gathering light to mimic daytime and turn on the modulator. So I have a strobe light effect in the dead of night, in the rain, when I try to use my high beams. Of course I only want to use my high beams when I want to see these forsaken pitch black roads, as my single low beam filament is not much help.

A piece of black tape darkens the photocell like nighttime is supposed to do. This ends the amusing and scientifically interesting strobe effect and its excitement on the rain slick dark streets. I've done some others and seen more.

Like adding brand new non-factory highway pegs before heading off, two up with luggage, on a three thousand mile trip. Then discovered they are called highway pegs for good reason. Off the highway on a country road where there are in fact curves the pegs become ploughs. Once the pegs become ploughs the bike becomes acrobatic and does cartwheels between two trees, through a fence and into a muddy field. End of trip...

Starting off on a trip with a new piece of untested gear sometimes just adds some humor and consternation to the ride. Other times the test results can have a lot more...er,...impact on your life.



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Valentine's Day/Georgia 5 Corner Report

By Bill Gould, edited by Stephanie Linz-Gould, SIW*

*Saint in waiting

Truants: Bill Gould 1980 BMW R65LT, Brett Zeitz 2004

Yamaha FJR1300

*Memories from the heat of battle
some, how quickly they fade,
while others burned in
forever saved.*

In 2005 I had Wild Bill Haycock email me the .gdp file of his five corner ride. For six months the file would rest on my hard drive, hidden but not forgotten. At the time I had only a Garmin III+ whose puny 1.4 mb of memory seemed ill-suited to anything other than one or two day courthouse trips or the all-too-infrequent club meeting. Plus I had not the time, only the inclination, to attempt a Five Corner ride. A couple of things changed that.

First my dad decided to upgrade the GPS on his boat to something that not only would get him back to the mooring buoy in a 50 foot fog but would also see fish underwater (baitfish and larger). His Garmin 176C was suddenly surplus and would I like it? With 64mb of memory I could load maps for 5 states. Needless to say I said yes.

Second my sainted wife Stephanie and I sat with British ex-pat Jackie Flood, Jeff Tully, Texan Motojeff (and his sainted wife) and Brett Zeitz at the BMWMOGA dinner. In the glow of the evening, conversation flowed, and after Messr. Wes McCann delivered the Committee's Five Corner report

(a cautionary tale by a tormented soul if I ever heard one), I foolishly allowed as how I would like to attempt such a ride. Brett Zeitz, probably prodded under the table by Jackie, spoke up that he also would like to do the ride and finished later with the famous words "let's knock it out." Over the remainder of the dinner across the table we discussed the windows of opportunity in which there would be enough days to complete the ride. Our schedules were similar: Monday, February 7th, and the following 14th would both provide enough days to complete the challenge plus give us the flexibility in case the weather went south. Suddenly it was time.

Planning

For resources I had Bill Haycock's Garmin route and two or three other ride reports of previous attempts. Rather than re-read the previous ride reports I preferred to recreate the wheel using Bill's route as my only resource other than my own courthouse experience. I attempted to call Bill Haycock on a number of occasions, but I think the Verification Committee had him conveniently out of town. My calls went unanswered, and I began to suspect the work of the sinister hand of which I had been given a brief glimpse at the BMWMOGA dinner.

By February 4th Brett and I had been exchanging e-mails and could deduce from the weather trends and fore-

continued on page 10

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Valentine's Day/Georgia 5 Corner Report

continued from page 9

casts that the 7th or 14th would work. From this point on we worked in secret. Under the pretense of establishing better club communications, the Line was being transformed from an email list to a forum. Club communications were in disarray sowing confusion and enmity; no doubt another attempt by the Committee to prevent any more successful Five Corner rides. Rather than face the many tentacled octopus head on, we left the club faithful and Bill Haycock to their own devices hoping beyond hope that exposed Good could indeed prevail over hidden Evil.

The first hurdle was Bill's route. While it would load in the 176C, it was a complete route with all five corners and two VIAs. The 176C accepted this, but the high number of waypoints looked larger than the unit was capable of storing. So in the face of uncertainty I dropped back to what I knew: I recreated the trip with eight separate routes. This guaranteed that I would be able to navigate freely, unencumbered by suspect routing possibly contrived by the Committee. I also changed the route in a couple of places, no doubt thwarting the Committee's nefarious machinations.

My route distances were as follows, with 30 minute stops figured at each point and two average speeds (55 mph and 45 mph):

Preflight planning looked like this:

<u>DAY ONE</u>			Time @	Time @
			55 mph	45 mph
Columbus to	Trailsend Marina	125sm	2+17	2+46
Trailsend to	St Mary's	228sm	4+09	5+04
St. Mary's to	Tybee Is.	127sm	2+19	2+49
Tybee Is. to	Waynesboro GA	109sm	1+59	2+25
	<u>(3) 30 minute stops</u>		<u>1+30</u>	<u>1+30</u>
	Day Totals	589sm	12+14	14+34

Day one would end in Waynesboro GA where I knew we would be sure to get a good dinner at the Lakeview Restaurant, and more importantly, a good cup of coffee the next morning. The Days Inn ended up being across the street.

<u>DAY TWO</u>			Time @	Time @
			55 mph	45 mph
Waynesboro to	Augusta GA	30sm	0+40*	0+40*
Augusta GA	Dillard GA	158sm	2+53	3+30
Dillard GA to	Dade County	147sm	2+41	3+16
	<u>(2) 30 minute stops</u>		<u>1+00</u>	<u>1+00</u>
	Day Totals	335sm	7+14	8+26

*First leg to Augusta was figured at 45 mph average speed due to anticipated AM rush hour traffic.

This all seemed quite doable and Brett was enthusiastic. So I loaded my GPS and e-mailed the route to Brett for his Garmin GPS V.

The plan was to start out for Columbus, GA (the first VIA) and meet Brett Zeitz at the Howard Johnson's Sunday evening February 6th after Compline. But the weather got really cold that weekend, and I was busy with extra work brought on by my profession. So we called it off. I sang at Compline and went home (on the bike) and slept in, rather

than dragging myself to Columbus, GA at an ungodly hour of the night in 30 degree weather after being up all day. When Brett offered to cancel, it was easy to agree.

The following weekend I had no PM church commitment. I could now drive to Brett's house Sunday afternoon and then drive with him down to Columbus. The weather, while still cold in the AM, promised to warm up in the day. In short, the days promised to be gorgeous.

I spent Saturday checking the bike over looking for stupid things like cuts in the tires, missing or loose bolts plus the more obvious stuff:

Oil levels and tire pressures. I cleaned the windshield and checked my kit:

- Tools, tire repair kit (Slime + Compressed air cartridges + Can O'Fix A Flat), a can of Lemon-fresh Pledge (it cleans and shines) for the windshield and the glass and chrome.
- Some paper towels.
- A couple blank sheets of paper for an oil funnel.
- My ride log, five corner notebook and a business envelope for receipts.
- Two cameras - One digital with battery charger and one disposable.
- Spare 2.5 gallon gas can, 8oz Marvel Mystery Oil for the gas and two spare quarts of Spec Golden 20W50 oil.
- Not to mention two changes of clothes, a 4 D-cell mag light, and a 2 AA-cell mag light.
- For road food I brought TRES (Tuna Ready Eats) and apples.

Now you might think: where does all this stuff fit on a 1980 R65? To which I say R65 **LT**. I've got two Givi 41 liter side panniers, a 52 liter topcase, and a 19 liter Marsee tank bag. I had room for a sleeping bag, tent and ground pad if I needed to take them along. All this hides behind an after-market Luftmeister Fairing. For music and ear protection I have a Sony Discman with a set of Tim McCarty EAR plugs with speakers built in. The Sony has a proprietary compression algorithm that allows about 13 hours of music on a CDR and will run all day on one nimH AA battery. The Sony also gets AM-FM-TV-WX stations if needed; although the internal antenna is not great, and with AM there is a lot of noise from the R65's electrical/ignition system.

Sunday 13 February 2006

After getting right with the Man upstairs, I finished loading the bike and broke the forward hinge on the RH pannier door by walking into it. This is the keyless entry door that allows me to get into the bag without splitting it in two (and dumping all my stuff out.) It was already partially broken, and I had just finished the job before starting a major trip. With the door locked and the aft hinge still intact it looked ok for the trip to Brett's house, so I left. I was on a mission.

When I bought gas at the BP, on LaVista Road next to Northlake Mall, the odometer said 56187. At 56243 I found Brett's house about 1/4 mile from the Lat/Long he gave me. We taped up the access door on the RH pannier with clear

continued on page 11

Good Stuff to Buy and Sell...

FOR SALE: BMW Motorcycles

2001 BMW R1150GS. Black, 112k. ABS. Runs great. Jesse Odessey Bags, full-size left bag, low pipe, PIAA driving lights, Hella fog lights, BMW Euro light switch, radiator grille, Ohlins shocks f/r, recently rebuilt rr shock, extra accy socket, Wunderlich engine bars, Touratech steering-stop, brake-line protector, tranny skid-plate, hot grips, hand-guards w/ extension, Throttle Meister, gas-tank crossover – 7 gal useable fuel, external fuel filter, Givi tail-rack, Rocky Meyer seat, jump-start terminal, GPS power-plug, big-foot sidestand, SS fasteners, Aeroflow removeable knee-protectors, alum tool-box cover, more. Pix available. US \$9,200 OBO. Contact Roger at 706-897-8266 or roger@rogerwiles.com. (2/06)

1988 BMW R100RS, 48k, white w/ blue stripes, BMW bags, new Corbin Dual-Canyon seat, SuperTrapp exhaust, heated grips, new Motorrad Elektrik diode board, voltage

reg. coil, new Metz tires, bar-risers, tinted w/shield, fork-boots. \$4,900 OBO, pix available. Contact Roger at 706-897-8266 or roger@rogerwiles.com. (2/06)

1988 K100LT, 33k, looks and runs great, new tires, am/fm/cass, needs nothing, \$3795 OBO. Contact Greg at 404-307-4147. (2/06)

FOR SALE: Merchandise

6 x 10 landscape trailer. Wood floor. rear ramp, spare tire, utility box, tie down points installed. Haul 2 bikes or ATVs. \$425.00. Contact Bill Moore at 404-272-9876. (12/05)

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Valentine's Day/Georgia 5 Corner Report

continued from page 10

duct tape (what else). Since I was leading I gave an inadequate briefing to which Brett added some hand signals that proved quite useful. I then followed him out of his subdivision back over to I-85 for the ride down to Columbus. This immediately brought up another weakness in my plan: I have a seriously out-of-date Mapsource CD (1999). Brett's subdivision wasn't even shown on my GPS. Also there were bypasses around towns on Bill Haycock's route where there were no roads on my GPS basemap. Truly this did not worry me too much as I had been traveling around Georgia a lot chasing down courthouses. I was already familiar with about half the route, and if the roads did get difficult I could still pan out and see the destination on the GPS well enough to wing an alternate route on the fly. This is a good skill to have especially when the road in front of you turns to sand.

We found the Howard Johnson's on Veteran's Blvd in Columbus just as the sun was setting, got adjoining rooms (as opposed to adjacent?) and headed to the restaurant for drinks/dinner. That is where the Committee caught up with us. All our secrecy was for naught.

"COMMEEEEERR PRETTY BOY!" Our tormentor had shoulder-length dirty blond hair – the proprietress of the bar. Her name was Amber, and she ruled the roost. We drank Killians while the day labor crowd drank Bud Lites, and like fools we discussed our plans, including a map, in front of Everybody. How could we have been so stupid? There were some rough types in there, any one of which could have been in the employ of the Committee. Amber suggested we avoid the house kitchen (she took pity on us) and pointed us to the country cooking next door. She phoned in our order and shoved us out the door 20 minutes later—during which time we left our plans and beers on the bar! Great googly-moogly! When we got back everything looked nor-

mal, but I have no idea whether the plans were photocopied and sent to the Committee or not. Amber asked us why we were doing the challenge, and I immediately chimed up, "For the Glory". I think Brett seconded that motion. That's when she mentioned the stickers. She collects stickers off certain battery powered implements. My jaw probably dropped open. If this wasn't a Committee ploy to corrupt our very nature before the beginning of a five corner ride then I have no idea what such a thing might be. The Committee's cards were on the bar for all to see. The day labor crowd was completely nonplussed.

Suddenly, fully sober and in a state of shock, realizing what a breach of security this was, we beat a hasty retreat to our rooms to hide behind locked doors. We had one thing in our favor: we never mentioned our 6 AM departure, so when 5 AM came and there was no one around, I breathed a sigh of relief. The only witness was a nice old lady putting out breakfast (battered grits, eggs, bacon, yogurt, cereal and OJ) who acted like she had never seen or heard of us before.

Day One, Valentine's Day 2006

Monday was supposed to get into the 60's, but let there be no doubt—I think it was 28° F when we got over Columbus, GA VIA gas receipt from the BP at the bottom of Veteran's Blvd. just above Ft. Benning. After leaving the BP and the Ft. Benning Military reservation, I missed a right turn passing a truck on a downhill, but was saved by the Garmin. I executed a U-turn with GPS pointing back to the missed intersection where US27 turns south.

The last time I was on this route I followed Bill Haycock in the cool morning fog and watched the sunrise cast golden shadows off the pines over our heads. This morning I led Brett Zeitz's FJR1300, twice my displacement and cylinders.

continued on page 12

It's Hard to Say Goodbye

By Claudia Marsh, Newsletter Editor

Time sure flies when you're having fun. As I sat at my keyboard to write this farewell, I didn't have a very accurate sense of how long I had been editor of *The Centerline*. Looking back through my archives I discovered that this newsletter has been a part of my life since August 2002.

In August 2002 I had owned my '72 R75/5 for just under two years. Riding was an integral part of my life, not so much for long journeys and twisties as for errand running and quick jaunts across Atlanta. Newly single and dabbling in internet dating, mention of my motorcycle helped me stand out from the crowd in my future husband's eyes. He responded to my ad with a photo of himself and details about his own cycle, an absolutely cherry '73 Triumph Trident. I thought, "gee, he's kinda cute and he's got a cool bike." The rest is history.

Here I am almost four years later and my life is moving in a different direction. I've still got my /5 and my hubby still has the Trident, but instead of planning our next excursion, we're planning for the arrival of our twins sometime in July. In an effort to simplify and pare down my life to the bare minimum in time for their arrival, I'm saddened to feel that I need to hand over the reins as editor of *The Centerline*.

Club member Nancy Boore has graciously stepped up and offered to take over. The March issue will most likely be my last as editor, but I'll be working behind the scenes with Nancy to make the transition as smooth as possible.

I have very much enjoyed working with club members these past few years. It's been fun watching the leadership transition from year to year and to see the new ideas and energy each board brings to the club. People have been beyond gracious with their thanks for my efforts and I've never felt put upon or overburdened. Wonderful articles and pictures have flowed in on a steady basis, making my job easy. Although I've never been much of a club meeting or ride attendee due to my strong aversion towards morning activities (*I know, I know, wait until the twins are here, I'll really be in for it then!*), this fault was tolerated with a minimum of jokes at my expense.

Thanks to everyone who has contributed materials to the newsletter. Without you, there'd be no newsletter. And thanks to all past and present board members who have supported me in my role as editor and been nothing short of delightful to work with.

I'll miss being editor, but leave the job in Nancy's capable hands. Happy trails!

Valentine's Day/Georgia 5 Corner Report

continued from page 11

The missed turn was embarrassing. But I was in familiar territory so rather than get upset I accepted the mistake and fixed it promptly. Minutes later I was at home with the sun coming up on the left and the moon setting on the right. I found myself relishing the memory of the morning fog.

As it became daylight the fields covered themselves in blankets of chalky frost. Thirty minutes later it was gone. We zipped down US27 and established the rhythm. I hugged the right slot, Brett the left out by the centerline. For the next two days, when I led I dropped into the righthand slot. (I tried the left slot but felt so uncomfortable there I returned

to the right.) To pass I would left signal once, switch to the left slot, look, pick my moment, signal and pass. Brett always moved as I moved which was reassuring. When I passed he usually could make the pass as well. I only left him behind a few times. Such is the way of superior horsepower and handling. We went around towns on roads that were on my route but not my base map. When we passed though a town we followed posted speed limits religiously.

Continued in next month's issue!

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