



THE CENTERLINE

May, 2001

BMW MOTORCYCLE OWNERS OF GEORGIA, INC.

Chartered by the
BMW Motorcycle
Owners of America
and by the BMW
Riders Association

President

Stan Dulemba
(404) 486-4281
stan.dulemba@
mindspring.com

Vice President

Ian Schmeisser
770-995-9003
ians@bellsouth.net

Secretary

Wolfgang Enneker
(770) 663-8483
Wolfgang.Enneker
@gmx.net

Treasurer

Tim McGee
770-345-7375 Home
404-312-6769 Cell
tmcgeesr@aol.com

Ride Captain

Tommy Pilgrim
(770) 428-0931
bmwj90@aol.com

Director

Damian G. Finch
770-498-6559
damian@sprintmail.com

Director

Cindy Barnes
770-887-5142
jimncin@mindspring.com

RallyMaster

Jim Deckman
(770) 487-6194
drjim@tyroneteeth.com

Newsletter Editor

Buster Moldenhauer
770-487-3615
Buster@Moldenhauer.com

Arizona Adventure

The Search for 80° by Fred Veator

My ole Grandpa always told me to be careful what you wish for, because it might come true. Back when I was riding Honda XR's I sure used to wish they had came with an electric starter. Especially after you dropped one and had to crank a flooded engine. My wish had come true when I acquired a DR350 Suzuki Dual Sport with electric start.

Any one who spent the winter in the South knows we had some real lousy weather during December. While cooped up in the house watching the weather channel I couldn't help but notice it seemed like the only warm place, with 80° temperatures, in the country was Arizona. I told Helen we needed to go to Arizona because of "illness and fatigue". I was sick and tired of being cold. Besides I've got enough "wander lust" in me for several people, I like to go.

With the old brown van set up in the camper mode with 8 electric appliance (2 electric heaters) the Dual Sport and Helen's 650 Suzuki Savage on the trailer we headed West.

The first stop had to be Mobile to greet the old WW2 Veterans when they brought in LST 325. Aa small boy some of my first memories were of my mother's 4 brothers coming home from WW2 in their Navy whites having won the war. There wasn't a dry eye in the crowd when the old rusty LST tied up and the old sailors were piped ashore. Mission Complete.

Two weeks after we left Georgia, we had arrived at Fort Huachuca, Arizona. Great thing about being retired you don't take the interstate any more. And if you don't know where you're going you can't get lost. Taking advantage of being a retired DOD employee I could stay on any military base campground. Word around the campfire was that Fort Huachuca was a great off road area. Word was right with thousands of acres and Army personnel who didn't seem to care where you rode. The only prob-

lem was it sure got cold at night (even snowed one night) maybe it was the fact that it was at over 5,000 ft. Forget riding your bicycle uphill. One afternoon I swung a leg over the DR and headed up a road that said, "four wheel drive only" on the map, just my kind of road. The road climbed on up into the Huachuca mountains. After 5 mile I began to run into some snow, in the shady areas, on the trail. I was ready for the cold because I had wired in my electric coat to the DR's electric system, so with the coat on high heat I continued to climb. By the time I had gone 6 miles the trail was completely covered with about 2 inches of snow and I was making the only track in the snow, I was just about ready to turn around when I went down into what they call a "Dip" what we call a dry creek bed. As I started up the other side a combination of slippery snow, tall motorcycle and short legs the DR went on its side and chugged to a stop. No problem I got it back up and wrestled down to the dry creek bed. All 4-strokes crank hard when they've been on their side and the DR was no exception, but had electric starter. The DR turned over slowly 4 or 5 times then nothing, another push on the button and about a half a turn then silence. It was so quiet I could hear the snow melting. A combination of electric



(Continued on page 4)

Here's What's Happening.....

May 4—6—Georgia Mountain Rally This will be the 11th annual edition of the “kick-off” event of the BMW ‘01 rally season. Always well-attended and always a lot of fun. Held at Bald Mountain Park near Hiawassee, GA. www.bmwoga.org for more details.

May 6—Club Meeting—Bald Mountain Park—This meeting will be held at 11:00 AM at the Rally site near Hiawassee on Sunday morning. Lunch will not be served at this meeting.

May 12 - Shepherd's Rest Ministries 4th annual Motorcycle Fund Run. The ride will depart from Paulding Plaza @ 10:00 AM \$20.00 suggested donation per bike. Ride will end at Paulding Meadows with lunch, a bike show, door prizes and music. Shepherd's Rest Ministries sponsors a safehouse for battered women and children. Contact BMWOGA member Ken Theobald at ktheobalddrummer@hotmail.com or 770-445-5408 for more info.

May 13—RAT Ride—Bill Bulmer will lead, meeting at the Cracker Barrel Restaurant in Canton. 575 north to Exit 20 turn left on Riverstone Pkwy. Breakfast at 8:00am ride departs at 9:00am. Please come with full Tank and empty Bladder thanks. The ride will take us across GA ending up near Berry College near Rome, GA.

June 3—Atlanta Ride for Kids—Starting point for the event is Northpoint Mall, just off GA400. Registration Opens at 7:00 a.

m. closes: 9:15 a.m. and the ride begins: 9:30 a.m. *SHARP! Rain or Shine!!*

June 10—Club Meeting – FD Roosevelt Sate Park More info later.

June 16 & 17—Club Ride—Mac & Karen McEnheimer will lead this over-night camping trip to Bell Buckle, TN. We'll visit the RC Cola/Moon Pie festival and the Jack Daniels Distillery. Meet at the Wade Green Rd Waffle House off I75 at exit 273 (Wade Green Rd.) near Kennesaw. Breakfast at 8.00am ride at 9.00am with empty Bladder and full tank. Along with the other info. The ride will be up the Interstate to near Nashville, TN. We will be going to the Distillery on Sunday the 17th.

July 1—Club Meeting—Vogel State Park group shelter. The Nawth Jawja RAT Pack will be making a “Cardin’s Burnt Pig Recovery Ride” to bring back BBQ and the trimmings for lunch at this meeting. Make your plans to be there. Meeting at 10:30 and eating of the pig after that.

August 5—Club Meeting – Amicalola Falls State Park. Walt & Lydia Sweatt have agreed to bring the lunch for this meeting. They're keeping the menu a secret for a while. Maybe there'll be some of Walt's “Secret Recipe” Chili. More info later.

September 9—Club Meeting—Carters Lake More info later.

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Club Ride Leader Volunteers Needed

We've lots of new members and a few who've been around for a while but don't seem to pay close attention; so a little explanation of our club riding program might be in order.

BMWOGA organizes two rides per month open to participation by all members and their guests. This program is coordinated by our Ride Captain, Junior Pilgrim but Junior does not lead all the rides. Leading the rides is up to volunteers from the club who take over the details of planning and leading the ride.

The monthly "Club Ride" has traditionally been conducted over roads we enjoy as motorcyclists with no particular requirements except that the roads be enjoyable and the lunch spot be such that the average rider can expect to leave alive. Emphasis here is on the roads

The monthly "RAT Ride" is a ride of a more relaxed pace with an unusual sight

or two planned along the route and a lunch spot that is at least worth recommending to a friend, if not downright good. RAT rides are more suitable for two-up riding.

The ride leader for either of these rides will be expected to pick the date (from those available from the Ride Captain), the route, the starting point and times, etc. Usually, leaders will have ridden the route ahead of time to check out gas stop facilities, road conditions, etc.

With 24 rides scheduled each year, leaders seem to be getting harder and harder to find, even though some of the same people volunteer for this duty at least once every year. Maybe it's time you stepped up to the plate and took a turn at leading a ride. It's not all that hard and Junior Pilgrim (or one of us "old hands") will be happy to help you through the process.

Please consider doing your part to see

that the club's ride program continues to be as much fun in the future as it has been in the past. Please contact Ride Captain Junior Pilgrim at bmwj90@aol.com or 770-428-0931 Here's the openings for the remainder of this year:

- MAY CLUB RIDE
- JUNE RAT RIDE
- JULY RAT RIDE
- JULY CLUB RIDE
- AUGUST RAT RIDE
- AUGUST CLUB RIDE
- SEPTEMBER RAT RIDE
- SEPTEMBER CLUB RIDE
- OCTOBER CLUB RIDE
- NOVEMBER CLUB RIDE
- NOVEMBER RAT RIDE
- DECEMBER CLUB RIDE
- DECEMBER RAT RIDE

Our Members in the News

No Sweatt Racing

The bike and rider were looking good in practice, moving smoothly around the track and through traffic-at least that is what my buddies told me. During the second practice session, excessive tension on the throttle led to a broken pushrod. This was repaired by the support mechanic team at track side (Weazil found one) and the bike was back in action. All went well until the end of the last practice session, when it fizzled to a stop in the second turn. No time for repairs before the start of the race, so we turned into a manic crowd of spectators to cheer on Ken Pitts on his Moto Guzzi. Ken battled valiantly, but could not overcome the horsepower of a Honda 750 and finished second.

The R75/5 is sitting forlornly on its lift in the shop, waiting for me to make up to it and get it running again. This will entail many modifications for extra horsepower and reliability-all legal of course. Much was known and much was learned from this first outing into racing.

Both the bike and I will be ready for Summit Point on May 27-28. You could (should) already be at the rally in Cass, WV a this Memorial Day Weekend. Come up to Summit Point and

root for the big names in Asheville Racing: Jeff Gundlach, GUZ, (designer of Walt's Chili Tee Shirt), Ken Pitts, GUZ, (famous Ride for Kids photographer), Carl Nyberg, HONDA, local president of the Audubon Society, and Scott Olofson, BMW, (an old R50/2), and Walt Sweatt, BMW, (y'all know me).

For those of you who plan ahead, whoever you are, the schedule for 2001 follows:

- May 27-28, Summit Point (WV) Raceway practice day May 26
- July 14-15, AMA Vintage Motorcycle Days practice day July 13
- Oct. 6-7, Talladega (AL) Gran Prix Raceway practice day Oct. 5
- Oct. 20-21, Carolina Motorsports Park, Kershaw (SC) practice day Oct. 19

Locations and directions to the track can be found at the AHRMA website at www.ahrma.org/calenda.html

See you at the races,

Walt Sweatt
BMWOGA

May, 2001

Adventure Touring

(Continued from page 1)

coat on high, slow speeds and a battery small enough to fit in a mosquito's jock strap, the DR had a dead battery. No problem it was only 4 or 5 bike lengths out of the "dip" and I could coast 6 miles back to camp. A combination (man these combinations were killing me) of slick sole boots, wet snow and because of the over 7,000 ft. altitude the Suzuki had taken on the weight of a Harley Dresser. My progress could be measured in inches as I struggled to get my breath in the thin air. I couldn't help but notice, during my closeness with the DR, that there was a place where the kick-starter used to be, covered with a black cover. Man I was wishing it had a kick-starter. I finally made it out of the "dip" and prepared to head back down the mountain no need for electric coat now as I was sweating like a barn animal. The first bare spot I came to I selected 3rd gear and the after market muffler never sounded better. A few days later it was still cold so it was time to move on looking for those 80° temps.

Word around the campfire was "everyone goes to Quartzsite AZ for the stone and gem month" the Daytona of the RV world. Taking our time we worked our way west even stopping in Phoenix for the super cross. Man those new Yamaha 250 4-strokes sure look and sound good. I want one. The town of Quartzsite has less than 1000 people in the summer, but in the winter over 500,000 RV's call it home. 10 miles before you get there you start seeing RV's parked all over the desert. The land around Quartzsite is BLM land with free camping for 2 weeks and open to off road vehicles. The RV'ers call this type camping "Dry Camping" after a week we knew what they meant by "dry". Dusty is an un-

der statement, no water anywhere. (5 dollars each for a shower at the laundry mat in town). One evening Helen and I were on the DR returning from the bathrooms (no water) when we decided to take a ride in the desert and got lost. All the RV's look the same to me so we rode around for a long time before we headed for the big balloon over town and got on the road back to brown van. The next day I strapped the small GPS we used on the sailboat, to the handlebars and solved the problem. I had plenty of rubber inner tubes to use for straps; Helen and I learned you don't ride your bicycle in an area with cactus spurs (look like king size sand spurs). We had 4 flat tires and spent an afternoon with tweezers picking spurs out of our tires. Although we had had some nice days still nowhere near the 80's we were lusting after, so we decided to head even further South.

Terlingua, Texas is just about the end of the road, on the Rio Grand River, in South Texas. Home to a couple Dual Sport rides a year, if you like dirt roads you would love this place. While we were setting up camp one of the regulars came by to gam with us a while. We said we were going to ride up the road about 60 miles and cross over the bridge to Mexico. He told us how we could cross right there at Terlingua, he also told us how to tell the wind speed. When the Tumbleweeds are going by about knee high, its 20 MPH, waist high 40 MPH, chest level 60 MPH. Today they were waist high, I think, the dust was so thick it was hard to tell. We road the DR down a dirt road until we reached the Rio Grande. We yelled and waved at what looked like a pile of lumber across the river. Shortly a guy came out and got in a johnboat and rowed across the

river. Just as we got in and gave him a dollar, 4 more high school kids climbed in also. The Rio Grande is not very wide, but had a swift current running today. With 7 people in the johnboat we were low in the water. His oars were made from the steel top rails of a chain link fence with a couple of boards bolted on the ends. When the current hit us he put his back into the oars and did a rowing job that would have qualified him for a spot on the Harvard rowing team. The Mexican town didn't have the first paved street, but did have a cantina where we had planned to eat lunch. Helen lost her appetite and wouldn't eat at the cantina, I liked the place, the people were nice and the dogs were friendly, especially the one missing half his ear and a scar completely across his head. The trip back was another dollar with a boatload taken back to the American side, not a Border Patrol in sight. A couple of days later we road the motors 60 miles to the bridge and into Mexico. When we came back across the bridge there was a checkpoint with razor wire fence, sniffing dogs and border patrol agents thicker than ticks on an Arkansas hound dog. I wonder if they knew about the guy at Terlingua with the rowboat. Even in Terlingua we had still had not seen any 80° days, so we decided to move on.

After 5,000 miles on the brown van and 2,500 on the Suzuki's and 34 days of looking we finally found some 80° weather, that's the good news. The bad news is it was right back where we started in Jacksonville, Florida, record high today 85°.

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Ride for Wienies

.....by Doug Peters

Thanks to all those who attended the weenie ride yesterday (3/24/01). After lunch at the Farmer's Market restaurant, we set out on a backroad journey southward to end up first for a brief rest and drink from the "fountain of youth" at Indian Springs, and then at the Peters farm where we roasted weenies for hot dogs and had other accompanying dishes and drinks.

We were fortunate to ride rain-free all day, experiencing only a light sprinkle 10 minutes before the ride's end and then

parked by the pond. (Some heavier rain occurred north of us last night.) Actually, the weather was superb for riding.

We had nine bikes (no two the same) with one two-up. Models included a custom-painted green R1100GS, a yellow R-100CS, a great-sounding yellow Remus-fitted R-1100S, A cherry lt. green 1985 K100RT, a red R1100RS, a beautiful brilliant blue four-valve K100RS, an R1100RT in blue, a cool blue K1200RS, and my old reliable silver and black 1985 K100RS (that's 1 airhead, 3 Ks, and 5 oilheads).

We traveled some obscure deserted roads and connected sections of some of the lesser known "fun roads" of middle GA. Two of the riders camped by the

pond. Special thanks to the two participants who visited the Lighted Oak bar last night after the ride to listen to my band, Phat Chance. Also special thanks to our ride captain, Jr. Pilgrim for his assistance and participation in the "hwy 42 scenic sweeper segment" (sorry your side fairing piece blew off). Thanks to Dooley the Australian frisbee dog for some daring catches. Thanks to Bob and Sharon and brother Jesse and Susan and all those who assisted with the fixin's and the grillin'.

I had about 250 miles of fun (especially the 164 getting from Farmer's mkt. to the farm) and hope the other eight excellent riders did also. It was a good day, in my opinion.

Until next time,

Doug Peters

BMWOGA Member Robert Munday Running For BMWMOA Director

I'm Robert Munday, 45, a Computer Programmer/Analyst from Montgomery, Alabama. I am relatively new to BMW ownership, having bought my first in 1996. From my teen years when I began reading about BMWs in motorcycle magazines, visiting dealerships and talking to motorcycle owners, I knew there had to be a BMW in my future. I took one 700 mile Saturday round trip from home in Fort Walton Beach, Florida to visit the BMW dealers in Tallahassee and Jacksonville to look at the new 1975 /6 models. I was hooked by the R90S with the Dunstall exhaust and that unique look and sound. I wanted one. But life caught up with me and my motorcycle plans were overcome by college, marriage, mortgage, children and building a career in computers. In 1996 at age 40, I decided that it was time for that first motorcycle. At present, I own my third and fourth BMWs and my wife and two sons ride them with me.

To fully enjoy an activity, I feel I must participate, get involved and "pass it along" to help others in ways that I once needed help myself. I have gotten more involved with rallies and rides in recent

years as a minor and major rally organizer. Being President of the Internet BMW Riders (OK, we're all Presidents) has been an ideal way to meet other BMW owners and share ride experiences and motorcycle maintenance information. Through the IBMWR, I have corresponded with BMW owners all over the world, and if you are not quite able to solve a problem or resolve an issue, there is someone out there who has and is happy to "pass it along". It is much like a virtual campfire... pull up a Kermit chair and visit with us.

In addition to the IBMWR, I am a member of regional clubs... Georgia, Alabama, BMWBMW, Gateway Riders, Yankee Beemers and the Rolling Broccoli Riders as well as specialized groups... Airheads, Oilheads and Vintage. I have met many interesting and unique members of these BMW clubs and follow their adventures in newsletters. Since I began attending the BMWMOA national rallies, I find that I am meeting more of the faces behind the legends. To me, that is the appeal of active participation.

Serving you on the Board Of Directors would be a great privilege. My com-

puting, organizing and communications skills and being accessible to the members are what I bring to the BMWMOA. There are always new BMW owners with talents and experiences to share. I would like to help retain and expand our numbers, for a growing member base will be good for all. As I meet BMW owners in my travels, I promote to those who are non-members the opportunities and benefits of membership. As a Director, I will endeavor to continue the sound fiscal policies of the current Board Of Directors and will strive to insure that your BMWMOA continues to grow and prosper.





From the Prezzzzzzz

.....Stan Dulemba

wet. Two pair dripped into the bathtub all night. What a great ride!

No rain for the April Club meeting, though. Our gathering spot, a pavilion at Lake Tobeesofkee near Macon, was a bit windy, but otherwise the place and the meeting and the day were awesome. Two unnamed members admonished me for starting the festivities an hour early, after they rolled up to the facility at what time they thought was fifteen minutes early. I asked them if they had heard of a concept called Daylight Savings Time, and then saw the old familiar forehead slap and heard an excellent Homer Simpson Doh! We won't mention who that was though, will we?

Considering where our next meeting is, I need not note that the Georgia Mountain Rally is upon us. Jim Deckman, our Rally Chairman, has worked hard to keep this annual event running smoothly again in 2001. It is his first year at it, and I thank him from the bottom of my heart for all the hard work. I will start begging him to repeat as soon as I see an opening after the

Rally is history. How about May 7?

If you can help in any way, please let Jim know, with a telephone call or a tap on the shoulder during the meeting. We need to show 800 (estimated) guests from around the world (yes!) that we don't just have good roads, we have great hospitality. Elizabeth and I have determined our honeymoon will be helping out where we can. Note: don't even think about practical jokes at the Dulemba tent; we are staying at an undisclosed site at least a half hour from the campground that weekend. We will vary our route and lose any tails as best we can on a K1200RS with Ohlins.

Our Club Rides in March were well attended, and we have two more planned in April, both of which will be over by the time you read this. I know Tommy needs volunteers for May and beyond, so give him a call. Remember, if you lead a ride, you get a year's membership free. Check the schedule in this newsletter or our website for details.

And speaking of the website, we are in the process of moving it to a new host (note, no address change). Andrew Lunde has provided this service to us free-of-charge since day one, without ever asking for anything in return, even though web hosting is not really his business. We

thank him for his efforts. Considering he won't take money from us for his help, we have arranged for his BMW to have a thorough going-over at BMW Motorcycles of Atlanta, so he can be fully equipped to join us on rides, at club meetings, and for the Rally. Andrew has been too busy lately and we need to get him back on the bike. A huge thanks to Bob Wooldridge and the staff at BMWCOA for providing this service without cost to the Club. We truly have a lot of friends in Georgia.

Since the website is moving, we thought it would be a good time to update The Line. We have successfully moved The Line to become a part of YahooGroups. If you were a member of The Old Line, or if we have your correct e-mail address, you already know about this. If you don't have all the information, please contact one of the Club's officers at their addresses on the front page of this newsletter. Considering Buster Moldenhauer is our current webmaster, he might be the best person to contact, but we can all point you in the right direction. Look for new features and functionality to The Line as we get more comfortable with this technology evolution.

Fantasy

The Parts Man Cometh

..... by Jacqueline Flood

All hail to the chief, the parts man cometh. Bearing with him not baubles and trinkets to charm little girls, but tires, helmets, and clothing with which to tantalize the natives. He is the Good Humor man of the motorcycle business, and a man of good humor.

Unheralded, he reaches his destination; no fanfare of trumpets announce his arrival. Just a couple of backfires as his pickup truck eeks to a halt. Helmets teeter around behind the seat, ready to jump into action. Kind sir, perhaps I might peruse your wares, page by page; perchance there is something I need?

The shiny pages in his notebook offer merchandise unmarred by minor mishaps and boldly worn by gorgeous nymphs and virile youths. This is not a Victoria's Secret picture book, but a phonebook sized TuckerRocky catalog. Indeed, it is a wish book for many. These pages contain

anything one could ever need or desire for their motorcycle.

This was once an area he owned almost exclusively. Now, in this age of cyberspace and dotcoms and large companies gobbling others up like appetizers, he has to work the road, press the flesh and spread the gospel. The company name is as synonymous to motorcycles as IBM is to computers. But still the jackals gnaw away at sales.

I'd grab some coffee, clear off the counter, get comfy and listen to stories from days heretofore. When Malcolm Smith was king of trials, Dick Mann was king of the road, Roger de Coster was the master of motocross, and Steve McQueen, well Steve was just Steve. When weekly we more down engines and rebuilt them for the next race. Stories from a time before Speedvision and Extreme bikes. Spend some time with the parts man, he has tales to tell and wares to sell.

Good Stuff to Buy and Sell

FOR SALE: Motorcycles

1987 K75S Blk, 122k road miles, excellent cond, original owner bought new, BMW tankbag, sdl bags, top case, corbin seat, liberty radar, front turn signal running lights, 12v accessory outlet, new clutch & rebuilt tranny 1999, rebuilt alternator, new battery 2001, other accessories or goodies. Never dropped. \$3,500 or bike alone \$2,500 OBO Dennis McNeal 404-672-0232 (pager) 770-448-6207 (H) (08/01)

1995 R1100RS w/ABSII brakes, Black, 35,700 miles. Heated grips, Throttlemeister, BMW touring bags, tall tinted Parabellum shield and stock shield, new seats, cylinder head guards, headlight chip protector. I added: RID display, Kisan headlight modulator, front running lights, Lite-Buddys, SAENG Quick-Scans, Givi rack and Givi E460 tail trunk with integrated brake light. Excellent condition, garaged. Price: \$9000 Located in Montgomery, Alabama. Photo available by e-mail - RWMunday@Earthlink.net. Robert Munday 334-277-5291. (06/01)

1995 R1100RSL Limited production yellow, new tires, factory hard bags, tank bag to match, heated grips, cruise control, tinted windshield, original seat and ? Seat, adult owned, Shoei Helmet, excellent example. Bill Foree, 770-518-3357 \$9,350 OBO (07/01)

1995 Ducati 900 SS-SP Red, 16k, full fairing w/ all sp goodies; carbon fiber fenders & clutch cover, aluminum rear swing arm, wider rear wheel & fully adjustable suspension, plus these additions: 41mm Kei Hin flat slide carbs, black powder coated wheels, black ceramic coated slip-on mufflers, corbin biposta seat, 39 tooth rear sprocket, European oil temp gauge. Always garaged, meticulously maintained, Looks new & sounds great. Adult owned & never raced. \$6495 OBO Chip Jamison 404-873-3636 earthman@mindspring.com (07/01)

1995 R1100GS Red, 41k, ABS, Heated grips, staintune exhaust, aeroflow screen, BMW cylinder guards, PIA driving & fog lights w/ euro switch, 451 Givi Bags, Chase Harper Tank bag, sargent seat, BMW & 12v access. Plugs, new Dunlop Trailmax radials, Top of the Line rack & headlight protectore & much more. Always garaged. Runs great & Looks new! \$7595 OBO Chip Jamison 404-873-3636 earthman@mindspring.com (07/01)

1997 BMW F650 Funduro, < 6K miles, lowering kit, heated grips, accessory plug, bag mounts. Stock machine, Red w/black seat. Must sell, third bike in stable and new cage on order... \$4700.00 Tim Hill, Ellijay GA (706) 635-5130 jhill@ellijay.com (05/01)

1998 R1200C Cruiser, Ivory w/ABS brakes, only 6900 miles, blue seat, saddlebags, recent service, new tires, adult owned, excellent condition, warranty. Shoei Helmet. \$11,300 OBO Bill Foree, 770-418-3357 (07/01)

1999 BMW R1100S - Flame Red - Excellent Condition - - All Original - 10,200 Adults miles - New Tires - BMW Hardcases with Factory Rack - TankBag - Dealer Maintained - Located South of Gainesville, GA - \$10,750 > Call Bill - 770-535-2537 rulong@mindspring.com - Can email pics. > Upgrading to the R1150RT (wife wants to ride) (07/01)

FOR SALE: Accessories

Stock Seat off a 1993 K1100LT-Like New \$125 Phone # 770 307 5788 Fred and Kathy Anderson (05/01)

Corbin Seat for R1100RT, w/backrest, gray perforated leather with green piping. \$350. Aeroflow oversized windshield. \$100. Bob Beerbower 770-487-5439 bbeerbower@mindspring.com (07/01)

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 ★ With all due respect to the folks from South Carolina, and
 ★ apologies because this one isn't even motorcycle related; I
 ★ offer it for your consideration:
 ★
 ★ Two boll weevils grew up in South Carolina. One went
 ★ to Hollywood and became a famous actor. The other
 ★ stayed behind in the cotton fields and never amounted
 ★ to much. The second one, naturally, became known as
 ★ the lesser of the two weevils.
 ★
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