



2 N D Q U A R T E R 2 0 1 1 THE CENTERLINE

Monthly newsletter of the BMW Motorcycle Owners of Georgia, Inc.
CHARTERED BY THE BMW MOTORCYCLE OWNERS OF AMERICA, THE BMW RIDERS ASSOCIATION AND THE AMERICAN MOTORCYCLIST ASSOCIATION

TOURING TIP: GETTING YOUR BODY READY TO TOUR

Much has been written and said about preparing a rider's motorcycle for a new touring season, but relatively little is ever said about preparing a rider's body for long motorcycle rides. As all serious riders know, it takes much more mental focus and physical stamina to ride a motorcycle all day long than it does to drive a comparable number of hours in a car. The motorcycle requires more strength to maneuver it, and the rider's body is in almost constant motion in the saddle, especially on curvy roads. Weather conditions and the other on-the-road elements a rider experiences may also help to deplete his or her energy.

When a body becomes fatigued, reaction times lengthen, rider and bike agility suffers, and the ability to make sound, quick decisions in challenging riding situations can be seriously degraded. And, of course, falling asleep or suffering a heart attack, while on a moving motorcycle, portend even more serious outcomes than if those same things happen in a car. The logical course of action to help prevent these calamities is to prepare your body for the rigors of the road. Your physical conditioning regimen can include many dimensions, but should have at least three main areas of focus: flexibility, endurance and core strengthening.

Getting and Staying Flexible: Lack of flexibility in the body can result in a litany of physical problems and general discomfort. These often include sore muscles, lower back pain, impaired muscle coordination, increased risk of injury and more. The best way to improve and retain flexibility is through daily stretching exercises. For motorcycle riding, the most important areas to stretch are the back, neck, thighs and hamstrings. Although

numerous books and videos on stretching are available, there are a few important things to keep in mind, particularly if you're just beginning a stretching program:

1. Warm up for at least five to 10 minutes by doing some type of aerobic activity, like walking or riding a bicycle. Muscles are more supple, easier to stretch and less prone to injury when they're warm.
2. Be sure to follow the proper form demonstrated for doing the stretch. Inappropriate body position may cause an injury.
3. Do not overstretch because that also can trigger an injury.
4. Be consistent. It's better to do a little stretching every day than a lot of stretching a couple of times a week.
5. Stay committed. It took a long time for you to lose flexibility, and it won't return overnight.

Attending a stretching class at a health club or working with a physical therapist, at least initially, may be a good way to learn how to do the stretches you need most and to make sure that you're performing them correctly.

Increasing Endurance: Aerobic, cardiovascular exercises are an excellent way of increasing a motorcyclist's endurance and alertness for a long ride. By improving the fitness of your heart and lungs, the flow of oxygen and nutrients to your muscles is increased, and your body can perform at a higher level for a longer period of time. Some of the best aerobic exercises include: walking, swimming, running and bicycling. In addition, health clubs offer a number of machines that focus on improving aerobic capacity, including the elliptical exercise machines. There's a rule of thumb metric that can be used in cardio fitness training. Subtract your age from 220 to find your

maximum heart rate. Your pulse rate should be in the range of 65% to 85% of that number. As with any new exercise program, you should start slow and build up your stamina. Start out at around 65% of your maximum heart rate and gradually work up to between 75% and 85% of your maximum.

Heart rate monitors are available at many retail outlets and on the Internet. Minimum aerobic training should be for about 30 minutes three times per week. If you haven't been physically active recently, it's always wise to consult with a physician before beginning a cardiovascular program.

Gaining and Maintaining Core Body Strength: Many of us, mistakenly, equate physical conditioning with the bulging muscles of a body builder. Instead, our main focus should be on building what's called core body strength. The muscles in question are those deep in the abdominal area and the back muscles that attach to the pelvis or spine. These are the muscles that originate motion and keep your body stabilized and balanced. They are fundamental to riding a motorcycle.

Although abdominal crunches are a component of a core body-strengthening program, there are other important ones as well. Some examples of these exercises are demonstrated in photos by Mayo Clinic staff members at: www.mayoclinic.com/health/core-strength/SM00047. Other sources of core body strength training are Yoga and Pilates classes. Getting your body in shape to ride long distances not only makes your touring trips more enjoyable, it also makes your everyday life healthier and more pleasurable as well. What are you waiting for? □

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NEMO® MORPHO 2P TENT REVIEW

Don't buy this tent if you don't like to answer questions, and/or draw a crowd! I've learned in my earlier bicycle touring days to haunt backpacking magazines and forums for lightweight and packable camping gear. The Nemo Morpho 2P is a lightweight backpacking tent that eschews conventional aluminum poles for support in favor of collapsible "air beams." Poles have been the standard forever and though modern tent poles are light and strong, they're still clumsy to pack and set up, prone to breakage and add weight. The creative folks at NEMO a New Hampshire-based maker of camping gear, decided to use air to keep the tent upright instead. Great thinking outside of the box, as far as I am concerned!



The way the Morpho 2P works is pretty simple. The tent is shaped like a common two-person backpacking tent and setup begins the same way. Spread the tent out on flat ground and stake out the corners to pull it taut.

But instead of assembling shock corded aluminum poles and feeding them through sleeves on the tent, you connect a small, very lightweight foot pump to quick-connect fittings at the base of the tent. Less than a minute of pumping with your foot and the tubes that run over the top of the tent become rigid, standing the tent up. Disconnect the pump and you're good to go. The beauty of the design is the integration of support within the shelter meaning there's less to pack. If you have to set up camp in the rain, you can stake out the tent, crawl inside and stay dry while you pump up the tent around you. Luckily, I haven't had to try out this feature...yet!

The Morpho 2P packs small and weighs in at a hair over five pounds, which is about standard for a two-person backpacking tent. Construction is ripstop waterproof/breathable nylon with lots of ventilation. Reinforced 3½" air beams easily withstand wind and rain and resist tearing. A vestibule lets you keep your muddy (or smelly?) boots outside at night and, while definitely cozy, interior dimensions leave you room for internal side case bags, helmet, etc.. I don't know if I'd want to live in this tent for a week, but for long weekend outings, it's the perfect companion. It's only supposed to take 45 seconds to set up...I'm nowhere near that mark, but I'd say five minutes is reasonable. Dimensions are listed below, but when visiting the website I noticed there is now an even smaller and lighter 1P version called...wait for it... the Moto!

- Floor: 112x64" • Floor (fully extended): 40 internal sq.ft. • Floor (retracted, extra vestibule space): 26 internal sq.ft.
- Height: 42" • Stuff size: 16x8-½" • Weight: 4 lb. 11 oz.



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from the PRESIDENT

By the time you read this the GMR will be firing up. Once again the stress and strain of this major undertaking will be behind us and we can all breathe easier. My hat is off to CA and Steve (for taking on the task when no one else would do it) and the Team Leaders that helped make their task manageable.

This year tradition was cast aside and a new way of doing things was put in place amid the gnashing of teeth and the projected failure of the new ways by the wise old sages and soothsayers. I was among the "doubting Thomas's" and all I ask is that I have a side order of onion rings with my crow. Anyone else care to dine with me? Shortly, the call will go out for next years rally meister. Will you step forward or let someone else continue to do the heavy lifting that you all benefit from?

Our membership is down from the last several years but seems to be settling in with a more active roster of involved members. It is time for you to start thinking about your role in making the club better by participating in the rides Randy has lined up, by leading a ride, or by writing an article for *The Centerline*, which might result in more frequent publication of such. It's certainly not too early to decide which Board office you want to run for next year. All offices are up for grabs so get fitted for your body armor and put your name on the line in September. Hope to see you in Hiawasse.

Danny

A MILD CASE OF “DEMONARITY” *by Randy Miller*

Demonarity – a common medical condition normally containing two parts of Demons and three parts of familiarity. While common, symptoms frequently go unnoticed and it is rarely diagnosed in time to insure successful treatment. Exactly how does one become infected with this malady? To understand, I believe one must first comprehend precisely what Demonarity is and to facilitate this understanding I share two quotes from the book *Stayin’ Safe The Art and Science of Riding Really Well* by Lawrence Grodsky:

- “But if we’re to believe that motorcycling is a “sport,” as we’re constantly told, then we must accept that a fundamental precept of sports participation is the challenge to better one’s performance: “If I can take that turn at 50, then I ought to be able to take it at 55. If I can stop from 30 mph in 35 feet, then next time I’m gonna do it in 30,” and “If that’s the absolutely shortest distance this thing will stop in, then watch me stand it up on its front wheel! Demons.”
- “Risk always appears smaller through the lens of familiarity.”

In an effort to inform others, I share my personal experience from diagnosis through the early stages of treatment. My particular journey began some 6 – 7 years ago as a re-entry rider. Having not ridden since my early years, upon re-entry I enrolled in the MSF beginner course, acquired my “M” endorsement and began riding in earnest. I remember those early days as a time where every intersection, blind curve and piece of gravel was a distress signal clanging out to maintain maximum awareness. Slowly, methodically and as surely as the changing of the tides, familiarity tunes out that relentless clanging. Shortly after the alarm is silenced the Demons emerge. While no one places me in the knee draggin’, double yellow passing, hooligan class, I none the less began my personal quest for ever increasing speed. It seemed that if I was not cornering quicker than the ride before, I was just not having sufficient fun. Yes, in my own way, demons.

Not being a particularly attentive individual it takes something approaching a Cat 3 hurricane in order for me to recognize that the weather is changing. Thus I was not aware of the encroaching symptoms of Demonarity. Enter Pete Tamblyn. Now I am not comparing Pete to an unpleasant weather event, but if you get the chance to ride with Pete providing radio commentary into your helmet communication system a certain level of awareness is a surety. I met Pete while working on the 2011 Georgia Mountain Rally events schedule wherein he will be instructing the *Stayin’ Safe Rally Mini-Session* training courses. While we were discussing the details of this rally event Pete offered to give me a short preview of what the Stayin’ Safe approach is all about. I, being no fool, accepted without hesitation and on a very pleasant 60 degree day in January Pete, his 2-up partner Jackie and I gathered in Dahlonega, GA. We began our day enjoying the spectacular January weather while getting to know one another over a cup of coffee. I took an immediate liking to Pete and for that matter Jackie as well. Pete projects a quiet confidence, well short of arrogance, and is a guy whom would be a welcome addition on any ride, at the dinner table or local pub. I could have spent our time together with coffee and conversation only and considered the day a complete success, but alas our intended mission came to mind and after a quick review of the training manual and getting to know the communication system we mounted our rides. Our riding begins in a local school parking lot practicing some slow speed maneuvers. I found this very interesting and well, actually fun. Did you know there are three ways to turn a bike? I know and regularly use two; counter steer and body steer, but would never have identified the

third which I will leave for you to discover on your own. Once on the road Pete is in the lead and provides almost constant commentary through the communication system identifying potential hazards, proper lane position and ways of reading the road previously unknown to me. Heading north on highway 60, it is about three minutes into this exercise that I grasp the full measure of how familiarity has changed my awareness. For me, this lesson alone would be worth the price of admission and is a lesson I will not soon forget. Throw in a bit of physical riding technique on this leg and I too soon find us turning into T.W.O. (Two Wheels Only Motorcycle Resort) for a short sit on the covered porch. It is about here that I realize our speed has been something slightly south of moderate and yet the fun factor was on the high side. There just might be something to this “riding really well” concept.

The return to Dahlonega has me on point with Pete and Jackie following. The radio commentary continues with a slightly greater emphasis on physical riding technique, while still maintaining traffic, road condition and risk avoidance suggestions. Once again speeds are moderate, but the fun factor high. After traveling only thirty plus/minus miles and spending an hour or less riding, I know that I am a more competent rider. This belief is soon confirmed on a subsequent ride when my wife Jennifer commented “you are riding really well today”.

My Rally duties will not allow the time to participate in one of the Mini-Sessions at the Georgia Mountain Rally, so I immediately go to the Stayin’ Safe website and find another location which my schedule will permit attendance. Two options look favorable, as do some 2-day Training Tours. I will be booking my spot in one these events soon. If you would like to become a safer, more aware rider I highly recommend you investigate this program. If you wish to improve you physical technique, I again recommend this program. If you wish to be a better all around rider, this is your ticket. If your desire is to just ride faster, I believe this program will assist in this quest, but track days may be more appropriate. Again, the fun factor is on the high side and this alone would be a good reason to attend.

For more information on the Stayin’ Safe programs check out the events section of the Georgia Mountain Rally website www.bmw-moga.info/gmr/events.php and/or directly at the Stayin’ Safe website www.stayinsafe.com/aboutus.php □

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WHEN: Friday, April 29 thru Sunday, May 1, 2011

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Month	Day, Date	Activity/Location
APRIL	Fri-Sun, 29th-1st	Georgia Mountain Rally
MAY	Sun, 1st	Club Meeting
	Sat, 15th	C.A.'s Best Kept Secret in GA Ride
	Thurs-Sun, 26th-29th	(AL) Great Chicken Rally in Rocket City

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