

# Tarheel Traveler Newsletter



The monthly Publication of BMW Tarheel Travelers of North Carolina

**BMW MOA No. 57**

**October 2008**

**BMW RA No. 34**

## James Bay Road Trip - August 17-27, 2006 - Part 2 by Dennis Clark

### Continued from the September edition

We obtained a tail wind and really made good time and expended less gas than anticipated. We arrived at THE GAS STATION and began to fuel.



We noticed a restaurant near the fuel tanks and went in and had a bite to eat. We got some stares from the other people in the restaurant. Striking up a conversation with some of them we discovered that they

had not seen this many bikes traveling together up this road before. While eating we discussed the fact that Pepsi was easy to get in Quebec while finding a Coke was hard. I was really happy as I am a Pepsi snob.

After eating we rode in sprinkling rain for the remainder of the day. We rode and began to appreciate that we were definitely off the beaten path. We were not near anywhere. We were truly isolated. Nevertheless we knew that we were riding great motorcycles and could relax somewhat with this knowledge.

We arrive in Radisson and were thrilled to see that we had first class accommodations for our stay.



The staff spoke excellent English and we welcomed with open arms. The staff requested that we park our bikes on the sidewalk leading to the entrance of the hotel as they wanted to advertise the fact that eleven motorcycles had made the trip up the James Bay Road together. They had never seen that many bikes come north together. Radisson reminded me of Adak, Alaska with the rugged northern style architecture. Over a wonderful buffet we discussed that we had ridden a total  
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# BMW Tarheel Travelers Of North Carolina



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## Road Debris

by "Rev. Willie" Nichols

As a current commercial says: "Life comes at you fast", I found out how busy a schedule can be. I had a family reunion scheduled for the day of the Sept. club meeting and my good buddy Nate Kern was racing at VIR that same weekend. Fortunately, my family reunion was postponed, but I had a decision to make: Watch Nate race OR lead the September TT meeting. I tried and tried to get a hold of VP Jeff to ask him to run the meeting, but I never could talk to him. I rode up to VIR on Saturday to watch the racing, but I left that evening to return home to lead the meeting. Good old Jeff called me that night and told me to go back to VIR on Sunday. While my days of being TT President are waning, I took him up on the offer and headed back to the track on Sunday to watch BMW's winning races again. Jeff wrote me that "20 people showed up, the pasta was great, the chocolate brownies and chocolate chip cookies were even better." I will owe that boy a lot of favors in the future!

The weekend at VIR was great fun. Nate had already wrapped-up the Thunderbike class at Sears Point, so he was racing for fun and the chance to win some more classes. One big reason for Nate to come to VIR that weekend was the major appearance of the "N8! Students". The garage was filled with race bikes of people that had learned road racing from Nate through the years. Some were young riders like Thomas, a son of two BMWBMW riders who was celebrating his 20th birthday at the track. Others were older riders trying their hand at racing. The best news of the weekend was that nobody fell down and no bikes were wrecked. Many had their inaugural race that weekend, and each rider got a standing ovation from the crowd when they returned to the garage. Between races, Nate was working with his students, teaching lean angles and contact patches. During all this education and fraternization, Nate went out and won every race that he entered. All the victories were by wide margins, ranging from 12 to 25 seconds, so Nate was usually out of sight from the rest of the field. One of the coolest sights was watching him pull away from the 600 cc - 1000 cc Japanese "crotch rockets" with ease. In all of my 34 years of riding BMW's, it is still a shock to see a BMW pull away from the multi-cylinder Japanese sport bikes! The R1200 HP just left those bikes in the straight-aways and still won the corners as well. It was a dominating performance for Nate last weekend.

He and I had a chance to talk about the future of BMWMOA and the changes coming up in the future. He is a good ambassador for BMW motorcycles, and I finally think that BMW AG and NA are finally realizing the abilities of their racer. He heads down to South Africa in October to race some of the 800 cc BMW's and will get his hands on the 1000 RR SuperBike in the immediate future. We also talked about track days at VIR and how I would like to get some TT's a chance to learn from Nate on the track. Hopefully, Morton's BMW will let me know when they are next having a track day, and maybe in the near future, Nate will be able to teach US how to ride faster and better. Good connections brings opportunities for clubs like ours.

I apologize to the club for not leading the September meeting, but Jeff did an excellent job and we have to realize that we are now "lame ducks" as leaders (I've been called "lame" before, but not under this situation!). It sounded like a good meeting, and I look forward to our next meeting on October 12th.

Ride safe and enjoy the ride!

(from page 1)

of 411 miles in temperatures that varied from 46 degrees to a high of 83 degrees. The high temperature was observed just before the rain began. We had done it! We had ridden to the end of the road. The fourth day came to a pleasant, dry, and comfortable end.

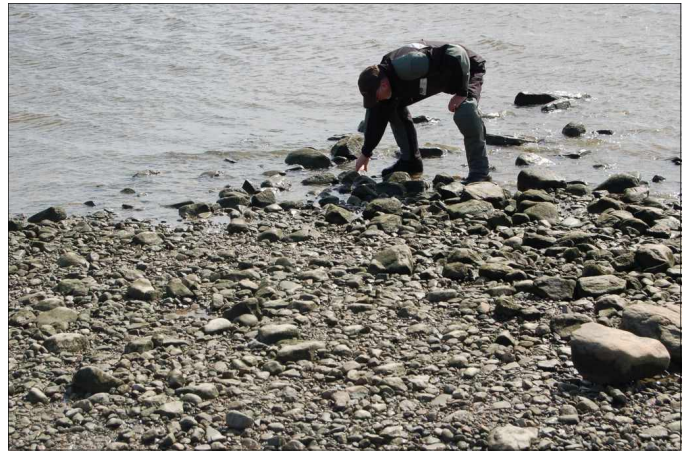
We awoke on day five to rain, wind, and cold temperatures. A decision was made to rest and go on a bus tour of Hydro Quebec Plant tomorrow morning followed by a trip to James Bay proper tomorrow afternoon. We visited a Cree gift shop, the general store, and the area in and around the hotel. We had clothes washed and checked out the bikes for any visible signs of something being wrong. At the evening meal we had our first caribou steaks. The general consensus was that caribou tastes like steak and liver mixed together. Some liked it and some did not.

We began day six with a tour of Hydro Quebec's Robert-Bourassa hydroelectric generating facility. This facility is the largest underground powerhouse in the world. It produces 5,616 MW of power using 16 generating units. It is carved out of solid granite and is totally underground. The spillway for the Hydro Plant is huge! It looks like a giant ladder.



The tour was free and we were given an English speaking guide who did a superb job. After the tour, we rode in rain, mist, and sunshine to Chisasibi, Quebec. We left the pavement and proceeded to ride 10km on gravel. Raphael Jones discovered that a GT does not handle like a GS in gravel. Everyone made it and we all dipped containers, supplied by Don William's wife Gail, into the bay to get some water to take back home with us as a reminder of the trip.

We observed some Cree fishermen launching their boat by moving it on split in half pipes to the shore. Pictures were taken and we drove back to the Cree village for a sandwich.



After eating and talking with some of the natives, we rode to the hotel.



We shopped for the last time in Radisson.

Day seven began in the cold, 48 degrees. We experienced a high of 53 degrees during the ride back to Matagami, Quebec. The weather pattern for the day was rain/clear and cold; rain/clear and cold. We made the return trip much faster than going up. We were able to stop at kilometer 411 and see the waterfalls under the bridge.

(continued on page 4)

(from page 3)



We talked to a Cree Native at the gas stop on the way down and he did not think much of Hydro Quebec. We arrived in Matagami, Quebec and were glad to get out of the cold and wet. We stopped at the Rupert River Rapids for the last look of a lifetime. Awesome water! We racked up a total of 407 miles on day seven.

We began day eight COLD! COLD! COLD! We left Matagami with the temperature at 34 degrees and watched it drop to 32 degrees immediately. We were to experience 32 degree weather at several points along the way. We finally had something to go wrong with the R1150RT. One of the bolts on the rear rotor came loose and locked up the rear end. We were able to repair it on the spot and continued on our way.

We reached Ottawa, Ontario and the temperature soared to 78 degrees. Heat Wave! We as a group had decided that we would go our separate ways home after we reached Ottawa. We had a fabulous meal that evening and decided that we had had a really great adventure.

Detailed information concerning the James Bay Road can be found on [www.jamesbayroad.com](http://www.jamesbayroad.com). We as a group agreed that if you like to ride, enjoy solitude, have the correct equipment, love adventures, can endure massive temperature changes, and ride the correct vehicle, the James Bay Road is for you!

## From Your Editor

Our monthly special thanks goes to Dennis Clark and Michael Stock for their articles this month. It is appreciated.

I want to continue to make the TT newsletter better and better. One thing you will see this month is a 12 page edition. Lots of content from our members makes this possible. And I have some more ideas up my sleeve for future editions.

Do you have any ideas for making it better? If so, please let me know what you think.

For those of you who do not attend the meetings, give it a try. It has been a great place for me to meet fellow riders and make some friends and riding buddies. And our gracious hosts cook up some fine food for the group.

**Jim Morrison**



## Member Information Update

### NEW MEMBERS

Robert Overby  
399 Tucker Rd.  
Grimesland, NC 27837  
252 321-4009  
[ncarn79t@yahoo.com](mailto:ncarn79t@yahoo.com)

### DIRECTORY UPDATES

Jeffery Dodd  
[jsdodd@nc.rr.com](mailto:jsdodd@nc.rr.com)

## Tarheel Traveler Calendar

**October 4 - 1st Saturday Ride, 10:00 a.m.** Gassed up and ready to ride at 10:00 a.m. Capitol BMW, 5200 Atlantic Avenue, Raleigh, NC. (GPS N35 51.338 W78 35.916)

**October 5 - TriadRiders 1<sup>st</sup> Sunday ride, 9:00 a.m.** Gassed up and ready to ride at 9:00 a.m. Cheesecake by Alex, 315 South Elm Street, Greensboro, NC (GPS N36 04.195 W79 47.422)

**October 8 - 2nd Wednesday Dinner, 7:00 p.m.** General Store Café, 39 W Street. (center of town near the traffic circle around the courthouse), Pittsboro, NC 919-542-2432 (GPS N35 43.217 W79 10.687)

**October 12 - \* \* Note Date Change \* \* Monthly Meeting, 1 p.m.** - Ray Ussery and Dorothy Bennett-Ussery, 83 Alderman Mill Road, Dunn, NC (GPS N35 12.350 W78 32.631) 11:30 a.m. tire-kicking, 1 p.m. meeting, with lunch being served after the meeting.

**October 12 - 2nd Sunday Ride, 10:00 a.m.** Breakfast at 9:00 a.m., gassed up and ready to ride at 10:00 a.m. Hardees, 38 East Rd, Pittsboro, NC (GPS N35 43.212 W79 10.603)

**October 16 - 3rd Thursday Dinner, 6:30 p.m.** El Tucan, 250 S Bragg Blvd, Spring Lake, NC 910-495-1400 (GPS N35 09.812 W78 58.330)

**October 22 - 4th Wednesday Dinner, 7:00 p.m.** Nantucket Cafe & Grill, 5925 Farrington Rd (near the intersection of 54 and Farrington) Chapel Hill, NC 919-402-0077 (GPS N35 54.756 W78 59.065)

**October 24,25,26 - Halloween Campout,** Lanier's Campground, 1161 Spot Lane, Holly Ridge/Surf City, North Carolina, 877-665-5347. (GPS N34 25.900 W77 34.098) No frills, no host format.....You pay for your own camping...nothing is provided by the Club. Contact: Jeff Brown, jhbmacc@pobox.com 919-957-0842

For additional event/rally dates be sure to check the TT website [www.tarheelbmw.org](http://www.tarheelbmw.org)

| <b>October 2008</b>   |     |      |  |  |                         |   |
|---|-----|------|--|--|-------------------------|---|
| Sun   | Mon | Tues | Wed  | Thurs                                      | Fri                     | Sat   |
|   |     |      | 1  | 2  | 3                       | 4<br>1 <sup>st</sup> Saturday Ride - Capitol BMW, Raleigh |
| 5<br>TriadRiders<br>1 <sup>st</sup> Sunday Ride<br>Greensboro                     | 6   | 7    | 8<br>Dinner -<br>General Store Café,<br>Pittsboro        | 9  | 10                      | 11  |
| 12<br>2 <sup>nd</sup> Sunday Ride and<br>TT Meeting -<br>The Ussery's<br>Dunn, NC | 13  | 14   | 15   | 16<br>Dinner -<br>El Tucan,<br>Spring Lake | 17                      | 18  |
| 19  | 20  | 21   | 22<br>Dinner -<br>Nantucket Cafe & Grill,<br>Chapel Hill | 23   | 24<br>Halloween Campout | 25<br>Halloween Campout                                   |
| 26<br>Halloween Campout   | 27  | 28   | 29   | 30   | 31                      |   |

# The Meeting Place – October 12, 2008 \*\* Note Date Change \*\*

Ray and Dorothy Ussery  
 83 Alderman Mill Road, Dunn, NC  
 Ph. (910) 897-2674 (GPS N35 12.350 W78 32.631)  
 Email: postoria.nc@netzero.com

**11:30 a.m. tire-kicking, 1 p.m. meeting, with lunch being served after the meeting**

**From the South on I-95**

Take Exit 73. Turn RIGHT onto Highway 421. Go approximately 6 miles to PLAINVIEW ELEMENTARY SCHOOL (this school will be on the left side of Highway 421). At the school turn RIGHT onto CHRISTMAS TREE ROAD. Go approximately 2 miles and turn RIGHT onto ALDERMAN MILL ROAD. Our home is the first house on the left.

**From the North on I-95**

Take Exit 73. Turn LEFT onto Highway 421. Go approximately 6 miles to PLAINVIEW ELEMENTARY SCHOOL (this school will be on the left side of Highway 421). At the school turn RIGHT onto CHRISTMAS TREE ROAD. Go approximately 2 miles and turn RIGHT onto ALDERMAN MILL ROAD. Our home is the first house on the left.

**From the South on SR-421**

Go to the stop light at SPIVEY'S CORNER and turn LEFT onto HIGHWAY 13. Go approximately 1 mile to the SECOND ROAD on your right and turn RIGHT onto DAWSON ROAD. Go to the stop sign at the end of DAWSON and turn RIGHT onto CHRISTMAS TREE ROAD. Go to the first road on the left and turn LEFT onto ALDERMAN MILL ROAD. Our home is the first house on the left.



**From the East on Highway 13**

Go to the stop light at SPIVEY'S CORNER and GO THRU the STOP LIGHT continuing on Highway 13. Go approximately 1 mile to the SECOND ROAD on the right and turn RIGHT onto DAWSON ROAD. Go to the stop sign at the end of DAWSON and TURN RIGHT onto CHRISTMAS TREE ROAD. Go to the first road on the left and TURN LEFT onto ALDERMAN MILL ROAD. Our home is the first house on the left.

**From Fayetteville on Highway 13**

From Fayetteville, take Highway 13 toward Spivey's Corner. Go approximately 11 miles and turn LEFT at ALTMAN'S GROCERY BARN AND GRILL. Go approximately 4.3 miles and you will see a CHURCH on the LEFT and a CEMETERY on the RIGHT. Turn RIGHT at the CEMETERY onto ALDERMAN MILL ROAD. Go approximately 2.7 miles and our home is the last house on the right.

## 2008 Meeting Hosts

|                                  |  |
|----------------------------------|--|
| Jan: Al & Karol Jones            | Jul: Gary & Tina Shimizu   |
| Feb: Willie Nichols & Pam Haines | Aug: Boone Rally   |
| Mar: Pete & Sandy Osta           | Sept: Joel & Julie Harris  |
| Apr: Larry & Gloria Boone        | Oct: Ray Ussery and Dorothy Bennett-Ussery and Larry and Kim Green |
| May: Mike Slocum                 | Nov: Bryan & Quinna Stempowski                                     |
| Jun: Jim & Pat Morrison          | Dec: Joe & Roberta Keithley  |

Thank you to all our volunteer hosts!

## Reg and Me by Jim Morrison

Ross Anker and I did a Reg Pridmore CLASS track school on June 12 of this year at Virginia International Raceway (VIR). Ross took his BMW RT and I took my Aprilia Tuono. We met at 6:00 a.m. and rode up from Raleigh, with our tools and sundries, and arrived 20 minutes before registration opened, trying to beat the rush. When we pulled into the infield area, we found that we were some of the last to arrive. A large chunk of the infield was covered with trailers, campers, SUV's towing multiple bikes and more. They had tents, awnings, sun covers for the bikes, huge tool boxes, coolers, TV's and even air conditioning! There were very few other guys who actually rode their bikes there.



Ross and I realized that we were the poor relatives at this party and pulled over to a vacant part on the edge of the parking lot and unloaded our minimal stuff onto the grass.

It started getting hot early but they had plenty of liquids on hand for us between sessions. The day was structured into alternating classroom and track sessions, lasting about 20 minutes each. The group of 60 riders broke them selves up into "A" or "B". Group A was for seasoned track folks and folks who had taken a track school before. Group B was for track novices and slower riders. Both Ross and I opted for the B group as we were novices to all this.

Reg Pridmore stresses that his is not a racing school, but a riding school with the objective to become

smoother and therefore faster. One tip he pounded home was to have zero....as in nada.....slack in the throttle cable. This goes against all the owners manuals, but I tried it and thought it was great. I have since passed this tip along to others and they thought it really made a difference in the smoothness of rolling the throttle on coming out of corners. It takes a bit of getting used to though.

One other technique he stressed that Ross says really worked for him was body steering. To quote Ross "I didn't realize but I had always ridden this way, but with much of today's emphasis from riding schools and magazine articles on counter steering, I had managed to convince myself that I was riding all wrong. Of course riding is a mixture of both but his training on this topic certainly improved my confidence and helped me ride better."

As Ross and I did a couple of B sessions, we found that we were two of the fastest guys in the B group, with Ross a teeny bit quicker than me. That boy can ride that RT. My bike had a few hundred pound weight advantage and a few 10's of horsepower advantage, but it is all about the rider. There were also some very inexperienced riders in the B group causing long delays in passing which was limited to just a few spots on the track. Some sessions, we would lap ...twice...other riders in the B group. Still, quite a rush.



After lunch, Ross got promoted to the A group based on an instructor noticing his speed relative to the other B folks. Ross tells me that he was not the slowest guy in the A group but he did get lapped....sometimes twice...by the fastest guys. They were just on a whole different level.

As the day wound to a close and the others there changed clothes and got into their air conditioned transportation, Ross and I strapped our sundries on the bikes again and headed home in the heat. It was a fun and exciting day but I left with a few nagging gripes on how the day was orchestrated by Reg. I decided that they were not worth mentioning as I had had a good time and all was safe.

Thinking back on the day and the classroom sessions with Reg, he came across as arrogant and a bit condescending when with us. Not terribly so, but noticeably. I wrote it off as his being the successful racer amongst we B group guys. (continued on page 8)

(from page 7) A few days after the track day, I received an email from Reg himself asking for feedback on my day at VIR. Since he asked, I took the opportunity to voice my disappointments via email. I gave him my thoughts and here is the email exchange.

Reg,

Unfortunately, I left my day at VIR not completely happy with how things were handled. The items that bothered me were:

- 1) I placed myself in the B group as I had little track experience. I was in the top few fastest in that group. The B group had one less track session than A but we were not told that when we were deciding which group to join. Had I known, I would have been in A and done fine there.
- 2) I asked an instructor ... or you....I do not remember who...in one of the classroom sessions after lunch, how many more sessions the B group would have. I was told 2 or 3. I paced myself expecting 2 or 3 sessions only to be told that the day was over after only 1 more session.
- 3) One of your instructors was behind me, giving him the chance to follow me and watch my line and then give me some advice on being smoother and faster. Instead, he passed me and got between me and a slower rider and then would not pass him, holding me up for almost all of the session. Then he waved me off of the track to tell me to follow the slower rider on a "tighter line" even if the rider was not taking the best line. That wasted more of my track time.....and then as I mentioned above, I was told it was my last session after being told earlier that we had 1 or 2 more after that.

Jim Morrison  
VIR  
June 12, 2008

Jim,

Thanks for responding and I'm sorry you felt shorted on your track time. We always try to be sure we run the same number of A and B sessions and at VIR we were able to run later than we usually do to make sure that was accomplished. Perhaps you lost count due to the heat, and I know there was an afternoon crash in the A group that actually ended one of theirs pre-maturely. If you were riding so well, you could have moved into the A group, that would help keep the traffic from holding you up so bad.

Of the 250 or so students I had at Barber and VIR, I got a lot of excellent feedback and many many students were helped. There was a whole day to work with instructors if you actually came to learn anything. As far as the instructor that you feel wasted your time, their names are plastered on their leathers and they introduce themselves in the morning introduction - and there were not that many of them. Maybe you might have not communicated with the instructor of what you really needed and also maybe said instructor realized that Hydration is the key to mental awareness and slowed you down to keep you safe as well as others. I know my guys pretty well and it sounds like you may have missed his point.

I rode most of the afternoon and I personally rode 3 B sessions. Not sure when you asked the instructor how many were left, but we ride until 4:30 (at VIR til 4:45 or so), where were you? So between 2:00 (end of lunch) and 4:45, two groups and 20 minute sessions, well when I do the math it comes out to more than one session. Again, if the instructor gave you incorrect info, it would be nice if you could let me know who it was. I'm a little hurt you wouldn't have even known if it was me. After all, I was in the classroom all morning with you. Again, perhaps hydration was a problem for you.

So I would suggest drinking more fluids on a hot humid day and perhaps reflecting on some of the info you were given. If you really concentrate and pay closer attention, you might find there's a lot to learn. Hope to see you next year.

Sincerely,  
Reg Pridmore

(from page 8)

Reg,

Your email took me...as a customer of yours...from disappointed to really mad. Not very good customer relations.

A good response from you would have been "Sorry, Jim, that you were not completely satisfied at VIR on June 12. We strive to make everyone happy. We may have had one more A group session than B and I do not know why we were off on the number of remaining sessions we quoted you. Also, I will speak to my instructors about what you said. We do want to give all riders the most personal feedback possible. We never want a customer to leave us less than fully satisfied, so here is a certificate for a \$100 discount on any Reg Pridmore school in the future. Again, sorry that we did not meet all your expectations."

That would have taken me from disappointed to content that you were a standup organization.

Your response was insulting. You told me that I could not count to 2, that I was not smart enough to keep hydrated...multiple times, that I did not actually come to learn anything ...multiple times (and as an aside, my friend there had asked an instructor to spend some time with him but never did get it), that the names were "plastered" on the leathers so why didn't I know the instructor's name, that I was too stupid to get a very clear point that the instructor was making, etc.

Not only will I never be back, but your response will cause me to advise anyone I can to avoid your classes as I relay the condescending attitude you have towards your customers.

Jim

So I guess you can see that he ticked me off a bit.

If you are ever riding with me or others that have heard this story, and you hear someone saying "One, two", he is just demonstrating to himself and others that he is not dehydrated and can still think clearly.



**Ross Anker and I duke it out at VIR**



**Track days do funky things to tires**

## All The Gear, All The Time

By Michael Stock

**ATGATT** – it's a great acronym. We see it frequently in motojournals and email list digests, and as serious riders we should take it seriously. But, it's summer; it's too hot or humid; it's just a short ride. **WRONG!**

As I write this, it is now four weeks after my crash. I'm writing this to share my enthusiasm for riding prepared and my newly reinforced respect for the laws of physics. I was riding on a Saturday morning on a typical two-lane back road headed south towards Troy, NC. It was 11:00 AM. A deer came out into the road from my immediate side, instantly ran into my front wheel and locked up the bike. I am constantly scanning the field of vision ahead of me, into the trees hoping to have some warning of animals that might try to share the road with me. There was no warning or advance glimpse of this deer; it was just suddenly there.

The front wheel locked up; I was traveling at about 45 mph. I continued forward (physics) through the windscreen and went airborne. I certainly hit parts of the fairing and handlebars with my legs. Landed on my left arm and shoulder and rolled a little more, stretching my muscles in my legs much further than I ever did when "warming up."

Let's get to the heart of this story. I was wearing stiff leather boots with a shaft that came just below my knees; reinforced jeans with armor inserts at the knees; a perforated leather jacket with armor in the sleeves,



shoulders and back; textiles MX type gloves with soft armor over the knuckles; and a good fitting full-face helmet. I fractured my shoulder from the impact, but nothing tore up my skin. I had a few very small abrasions where the force of the impact pushed my gear and clothing against my skin. No cuts, no stitches. Think about it... struck a deer, flew through the windscreen, and landed hard on the ground – I walked out of Montgomery County Hospital a few hours later.

Let's respect physics. I had no appreciation how hard you get banged up until you start to see (and feel) the results. Some bruising was immediate. Some bruises didn't appear for several days and my lower legs took nearly a week before they became discolored and tender. Four weeks later, I still have pulled muscles, and I just started to rehab my shoulder. But I'm happy to report that I am back on a bike, and yesterday I picked up another R1100RT to replace my '96 RT which was totaled.



So consider this; it doesn't have to be a deer. You could be surprised by a dog, a child, a tree limb, some piece of anything from the bed of a pickup, or a bad pothole. What looks like water could really be anti-freeze or oil. Pity those poor souls riding in T-shirts or tank tops. It all happens incredibly fast and you can't do anything about it – unless you prepare for the crash before you get on the bike.

## Things going on that will affect us as BMW Motorcycle Owners

by Jeff Brown

There have been some major changes at BMW AG and the new chairman wants our help. He has asked all of the umbrella clubs including MOA, RA, and CCA to request their charter clubs and members take an online survey and answer the questions as accurately as possible. There is an article on the MOA web site describing what the survey is about. The article also contains a link to the survey site. In case you want to go directly to the survey site, here is the link: <http://www.psyma-surveys.com/uc/bmwclubs/>

He has also stated there will be some serious budget cuts across the board. There has been no details released to the public or clubs yet as to which departments will be affected the most.

Along with management changes there are also Corporate Identity (CI for short) changes. In non-legalese and/or marketingese this means logo changes. The umbrella clubs were notified of the possible change in 2007 at the ICC meeting. The decision was tabled until this year's ICCBMW meeting in Vancouver, BC Canada. The new CI standards have been published and I have a 30+ page document that explains them in detail.

The umbrella clubs have been tasked with "enforcing" the proper use of the MARK (or roundel in normal people speak) and the use of the letters BMW in club logos. The umbrella clubs have been advised they will need to sign a licensing agreement with BMW AG on the enforcement of the new rules with any of their charter clubs. There are still many questions pending on what type of effect this will have on the local clubs. One of the questions I asked was the following: "If a club does not use the roundel and/or the letters BMW in their club logo, can they still remain a charter club of one or more of the umbrella clubs?". This was asked because some of the verbiage related to us via emails and phone conversations has led me to believe the charter clubs will have to adhere to the following statement: "All charter clubs of one or more umbrella clubs will have to adhere to the new Corporate Identity definitions, rules, and usage templates". At this point in time there are only two things in concrete: 1) Usage of the roundel and/or the letters BMW must adhere to the new CI rules as documented 2) All clubs have until January 1, 2011 to be fully converted. I will bring a copy of the new rules to the October meeting.

The next new thing is specific to members of RA. RA needs your help in identifying where you would like to see OTL and RA interaction with you, the local clubs, and NA. They would like you to identify any issues with dealers, NA, and AG that may be presented in a unified manner to the management at AG.


I will bring a copy of the list of current issues and a "self-assessment" survey Debbi Harbour, RA President, is putting together. I will ask those of you that come to the meeting to please take the time to fill this out at the meeting and get it back to me. I will be leaving the Friday after the meeting for WV to attend the RA planning meeting weekend. This information will go a long way to filling in some of the blanks.

One last thing - the web site we have come to love - Mobile Tradition - which covers the rich history of BMW worldwide has had a small makeover and a name change. The new name is BMW Classic.

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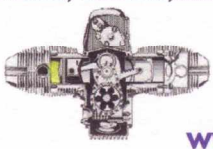


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## The Market Place

**Anderson Powerpole connectors** for DC power interconnection/distribution for your motorcycles. Several members are already using these rugged connectors with great success. See Brian Young's website at [www.alt-moto.com](http://www.alt-moto.com) for more information. You can also call Brian at 919-954-2178 or email him at [brianyoung@alt-moto.com](mailto:brianyoung@alt-moto.com). (exp 12/08)

**MV Agusta 2007 910R** – Gentleman's Hooligan bike – less than 2000 miles. Competition exhaust with chip, Throttlemeister, Motorvation sliders, clear brake light. Beautiful black bike in near perfect condition. Only ridden past Churches on Sundays. New \$18K; asking \$13,000. Call Al at 910-488-6526 in Fayetteville. (exp 12/08)

**2002 BMW R1100S Boxer** - "The elegant road racer." Shop-maintained, adult-owned, 98 hp, ABS integral brakes, clean, garaged, never-down, great bike, with bags and minor road wear. One owner, all maintenance records, recently tuned. 28,900 miles, presently very good rubber, rare "Ice Blue" color. \$7,000 obo. Serious inquiries only. 919-321-1169; questions welcome. Chaz Benz (exp 12/08)



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