

THE ALABAMA BEEMER



Newsletter of the BMW Motorcycle Owners of Alabama
BMWMOA Chapter #5/ BMWRA Chapter #107



Volume XXXVII Issue 4

April 2008

WILD ONES TAKE OVER TOWN OF NAUVOO Club President "Arrested"

The Wild Ones roared into Nauvoo, Alabama in full force on Friday, March 28, 2008 and held the town in a state of fear and total chaos until Sunday morning when they all mounted their fearsome steeds and roared away, much to the relief of the town residents. It seems however that during the event several of our club members were arrested or detained on various charges such as loitering in the streets, jay walking, and trying to break into the hotel safe. Included in the arrests, as shown here were our president, Connie Reaves; our vice-president, Vance Harrelson; and club member Jim Kalahan.

Well actually, the "Mild Ones" very quietly purred into Nauvoo

one-by-one and checked into the hotel and campground that had been carefully prepared for us by Gene and Earlene McDaniel. Most of the Mild Ones were already in bed by ten o'clock after enjoying a



well organized ride Friday and a wonderful meal Friday evening.

Gene and Earlene were our hosts for the weekend and made sure that our every request was met. The food that was prepared on-

sight Friday night and catered on Saturday night was simply delicious. The country breakfasts that Mrs. Earlene and staff prepared Saturday and Sunday mornings were as good as you remember at your grandmother's house.

The Harbin hotel was built in the 20's when Nauvoo was a booming mining town and has been converted now into a Bed-and-Breakfast with refurbished rooms, private baths, and beautiful antique furniture throughout.

The campground was well equipped with plenty of power outlets throughout, several small pavilions, a railroad museum, and a brand new shower house. The shower house only had two showers but everyone seemed to work around that okay. Besides, the "Wild Ones" don't really need showers anyway!



THIS CLUB ROCKS !!

Connie Reaves

WOW !!!! Is there any other word needed to describe the Nauvoo meeting weekend? I think not. For you unfortunate folks who just couldn't make it, you missed one of the most "different" experiences we've ever had on a meeting weekend. Gary Nesmith's thought about doing a "theme" meeting.. playing on the 1953 movie " The Wild One", was brilliant. There should be a picture of the t-shirt mocking the "Wild Ones" rally t-shirt, in this issue or on the website by the time you get this. And there will be a video at some point of all us "Mild Ones" riding into town as a "gang", takin' over !!! What a load of fun we had. And to have some of the townspeople play along was just grand. Bob Steber did a great pre-sell job to get all this set up for us. Gene and Earlene McDaniel were the best hosts I think we have ever had. Owing half the town, they made everything they owned available to us, then Gene gave several tours of the old theatre and vet/dental/birthing clinic (yeah, you read that right), and the other old buildings with artifacts in them was fascinating. Scariest thing I saw was the birthing table. 3500 babies were born on that tortuous wooden contraption.

I want to mention that I enjoyed meeting Bill and Donna Brosz, and Tom & Lisa Gilbert and Jack Kipp, who were all new members that had not attended before. I sure hope they all had a good enough time to come back to more of the club events. I heard Tom & Lisa had a bit of engine trouble and ended up staying in town a while.

And to everyone, I need to let you know that we were unprepared to take up the money at the Nauvoo meeting and I agreed to do it after I got there, and of course, gladly. Normally we know these things in advance and post them so you can be prepared for cash or the ability to use credit cards. Several people were unprepared for using that much cash, and of course checks are always OK, but I don't always carry those myself. We'll make sure and ask ahead every time from now on. My apologies to those it put in a bind for cash to return home.

Please remember that our meeting in August at Blue Ridge Motorcycle campground is on Labor Day weekend and their cabins fill up FAST. So I suggest you call as soon as possible and get yourself a cabin should you need one. Tent camping does not necessitate a call.

For those of you who wanted the information on where to get the EZ towels I demonstrated at the meeting, go to www.bluomoongoods.com. These are good in dozen's of situations. There will be more as door prizes at some future meetings.

It's nearing the end of the time you have to get your Russ Simpson Award votes in. Please call or e-mail Jeannine Arnold, your Membership Director, and give her your vote before April 30th. She will need time to get the award made. Twa535is@charter.net. You can get her phone number from your blue club listing book.

Our June meeting location has changed to Little River State Forest. There was obviously a cancellation in the pavilion so we are now going to go back there in June. Bob Steber tried several times to contact the High Valley people to set up our meeting there in June and three times or more, never received any call or answers back. He was uneasy that a meeting/campout there could be a disaster. So fortunately this satisfied two problems by being able to move it to Little River State Forest (near Atmore). We got a good location for the June meeting and it satisfies being able to have one more meeting down towards the south part of the state.

Raffle ticket sales are slow and we need a few more folks to help us out on those sales. It'd be real bad if we didn't sell enough to purchase the bike to give away at our 20TH annual rally. Come on and give us a hand. Or just buy a few ! Heck you can't beat the odds. Four books of tickets sold gets you in the rally free.

A rally job sign-up sheet will be on the website by next week. Please check out the website at www.bmwmoal.org and e-mail me at BAMABMW@aol.com or Vance at weridebmw@bellsouth.net and tell us where we can fill you in to work. A four hour shift will get you a free rally workers cap. We do not sell these so they are exclusive. And if you work at least 8 hours you will also get a rally t-shirt for free. So that's worth \$18 to \$20 right there !!

Club Cruise next Jan. 2009. You only have until April 24th to call Vanessa and get signed up with the group for our highly discounted price to go on the 3rd annual Alabeemer BlueWater Cruise. Call NOW for reservations!!!

MAY BIRTHDAYS

- 3 Kimberly Bonner
- 3 Terese Stevens
- 4 Ernie Jacobsen
- 4 Doug Tremblay
- 5 Art Goddard
- 5 Don Norwood
- 6 Nat Goode
- 8 Mark Hendrix
- 10 Sam Monte
- 10 Andrea Pedigo
- 10 Clinton Pittman
- 11 Woods McRoy
- 11 Gail Reynolds
- 12 Jenny McRoy
- 15 Joyce Dabbs
- 18 Michael Harvill
- 19 Gail Thorne
- 20 Malvene Jackson
- 21 Frances Perret
- 21 Terry Dendy
- 22 William Barnes
- 24 Linda Cain
- 26 Tom Kimbrell
- 27 Steve Hebert
- 30 Pinkie Brown
- 31 Karsten Riebesel



THOUGHTS AND PRAYERS

The RA is truly saddened to announce the passing of Dr. Robert Hellman, our Chefredakteur and Editor of the OTL magazine for more than 20 years. After a prolonged illness, Dr. Hellman, age 63, passed away on Sunday, March 9, 2008 at his home in Maryland in the company of those he loved. (Submitted by Bob Woods, Regions Coordinator.)

Please keep Larry Camp in your prayers as he recovers from Carpal Tunnel Surgery in both hands. His recovery may be slow so remember to give him a call to cheer him up.

Steve Irwin is having to do dialysis every Monday, Wednesday and Friday which is limiting his ability to get out and join his friends.

Remember Ann Carter as she undergoes some diagnostic tests. We pray that Ann will be returned to health very quickly.

Also remember the following needs:

Vernon Headrick on the loss of his mother last month.

Steve Herbert on his tour in Afghanistan for the next year.

Paul Wharton for his safe return from Afghanistan in a few months.

NEW MEMBERS

Phillip Bryant	Altoona, AL	Sponsor: Terry Ware
Reggie Dean	Alexander City, AL	Sponsor: Don Drasheff
Norman Thomas	Huntsville, AL	Sponsor: Marty Simpson

FOR SALE

2004 BMW R1150RT - 42K Miles - \$10,500.00

One owner, purchased new in December 2004. Meticulously maintained. Serviced every 6K. Final drive resealed and new pivot bearings installed. Alternator belt changed at 36K. Metzeler Z6 Rubber is about 50% at present.

See Photos <http://vanmar.smugmug.com/gallery/4246110/1/248512718>

Options Include:

BMW Heated Grips, BMW Comfort Seat, BMW Side Bags, BMW Top Case W/Back Pad, ZTechnik V-Stream Windshield, Sirius Radio Mount & Antenna, Auxiliary Handlebar Mounted Mirrors, Bob's Wrist Rest & Matching Bar End Weight, Auxiliary Centek AP-1 Fuse Panel, Moto Lights, Elf Fold Away Highway Pegs, Additional LED Brake Light, Bob's Sidestand Plate, Kisan Signal Minder, Hyper-Light Turn Signals Mounted Beneath Mirrors, RCU Accessory Shelf.

Contact: Vance Harrelson (Cell) 205.915.5188 or 205.621.1682

[02]

BMW Rider Training School

Woods McRoy

This past fall I learned that BMW now has rider training program for both on-road riding and off-road riding at the BMW Performance Center near Spartanburg, SC. So, this past February 13, 2008, I went and participated in the On-Road Rider Training class.

Classes are limited to eight students and an instructor. In this case, I was one of six students and there were two instructors. Needless to say, we got a lot of personal attention. The first hour of the school is spent in a classroom where we got the chance to learn about the instructors and a little bit about each other. We also viewed some videos and discussed several different topics important to motorcycle riding such as riding position and tire inflation. We then went outside to for hands-on familiarization of the motorcycles.

For the BMW Rider Training schools, you have a choice of riding your own BMW motorcycle or renting either a F650GS or a R1200GS from BMW. Since I wanted to become more proficient on my R1150RT but knew I would constantly be scared of dropping it, I chose to rent the R1200GS.

During the familiarization process we went through several exercises. We learned to take the motorcycle off the center-stand without being astride the bike. We learned about the motorcycle's balance by finding the point where we could balance the bike with one hand and work our way around the bike to the other side. We sat on the motorcycles to check setup for ourselves. Also, for all of you GS owners out there, they suggested that the handle units be kept just loose enough so that you can twist the whole unit some by hand if necessary. This is of particular importance if you have the hand guards. As Bo can tell you, dropping the bike or otherwise bumping the hand guards can twist them slightly in such a manner as to effect the clutch lever causing the clutch to slip or the brake lever causing the brakes to drag. By keeping the handle units just loose enough to twist some by hand, you can correct the problem out in the field and save yourself a trip to shop to have the problem corrected. The instructors also demonstrated two different ways of lifting a fallen motorcycle. We, the students, did not actually lift the motorcycle up as part of this exercise. I retrospect, I wish that I had asked to do this.

After the motorcycle familiarization process, it was time to head out on the course and start the various

exercises. When we got out to the course we first went through a follow-the-leader exercise to warm up and let the instructors get a feel for the different levels of confidence on a motorcycle. The instructors made it clear several times throughout the course that we should not feel that we have to do everything and should not do anything we are not reasonably comfortable with trying. During the follow-the-leader warm up, we started out by riding around the course standing up on the foot pegs. Then we started taking one of our feet off the foot peg and standing on just one foot peg. This kind of reminded me of riding a bicycle as a kid when I would ride along on one side of the bicycle standing on one pedal. We did this with both feet. Then we started riding around with one foot up on the passenger's seat and standing on the foot peg with the other foot. Then we started riding side-saddle. I did not accomplish the riding side-saddle. I guess I am just not as limber and agile as I use to be.

After the warm-up, it was time to start the various class exercises. Since most of the course was going to be low speed maneuvers, the first exercise was a balancing exercise. In this exercise, we were instructed to go as slow as we could and in as straight of a line as we could without putting a foot on the ground. You know, the slowest speed races and the Chicken Rally. I am guessing that the distance was about 50 yards.

The next exercise was the slow speed maneuvering exercise. Now one thing to keep in mind is that all of these exercises are taking place out on a paved road course that was set up for cars. Not in a parking lot. Most of the course is the width of a two lane road. There are some areas where roads cross that provide some large paved areas. Because of this, the maneuvering exercise was setup in one of the turns on the track. The maneuvering course started with a set of parallel cones set about three feet apart and 10 to 15 feet long. There was a slight curve to these cones. The object was to go down this lane as slow as you can without putting a foot down. Then following the cones was a set of parallel boards with about a six to eight inch space between them and about eight to ten feet long. You guessed it. Ride down the space between these boards. Following the boards was a set of four pairs of cones. The object here was to stop at each set putting just one foot down. Eventually, we were to try to come to a stop and then proceed without putting a foot down. Then came the weave cones. I don't know what the spacing of these cones was, but it was a bear. Remembering that this was a curving centerline, it felt like the cones were spaced about eight feet along the centerline and about four feet to either side of the centerline. I don't think I ever suc-

cessfully negotiated the weave cones.

The next exercise was the breaking exercise. The instructor first demonstrated breaking with the rear break only and locking up the rear tire from 35 mph. The motorcycle skidded for about 100 feet. Then he demonstrated breaking with just the rear break using ABS. This brought the bike to a stop in a noticeably shorter distance. Then he demonstrated using both the rear and front breaks using ABS. The idea here is to get the ABS to kick in as soon as possible. This brought the motorcycle to a stop in a considerably shorter distance as you would expect. Then we got to try all of this though they did back us down to 25 mph for the locking up the rear tire portion of the exercise.

The next exercise addressed an issue we have all been faced with. You know. You are out on back roads and just missed your turn. Now you have to turn around and go back. For this exercise, there were two parts. The first part was riding a circle with four cones setup forming a box that appeared to be about 15 feet by 15 feet. The instructor was in the middle providing a point to look at. As you rode in a circle, he would move around so that you were constantly looking through the turn. I think this is where the sidesaddle riding during warm up is used. You would be looking so far around that you might as well turn around on the seat and face the other direction. The second part of this exercise was riding in a figure eight. Yep, you guessed it. They had cones setup for this too. The cones formed two circles, side by side, with a cone in the center of each circle and an opening where the two circles came together. We got to try our hand at riding figure eights in both directions within the cones. If you were really confident in you abilities, then you try to ride an hourglass. This was done with the same cones. But instead of crossing over and reversing directions in the middle of the figure eight, you would turn back at the middle of the figure eight, forming an hourglass figure, so that you were constantly going in a clockwise or counter-clockwise direction, as the case may be.

The next exercise demonstrated conventional turning as versus counter-steering. This exercise was straight forward. A series of cones was setup in a straight line, spaced about 15 feet apart in one part of the course and another set of cones was setup in a straight line spaced about eight feet apart in another part of the course. We would weave through the first set of cones at 20, 30, or 40 mph where counter-steering would be require and then circle around to the other set of cones and weave through them at about 5 mph where conventional steering

would be required.

The next exercise was learning to swerve. There were two parts to this exercise. In the first part, cones were setup up to simulate a lane with additional cones setup just past the end of the lane forming a roadblock and then two more cones setup beyond the roadblock. You had to ride down the lane of cones, swerve around the roadblock, and then between the two cones following the roadblock. This was done several times, upping the speed each time. For the second part of this exercise, the roadblock cones were setup in such a way as to simulate three cars side-by-side. The idea was to come in at a relatively high speed, apply breaks, decide you wouldn't be able to stop, back off the breaks, and swerve into the space between the "cars". Here again, this was repeated several times, increasing the speed each time.

The next exercise dealt with body position body position when riding through turns. We practiced three different body positions. The first was leaning the motorcycle while you body remained upright. This is typically used in slow speed parking lot type turns. The second is the conventional position where the body leans with and remains in line with the motorcycle. This is typically used in normal riding out on the street. The third position was reference to as the "mirror position". This is where you shift you body slightly to the inside of the turn and move your head and inside shoulder towards the mirror. This is usually use in higher performance riding, such as on the track. A set of cones was setup forming a circle about 20 feet in diameter. We practiced all three of the riding positions riding around the outside of this circle in both directions.

The last exercise was taking turns at typical street speeds. The seam down the middle of the track was to be treated as a solid yellow line. The most common error on the street is starting to turn too soon. This tends to cause the ride to run wide coming out of the turn and cross over the centerline. Especially if the turn tightens up (decreasing radius turn). The idea is to delay the start of the turn as much as possible, and then make the beginning of the turn the sharpest part of the turn. This put you in a much better positions if it turns out to be a decreasing radius turn. Cones were setup to mark strategic points along the course and we practiced turning at speed under the sharp eyes of the instructors.

With all the exercises complete, it was now time to go play for a little while. One of the instructors led out and we went riding around (cont. page 6)

(cont. from page 5) the road course at moderate speed. When we finally started to leave the road course, the access gate had been closed. Not to worry. We were on GS's. We went around the gate.

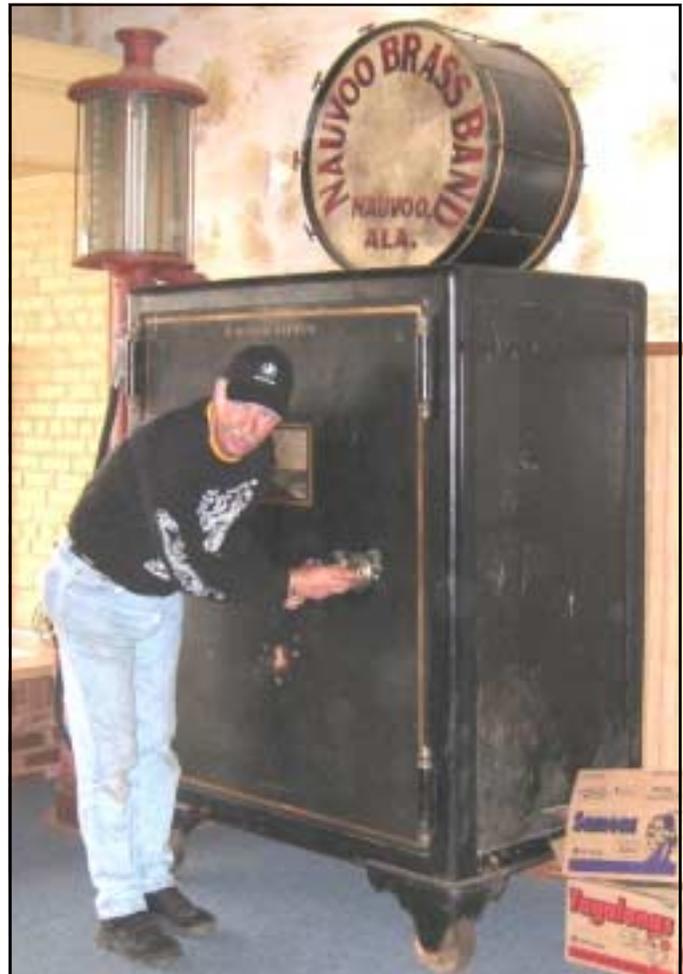
Back in the classroom we had one last chance for questions. The instructors passed out certificates for the class along with hats, T-shirts, and literature on BMW products.

If you have been wanting to try low speed maneuvers, but been fearful of dropping you motorcycle and causing expensive damages, then this class is for you. It is also provide the opportunity to have top notch instructors observe what you are doing and help you improve many of the skills needed in day-to-day riding of a motorcycle.

All in all, I had a wonderful time and got to try various maneuvers that I would otherwise never have been brave enough to try on my R1150RT for fear of dropping the bike. I killed more than my share of cones and was hoping the game warden was not around because I know I exceeded the daily limit. They also have an Off-Road Rider Training Class that I think I would like to try. Anyone else game?

Information about the classes can be found on the BMW website (www.bmwmotorcycle.com). On the main page, click on news at the top of the page. On the next page, click on BMW Motorcycle Rider Training at the BMW Performance Center (third button down on the left side of the page).

PICS FROM THE NAUVOO BEEMER BASH



Jim Kalahan was later "arrested" for trying to open the safe. Jim is not the best burglar...it seems the safe was already open.

SATURDAY AFTERNOON AT THE NAUVOO BEEMER BASH



Word was out that there was going to be a rumble. These folks are waiting for it.



The campground also had a railroad museum.

APRIL MEETING DETAILS

Linda Cain

Where: Moundville Archaeological Park Campground, 634 Mound Parkway, Moundville, AL 35487. Phone 205.371.2234

When: Saturday & Sunday April 26 - 27

The April Meeting is scheduled at the campground in the Moundville Archaeological Park, in Moundville, Alabama. The park is located 14 miles south of Tuscaloosa, on Highway 69 South. From Highway I-20/59 take exit 71A and proceed 13 miles south. The park entrance will be located on your right on Highway 69.

The park originally opened in 1939 as Mound State Monument, and is currently operated by The University of Alabama. Today, the museum houses artifacts and interpretive exhibits providing information on more than 60 years of archaeological excavations and investigations. The theater offers a series of videos on Moundville and the history of Southeastern Indians. The museum store has reproduction pottery, Native American crafts, and artwork for sale along with a variety of books and videos.

The campground has 11 sites with 30 & 20 Amp Electric service and water, 12 sites with 50 & 20 Amp electric service, water, and 5 sites with 50 & 20 Amp electric service, water & sewage. There is also a Primitive Camping area with a area large enough for around 10 tents.

The camping fee is 12.00 per site. They allow two tents per site and one RV per site. The campground does not except reservations, so come early and get a good spot. They also will charge a 3.00 person park admission fee. This fee allows you entrance to all of the park exhibits, so take time to see the park, since they are charging you the fee.

Our evening meal will be in the park. We will have Smoked Chicken with White BBQ Sauce, and Cypress Inn Catfish with Hush Puppies, Green Beans with Almond Butter, Country Club Squash, Rolls and Muffins, from the Cypress Inn. **Please watch for the E-news for your head count and choice of meal.**

There will be hot coffee and some homemade items for breakfast before the meeting at 7 AM on Sunday.

We will also offer a group ABEES ride Saturday

morning leaving from the campground around 9:30 AM. We will be leaving the park and riding some back-roads to Aliceville to visit the Aliceville museum. We will have lunch at Pearson Diner next door to the museum after the tour. The next stop will be to Carrollton to see the famous face in the Pickens County Courthouse window. Both the Aliceville museum and Pickens County Courthouse, are POI's in the ABEES Touring Guide.

Here is a link to an article printed a few years ago on the museum and another to a link on the City of Aliceville's web site.

<http://www.alfafarmers.org/friendsnfamily/friendsnfamilyStory.phtml?id=4103>

story on the Aliceville Museum

<http://www.cityofaliceville.com/MuseumMain.htm>
link to museum's web page.

The cost of the museum tour is \$4 adults, \$3 seniors and \$3 students. Their address is:

104 Broad Street

Aliceville, Alabama 35442

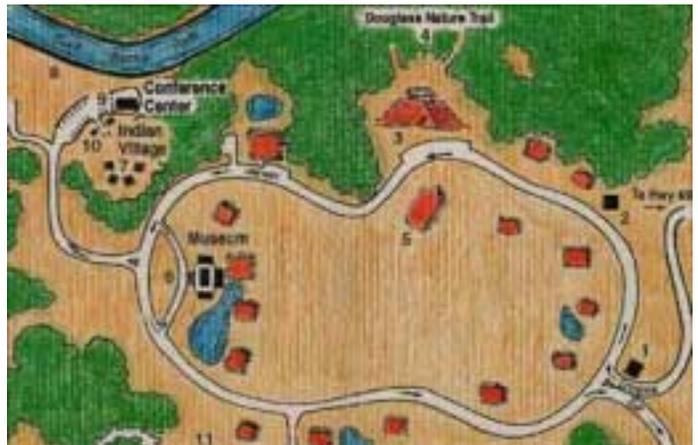
Phone: 205-373-2363

E-mail: museum@nctv.com

If you are not interested in taking the group ABEES ride and would like to tour some points of interest in Tuscaloosa. I suggest either the Paul Bryant Museum, or the Westervelt Warner Museum of American Art. I will have maps with directions available for your use. Here are the links to these museums for your review:

Westervelt Warner Museum of American Art -
<http://warnermuseum.org>

Paul W. Bryant Museum -
<http://bryantmuseum.ua.edu/>



FOUR FOOLS RIDE

Gary DuBois

Abilene paradox: *a paradox in which a group of people collectively decide on a course of action that is counter to the preferences of any of the individuals in the group. It involves a common breakdown of group communication in which each member mistakenly believes that their own preferences are counter to the group's and do not raise objections. Jerry Harvey*

Bob Steber conceived the idea of an All-Around Alabama challenge for the Alabeemers for 2008. I helped Bob flesh out the details of this challenge. It consists of riding around the periphery of Alabama without traveling into the adjacent states. The ride would mostly be on back roads covering 1267 miles and must be completed within forty-eight hours. For a couple of months we tuned the fine details of this challenge, then introduced the challenge at our January meeting. We received several questions about the challenge, so we thought we had a winner for the club to ride.

Bob and I decided we needed to ride the challenge to verify our routing and to iron out any details we might have missed. We set a date of March 14-15, and would start one mile north of my home since the route passed there. Bob would ride his K1200LT and I would ride my R1150GS. Knowing this ride was going to be long but fun we invited Steve Schuckman and Tom Gilbert to ride with us. Steve and Tom neither claim to be long-distance riders and both ride K1200RS's. I was thinking this would be a good test of a cross section of bikes and riders who may want to take up the challenge.

We decided to have a cook-out at our house on the evening before the ride. This would give us a chance for group coordination and a chance for Tom and Steve to meet. We really wanted Tom's wife, Lisa, to see what a bunch of fine sensible men her husband would be riding with. We tracked the weather from a week out. First part of the week was going to be fabulous with a little deterioration as the weekend approached. Forecast for our ride dates was 30-40% light to moderate showers with temps in the 60's. No problem; this means there was 60-70% of no rain and what's moderate showers to serious riders like us. As the date nears the rain chances change to 50-50.

On Tuesday, I sent out an email to all riders asking comment on the weather; "GO" was the reply. On Wednesday, Steve sent an email saying his observed forecast was worse than the 50-50 and

wanted to know what the rest of us thought. The rest of us said we were going and asked Steve if he was still in. His reply, "I wouldn't miss it for the world." We set a departure of 6:00 a.m. on Friday. *Yep, we are on our way to Abilene.*

I get up Thursday morning with a severe sore throat, but this should not amount to much if it didn't get too wet and cold. Bob rides to the house on Thursday and as a tune up we go on a 120 mile Alabama Beemers Exploration and Epicurean Society (ABEES) favorite ride. The weather is perfect as it has been all week. At dinner, Bob says he is going to call this the "The Four Fools Ride." After our group dinner, Bob and I stay up to watch the late weather. It continues to deteriorate with a forecast for early thunderstorms, but moderate rain. We tell one another, we may get a little damp, but it won't be bad. Besides any rider who isn't ready to get damp occasionally doesn't need to be riding. I lay out my riding gear - BMW Rallye Jacket with Gore-tex liner in which I have never gotten wet, Technic airflow pants with a "waterproof" liner of which I am suspect, and Aerostich combat riding boots which I have just waterproofed and in which my feet have never really gotten wet.

About three o'clock in the morning I am awakened by some serious lightening and thunder. I can't get back to sleep so I get up at 4:00 and check the hour-by-hour forecast for all the places we will be riding through. Everyone of them forecasts rain, sometimes heavy. I'm nervous about my untested riding pants, so I switch my gear for a First Gear one piece Solo suit. This suit has served me well in the past, but I really haven't ridden in the rain in it after Angie washed it for me a couple of years back. I cook breakfast. After Bob gets up, I told him we are going to get wet. While Bob and I are eating breakfast we get a boom-crack lightening stroke. We kind of roll our eyes and say that was close. I had already been out to my bike and I told Bob it had come a light shower, but it had already passed.

As six o'clock neared we geared up and headed to the bikes. I have on a t-shirt, quick dry shirt, a fleece vest and a weather resistant jacket beneath my riding suit. "I am ready!" Now it is raining. Tom rides up wet. He said he was just getting ready to leave his house when that massive bolt of lightening struck which had jarred Bob and myself. Tom said Lisa asked him if he was really going to ride in this storm. About then Steve arrived wearing a wet pair of blue jeans. I offered him some cheap over-pants which he declined saying, "I ride in the rain with these jeans." Steve can't get his damp hands back in his winter gloves and says he'll just wear his

summer gloves. I gave him a pair of nitrile gloves to act as liners, and throw a couple of more pairs in the panniers.

We're off. It's raining and it's dark, but we should get a little light in about an hour, and it's just a 100 miles to our first stop. We hadn't ridden more than a couple of miles when I feel my arms getting wet. I had the vents open on the riding suit. I pulled over and did a quick zip and now "I'm ready!"

It's dark and it's raining pretty steady and makes the unmarked roadways hard to see, but hey, that's why we call it adventure riding. No more stopping until we get the first hundred - rules are rules and I'm the ride captain on this segment.

We had calculated we needed to average 50 mph to complete the challenge with a minimum of night time riding (say an hour on either end of the day.) I am trying to keep the pace but still thinking of safety with the wet roads. After about fifty miles I noticed I am getting wet on my upper body. Obviously, my trusty gear ain't working, and I am beginning to get cold in the low-50's temperature. We push on, I'm getting wetter and colder, but at least my boots and gloves are holding up. Boy, do I ever wish I had my heated liner on, but can't stop - rules are rules. We make the first 100 in a little over two hours; the pace is pretty good. The first stop was at Stevenson with about 120 miles traveled. We all top our tanks. Without consulting Tom or Steve, I ask Bob if we need to reconsider the ride since we are the ones honchoing it. He says he is okay with going on - guess a lot of rain doesn't get through

the LT's fairing. *Yep, Abliene!* I replaced my wet water-resistant jacket and wet fleece liner with my Gerbing heated liner. I look over at Tom and he is wringing water out of his gloves, and Steve just looks wet in his jeans.

We pushed on in the rain, up into the Northeast corner by Long Island - hey we got an ABEES ticket and I'm thinking this rain is going to stop any minute and by the time we finish our two days of riding at least I will be ahead of Martin in ABEES tickets for a couple of days. On down through Mentone, by Sally Howard church, through Desoto State Park and over to Highway 35 with no let up in the rain. Now I can feel my pants are soaking wet and the water is beginning to penetrate by heated liner and gloves.

By the time we arrived in Centre everything is wet except my ear plugs, but there is hope. It has stopped raining and there are faint rays of sunshine through the clouds and a little warmer. By now, Bob is the ride captain and we are making good time, but I can't help but shake in my cold and wet riding gear. I am thinking we are approaching the 200 mile point and Bob will stop at which time I will put on my one remaining dry shirt and dry socks (tomorrow's gear, but I will find a dryer tonight.) Bob doesn't stop, we push on towards Piedmont and ride back into the rain only now it is heavier. I began to wonder if I can electrocute myself with the water soaking my heated jacket. I don't dare cut it off because at least it is kind of heating the water before it gets to my body and the back portion of the liner is actually dry and putting out real heat.

BMW MOTORCYCLE OWNERS OF ALABAMA MEMBERSHIP APPLICATION / RENEWAL FORM

Date: ____/____/2008

NEW____RENEW____UPDATE____

Sponsored by _____

Primary Member: _____ DOB: _____

Secondary Member: _____ DOB: _____

Address: _____ Apt# _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____ Cell Phone: _____

E-Mail: _____ FAX: _____

Year / Model BMW(s) : _____

Circle those that apply: MOA Member RA Member Airheads Member Oilheads Member AMA Member

Dues are \$20.00 per year for primary and \$3.00 per year for secondary members. Make check payable to:

BMW M/C Owners of Alabama. Mail application with check to: Marty Simpson, 10010 Torino Drive, Huntsville, AL 35803

After Piedmont, I have enough water through my gear that it is being trapped and now I am sitting in water and my privates are getting cold and shrinking and I'm thinking I am going to have pneumonia. This is beginning to not be fun and we only have another 1000 miles and a day and a half to go.

East of Anniston it's really raining hard and getting foggy and cooler - low 50's. As I am the chase bike, I notice Steve as the second bike is not keeping pace with Bob, but we are all moving in the same direction. We make it to Rayburne with about 150 miles traveled on this leg. Just before this stop, I passed a little gas and it blew bubbles, so at that point I knew I had been sitting in water too long and had actually started to be concerned about hypothermia.

As we are approaching the service station for our stop, a policeman pulls in simultaneously. When he sees us he just shakes his head. I told Tom he should arrest us as a danger to ourselves. After refueling the bike, I began digging out my remaining dry gear, I'm going to do a wholesale swap. Bob noticed my actions and asked if I thought we should call a halt to the ride. I told him, "Riding is suppose to be fun and I wasn't having fun, and that I would vote to quit, but also would go along with everyone else." He said he agreed and that he was a little wet. I asked Steve who was almost as wet as I was (at least his upper rain gear was reliable) what he thought about doing the ride another day. He said he was having a hard time seeing because his glasses were fogging, and that he was all for doing it another time. Tom did not play much in this equation since he was mostly dry. We all deferred a decision until after we ate something.

The "four fools" went into the store dripping pools of water. The policeman is still shaking his head and the attendant can't believe we rode up in this rain. When we told her we just had another 350 miles to go today, she just shook her head. I changed shirts and before changing socks I got a couple of plastic bags from the attendant to wrap around my dry socks and feet. I did notice I had my pant's legs tucked inside my boots and the pants were soaking wet so it may be logical that the water went from the pants into my boots. So the jury is still out if my boots actually leaked. Before putting the boots back on I poured about three ounces of water out of each boot. Steve said he poured over a pint out of each of his boots. While eating a piece of pizza, we watched the weather channel and determined the day's weather was not going to get any better and there was a forecast for severe thunderstorms on Saturday. This sealed the deal, we would call the ride off. Six hours and 300 miles of this and we

had had enough. While we were weighing our options the poor station attendant was mopping the floors behind everywhere we had wandered around the store. She really had a good attitude.

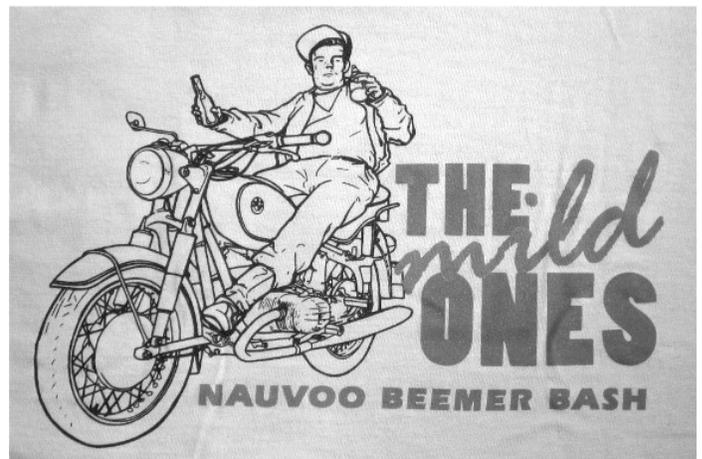
Bob offered to put everyone up and let us use his dryer if we wanted to go to his house for the night. Sounded good to all of us, but once we got to Birmingham we had all decided to go home. We stopped by Bogarts where Steve and I put on dry pants and I investigated buying a rain suit. By now I am starting to lose my voice. Tom, Steve and I head to North Alabama while Bob goes home. It's still cold on the way home, but I do have dry gloves - count your blessings.

By the time I arrive home, I have a severe case of laryngitis and cannot even utter a word and I am cold soaked. I know I am going to be sick. By Saturday afternoon I have an ear and eye infection and still no voice. I'm almost Helen Kellerized - blind, deaf and mute and very dumb for what I have done.

Monday, I go to the doctor at Fort Belvoir, Virginia where we are visiting our daughter. The doctor confirms an upper respiratory infection along with an inner ear infection. Bunches of drugs and over a week later I am still recovering.

What lessons can we learn from our "Four Fools Ride?" Don't be overcome by group think. Periodically check all your gear to make sure it performs as expected. If it's a joy ride you can always do it at another time. Don't be overconfident - with over 100K miles of riding in all parts of the world, I would have bet I was the most prepared. And don't ever wash your waterproof gear - I'm of the opinion you just ruined it. Don't many folks like Steve and Tom have such good friends as Bob and myself to invite them on such nice little rides!

Be safe and hope to see you down the road but not in Abilene.



ABEES NEWS YOU CAN USE

April 12th ABEES Ride

Bob Steber

An excellent place for breakfast in Cullman is the All Steak Restaurant at 314 2n Ave South Coordinates: N34 10.485 W86 50.620. Telephone number 256 734-4322. The restaurant is located on the upper floor of the bank building and there is an elevator from the ground floor inside parking lot. You can also ride up the parking garage ramp to the restaurant entrance. All Steak is famous for its Orange Rolls and if you ever have one, you will go back for more. The orange rolls are not served at breakfast, but can be special ordered by the dozen for sharing. They come out piping hot and will melt in your mouth.

If you care to have breakfast at the "All Steak" before meeting Gary at the ride starting location, plan to be there early enough to get served and eat before the 9:30 departure. It takes about 20 minutes to ride from the restaurant to the Exxon Station. I expect to arrive at All Steak around 7:45 am.

My plan is to meet folks wanting to ride from the Birmingham area at the BP Station (I 65 exit 246 & Hwy 119). We will depart there at 6:30 am. If you care to ride with the group, please be ready to roll with a full tank and an empty bladder. It is 72 miles from the BP to the All Steak and will take about 1 hr & 10 minutes to get there.

Looking forward to seeing every one on the 12th of April.

ABEES POINTS SUBMITTED TO DATE

NAME	TOTAL TICKETS EARNED	RESTAURANTS & POINTS OF INTEREST	FAVORITE ROADS & RIDES	TOTAL ABEES CHECK OFFS	TOTAL ABEES TICKETS EARNED	Total Bonus Tickets
Martin Benson	11.4	144	4	148	7.4	4.0
Bob Steber	8.2	52	11	63	3.2	5.0
Gary Dubois	7.5	64	5	69	3.5	4.0
Vance Harrelson	4.4	47	1	48	2.4	2.0
Paul McBrayer	4.3	45	0	45	2.3	2.0
Angie Dubois	2.3	25	1	26	1.3	1.0
Paul Orr	2.1	20	1	21	1.1	1.0
Lenn Rainwater	2.1	20	1	21	1.1	1.0

ABEES TOURING GUIDE ADDENDUM

Additions

City	Place	Description
Elba	Juliette's	Great place for breakfast
Houston	Sonny's Catfish Cafe	Excellent Catfish and friendly people
Jasper	Victoria's Restaurant	Cafeteria, but home cooking seasoned to perfection
Montgomery	Civil Rights Institute	Memorial to Civil Rights Movement
Pell City	The Porter House	"Best meat & three in Alabama"

Deletions

Anniston	Remington Hall	Out of business
Burnt Corn	Old General Store	Out of business

BMW Motorcycle Owners of Alabama

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Dedicated to safe and enjoyable motorcycling



Please visit the BMWMOAL web site at www.bmwmoal.org and register. Log on and see what members are saying about club activities. The site is user friendly and the newsletter is in color.

Club Sponsored Events With Meetings

Apr 26 - 27 Moundville Park - Moundville, AL
May 22 - 25 Great Chicken Rally - Huntsville, AL
Jun 28 - 29 Little River St. Forrest - Atmore, AL
Jul 26 - 27 Guntersville Park - Guntersville, AL
Aug 30 - 31 Blue Ridge MC Cmpgrnd - Cruso, NC
Sep 27 - 28 Shell Mound Campground
 Nickajack Dam - Jasper, TN
Oct 25 - 26 Waggoners RibFest - Centerville, TN
Dec 6 Christmas party (To be announced)

Other Events of Interest

Jul 17 - 19 BMWMOA Int'nl Rally, Gillette WY
Aug 28 - 30 Curve Cowboy Reunion Midway, Utah