

# THE ALABAMA BEEMER



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



Volume XXXVI Issue 9

September 2007



Photo of Russ and Marty Simpson, taken in 1978 at the BMW Club of Houston Texas Rally at New Ulm, Texas. They were sitting on John Harper's World War Two 1943 BMW Motorcycle with sidecar. (Photo



Pictures from the campout at the Bedgood farm



## MEETING MINUTES

August 26, 2007

Bedgood Estate

Vice President Vance Harrelson presiding

Mari Harrelson, Secretary

Due to Connie's absence, your vice president, Vance Harrelson, opened the meeting by thanking Bill and Beverly for once again doing all of the work that they have to do to get ready for our meeting. They had great camping sites and we took advantage of the barn after eating the stew to watch some movies. The stew was once again great once you go the past the floating weenies.

A warm welcome was given to our newest member Michael Fallon and also his first meeting. I think we made him feel very welcome and we might see his smiling face again soon.

Vance asked that everyone keep Michael Waybright in your prayers as he is finally getting a handle on his infection that he got in his leg loading his bike some time back. Also keep Bob Shea in your prayers and maybe send him an e-mail or card or encouragement to help him get through his injuries from his recent wreck. Susan Galpin has just had some more surgery so keep her in your thoughts too. Then of course we have Tommy Arnold who broke the law driving a week early out to have stew instead of letting his wife drive him.

Vance told everyone that Connie had given him a list of 21 items and that he was going to skip the treasurer's report unless anyone wanted to see them and they would be on the table. However, he did have one issue to cover regarding the 2007 profits from the rally and how we wanted to vote to hand the disbursement of what portion to the charities. We had a profit of \$2,867.90. A motion was made, a second noted, and a vote taken to split that entire amount between the Montevallo Motorcycle Safety Center and Head Injury Foundation. The motion passed.

ABEES- Bob Steber asked that everyone try to get their ABEES sheets completed and entered prior to Friday so he could have them posted on time. He also said that he had Joan Ware working on the Christmas party and she would either fill us in when she could get to another meeting or write about it in one of her many newsletter postings.

**Raffle tickets for the bike!!!! Please send your request for tickets to [weridebmw@bellsouth.net](mailto:weridebmw@bellsouth.net) and I will get them right out to you. If you don't have access to a computer you can call 205-621-1682 and just leave a message if we aren't there.** We have posted on the ticket that the prize is an F650 again but have since found that they will not be available so we will continue to sell under the pretense that we will be giving away a bike for the value of an F650 until we decide further on what we might do as BMW decides what it is going to do.

50/50 drawing won by Tim Flynn again for 17.50 of which he donated back .50.

Upcoming events:

Sept 21-22 - Steve Heber Beer, Brats and Beemers - Vance gave a description of what all to expect at this event and it sounds like one you won't want to miss. Watch the website for details, there may be regulations for getting on base for the entertainment Steve has planned.

Oct 5-6 Shiloh - Terese Stevens has suggested we all dress in the pirate theme and it was overall accepted by those present so keep that one in mind and watch the website.

Sept 29-.30 our next meeting at Shell Mount Park at Nickajack Dam. . Tommy says there ain't no heart surgery slowing him down so don't miss it. It will be just as fun as always but Tommy is now a much younger man at heart so we may not be able to keep him off of the dance floor long enough to cook.

Until next time.....RIDE SAFE AND BE HAPPY.....Mari Harrelson

## OCTOBER BIRTHDAYS

2 Joe Clark  
2 Alan Duncan  
3 Sue Lide  
4 Charlie Parsons  
5 P. Harding Leach  
6 George Remick  
6 Gene Miller  
7 Lynn Wall  
9 Wade Killen  
10 Lee Clements  
10 Donna Fearing  
10 Marlin Priest  
10 Don Stover  
11 Frank Sirles  
12 Sam Kemp  
14 Thomas Armour  
14 Tom McIntyre  
14 Steve Schuckman  
14 Phillip Warren  
15 Lana Aiken  
16 Mike Ford  
16 John Zibell   
18 Ann Carter  
18 Barry Clay  
18 Steve Sanders  
18 Phyllis Tillery  
19 John Lee  
19 Gary Nesmith  
19 Bryson Stephens  
20 Hank Holcomb  
21 Gene Necklaus  
21 Tommy Patterson  
21 David Woodard  
22 Mark Rusak  
23 Becky Blair  
23 Darin Keele  
24 Linda Holley  
24 Don Little  
25 Jim Dubick  
26 Rhonda Wharton  
27 Joyce Goehler  
29 Innes McIntyre  
29 Ted Mills  
30 David Woodburn  
31 Kris Hieber

## THOUGHTS / PRAYERS AND TIDBITS

Michael Waybright as he continues to fight the infection in his leg.  
Bob Shea as he recovers from his accident.  
Susan Galpin as she heals from her recent surgery.

## NEW MEMBERS

Dean Armstrong Brookwood, AL Sponsor: Connie Reaves  
Marcella Thompson, Secondary Member with Dan Thompson

## NON-MEETING GET-TOGETHERS AROUND THE STATE

### Birmingham

Diplomat Deli - Each Thursday evening the Birmingham folks are meeting at a new location called the Diplomat Deli which is located at 1413 Montgomery Highway, Vestavia Hills which is in the same shopping center as Pier 1 near the Bruster's Ice Cream. The food is excellent, the service is unsurpassed and they have the largest selection of beer of any place in the state. They also boast of over 500 different wines. Arrivals begin from about 5 to 5:30 PM and stay till about 7:30 to 8 PM.

### Huntsville

The Huntsville crowd currently meets at 6:00 pm each Friday night at The Green Hills Grill on Wynn Drive near the intersection with University Drive. If you are in the area stop in and join the fun.

### Montgomery

Flip's Uptown Grill

The monthly Montgomery, Alabama area breakfast (and possible ride) is the second Saturday of each month, at Flip's Uptown Grill in the Sturbridge Shopping Center at the corner of Vaughn Road and Taylor Road. We will meet for breakfast at 8am and those who choose to ride afterwards can plan to do so at that time. All brands of motorcycles and cars welcome. drive whatcha got. Flip's has a complete made-to-order breakfast menu. Bring bucks and come hungry!

### Robertsdale (South Alabama)

The Oasis Truck Stop

Saturday mornings at the Oasis Truck Stop at Wilcox Rd Exit I-10 about half way between Mobile and Pensacola, every Sat. morning. Riders are usually there from about 7:30am until 9- 9:30. Rides are concocted for afterwards. Contact John at [joh-nart1@aol.com](mailto:joh-nart1@aol.com) for details

**Test ride the club's exciting new web site  
at [www.bmwmoal.org](http://www.bmwmoal.org)**

## **Bedgood's II**

Vance Harrelson

After a whole month of not riding Mari and I were looking forward to the meeting at Bill & Beverly's Grant Mountain getaway. I can't remember when it has been a month between rides but the summer heat this year just gotten me down. Most weekday mornings I awake with intentions to ride to work as I often do but upon entering the garage each day I think...man I would have to disconnect that Battery Tender, check the oil and tire pressures, put on all that gear and "cook" to work and back...nah...think I'll take the truck again today. It has been brutal but I had missed riding....so its off to Bedgood's!

Mari is still having fits with her back and knowing she would not likely be able to ride up, do the ride on Saturday and ride back home on Sunday, I offered to trailer our bike to Bedgood's. We could sleep in the trailer and not have to erect the tent. Then Mari suggested if we take the toy hauler we could sleep in the air conditioning...not a bad idea!

So Friday evening we loaded all the gear and actually left for Grant at about 10PM. I reminded her that Bob Steber was to lead the ride on Saturday morning and he likes to get started early. So her choice was to head up tonight or get up really early Saturday morning, something she doesn't do very well. So we left Friday night. We pulled into the Boaz Wal-Mart just before midnight and slept well. Up at 7:00 and we head to Bedgood's arriving by 8:30 just in time to interrupt Bill & Beverly's breakfast. Yep, first to arrive and that is unusual!

For those of you who have not visited there, Bill & Beverly have a nice little slice of heaven on top of the mountain. Bill had done a great job of mowing and preparing great camping areas and even had a spot for "Quiet Camping" as indicated by the sign affixed to the tree. They have built a beautiful home since last year and done lots of work getting that place just the way they want it.

Much to my surprise, the ride left at about 11AM with only four riders that included Bob Steber, John Harper, Jim Dubick and me. Mari decided to help Beverly prepare for the evening so the "boys" took off. Our ride led us to Keel Mountain Road, up AL 65 and over Crow Mountain stopping at the Pikeville Store for that awesome cheeseburger. Tim Flynn happened up while we were there but headed for camp instead of off for the ride. Back over Crow Mountain and up to Huntland, TN. where we visited the old mercantile store in business in that town continuously since 1918. A cool place to stop for a bottle of water!

Then it was back to Bedgood's for the evening and the now legendary "dump stew". Everyone brought two cans of something that was combined in the pot along with the traditional two cans of beer (any flavor will do). This concoction is then served over cornbread and or rice. Once again I was amazed how good this stuff turns out!

The evening was spent visiting and watching DVD's brought by John Harper and David and Emy Woodburn chronicling part of their around the world tour with their daughter in a side car! Quite interesting for sure!

The regular meeting was held at 9AM Sunday. Before leaving the mountain Mari and I along with Ron Riggins and Bill and Beverly toured Cathedral Caverns. This is one of the largest caves in the country and was quite impressive. Again, those who have not done so should visit this spectacular natural wonder.

I want to again thank Bill & Beverly for hosting a fun event at their place. I know I speak for all in attendance when I say...we had a great time!

**Here's a great article by Scott Mckay, Sierra BMW Service Manager and BMW Motorrad USA Aftersales Award Winner**

Timing is everything when it comes to maintenance.

Everyone knows that their machines need servicing at least every 6,000 miles but many don't realize there are also time based service intervals, regardless of miles ridden.

BMW recommends replacing engine oil every 3 months or 1,800 miles for short distance riding or consistent use in temperatures below freezing. Oil builds up condensation when the engine cannot get to full operating temperature due to cold weather or short rides. Do not start the engine in an attempt to charge the battery unless you are going to ride it for a few hours. It will not significantly charge the battery, if at all, and will create a lot of moisture inside the engine. Invest in a "Battery Tender" to keep your battery ready for the next ride. Make sure you have the correct charger for your battery/bike and know how to connect it properly. Thankfully sealed batteries are becoming standard on most BMW's. F650's still use the classic lead acid batteries that require checking the level every few months.

Brake fluid should be flushed once a year, as it will absorb moisture, which can corrode the brake system and reduce the boiling point. Bikes with steel braided brake lines can extend the interval to every other year. BMW now recommends that hydraulic clutch systems be flushed every 4 years (this does not apply to 2005 and newer R1200's or 2005 and newer K1200S/R/GT which use special mineral oil instead of brake recommend every 2 years for severe use such as off-road. Transmission and rear drive oils (F650 owners can ignore this part) should be changed every 12K or 2 years, whichever comes first. New technology bikes (such as R1200GS/RT) are the exception with transmission oil changed at 24K intervals and the rear drive having no oil change required (except at break- in service).

A coolant change was recommended every 2 years but BMW recently changed the interval to every 4 years, in conjunction with the use of BMW coolant. Always use a 50/50 mix of distilled water and BMW approved anti-freeze. GS riders and others venturing into dusty conditions need to check air filters more often than the recommended 12,000 mile interval. Last, but not least, don't forget to check your tires for condition and air pressure before every ride.

This is only a guideline. Check your owner / maintenance manual for the specific requirements of your machine. Take care of your bike and it will be ready to go when you are.

**THIS IS TOMMY ARNOLD'S FAVORITE NE TENNESSEE RIDE**

Shellmound Campground	0 ft
Get on T V A Rd/Shellmound RD. and drive north	
Hwy 27 & 41	3.4 mi
Cross Hwy 41 on Hwy 27 to Sulpher Springs	3.6 mi
Sulpher Springs	14.0 mi
Continue on Hwy 27 and drive north	
Hwy 27 & 283	16.3 mi
Turn right on Hwy 27	
Hwy 127/Suck Cr. Rd	30.9 mi
Turn right onto Signal Mountain Rd. (Hy 127)	
Russell Rd.	31.0 mi
Turn left onto Russell Ave	
Mountain Creek Road	31.2 mi
Turn left onto Mountain Creek Rd	
West Road "W" Road	31.5 mi
Turn left onto West Rd	
Anderson Pike	34.8 mi
Bear right onto Anderson Pike	
Hwy 127	35.4 mi
Turn right onto East Valley Rd. (Hwy 127)	
Hwy 283	50.7 mi
Turn left onto Hwy 283	
Hwy. 27 & 283	61.7 mi
Turn right onto Hwy 283	
Hwy 28 & 283	64.3 mi
Turn right onto Hwy 28	
Hwy 108	64.9 mi
Turn left onto Hwy 108	
Whitwell	65.7 mi
Palmer	78.6 mi
Gruetl-Laager	86.1 mi
Hwy 56 & 108	87.9 mi
Turn right onto Hwy 56/108	
Hwy 108-56	88.0 mi
Continue left onto Hwy 108	
Hwy 50	93.7 mi
Turn Left onto Hwy 50	
Elkhead	97.8 mi
Pelham	103 mi
Turn left onto US 41	
Monteagle	110 mi
Tracy City	116 mi
Jasper	132 mi
Hwy 27 & 41	137 mi
Turn right onto Hwy 27	
Turn left onto Shellmound Rd	139 mi
Shellmound Campground	141 mi

## A MEMBER'S PROFILE - DAVID WOODBURN

Submitted by Bob Steber

At age fourteen I was languishing in a boarding school in the southern New South Wales countryside. That is in Australia.

A friend was interested in motorcycles. Until that time I'd barely knew they existed, but his introduction birthed an excitement in me about having two wheels. My father had long since died, and I had no older males in my life. I had no mechanical skills. Titillated I was, yet the dream was outside of the scope of my existence.

The idea was forced to lay dormant. Mercifully, I was eventually expelled from that school and a couple of years later found myself in Sydney. A mate I'd made there always yabbered on about bikes and one day he loaned me a couple of his older brother's Two Wheels' magazines. I couldn't begin to understand the technical articles but began by reading one of what was a monthly series of articles. Two Englishmen were riding overland to Australia and in that reportage they were crossing mountains in Afghanistan. From memory, they were on a Triumph and a B.S.A. The penny dropped. I was sold and, being gullible, I quickly settled the matter in my mind that this was what motorcycling was about.

At sixteen and nine months we were entitled to purchase our learners permit. I started out on a Yamaha 250, as it seemed to be reliable and mechanically simple. I had no skills and hardly any access to having anybody teach me. Though I had barely any insight to how things ran, I soon graduated to a Yamaha 650. I'd already been making modest journeys on the 250 and now started venturing further afield.

We were wild boys on our bikes, or so we imagined....riding, racing, getting tickets from the Wallopers, chasing shelias, fighting and partying. In those days one had a car or a bike, seldom both and bikes were not really socially acceptable. I worked my way through a B.S.A and then a later 650 Yamaha. I knew how to fit tyres and adjust chains but little else. Being mechanically devoid put me at the mercy of shops and I noticed they often 'gypped' me.

In this era they ran the London to Sydney Marathon. Another seed was sown. I purchased a 1976 R90/6 with a very tentative idea of riding overland in the other direction. Seven weeks later the bike was stolen. In time, I purchased a used Kawasaki 900.



Mike Hailwood would be racing at the Isle of Mann in 1978. I could ride from Singapore to Britain for the races. The bike needed panniers. There was a bike shop next door to where I worked my second job. Four hundred dollars seemed too much for the bags. Over in the corner, though, was the last sidecar from a small factory which had gone out of business. It was only six hundred dollars. After several visits, I paid the money and took the sidecar home to cobble it onto the Kawasaki.

Bike shops were a necessary evil. I didn't trust them. Yet the young man who sold me the chair seemed to be genuine. He was a clubman racer. One day I approached him. "Listen mate, I want to ride overland to England. I don't know how to work on the bloody machine. Do you reckon, if I paid you, you'd give me a lesson on tuning it and all that?"

He invited me to his house on a Saturday morning and plied me with toasted sandwiches. That very kind chap taught me the basics of what have eluded me that past six years. Another penny dropped. I can't even remember his name now. He wouldn't take any money and wished me well. He was one of the two

characters who gave me the wherewithal to go to the RAC and purchase a Carnet de Passage (Card of Passage) for the bike and an AUS plate.

The day finally arrived. I rode my loaded machine UC5720 with its AUS plate down to Freemantle wharves, where the Kota Singapura was berthed. The derrick man loaded the machine into the hold with all the sheep. I traveled as a passenger in a tiny shared cabin on F deck. That was 1977. I was twenty-two and still basically a naive kid from the bush. The grand adventure had begun. That is too long a story to tell. I didn't, however, reach the Isle of Man for the 1978 race. Mike Hailwood raced again in 1979 and I then had two fantastic weeks on the Island. That was the last year Mr. Hailwood raced, I believe.

That journey ended up taking me around the world. It took forty months. I returned to Australia on a freighter, which departed New York to Panama and then across the Pacific Ocean to Sydney. I had gone from Perth to Sydney, the long way around. In America, at times, I had been offered hospitality. This was the impression of the country that I took home.

Years passed. After such a journey an impressionable man was unable to fit completely back into the mainstream of his society. I had to sell the bike but started traveling long distanced on horseback. The overland journey, however, remained an itch in my soul. In 1986 I was in the Philippines doing volunteer work and married my wife. Returning to Australia we were faced with purchasing some form of transport. In the city of Sydney there is one street with all manner of bike shops. Wentworth Avenue is affectionately called Motorcycle Alley. We'd looked in all the major shops, except the BMW shop. Our money was too little to be wasting time there. We sat for a simple lunch in a milk bar; a hamburger for my wife, a meat pie for me. "I'm just going to duck across the road to Tom Burns, the BMW dealer and use the toilet!"

"Yeah, sure mate, it's in the back there."

I had to shuffle past some bikes and there she sat, the bike I'd designed in my head, while crossing lonely wastelands in Pakistan, Afghanistan and Iran... a well used 1981 R80GS.... The first one I'd ever seen. This was 1987 and as I told you, I'd not fitted back into the mainstream of life.

There were a lot of adventures in the next few years, both in Australia and in Asia. We fitted a sidecar on the GS and in August 1991 rode the bike to Mascot Airport. My wife, Emy, our two year old daughter, Mattea, and I boarded the same plane as the bike was loaded onto and flew to Singapore.

Mattea was eleven when we deplaned in Miami, having flown from Johannesburg in South Africa. The bike was meant to be on the same plane but arrived a week later. In our collective pocket was about \$625.00 and we each has an overnight bag of old clothes. We were bewildered with America and were exhausted and a little traumatized from our experiences in Africa.

Thus began out life here, seven brutal and often viscous years in West Palm Beach. To top it off, towards the end we were hit by four hurricanes in about a fourteen month period. My daughter graduated high school and we rode up to Georgia to look for some country. This we eventually found, a smallish plot with a house, a garage and a barn, a mile from the Alabama border.

The last years in Florida, we'd run a small business, maintaining, repairing and restoring 'Airheads' and we didn't quite a bit of sidecar work. We planned to move this business to Georgia.

A year has passed. We turned the garage into a woodwork shop, so that we could turn the barn into a mechanics shop. We have felled trees and cleared land and built sundry buildings. Most of the boxes or parts we brought with us have been moved several times and still haven't been permanently located. My wife and daughter have worked like men and I have had to work like two. We have toiled incredibly long hours in the freezing cold and through the heat of the summer. We did not escape the brutality of our existence. What we did leave behind in Florida was the viciousness. Seven years there all but destroyed me. Since being a youth I have experienced nothing that I'd consider harder than our sojourn in Florida. It is as though in Georgia, God has given me back my life.

In Papua New Guinea, some years ago, natives in remote valleys would hack out airstrips in the jungle and even built dummy planes from bamboo and vines and leaves, hoping to entice passing planes to land and to divest themselves on their cargoes. This was called the Cargo Cult. Here in Georgia, on the Alabama border, we have worked with uncommon vigor building a workshop. I compare myself to the natives in P.N.G and smile. (cont. page 8)

Stage one of our shop is done. I have just rebuilt a gearbox for a man, who was our first customer in Florida, when we started working for ourselves. As well as the shop, we have made gardens and plan to build a bunkhouse where passing travelers can sojourn. Hospitality is important to us, because of the way we have lived. Hospitality is the litmus test of a society. A plan is being hatched, tentatively, to run a tech session. If it is worthwhile, we may run a couple of these every year. As we traveled, I helped many other travelers with their bikes... in India, in Pakistan, in Morocco, in Spain, in Mali... a few that I remember. In Florida I taught many people how to maintain, repair or even rebuild their bikes. This is perhaps a legacy from that Saturday morning in Perth back in 1977 where the kindness of one individual gave me the keys to unlock a door which beckoned me.

Many folk talk of the American dream. Well, in Western Georgia there is a family of little Aussie battlers living out that dream. We could easily fail but as my wife pointed out during one hurricane, "We came with nothing to this country, it doesn't matter if we leave with nothing." When we loaded up that sidecar sixteen years ago to make a walkabout we never imagined that today we'd be living here in 'Poor Man's Alabama'.

As I close, I remember an incident at the Isle of Mann back in 1978. I had cobbled that sidecar into the Kawasaki and had ridden many thousands of miles across Asia and Europe. The machine was parked in a field and a German man was looking it over. He had no idea it was my bike but turned to me and shook his head announcing "This vill never vork!"

If you listen too much to people, you condemn yourself to a mediocre existence. That is fine, if that is what your heart desires.



**BMW MOTORCYCLE OWNERS OF ALABAMA  
MEMBERSHIP APPLICATION / RENEWAL FORM**

Date: \_\_\_\_/\_\_\_\_/2006

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

## MEETING AND CAMPOUT - SEPTEMBER

The September meeting will be at Shell Mound Campground in Jasper, TN which is about 20 minutes from Chattanooga, located at Nickojack Dam. The address is:

2735 TVA Rd  
Jasper, TN 37347  
Phone: 423-942-9857

Directions: If coming from south on I-59, take I-24 West to Exit 158. Follow the signs on TVA Road for about 3 miles to the dam. Follow the BMW signs to the campground.

If coming up Highway 72, at South Pittsburg turn right on 156 toward New Hope. Travel approx. 11 miles to Highway 41. Turn left on 41 and go across the old river bridge to Highway 27 (approx. 2.5 mi) to Hyway 27. Turn left on 27 and follow to dam and campground.

Saturday dinner will be around 5:30pm. The menu will include Tommy Arnold's Barbeque pork with baked beans and cole slaw. Desserts will include homemade cobbler and Jeannine's wonderful homemade fried pies.



A sample of the cobbler and fried pies from last year.

Coffee and Pastries will be available Sunday morning.

The cost of the meal will be split between the attendees and should run \$8 to \$10.

Sites with hookups are \$22; tent sites are \$10. The area that we will be using is near the bath house.



### NEARBY ATTRACTIONS: (within 20 min.)

Nickajack Cave (across the lake), Nickajack Dam, Russell Cave National Monument, Raccoon Mountain pumped storage, Reflection Riding, Tennessee Wildlife Center, Lookout Mountain, Ruby Falls, Battles for Chattanooga Electric Map & Museum, Point Park, Cravens House & Battle Above the Clouds, Incline Railway, Rock City, Tennessee Aquarium, Imax Theater, Creative Discovery Museum, Ross's Landing, Southern Belle Dinner Cruises, Hunter Museum, Chattanooga Regional History Museum, African Heritage Museum, Huston Museum, International Towing and Recovery Museum, Tennessee Valley Railroad Museum, Chattanooga Choo Choo, National Military Cemetery, Confederate Cemetery, John Ross House, Lake Winniepesaukah, Chickamauga Chattanooga National Military Park



## ALABAMA BACKROADS

Bob Steber

Hello Alabeemers,

We have two fun events to look forward to this month:

**September 21 and 22:** Steve Hebert is hosting his annual BB&B (Beer, Brats and Beemers – Terry Ware calls it "Beer, Brats and Bombs") at his home in Enterprise, Alabama and on Ft. Rucker.

Friday (21<sup>st</sup>) we meet at BB&B HQs and depart at 1-1:30pm for the range. From 2 pm to 3pm we will enjoy seeing AH-64 and OH-58D Helicopter live fire demonstrations at Molineli Aerial Gunnery Range. From there we will go to Hunt Stagefield to view Emergency Procedure Training with the OH-58D. After the EPT, we ride back to BB&B HQ for dinner and socializing.

Saturday (22<sup>nd</sup>) 7:30 – 8am we meet at BB&B HQ for breakfast. At 8am we will view a Techdaze/First Responder Seminar. After lunch, we head for Fort Rucker's famous Army Aviation Museum for a private tour. After enjoying our tour, we go back to BB&B HQ. This is when the real fun begins - Tap the keg and grill brats.

Steve can accommodate up to 20 Alabeemers and friends, so if your name isn't already on his list, please email him at [stevenhebert@adelphia.net](mailto:stevenhebert@adelphia.net) to let him know you are coming. He needs to know how many of us will be there in order to purchase the chow. For the directions and more specific information go to [www.bmwmoal.org/forums/showthread.php?p=963#post963](http://www.bmwmoal.org/forums/showthread.php?p=963#post963) .

**September 29:** Our monthly club campout & meeting at Shell Mound. Gary Nesmith and I are working on some fantastic rides in NE Alabama and will post them on our website when completed. We will also have the routes printed and available to get when you arrive. This will be a great opportunity for you to check-off the NE Extreme location at Long Island, Alabama along with other ABEES points in the area. See you down the backroads.

### CURRENT STANDING OF ABEES POINTS EARNED

NAME	CLUB MEETINGS	RESTAURANTS & POINTS OF INTEREST	FAVORITE ROADS & RIDES	TOTAL ABEES CHECKOFFS	TICKETS EARNED FOR ABEES	EXTREME LOCATIONS	TOTAL JACKET TICKETS
Bob Steber	8	104	15	127	6	5	11
Phillip Warren	4	84	4	92	4	7	11
Vance Harrelson	6	75	11	92	4	7	11
Gary Dubois	4	73	4	81	4	3	7
Angela Dubois	4	73	4	81	4	3	7
Martin Benson	0	66	8	74	3	3	6
Connie Reaves	6	55	4	65	3	4	7
John Harper	2	34	4	40	2	0	2
Gary Nesmith	5	26	4	35	1	0	1
Terry Ware	4	57	10	71	3	4	7
Joan Ware	1	17	20	20	1	1	2
Paul Orr	4	18	25	25	1	0	1
Ron Shea	2	16	21	21	1	0	1
Ron Riggins	0	18	20	20	1	0	1

## CLUB DUAL-SPORT RIDE

sponsored by Gary DuBois

A dual-sport ride is planned for 3-4 November. The ride will take place on the back roads north-west of Waterloo Alabama. All club dual-sport riders are invited. The plan is to meet at noon on the November 3<sup>rd</sup> at the Riverwalk café in downtown Waterloo. From there the ride will proceed to a primitive campground on the banks of the Tennessee River.

Once the bikes are unloaded and tents pitched, we will have a short orientation on off-road riding skills as a refresher for all. All riders will be encouraged to participate and offer their experiences in this short seminar. We will then proceed on the ride which will include about 90% gravel roads and a few creek crossings. The depth of the creek crossings will depend on how much rain the area receives between now and then, but in rare cases will the water be over one foot deep. Most creek crossings have gravel beds. We will ride some rutted roads and will ride up to Rainbow water falls.

The ride will conclude back at the campsite where we will prepare the evening meal. Tentative menu includes: blackened tilapia, stewed potatoes or rice, green or black beans with bread. Gary will bring the ingredients for the meal and the cost will be divided between the riders. Gary will coordinate with a couple of other riders on bringing a couple of pots and a camp stove. Each rider should bring their own drinks.

Even if you have never ridden much on gravel, this is a good chance to stretch your legs in a none threatening environment. Yes, there is a good chance to drop the bikes and if that concerns you – **you bought the wrong bike**. So get out your snorkel kit and let's go riding. To keep abreast of the developments on this ride, please occasionally check-in on the club on-line forum under happenings. Gary has requested firm commitments NLT October 29<sup>th</sup> so he can purchase enough food.



## A SAFETY MESSAGE

Jamie Jackson

Malvene and I were returning home Saturday from the CCR in Osage Beach, MO and were nearing Sumiton on Highway 78. It was around 5:00 pm so the traffic was pretty busy with the usual mix of eighteen wheelers and four wheelers. We were in the left lane of the four lane highway and traveling around 65 mph, which is the speed limit.

Suddenly a drunk redneck in a pickup truck pulling a jet ski (isn't everyone that drives a pickup and pulls jet skis drunk) came across the highway to the median but appeared to be making a high speed merge into my lane. We had just passed a Honda Accord full of Mexicans that I thought was well behind us, so as a precaution I glanced in my right mirror and swerved into the right lane to avoid the jet ski redneck without turning my head to check the traffic in that lane. All of a sudden I was overcome by a very loud horn that sounded like it was right on top of us. We also received a very quick lesson in the more colorful part of Spanish as the Mexicans fought to bring the Accord back onto the pavement.

As they pulled along side I sheepishly grinned and shrugged my shoulders. The driver must have taken note of my age and just smiled and gestured a wave of forgiveness. Of course they did everything they could to avoid a very nasty accident, maybe because the driver had exceptional skills or did not have proper documents.

My point of this story is to relate my failure to properly check the lane before moving over, maybe because I was tired from the long trip or have just become careless. Either way, my message to you all is to remember to do a "head check" before changing lanes. The Accord apparently had crept up into my "blind spot" and did not appear in my mirror. If I had quickly looked over my shoulder (head check) I would have seen the Accord and could exercised my ABS brakes or joined the jet ski on the trailer.

The instruction that is given in the Motorcycle Safety Foundation Basic Course is life saving information. I suggest that we all review and practice the exercises, such as head check, to avoid becoming statistics.

# BMW Motorcycle Owners of Alabama

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Dedicated to safe and enjoyable motorcycling



Please visit the new BMWMOAL web site at [www.bmwmoal.org](http://www.bmwmoal.org) and register. Log on and see what members are saying about club activities. The new site is user friendly and the newsletter is in color.

## Club Sponsored Events With Meetings

Sep 29/30 Shell Mound Campground  
Nickajack Dam, Jasper, TN  
Oct. 27/28 Little River St. Forest Atmore, AL  
Dec.1/2 Christmas party Vizzini Farms Winery  
Calera, AL  
Jan.26/27 2008 Montevallo Traffic Safety Center  
Montevallo, AL

## Other Events of Interest

Sept 7 - 9 Beemers in the Bluegrass Rally  
Near Frankfort, KY  
Oct. 5-7 Return to Shiloh Rally - Shiloh, TN  
BMW RAMS  
Oct 12-14 Falling Leaf rally - MO.  
BMW Gateway Riders