

# THE ALABAMA BEEMER



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



Volume XXXVIII Issue

March 2009

## WOW, WHAT A WEEKEND!

Ron Riggins

60 degrees on Saturday afternoon and 30 degrees the next morning! And snow on top of that!! I've spoken with several of you about the experience of riding in white out conditions...boy... you'll have new stories and lies to tell around the next campfire!!

You know, it's funny how even when we go to a familiar meeting location, the experience is always new and different. And the good things always stay the same. Don

and Barbara Little's chili was outstanding. I just wish I'd stuck some of her brownies in my pocket for the ride home! The food was great, the company even better, and everyone got back safe, a great meeting weekend.

And speaking of Don and Barbara, we won't be seeing much of them for a number of months. They're going on a long planned retirement ride and won't be back till the weather runs them out of the North Country!! Boy, for those of us that still have to clock in every day that sounds like heaven. Don and Barbara have a

good time. Be careful and we're all looking forward to reading your updates and looking at your pictures along your journey! Come home safe.

Our March meeting in Nauvoo is going to be a wild one, or is that a mild one?! We're going to take over the whole town and show'em again what kind of stuff our group of BMW riders are made of! It'll be a blast that you don't want to miss. If you've not been to one of our monthly meetings this is a good one to start with! We'd love to have you, and Nauvoo is there for the taking, so come join us!!

## 2010 BLUE WATER CRUISE DETAILS

This is set up as a "rail and sail" plan, which gives you the option of riding the train down to New Orleans the day before, staying in a hotel that night and staying in a hotel the night we return from the cruise, then riding the train back to Birmingham the next day. The "rail" and hotel are optional.

As of now the prices for the "rail/hotel" portion of the trip are estimated and exact pricing will not be available until the end of April when Amtrak prices come out. For now an estimated \$415 per couple will cover rail, hotel both nights and all transfers. It also covers gratuities. The price for an individual that does not share a room would be \$320.00 but if you share the room you would split the charge the same as per couple. That also includes the taxes for the hotel which includes breakfast.

You can just sign up for the cruise and make your own plans to get to New Orleans and back home after.

Cruise payments are:

- Deposit of \$100.00 is due March 13, 2009
- Next Payment of \$100.00 is due October 26 2009
- Final payment is due December 23 2009

Call Vanessa Gamble at AAA

205-978-7030 or 800-521-8124

vgamble@aaaalabama.com



## **MEETING MINUTES**

March 1, 2009  
Blue Springs Campground  
Clio, Alabama  
Jeannine Arnold, Secretary

The meeting was called to order by President Ron Riggins with a thank you to hosts, Don and Barbara Little who served delicious chili Saturday night with all the fixin's and then on Sunday morning with breakfast rolls and coffee. Big round of applause!! Probably the best chili yet!!! The surprise was the whopper brownies!! Yum!

Ron reminded all of us he has pin, patches, and decals for sale. Marty Simpson's treasurer's report was too lengthy to read, but are available to everyone who'd like to read the details.

Dogwood Rally will be 1st weekend in April.

Terry's Two Wheels have new hours: 12-7 Tues. thru Fri., Sat. 8-3 They will have a reception at 6:00pm, March 11 with Scorpion dealer on site. Their Grand opening will be March 21st. from 8-3. Short fun run and hot dogs with all the trimmings. Come see their new shop at 1057 Commerce Blvd., Pelham, Al 205-987-2090.

Club open house at Bogart's on Sat. March 14th, with hot dogs, etc. Volunteers needed. Darlene Massey is taking orders for Nauvoo tee shirts, \$10.00 each. Sat & Sun breakfast will be served. Slick Lizard will cater Sat. supper. Owner Gene McDaniel said he want us to have a parade of our motorcycles, press will be there! Gary Nesmith gave the details of the Nauvoo meeting in March. Hotel has 2 night min. \$75.00 per bed/night. Camping is available in large campground for 12.00/nite. All campsites have power.

Bob Steber gave a report on the cancelled Pickensville campout. Instead of Pickensville in April we will try to go back to Sloppy Floyd, or if not available, maybe Guntersville.

We need hosts for the Ft. Toulouse meeting. Any volunteers??

Vance gave a report on the progress of the Chicken Rally which will be Memorial Day weekend at Huntsville. Tee shirts and pins are on order and the details are in the works. Still need volunteers!! On that note, Don Little installed a replacement sheriff. Tim Flynn will be our Sheriff this year. Thank you, Tim.

Vance reminded us to save pop tops for the National Rally in July. You can give them to him even at the National. He announced we have been given a temporary beer permit. The permit is the first time for Washington County, and a piece of history! He said committees are in place, but he still needs an activities chairman. There will be a dunking booth and pie throwing contest; a challenge to all club presidents, present and past from any club in attendance. The proceeds will go to charity. The info on the Rally is on the MOA website.

Tommy Arnold announced that he will need help with getting the pancake griddle out of storage Wednesday before Chicken Rally in order to get it welded. Volunteers are invited to contact Tommy.

It was announced Smith Bros. Shop at Pell City, Cropwell, AL will host a "Relay for Life Ride" on April 25th with proceeds going to the American Cancer Society.

Don and Barbara Little will be leaving for an extended tour of the country on their bike around the 9th of March. We wish them God Speed! Please email them and look for pictures on Picasa.

Gary Williams won the 50/50 split \$69.00.

Meeting was then adjourned.

## ANNOUNCEMENTS

### Bogart's and BMW MOAL Open House

**March 14<sup>th</sup> 10-4**

All Riders-All Marques Welcome!

Hot dogs, Beverages, Chips, and Candy

Organized Club ride leaving at 1pm

Come on out. enjoy food, friends, and riding fun!

### Terry's Two Wheel

**Saturday March 21st** 8am till the food runs out.

GRAND OPENING WITH Prizes, Tech Talk, 10 point checks etc. Come join in the fun.

Select Winter jackets, leather and textile, 30% off MSRP.

## ITEMS FOR SALE

**1993 K75** 28.5K miles, Silk Blue, BMW Hard bags, Engine Guards, Metzlers, BMW Battery Charger, Cover. Excellent condition. Always garaged. Serviced @ Bogart's Birmingham. \$4,995 Contact; Sam Kemp (662) 287-1646

02

## APRIL BIRTHDAYS

1 Tom Barnett	14 Jim Baker	17 Perry Aaron
1 Eric Stinson	14 Tom Binford	18 Jack Goertz
2 Paul McBrayer		19 Cary McCormick
2 Susan Riggins		20 Vishell Ehl
5 Randy Blair		21 Suz'anne Hebert
5 Sandra Owen		23 Lenn Rainwater
8 Tim McGee		25 Walter Daniel
9 Randall McMurtrey		26 Tammy Baker
11 Susan Goertz		26 J. Bruce Huffman
11 Chaz Stroud		28 Debra Keller
11 Stephen Whitley	15 Jim Robinson	29 Don Hamblin



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

Date: \_\_\_\_/\_\_\_\_/2009

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

## HELMET RATINGS, HOW IT'S DONE

Joan Ware

Do you know the difference between a DOT and SNELL rating and also the new SHARP motorcycle helmet rating system used in the UK.

Finding a good helmet is easy if you as remember the 4 S's:

- Size,
- Strap,
- Straight,
- Snell

**Size:** Try on several different helmets before you purchase one. The best way to gauge comfort level and fit is through comparison. The helmet should fit comfortably all the way around your head. Additional pads can be used to make it snug.

**Strap:** Pay attention to the chin strap. Make sure that the chin strap fits around your ear and under your chin snugly and comfortably. The helmet should not shift on your head.

**Straight:** Know how a helmet should fit. A helmet is meant to be worn low on the forehead, just above your eyebrows. Look into a mirror or have a friend/parent help you determine the proper fit.

**Sticker:** Look for Snell certification

**Who/What is Snell?**

William "Pete" Snell was an amateur auto racer. He died needlessly in a racing event in 1956 when his then state-of-the-art helmet utterly failed to protect him. In memory of Pete a number of his friends, colleagues and fellow racers including Dr. George Snively, formed the Snell Memorial Foundation to try to improve helmet design and capabilities, and to encourage the development and use of truly protective helmets.

**Why wear Snell-certified helmets?**

The protective capability of a particular helmet is difficult to measure. One can quickly judge a helmet for style and price, and with only a little effort for fit and comfort as well. It is much more difficult to gauge what a helmet can do when someone's skill, experience and every other precaution have failed, when his helmet's the only thing between his head and a violent collision. The Snell Foundation knows.

We destroy thousands of helmets every year to find out. Snell Certification is our assurance that a helmet has measured up to the highest standards for protective performance time and again.

**Why should you replace your helmet every five years?**

The five year replacement recommendation is based on a consensus by both the helmet manufacturers and the Snell Foundation. Glues, resins and other materials used in helmet production over can affect liner materials. Hair oils, body fluids and cosmetics, as well as normal "wear and tear" all contribute to helmet degradation. Petroleum based products present in cleaners, paints, fuels and other commonly encountered materials may also degrade materials used in many helmets possibly degrading performance. Additionally, experience indicates there will be a noticeable improvement in the protective characteristic of helmets over a five year period due to advances in materials, designs, production methods and the standards. Thus, the recommendation for five year helmet replacement is a judgment call stemming from a prudent safety philosophy.

Following is the official U.S. regulation or "law" for what we motorcyclists in the U.S. know as the DOT regulations covering motorcycle helmets. In other words, a motorcycle helmet manufacturer would have to submit a helmet model to testing to the following regulations to meet DOT standards and the right to place the DOT sticker on the back of the helmet. The Federal Motor Vehicle Safety Standard (FMVSS) known as FMVSS 218 (49CFR571.218), describes in great detail the requirements for "DOT" certification of all helmets sold in the United States for use by motorcyclists. Helmets that do not meet the minimal DOT certification standards may not be sold as "motorcycle helmets." The Snell standards don't replace the DOT standards; meeting Snell standards is completely voluntary. All motorcycle helmets sold in the U.S.A. must be DOT "certified", in that they must have gone through the proper procedures in a certified testing lab to meet DOT standards for motorcycle helmets, but they are not required to be Snell certified.

A motorcycle helmet that carries both DOT and Snell standards may have gone through different testing schemes, but may not necessarily be superior to helmets that meet the DOT standard. There is still much controversy over standards and testing.

For more information go to this website:

<http://www.smf.org/>

## RIDE TO THE BLUE SPRINGS MEETING

Erik Bahl

This month's meeting at Blue Springs was quite an adventure. It started out Saturday morning with a trip from Huntsville to join up with the ABBES planned ride just south of Birmingham before 8:00 A.M. Leaving Huntsville at 6:00 A.M. saw me riding in a nice rain storm all the way down to the meeting point in Pelham. Once I arrived, Vance and Bob S. were waiting inside.

Martin Benson who had planned the ride was a no show due to an injured back. With the addition of another couple, five of us left just about on time. On the way down Interstate 65 I noticed another BMW had joined us from out of nowhere. This would be how things continued all day. It seemed like every time we stopped, someone else joined in. I think by the time we got to Blue Springs we ended up with eight or nine people on this jaunt. During the ride down we saw several interesting places that I had not seen before. One of the more interesting stops was the George Washington Carver Museum in Tuskegee.



1928 Traveling Agriculture School, Carver Museum, Tuskegee, AL

The weather on the way varied from clear to rain with the temperatures increasing the further south we went. One thing I noticed was the light flooding in all of the areas we traveled through. One bit of flooding got us into a bit of trouble with the local police. A road was closed due to flooding. The water was over the road about 50 yards past the restaurant that was selected for our lunch stop. Common sense dictated that we go around the barrier in order to get to the restaurant. A couple of guys made it before the police cruiser rushed up and told us the road was closed and we could not cross the barrier. It did not matter that we were just going to the

open restaurant 100 feet past. He redirected us to the gas station next to the barrier and told us to drive through the parking lot, then back onto the street past this barrier. The logic of this was way beyond my mental capabilities. We obeyed and joined the rest of our party for a relaxing lunch. After several more interesting sites we ended up at the campground in time for some great chili. Thanks so much to the hosts for the great setup which included three fire drums to keep everyone warm as the temperatures dropped that night.

I woke up early Sunday morning with the intention of getting the bike packed up prior to the club meeting. Upon emerging from the tent, I was shocked to see it was snowing. I did not know it ever snowed that far south. The snow was light and not sticking, but I suspected that was going to change as I headed north to Huntsville. I left the meeting with Bob Steber and Jim Dubick. We headed north on some back roads that Bob had mapped out. We did not get very far up the road before we were in a full blown blizzard. This was wet snow too, which meant it was sticking to everything including my face shield. I continually wiped my visor clean every few seconds, but the moisture in the air with cold temperatures was causing it to fog on the inside as well. We made a few stops to assess the situation with everyone in the party and then continued on. We eventually got out of the snow a couple of hours later around Montgomery. The rest of the ride home was uneventful except it seemed that it stayed in the 30's temperature wise. A good hot shower thawed out this popsicle. All in all it was a great time. The ABEES ride portions of the monthly meetings make for a much more interesting getaway.



The Old Calaboose, Wetumpka's first jail built in the early 1800s.

## CLASSIS / VINTAGE CORNER

Tim McGee

By now everyone knows the /5 is one of my favorite motorcycles, and one of the most significant motorcycles BMW has ever built. It was BMW's first 750cc motorcycle, referred to as a WUNDER bike by the Japanese press. It has a long list of firsts:

- First 12 volt battery system
- First electric start
- First 750 cc large displacement motorcycle
- First with paper filament oil filter and oil pump
- First under the crank cam shaft for more ground clearance

Thirty years ago, motorcycling was way different than it was today. Most motorcycles were used as cheap transportation, but the industry was coming to grips with changes in the American marketplace. Two forces were at work. The first was that most Americans could now afford a car, so motorcycles were becoming less important as transportation and more important as "toys."

Meanwhile, the Japanese motorcycles were no longer small displacement bikes of the "putt-putt" persuasion. Honda's CB750, a reliable four-cylinder motorcycle had changed that.

Fortunately, BMW had noticed these changes and had begun designing a replacement for the /2 series. In the fall of 1969, BMW introduced the /5 series to the market.

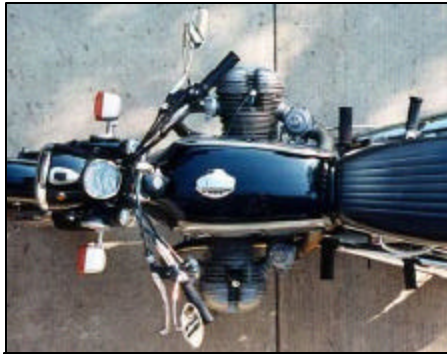
For BMW, it was radical. "Too much plastic" the purists said with regard to the fenders. "Where can I attach a sidecar?" the hackers retorted. "It has no knob, and no Earles fork."

Back to BMW's plan for coping with the changing marketplace. This bike wasn't geared to be day-to-day transportation. It was intended to appeal to motorcyclists who wanted a new bike that could compete with the Norton Commando, but with German precision and reliability. No slave to fashion, BMW offered the /5 in silver, white and black.

In 1972, BMW went nutzoid, at least by BMW standards. The /5 now had a battery cover that was chrome. A chrome panel festooned the gas tank, which now held 4.5 gallons, instead of the 6 gallons of the 1970 and 1971 models. If that wasn't zany

enough for BMWs conservative customers, they introduced metallic green, metallic blue, metallic yellow, and red to the product line.

BMW offered the /5 series in three engine displacements: 500cc (7,865), 600cc (22,721) and 750cc (38,370). With the exceptions of rear end ratios and carburetors, the bikes are identical. In 1973, BMW increased the length of the swing arm. This model is usually referred to as the 1973 1/2 model. The new wheelbase solved some of the problems the BMW owners were having, like high speed wobbles. Once owners took a short framed /5 and added a fairing some where experiencing handling problems. This was a popular upgrade to your motorcycle in the early seventies. The new wheelbase was so successful that it was carried over to every airhead starting with the /6 series.



Note the offset cylinders and offset pegs for riders feet to clear the carbs.

There are several "Firsts" and "Lasts" that make the /5 unique among BMWs product line. It was the last BMW to have the instruments mounted in the headlight nacelle. It was the last BMW with a four-speed gearbox. It was the first BMW to have fiberglass fenders, and plastic taillight housing. It was also the first 12-volt BMW. It is the first BMW motorcycle to have an oil pump.

During the 1980s, the /5 series sort of fell into disfavor among BMW owners for several reasons.

The chrome panels were considered ugly. The dual-shoe front drum brake was deemed inferior. The four-speed gearbox was not enough gears for most folks. And finally, many riders didn't think a 750cc engine, the largest available in the /5 line, had enough power.

Consequently, buyers could pick them up for not a whole lot of money when compared to newer BMWs and big displacement Japanese motorcycles. Top dollar for one of these bikes, loaded with touring bags and a fairing was about \$1400. This made the /5 an excellent "starter bike" and the "First BMW" for a lot of folks who were just getting into motorcycling.

Sometime around 1995 when the /5 approached its 25th birthday, the bikes began to get popular, and increase in value. It's not uncommon to see nicely restored bikes trade hands in the \$5000 range. Yet there are still rideable bikes that can be had in the \$2500 to \$3500 range, depending on the location and condition of the bike. Project bikes are readily

available in the \$ \$1000-\$1500 range and sometimes less.

Overall, this is an easy bike to restore. Much of the work can be done by do-it-yourselfers. New parts are still readily available from both BMW dealers and used parts are equally available from used parts specialists, riders in the MOA news, and the Internet.

What lies ahead for the /5? Well, they're not getting any cheaper, that's for certain. Part of the reason is that it's a fine handling bike when the suspension has new shocks and the forks have been rebuilt. You might not be able to hang with the big dogs on the straights, especially with the 500cc version, but you'll do just fine on the curves. You can still tour on this bike, and some folks will point out that it's probably the oldest motorcycle that you can take a modern-day tour on.

This motorcycle has now arrived as a very desirable Classic to own. /2 parts are now getting had to find and very expensive. This motorcycle is affordable and presently easy to get parts for. You can ride it at freeway speeds. If your thinking about getting an old airhead this bike is a very good choice.

Items of interest:

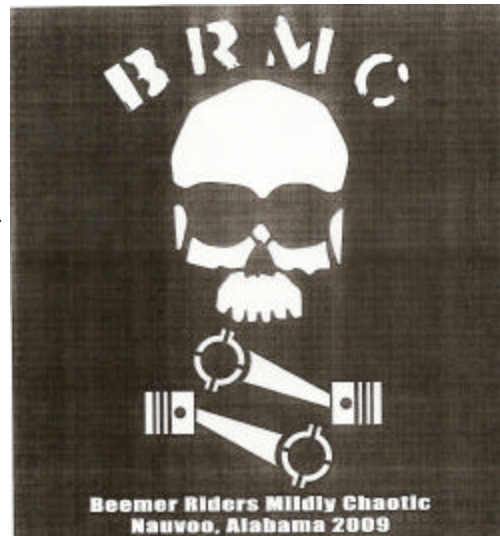
- Celebrity /5 Owners:
  - John Perry Barlow of the Grateful Dead
  - William Shatner
- Price when new: About \$1400.
- Most popular color: black
- Least favorite color: metallic yellow
- Most difficult part to find: right side battery cover
- Most common problems with old ones: improper brake adjustment, steering head bearings



## MARCH CLUB MEETING

Gary Nesmith

It's Nauvoo time again Alabeemers. So wipe that pleasant smile off your face and put on your best scowl. Remember we're bad and we're taking over the town! Of course the big news is they want us there and are eager for our return. Gene and Earline McDaniel, owners of the Harbin hotel and most of the town, are putting out the welcome mat for us. There will be a catered dinner on Saturday night by the Slick Lizard Bar-B-Que at the hotel for a cost of \$12.00 per person - Gene promises we won't leave the dining room hungry. Breakfast will also be served in the hotel dining room on Saturday and Sunday mornings, cost of breakfast is included in the cost of your accommodations whether you are camping or staying at the Harbin Hotel. Cost of tent camping is \$12.00 per person per night - camper or RV camping is \$18.00 per person per night. Although there probably aren't any rooms left in the hotel - cost is \$75.00 per bed with a two night minimum stay - if for some reason you cannot stay both nights you will be responsible for paying for the room or finding someone to take it.



Gene is planning on the local newspaper being there for our Saturday afternoon parade around town. (I hope the flashbulbs don't blind me.) So let's get ready to rumble! Put on your "back in black" Nauvoo 2009 T-shirts and join the fun. If you haven't ordered your T-shirt please email Darlene at [dmassey@amerex-fire.com](mailto:dmassey@amerex-fire.com) with size and quantity. Our Nauvoo theme this year is B.R.M.C, not to be mistaken for the "Black Rebels Motorcycle Club" as in the movie - *The Wild Ones* - But for us will mean "Beemer Riders Mildly Chaotic!!"

I can't imagine having more fun than we did last year - however, we can try!! Looking forward to seeing everyone in Nauvoo!!!

## Niki's West to Big Daddy's BBQ

Noah Johnson (NRJ40)

Saturday February 7, we had a club ride from Niki's West to Big Daddy's BBQ. The plan was to be at Niki's by 8:00 am ready to go. Those who wanted to eat breakfast before the ride were to be at Niki's around 7:00 am. I had never eaten breakfast at Niki's before, but I have eaten lunch there numerous times. I was sure I would not be disappointed!

I got off work at 7:00 am, and headed straight for Niki's. I walked in at 7:30 to find a table full of club members. I also took notice of the basketball size cinnamon rolls that accompanied their main course. They had a warm, sugary glaze that had been poured on top, and looked ohhh so good! I ordered myself a sausage, egg and cheese sandwich, and wondered if it would come with a cinnamon roll like the others. It did, and it was fantastic!

After we finished our "low calorie" breakfast, we started our bikes and fell in line behind our ride leader. Martin gave us a pre-ride briefing, and then led us down a nice curvy road to our first stop. The Alabama Mining Museum in Dora.

The Alabama Mining Museum is a small but educational museum. When you enter the museum you are greeted by Mrs. Groves, who is the director. The structure was built in the early 1900's as a gymna-



sium of the old Dora High School. All four walls are made of stone, and the original basket ball floor is still visible. The museum is set up to show the evolution of coal mining between 1890 and 1940. There are several displays showing how the families of coal miners lived during these times. I was surprised to learn that the men working in the mines were only allowed out of the mines once a week on Sunday. I enjoyed my tour through the museum, and left with a new appreciation for the technology that I have so often taken for granted.

When everyone was finished at the museum, we headed out to the parking lot where our bikes were waiting on us. Our next stop was The Shrine of The Most Blessed Sacrament of Our lady of the Angels Monastery. This beautiful monastery is the home of Mother Angelica. The monastery is seated in the middle of four hundred acres of rolling farm land. I was not expecting such a large European like place.

When looking at the monastery from the parking lot you will notice a cross on top of the church. The top of the cross is missing. This cross was originally constructed with the top of the cross in place. A week or so after construction, the cross was struck by lightning. The lightning knocked off the top portion of the cross leaving the rest of it intact. This particular cross was modeled after the original design of a cross on a church in Europe. The cross in Europe had also been struck by lightning knocking off its top section.



Next I went to see the main sanctuary. The interior of the sanctuary is breathtaking and rivals many of the churches you would see when visiting Europe. Before entering the shrine, in the lower section of the monastery, there is a full size display of the Shroud of Turin. Many people believe that this is the cloth that was placed on Jesus at the time of his burial. I found myself in deep thought while examining the front and back of this cloth. I found it in some ways reassuring that I could match all the markings on the shroud with the story of the crucifixion of Jesus as the story is told in the Bible. Displayed with the shroud, was a replica of a whip that the Romans would have used. This painful looking whip consisted of a handle with multiple leather straps coming off of it. Attached to the end of each strap is what appeared to be a lead ball? This whip looked like it would do quite a bit of damage to the flesh.

We left the monastery, and headed for the Horton Mill Covered Bridge. This stop was much like the scene where Chevy Chase stops to look at the

Grand Canyon in the movie "Family Vacation". By the time I cut off my bike, took my helmet off and walked over to the fence, Martin was back on his bike and ready to go. This was fine with me. My cinnamon roll was wearing off and I was ready for lunch.



Charley B's in Oneonta is where we stopped for lunch. They have good southern food served cafeteria style. I enjoyed my meal, and the opportunity to visit with some more club members I had not yet met.

Following lunch, our next stop was to be Bangor Cave. With our fearless leader leading the way down winding roads and through two covered bridges, we found our selves pulling over onto a small gravel lot. Running parallel to the road were a set of rail road tracks. We walked over the tracks and then down a jeep trail for about a quarter of a mile. Lying at the end of this trail was the entrance to Bangor Cave.



Bangor Cave was a hot night spot for the wealthy in the mid 1930's. Dinner was once served here while patrons were entertained by swing bands. The concrete floors are gone now, but much of the field-stone walls and steps leading to different caverns still remain. I am sure the walls would have lots of stories to tell if they could talk. It is said that Al Capone visited here several times. I believe I will come back here with my kids and do some exploring. The

locals say the cave goes back for one mile and then exits on the other side.

From Bangor Cave we went just a few miles down the road to one of Jamie's favorite watering holes, Blount Springs. We walked down to the springs and looked at the old stone walls holding up the bank. Jamie tried several times to talk us into drinking the water, but there were no takers.



Some of the group headed north to their homes. The rest of us went on to Big Daddy's BBQ. The plan for this stop was to have some coffee and a piece of pie. It is hard to resist the ribs at Big Daddy's once you walk in and smell that delicious, smokey BBQ smell. Instead of coffee and pie, we ended up with coffee and two ribs. If you like ribs and have not had them from Big Daddy's, then put these on your "must do" list. You won't be disappointed.

After Big Daddy's, we were supposed to go and ride The Tail of The Lizard. Time had slipped away from us, and it would soon be getting dark. We all agreed this ride, with all of its curves, would be more enjoyable during daylight hours. We all said "good bye" and headed for home.

I would like to thank Martin for putting this ride together. He has a true gift for planning routs, and knows nearly every road our great state has to offer. Eleven bikes and twelve riders joined us for the ride, and although the point of the ride was to have fun and meet some great folks, I did end up with 14 ABEES points. Maybe I'll be getting that jacket or helmet next year!

It was truly a pleasure to meet and ride with you all. I hope to see all of you on our next club ride. If you have not gone on a club ride yet, please don't hesitate to do so. They are lots of fun! Everyone is friendly, and no one is left behind.

## ALABAMA BACK ROADS

Martin Benson

February was a good month for riding. We started on the 7<sup>th</sup> with a club ride that took us to a mining museum, a Catholic shrine, Charlie B's, covered bridges and a spring. You can see photos of the ride, especially Jamie at his favorite spring, at <http://picasaweb.google.com/smoothnaturals/Feb72009BMWMOALRide#>.

It has been reported that some of you have ridden several the favorite rides from our guide. Also a number of ABEES points have been earned this month.

February ended with our meeting at Blue Springs. The ride down from Birmingham, led by Bob Steber, covered some new and some familiar roads. Of the ABEES stops that were made; Jordan Dam, Tuskegee Airman Museum and the octagon house were most impressive. Bob & Wanda collected several ABEES points on their ride from Louisiana. You can see their pictures at <http://picasaweb.google.com/R1200gator/BlueSprings09#>.



The ride home in snow was a unique experience. Check out Jim Dubick's snowmobile at a gas stop.

There will be will be couple of opportunities to join group rides in March. The first will be on the 14<sup>th</sup>. Bogart's BMW is having an open house with our club helping serve refreshments, etc. We will also do a ride to Mt. Cheaha riding back roads. The ride will leave at 1:00 PM.

For our monthly meeting we will go back to the Harbin Hotel in Nauvoo. I will have suggested routes, with ABEES check offs, posted on our web site. There will be a ride to Nesmith's in Moulton for hamburgers leaving at 9:00 AM on Saturday. This

ride will cover some of the best roads in the area featuring nice sweeping curves and a couple of twisties.

Ride safe and far.

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## ABEES News You Can Use

Bob Steber

During the past few months, we have added some new ABEES POI's and Rides. Also, there as several businesses that have closed. I am working on the 2009 addendum to our Travel Guide and will have it posted on our website next week. After it is posted, please open the file and make the corrections in your Travel Guide. If you do not have a 2009 ABEES Travel Gide and want one, send me \$2.00 to cover postage and the envelope and your mailing address, and I will mail one to you. My mailing address is in our blue address book.

We are off to a good start in 2009 with five folks already going to enough places to earn their first tickets to win one of the grand prizes. Additionally six more folks that I know about are almost there. It is so easy to earn a chance to win one of the great prizes that will be awarded at our 2010 January meeting in Montevallo. Just go to 20 or more places listed in the Travel Guide on your motorcycle and send your counts to me. The detailed instructions are on the second page in your Guide. Take a look at the spreadsheet in the newsletter to see how to send your counts by category.

Terry and Joan of Terry's Two Wheel Tire and Tune are once more donating a Scorpion helmet and David and Bryson of Bogart's Motor Sports are donating another Olympia AST riding jacket as grand prizes for our January drawing. Thank you Joan and Terry and David and Bryson. We are working



Gary, Tommy, Mike discuss weather at Blue Springs.

## 35+ - 35 - 30 - 20 - 15 - 10 YEAR MEMBER RECOGNITION

by Marty Simpson

### 35+ YEARS (Pioneers)

Marty Simpson (39 yrs.), John Swafford (39 yrs.)

### 35 YEARS

Grant Borden

### 30+ YEARS (Honorable Mention)

Fred Merrill - 33 yrs, Larry Camp - 32 yrs, Judy Swafford - 31 yrs

### 30 YEARS

Frank Sirles

### 20 YEARS

Rick Jones, Mark Hendrix, James Tucker

### 15 YEARS

Paul Buckholdt, Dan Copeland, Scott Fuller, Lisa Irwin, John Keel, Charles Keller, Dan Lowery, Tom McIntyre, Bob Steber

### 10 YEARS

David Aiken, Erik Bahl, Bill Bedgood, Bain Brown, Tom Cowan, Dennis Hallman, Michael Harville, Hank Holcomb, Ernie Jacobsen, Don Kimbrell, Jim McLean, Don Norwod, Lawrence Russo, Daniel Sims, Charles Smith, Stephen & Erika Smitherman, Paul & Gail Thorne, Mark & Jane Wall, Polly Wright

## ANNOUNCEMENT FOR AIRHEADS

David Woodburn

Spring Technical Weekend AT Barnsley Motor Werks April 4th and 5th we have a technical weekend at our place. It is for airheads but it is not exclusive. Some of our British riding colleauges should be in attendance so nobody will frown over the occasional K-bike or oilhead.

How technical the weekend gets depends on who turns up wanting to know what, or wanting to do what. Otherwise it is just a small celebration of motrocycles and of the comradship that accompanies this. Folk from afar can camp Friday and or Saturday nights. Conditions are primitive but pleasant.

We will feed you, while the food lasts. Bring stuff to swap or sell. Bring a film of slides to watch in the eveing. Ring for details. 770-854-9136.

We are located 1/2 mile west of route 100 at the south end od the village of Ephesus. This is 'Poor Man's Alabama' being a couple of miles inside Georgia. Can you bear that? Our actual address is: 400 Alabama Rd, Ephesus, 30170 No pets please.

Be sure to save up your beer or soda pull-tabs for Vance to provide to the Ronald McDonald House in Johnson City.



### A Gathering of Eagles

This picture appeared on the front page of the February 1988 Newsletter.

Who are these men and exactly what did they have in common besides BMWs?

The newly elected 1988 President, Lindell (Sam) Samuel, was surrounded by four ex-Presidents attending the meeting.

L to R: Steve Merrill (1986); Harold Crowe (1977, 1980, 1987); 1988 President Lindell Samuel; Russ Simpson (1976, 1979, 1981); Fred Merrill (1984)

# 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](http://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

Mar 28/29	Harbin Hotel & City Park Nauvoo, AL
Apr 25/26	TBA due to cancellation
May 21-24	Great Chicken Rally-Huntsville, AL
June 27/28	Ft. Toulouse Wetumpka, AL
July 25/26	Blue Ridge MC Camp Ground Cruso, NC
Aug 28/29/30	Beemers, Beer, Brats Enterprise, AL
Sept 26/27	Shell Mound Campground Nickajack Dam, Jasper Tennessee
Oct 31/Nov 1	Little River State Forest Atmore, AL
Dec 5	Christmas Party Guntersville St. Park

## Other Events of Interest

Apr 17-19	BMW Vintage Rally, Sturgis, MS
Apr 25	Relay for Life Ride, Smith Bros. Cropwell, AL
Jul 16-19	BMWMOA National Rally Johnson City, TN
Aug 13-16	32nd Dan'l Boone Rally Boone, NC
Oct 24-25	Waggoners RibFest, Centerville, TN