

# THE ALABAMA BEEMER



Newsletter of the BMW Motorcycle Owners of Alabama

BMWMOA Chapter #5/ BMWRA Chapter #107



Volume XXXVIII Issue 2

May 2010

## THE 22nd GREAT CHICKEN RALLY—MAY 27-30 2010

Ditto Landing, Huntsville, AL.

### Entertainment Nightly

Jim Parks—Thursday night

Scott Boyer & Kevin Holly—Friday night

Jim Parks—Saturday night



For more details

Please go to

[www.BMWMOAL.ORG](http://www.BMWMOAL.ORG)



Win a 2010 G650 GS—Tickets \$5.00

Drawing at Awards Ceremony

Saturday night

Winner need not be present.

Sunday afternoon... a month has skipped by... a month that effectively blocked my returning, even once, to those oft forgotten notebooks.

What a week this week-gone-by has been. Was it two days, or could it have been more, that was stolen by works that we wouldn't feel right to charge for...not our fault, but a body punch all the same? Well, by midweek, I grew tired of the "F" word and battled through the rest of the week with hardly a one. Bob came and helped me wire up a bike. I'd have been lost without him. Charlie picked up his bike and generously tipped...so perhaps it's been a positive week anyway.

Now I wish to write, and with a glass of wine I have nestled myself amongst the afternoon shadows in a quiet corner of the garden. There is a promise of a pot of tea and this faithful little woman is kindling a fire in the cooking hole.

The 27<sup>th</sup> and 28<sup>th</sup> May 1998, for us was pretty well spent on or at the sandy beach on the eastern side of the Ubangui River, at a site named Zongo. The Zairians were acutely clever. We'd carried a small .32 caliber pistol that fired blanks or C.S. gas, all that way down through the desert countries, across Guinea coast and through quite a stretch of jungle. These Zairians were shrewd customers. They wasted little time in finding it.

Before Africa, we have never contemplated a weapon. We'd camped, defenseless except for fishing line we'd string up as a trip wires when an occasion warranted. There was the evening in eastern Turkey that we passed government forces setting an ambush for Kurdish fighters. We camped barely a mile away, tucked away in the low brush on the side of a creek. We rode off the road, as far as we could into the bushes, turned the bike off and sat silently, listening and peering out. There'd been many such hidden camps in our eight years on the road, thus far, and we chose not to sleep with even a tyre lever for security.

We'd travelled the tribal land on the Pakistani side of the Afgan border, where foreigners were forbidden and very vulnerable to kidnap. There was no choice...Dad at that juncture was wretched in the aftermath of a fight, he had battled, with a fierce fellow, a bloody cruel and merciless foe, one who called himself Cholera. The barren plateau and mountains of the tribal lands were a short cut and a somewhat cooler route than the 55-Celsius (130F) heat of the plains. One black, lonely, but forever memorable night we'd encountered convoy after convoy of trucks carrying Mujahedeen fighters...Mum, Dad and the baby on a bike, partially crippled with a broken shock absorber, slowly winding their weary way to pass convoy after convoy open bed trucks filled with armed men...and nobody gave us a sideways glance.

Always we'd been unarmed and vulnerable. We'd been attacked with rocks many times. In Nepal, gangs of young men would hold bamboos or ropes across the road, so as to stop you and demand money. Still, we never considered a weapon.

For some reason though, the unknown of Africa unnerved us. In Hamburg, when a friend offered the little pistol, I stowed it amongst our possessions.

Their finding it caused a dilemma. Apparently, they were in the lookout for American or other foreign mercenaries, as this country was a tinderbox for the fires of wars. Commander Kady-Kadima however was a decent hearted man. The following morning I had him fire a blank with my hand inches in front of the barrel to show this was not an offensive weapon. I don't recommend you try this. It is quite hard to lower your hand nonchalantly, pretending that you appendage has rejoiced in the experiment.

He returned the pistol and said that as the road, ahead, was dangerous, we should keep it for our protection. He suggested, writing a permit for it. For some reason, this never eventuated, but he did present us a letter of safe passage, a *Laissez Passez*.

**DIARY ...** by 1:00pm we have a letter from the Commander and we finally depart Zongo. We pass five roadblocks on the way to Boukilo. Officers are alright but the men can be menacing. Some have wild eyes. Road is not too bad – there are large deep water holes. One time cylinders are submerged and we get stuck but motor keeps running – a lot of water in one carb. In another mud hole some men give a push. We are stuck awhile trying to exit. The petrol tap on the sidecar tank is torn off. We salvage, perhaps five of eight liters.

Also, during the day, one front suspension breaks the flange plate at the top<sup>1</sup>. Emy and I repair this (using tyre levers and a screwdriver) as Conrad<sup>2</sup> had given us one spare.

We arrive 7:10 pm at Catholic Mission Boukilo. The priest is Zairean and very kind. We sleep in a spare room – Mattea in the bed and Emy and I on the floor.

Mattea is very tired and must take one Paludrine and one Nivaquine (for Malaria). We struggle with this but she eventually overcame and swallowed the bitter tasting medicine.

On the road, in the dark, we caught sight of a Civet cat in our lights. Driving average approx. 30km/hr (18mls/hour).

That was our second day in Zaire, the second day of a month-long visa, which was noisily ticking away. We were also in a race with the wet season, which was already starting.

**DIARY ...** 29<sup>th</sup> May, Friday – five hours driving 125 km (75mls at 15mls/hr). Soldiers on the way where two trucks are blocking the way – almost menacing – no officer.

As some of you well know, in strange circumstances like this you subconsciously raise the threshold, so that you can understate the circumstances and therefore be more at ease with the awkwardness of your environment. The youngest soldiers were generally the worst. Children with guns were downright dangerous. There was a name for them – Kadogo.

These soldiers with the trucks were spooky. I showed the noisy one the letter which he pocketed and then demanded a ransom for its return. He then demanded the battery in our sidecar to start the trucks. We stayed calm. I weighed up the situation and was politely firm. All this happens in French. There is no English. It may appear macho, or at least a bit queer, but matter of factly I decided whose AK-47 to snatch and how to go about the snatch, and how to go about killing these soldiers if matter degenerated into ugliness. The strange memory of this decision has never left me despite all the memories time has erased. That may not be what you'd do, but I figure you should always have a plan.

Continued on page 10.....

## Announcement

Due to other obligations I am relinquishing the Editorship of the BMWMOAL Newsletter. I'm sorry I can't finish out the year, but circumstances just won't allow. I am hoping that another member will quickly grab the reins and run with it. This publication is fun and not hard to do. Any person that takes it will get support from me and the club to get you going. So if you always wanted to do something for the club this is your chance. GO FOR IT! It will be until January and then we will have elections again.

Joan Ware

## Meeting Minutes

April 25, 2010 8:00 AM

Southport Campground

President Vance Harrelson presiding

Vance opened the meeting by thanking Jim and Sheila Kalahan, Russ and Roxanne Kruse for the Shrimp Boil and breakfast feast and Tony and Carolyn Allison for the Red Beans and Rice. Another great Gulf Shores meeting bad weather aside.

A warm welcome was given to Kema Clark from Georgia, a guest of Mike and Rhonda Scott who enjoyed our company so much she has volunteered to come help at the Chicken Rally next month. Welcome to Pierre- Philippe Nicolas, a new member and first time attendee all the way from Miami.

Vance presented the Financial Report for any one who was interested in taking a look and moved right into the Rally update. Everything is in full swing. We are in need of a Pancake Chairperson – someone to head up the cooking on Friday and Saturday morning – there will be a continental breakfast served on Sunday this year so we don't have the heat up the griddles. Connie has a volunteer list by shift on the website so please sign up now. Wednesday is set up day and everyone is welcome and appreciated. It is a fun day and we all relax and prepare ourselves at the end of the day for what is to come!!!! We are in need of CHICKEN COOKERS – Apprentice – if you will; so if you know of anyone willing to learn the trade, please bring them forward to let us offer them bribes. We could make them famous!! They could be on a T-shirt some day!!

GET YOUR RAFFLE TICKETS HERE! You are almost out of time. Call me at 205-621-1682 or email me at [Mari27@bellsouth.net](mailto:Mari27@bellsouth.net) and I can get tickets to you if you think you can sell them in time to get the stubs and money to me. I need to have all of the tickets stubs and money back before I go to the rally so please mail to me by the 21<sup>st</sup> so they are not lost in the mail and miss the tumbler. If you do not get them in the mail you can bring to the rally.

It is time to think about The MOA Charity Challenge again and Vance would like to see our club be one of the top givers again. We will be accepting donations and we will present it at the Redmond Rally like we have the past few years.

The Nauvoo Car Show is June 19 for anyone who is interested. There will be lots of cool street rods, etc.

Michael Johnson stopped to tell us all about the RA Rally in Vermont on July 29-Aug 1, 2010. He also said that you need to renew your membership now for \$25.00 because after the rally the fees will be going up to \$35.00.

Tony Allison thanked everyone that came out to support Lucinda Bolinger in her time of need after her tragic loss of her husband and our friend David.

Bob Steber said to drop him a note with your ABEEES points and he will put your name in the newsletter. Rodger Wiliamson asked that you send him you 5 or 10 favorite ABEEES must go to sites and he will write up an article on it.

50/50 split this month is \$66.00 and was won by Jim Kalahan...Has anyone noticed I just keep changing the amount and nothing else in this spot!

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



# Alabama Back Roads

Martin Benson

Congress has designated 151 sections of road across the country as "America's Byways®." The classification is further broken down into "All-American Roads" and "**National Scenic Byways**". These are pieces of highway that have earned the designation through their beauty, their charm and their connections to American history.

Alabama has four "National Scenic Byways". The newest is "**Alabama's Coastal Connection**". This will make a nice "Sunday" ride or make it a long week-end with a stay on the beach.

This route and the waterways it follows are significant to the state of Alabama and the region for many reasons. Among them, the National Historic Landmarks of Fort Morgan and Fort Gaines, the protected lands of the Dauphin Island Audubon Sanctuary, Bon Secour National Wildlife Refuge, Weeks Bay National Estuarine Research Reserve and Gulf State Park, beaches, and a unique culture of working waterfronts with distinct scenery.

The waters of Alabama's Gulf Coast create its strongest connections. Making a living from the waters is a tradition that is alive and well here. Shell mounds hold the stories of early inhabitants who lived off the bountiful waters. Captains run shrimp and charter boats, and research vessels carry those dedicated to understanding the waters and to preserving the ecosystems that are so dependent upon them.

Historic Forts Gaines and Morgan stand united around the mouth of Mobile Bay. In earlier times they stood guard against enemies and their cries of "Damn the torpedoes." Today, the brick and wooden fortresses tell the stories of those battles and their soldiers to the many visitors who step onto their grounds.

The Dauphin Island Audubon Sanctuary, Bon Secour National Wildlife Refuge, and Gulf State Park provide more than 12,000 acres of protected lands along the coast. Weeks Bay National Estuarine Research Reserve is one of only 27 such reserves nationally. See indigenous wildlife, seasonal migratory birds and a variety of native plants. See the refuge's bio-diverse habitats, including beaches and sand dunes, salt and freshwater marshes, scrub forests, fresh water swamps and uplands.

Enjoy a stroll along the shore at sunset or a quiet sail on the bay or backwaters, or go golfing and offshore fishing. And here, dining is definitely recreation! Seafood is standard fare and can be prepared any way imaginable. Whether you're looking for a campsite, a family-friendly beach house, a luxury

hotel or anything in between, your family will find the accommodations they need.

Alabama's Coastal Connection has much to share and it beckons you to make your own connection and to learn more about The Waters, Ways, and Wildlife of Alabama's Gulf Coast.

If you would like a route file for your GPS, just request at [travel@bmwmoal.org](mailto:travel@bmwmoal.org).





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

Date: \_\_\_\_/\_\_\_\_/2010

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: Connie Reaves 108 Cape Cod Cir., Alabaster, AL. 35007

## I HEARD THAT !!

In writing these safety articles, I realize, in most cases, that I am preaching to the choir. However, there may be some new BMW riders amongst us that may not be aware of the wealth of knowledge veteran BMW riders have acquired. To a new rider, all these safety issues may seem silly or unnecessary. Since I personally have been associated with the BMW crowd, I have found that this bunch is VERY informed about everything related to riding, and that it pays to listen (no pun intended) to what they're telling you, if you want to become a better motorcyclist. Of course, protecting yourself in case of an accident is the most important factor to consider, because it may mean severe injury or death. Most BMW riders are already smart enough to know you need the appropriate gear, etc. to help keep you safe. However, there is a subject that tends to get overlooked immensely, especially with new riders, and it can sneak up on you if you're not careful. That subject is "wind noise" (not the kind you hear in a campground at night), and the harmful effect it can have on your hearing. Wind noise by definition is the amount of noise turbulence produced around the head while the rider is in motion. If adequate hearing protection is not used, over a period of time irreversible hearing loss will occur. Also, high levels of noise have been proven to be very stressful and can cause a lack of concentration, both of these not conducive to safe riding. The solution is simple...earplugs. The inexpensive foam type that you roll between your fingers to compress then insert into your ear canal, seem to work fine.

I am not going to bore you with a long read about statistics, but just a brief overview. To put all this into perspective, according to OSHA's regulation of industrial noise exposure, an average worker surrounded by levels around 85-90dB for an 8 hour day, will not exceed the limits of exposure time within a 24 hour period of time. However, when the sound levels exceed 100dB, your exposure time is reduced to 2 hours. When sound levels exceed 115 dB, your exposure time is drastically reduced to 15 minutes! This puts riding a motorcycle into a whole other realm as "wind noise" at highway speeds can measure up to 103 dB (comparable to a running chainsaw). At these levels the rider is not only fatiguing physically from the excess noise exposure, but it also puts him/her into a position of needing a hearing aid later in life.

Another common ailment of motorcycle riding is a condition known as "Temporary Threshold Shift", commonly referred to as TTS. TTS is caused by excessive noise exposure for a duration of time, which drops your actual acute hearing pattern to a lower level temporarily. Meaning, your hearing is less than what it was before the initial exposure. Continuous TTS exposure will result in permanent damage. We've all experienced this at one time or another, whether it is from going to loud concerts, or even work. Even movie theaters can cause this, but this is a specific certainty for motorcyclist who disregard adequate hearing protection while riding their bike. Even the best helmet will provide little help when considering "wind noise" levels at normal highway speeds. Stopped at a stop light at a busy intersection with your helmet visor closed produces a sound level of 80-90dB. Legal speeds of 65 mph can produce wind noise levels at 103 dB, which is loud enough to cause TTS in your hearing, tinnitus and permanent ear damage.

The actual hearing apparatus of the ear looks like a snail's shell, and is found inside the skull in what's called the inner ear along with our balance apparatus. Inside of this snail's shell (cochlea) are millions of cells with what look like tiny hairs sticking out of them. It is the hair cells that become damaged with noise exposure. The most frequent kind of noise induced damage is that which occurs over a long period of time, like factory work. The progression of this kind of hearing loss is usually very, very slow, and with the high pitches being affected first. Initially, this is so mild and in frequencies that we seldom use, that we are unaware of the problem. With continued exposure more and more of the hair cells become damaged and the hearing loss worsens and creeps into lower frequencies. This usually shows up as trouble understanding conversation if there is any significant background noise, like in a crowd of people.

This ties into motorcycle riding, as we know that there is a lot of wind noise at speeds of 50mph or more. Exposure to this degree of noise will cause damage to those hair cells mentioned above. This is not a "maybe will cause", but is a "it will cause" situation. How much damage and how long before enough damage is done before we notice is unpredictable. Some people are much more susceptible than others and may sustain damage much, much sooner than someone else exposed to the same conditions.

The use of earplugs will certainly lower the volume of the noise you are exposed to, but surprisingly will aid your hearing to some degree at higher speeds. The frequency (pitch) of the wind noise is very effectively muted while lower frequencies much less so. You'll be surprised just how tiring the wind noise has been and how much less fatigue there will be after a ride!

The information in this article & warnings apply to motorcycles with legal exhausts. It goes without saying, what sane person would operate a motorcycle with straight pipes, like the ones so popular with the cruiser crowd. Of course, you may not realize someday that you are deaf if you're lacking brain cells to begin with.

So hear this..... when your hearing is damaged or gone, it's permanent.

Name	Restaurants, Points of Interest and Monthly Club Gatherings	Favorite Roads & Rides	Total ABEES Check Offs	Total ABEES Tickets	Total Bonus Tickets	Total Tickets
Martin Benson	139	8	147	7.4	9	16.4
Rodger Williamson	96	13	109	5.5	9	14.5
Bob Steber	84	10	94	4.7	7	11.7
Vance Harrelson	64	3	67	3.4	8	11.4
Jamie Jackson	42		42	2.1	5	7.1
Malvene Jackson	42		42	2.1	5	7.1
Tim Flynn	18	4	22	1.1	2	3.1
Terry Ware	18	1	19	1.0	0	0.0
Rhea Converse	15		15	0.8	0	0.0
Leroy Sloan	13	1	14	0.7	0	0.0
Joan Ware	11		11	0.6	0	0.0
John Harper	8	3	11	0.6	0	0.0
Mari Harrelson	7		7	0.4	0	0.0

<b>ABEES Addendum-2010</b>				
City	Rgn.	Place	Code	Description
Chattanooga	TN	Pandora's European Motor Sports	POI	4784 Highway 58. BMW Motorcycle Dealer
Alexander City	C	Wellborn Muscle Car Museum	POI	124 Broad Street. 23 of only 63 made 1971 Dodge Daytona Chargers. 50 American made muscle cars on display.
Evergreen	SW	Beacon The Restaurant	EAT	316 Perryman Street. Southern Cooking at it's best. Very reasonable price. Try the cooked cabbage if available, and of course the fried chicken
Foley	SW	Lambert's Café	EAT	2981 S. Mc Kenzie. Wonderful Southern cooking served in huge portions; the "thrown rolls" and gags pulled by the wait staff make it a fun place to eat.
Gulf Shores Orange Beach	SW	Doc's Seafood	EAT	Two locations: 1140 Gulf Shores Parkway & 26029 Canal Road.
Mentone	NE	SR 87	FR	Favorite Ride SR 87 from Mentone to SR 35.
Selma	SW	Bama BBQ	BBQ	Change name to Jo Jo's

## Better Wet Than Never!

Vance Harrelson

Well, I guess you always take a chance when you plan a meeting weekend during the spring in Alabama! We were all looking forward to a sunny time at the beach but I guess it just wasn't to be. However in true Alabeemer fashion, we made the best of it...and for that perseverance, we had a great time indeed! Sandy, Todd and the entire crew had really done a great job preparing the Southport Campground for us and it was good to be back at the beach for a great meeting!

Several folks went as early as Thursday to take advantage of all the area has to offer. Others began to arrive on Friday such as the "Gators" along with a whole Louisiana contingent. Also arriving Friday were Albert and Anna White along with their friend and our new member Pierre Nicolas riding his beautiful RT all the way from Miami for the meeting! Friday and most of the day Saturday brought rain, wind and storms but several riders got out and around to see the sites. Believe me the beach has a whole different look under these conditions but it was still just as they say..."A bad day at the beach is still better than a good day at work!"

Several of us made the shrimp run mid afternoon and returned in time to add them to the rest of the ingredients and wow did that turn out great! Very special thanks goes to Jim & Sheila Kalahan, Russ and Roxanne Kruse and Tony Allison for the feast we enjoyed! (Just a hint here, but if you were there and enjoyed it....or if you were not there and want to enjoy it...look up the info on August meeting!)

Sunday morning brought us the weather we all had hoped for; beautiful blue cloudless skies! The meeting was held at 8AM although against some of the attendees wishes. but that set the stage for a great ride home along a meandering route while collecting ABEES points along the way.

The next meeting will be of course Sunday morning at the conclusion of the 22<sup>nd</sup> Great Chicken Rally in Huntsville. Preparations are going well for this event but we still have some needs in Volunteer departments. We are looking for someone to lead the Pancake Cooking Team as Martha and Philip cannot attend this year. So if you are qualified...and even if you're not...you can be trained! We also need help with the drink station, children's games and yes...we need chicken cookers! In fact, all volunteer slots have openings so please send an email to rally@bmwmoal.org and get your name on the list to join in the fun and get it done!

The riding season is in full swing so get out and take advantage of it. Please ride safely and we look forward to seeing you at the Chicken Rally!



Continued from page 2.....

At the time I never mentioned the likes of this to my family. They too had subconsciously raised the threshold. They coped well and there was no sense in unnerving them. Finally, our now grubby paperwork was reluctantly returned and we were grudgingly allowed to continue.

**DIARY ...** *Then a formal checkpoint before a very large bridge. (End of Zongo province, I think). They make a superficial search of the bike.<sup>3</sup> Another checkpoint over the bridge. Always soldiers ask for money, cigarettes etc. Perhaps they have no pay.<sup>4</sup> We don't like the checkpoints. Before Gemena, another checkpoint... One soldier is drunk (or mad). One soldier is helpful and we pass on our way. The letter means everything!*

I wonder how that kind Commander faced in the four years of war and then the unrest that followed. We still have the letter he so graciously wrote for that strange little family.

I note then, in the journal, that we got stuck in a hole. The journey was liberally interspersed with unmentioned pushing and pulling but 'stuck' meant stuck!

We arrive in Gemena after 260km (150mils) and slept the night at the Catholic Mission, the guest of an Italian man. Perhaps, he was the priest.

I can barely remember him or of that Mission building. I do remember, the muddy road through this nondescript little town...the sugarcane, the trees beside the road...the soldiers on foot...the soldiers on trucks...Mattea and I looking for petrol to buy and to search out our direction for the morrow...more soldiers staring and us looking down at our muddy feet in our muddy thongs on the soft red soil.

**DIARY...** *30<sup>th</sup> May (Saturday) – the road was worse. Last night it rained heavily. In some places it was like driving along a riverbed. At one village a warden tried to stop us until the road dried out. Not far before we had gotten stuck and two men helped us. They arrived and one, a priest or a pastor, talked the warden around. There were no military checkpoints, but at one place there were soldiers travelling on a truck. It was stationary, perhaps bogged. One (soldier) stared menacingly at us, but an older one took the letter, conferred with another in plains clothes, and we passed. We were stuck several times and locals helped us push or pull. Driving time, 117km (APX 70mils) 7 ½ hours, 15.5km/hr (10mils/hr).*

*We arrived at Akula at 4:00pm. The Immigration Officers helped us arrange camping, the ferry, to change money (13,750 francs = \$1US) and to buy five liters of petrol. They made a few bob<sup>5</sup>, I expect, but 5 liters of petrol, camping in the port compound, rental of a battery to start the ferry and the price of the ferry cost \$20.*

*Mattea is very tired, but we have arrived this far.*

*31<sup>st</sup> May (Sunday) – 180km in 8 hours. 23km per hour (14mils apx). We cross with the ferry by 8:00am. They had to find a second battery to start the ferry. At first the road is bad for a few kilometers. Then it became a good track (30km/hr) (18mils/hr). There are a lot of rubber plantations (60-100kms). Then midway, the route becomes bad, rough climbs and deep sand. The clutch is burning. One time we turn the bike over on its side. Another couple of times we are stuck. I damage the box on the sidecar trying to turn down a bank. We try to lever the bike out<sup>6</sup>. I am tired and angry. A nice man and a couple of women help us dig and push it out, after this the people change- perhaps for 120-160km. They are surly and demand money. The clutch becomes worse. We get stuck a couple of times but manage ourselves.*

*The people are just waiting for us to be stuck, as they want money. (They remind me of hyenas stalking a wounded animal). We keep going and then the local people become friendlier again.<sup>7</sup>*

*The clutch is slipping sadly. The gearbox oil is really hot. We can go no further. There is a small church and we ask the lady living behind if we can camp. It's no problem but a crowd converges on what was before and empty space.*

*We are tired and I must begin cleaning and demontaging this machine as much as I can before dark. There is a creek to wash in. We eat with a large audience and I try to clear the people away. The lady from behind is nice. She gives Emy a pineapple and sells her five eggs. I am very, very tired, and hope that I'll be able to fix the bike tomorrow.*

Under leaden skies we have been slowly sneaking out way through the jungle in a south -southeasterly direction towards the mighty Congo, where we hope to be able to catch a paddle boat-up river to the city of Kisangani where a red road appears on the Michelin map heading east to Rwanda.

We are full of uncertainty, not just as to the problem we now face with the clutch, but with all that lies ahead.

### Footnotes

1. We had Earl's forks.
2. The kind Koni salesman in Germany.
3. We worked very hard to limit the degree of searching our possessions were subject to. It was a time consuming nuisance to have every pocket on the bike emptied out onto the ground.
4. How naïve we still were. Soldiers hadn't been paid in at least a year in most cases.
5. British expression for shillings, a unit of currency.
6. We had a machete and we would cut thick saplings for such purposes
7. The narrow track laces through the jungle. In places people live alongside the track, sometimes creating strange villages, one hut deep on each side of the track, for kilometers.

## June Birthdays

Bill Landahl	1	Charles Keller	18
Jimmy Lowe	1	Sandra Newell	19
Bonnie Sanders	2	John Reymann	19
Susan Dubick	2	Erika Smitherman	19
Pierre-Philippe Nicolas	3	Dianne Langley	21
Patrick Reaves	6	Jill VanderWesthuizen	21
Mark Wall	6	Scott Fuller	21
Sally Williams	6	Earlene McDaniel	22
Jennifer Mitchell	7	Roger Mullins	22
Deborah Parsons	9	Faye Dyer	25
Jerry Lusk	10	Rick Jones	25
Ramona Merrill	11	Ray Zimmerman	25
Erik Bahl	11	Joe Ehl	27
Troy Gordon	12	Mari Harrelson	27
Shawnette Kirkwood	13	Roxanne Kruse	27
Rosie Morgan	14	Michael Fallon	28
Sam Peacock	16	Paula Hamblin	28
Paul Buckholdt	16	John Swafford	28
Randy Camp	16	Polly Wright	30
Harry Bonner	17		

**IT'S RALLY TIME !!**



# BMW Motorcycle Owners of Alabama

c/o Joan Ware - Editor  
Terry's Two Wheels  
1057 Commerce Blvd  
Pelham, Al 35124

**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**

May 27-30 Chicken Rally  
June- 26-27 Cruso  
July 24-25 FDR State Park, Columbus, Ga  
Aug. 27-29 Kinderfest @ Kalahan's  
Sept. 25-26 Shellmound, Jasper, Tenn.  
Oct 30-31 Blue Springs

December Christmas Party plans were tabled for now

## **Other Events of Interest**

European Riders Rally—May 14th—16th  
MOA Rally Redmond, OR July 15th—18th  
RA Rally July 29th—Aug 1  
October 23—24 Rib Fest  
December 4th, Eldridge Children's' Home