

2000-05

BMW RSM

President
Steve Garrett
158 Highland Rd
Brunswick Me 04011
207-729-5784
rsixfive@netquarters.net

Vice President
Bob Collins
23 Route 1
Falmouth Me 04105
207-781-8095
rgpc@aol.com

Treas/Sec
Sandy Bliss
4 River Meadows Dr
Steep Falls Me 04085
207-642-6195
bliss@pivot.net

Newsletter Editor
Eric Davis
PO Box 76
Shapleigh Me 04076
207-636-3123
ebd@cybertours.com



FROM THE PREZ

Another month has rolled along and as I sit here it is a blustery October morning after a great warm October week in

which I rode my pride and joy to work all but one day. The weatherman said something about snow in our near future. Does this mean our riding season is almost over?

Always the optimists, I'll hold out for more of our great Maine fall days with crisp, but sun-warmed days to enjoy my passion.

However, being prudent, it is time to plan and execute the winterizing of our Beemahs. Now our very own Newsletter editor prepared an article last season on the subject so I will not venture there. Just put your baby away with care.

Our October meeting was very well attended with 25-30 of our soul mates at the Downeast Village Restaurant. We had a good discussion on business of the club noting past and future events and responsibilities. Highlights are: 1) Our December meeting will be at Howard & Jodie's as we have been superseded by Santa Claus at the Downeast Village Restaurant. 2) We will be back at the Downeast Village Restaurant for our annual Christmas gathering. Please see below for all the particulars. Keep in mind that elections and other such events will be held and not attending or campaigning guarantees nothing. 3) Bob & Sharon Collin graciously had Jim Salisbury, Paul

Emerson, Jeff Gilpatrick, Irene Boettcher, Fred Burgess and myself to a Saturday breakfast to discuss "lessons learned" from the "Downeast 2000 Rally". A beginning of the planning and delegation of responsibilities, read- those who volunteer present or not, for the "Downeast 2001 Rally" was discussed and we are well on our way to another great rally. NOTE: We always need help and all volunteers are welcome. Volunteering and being part of the rally is the most fun. Along that line, Bob is eagerly awaiting for a volunteer assistant "Rally Chair" to work with him this year to learn the ropes as opposed to learning the hard way. The plan is for the assistant to take over the Rally chair position for a year or so. This is one of our most responsible roles. Please step forward.

While surfing to read other clubs Newsletter, you might find some great articles that could be of interest to our members, hint, hint Eric. I discovered that in addition to Fred Burgess's site, www.necoast.com, and Fred Olsen's, www.geocities.com/r1100rsforsale, see Fred's ad, as his R1100RS is for sale, we have another member with a personal site, Don Lockhart. Don's site URL is www.nibbs.com/~dlock/welcome.html. Don has some great pictures he took during our club ride to Dave Percival's in Andover.

November 4 brought a happy surprise as we had thirty-one (31) members at our monthly breakfast meeting. I'm not certain, but I believe that is our record. It is very fulfilling to see so many members out. This included a number of new or almost new members. This is great.

We reviewed the upcoming events; December meeting at Jodi & Howard's home, the Christmas Party and the planning that is beginning of our "Downeast 2001 Rally" at our meeting. Bob Collin reported on the rally organizational meeting and made a case for an opportunity for an assistant Rally chair to work with him and to

learn from Bob. Please step forward and be part of something big. P-S-S-S-T rumor is that we have a volunteer. Can this be true? Your President unhappily watched a number of you riding off after the meeting on a beautiful Saturday morning. I was grounded due to a dead battery. I did try Ed's Battery in Westbrook, but found no jell cell battery that fit my R100RT. I'm back on the road again with a traditional wet cell. Isn't this a great fall season? Halfway through November and many great sunny days in the upper fifties. Is it possible to ride in every month in Maine? With our shorter days each ride is a treasure of pure enjoyment. Therefore, watch for the wet leaves and enjoy your rides. See you all December 2. Let's see who rides this month to Howard & Jodie's. Our Christmas meeting is traditionally our chance to step forward and become an officer. Consider the possibilities and potential for fun. Will our next election be by butterfly ballot and counted in Florida, or will voters be bused in from Philadelphia?

HOW TO GET THERE FROM HERE

Howard and Jodi will host the December 2, 2000 meeting. Here are Howard's directions:

Get to East Main Street in Yarmouth from regular old Main Street or from Route 1. About ½ mile south of 295 exit 17, just past Bill's Pizza on the west side of US Route 1, is a very short street marked "To East Main Street." It goes from Route 1 to, you guessed it, East Main Street. [Or you can take exit 16 off 295 and head north for a bit and make a left just past the overpass at the light.] Make a right onto East Main to head north and:

Option # 1. Go 1.5 miles past the recycling center, down a hill and at the top of the following hill make a left on Granite Street. You should see Waterman's Auto Sales on the left. Stay on Granite for 1.6 miles and make a left at the fork just past the day care sign. You are now on (not that it's marked or

anything) Royal Road. Go ½ mile and make a left into our drive at number 426. (Royal Road runs from Granite to route 9 along the Pownal Border.)

Option # 2. Go about 50 feet and make a left onto North Road. Go 1.6 miles and make a right on Ledge Road (there is a sign). Go 1.6 miles to the stop sign. Make a left on Granite Street. At the fork bear left onto Royal Road. Go ½ mile and make a left into our drive at number 426.

Or, for something completely different, you can reach us from route 9. Make a right turn (if you are heading north) on Royal just feet past the Northern Lights Auction Hall on the North Yarmouth - Pownal border. If coming from the north you would make a left on Royal. We are 2 miles down on the right.

If the driveway is full you can park on the side of the road, as far off the road as possible. It helps others get by if everyone parks on the same side.

Howard can be emailed at hfeller@banet.net if you have other questions about directions.

PARTY TIME AGAIN

BMWRSM Christmas Party

Where: Downeast Village Restaurant. US Route #1, Yarmouth, Maine

Date: December 16, 2000 (Saturday Evening)

Time: 6:30 PM for Fun & Communication with Dinner To Follow.

EXTRA'S: Bring Gifts, \$5-10, for exchange and fun. Bring cameras, extra clothes, etc.

Officer Campaigning and elections to follow.

This is the time to **not** show up and become a club officer for the next year.

WINTER READING

Hey Mister Editor, here's something new and different for you to consider. A book review.

By the way, what ever happened to my last brilliant article? (*Ed. All brilliant articles are always published.*)

I figure that by the time this makes it into the newsletter it will be winter. Just as well. By that time most of us have put the motorcycles to bed for the winter and the best we can do is plan for the spring and read.

If you fall into that category you might want to check out *The Perfect Vehicle* by Mellissa Holbrook Pierson.

Her book is the fourth of its type that I've read; the first three being, Ted Simon's *Jupiter's Travels*, Prising's *Zen and the Art of Motorcycle Maintenance* and Robert Fulton's *One Man Caravan*. All three are wonderful books and, although very different, they deal with life, motorcycling and everything, they have one thing in common. They are written by men who Mellissa is not.

One other point, I didn't buy *The Perfect Vehicle*, Jodi did.

"Holy Gender Batman, it's time for a different perspective." Yes it is and much of it is really good. For example, her intro wherein she describes, in great detail, the act of getting a bike started and out of the garage reminded me of the way Mitchner opened *Hawaii* by waxing poetic and telling the story of how the volcanic islands came to erupt from the sea. Her description of riding in the rain almost took my breath away. I thought only I felt like that. When she's good she's very good. And yes, she gets into her relationships. Hint; she tends to hang out with guys who can fix her Guzzi. And it needs a lot of fixing. And yes, she gets into her neurosis(s) of which she seems to have more than her share.

All that's ok because she ties it in to her cycling. Most of it hangs together and it

makes her book very different than *Jupiter* and *Caravan*. But her editing is way too loose for my taste. On several occasions she brings something important up only to leave the reader hanging wondering how the situation resolved. For example, on the eve of her very advanced riding class she discovers a leak in the drive unit, which should disqualify her bike. New acquaintances are called in to consult. No fix seems doable and Who knows? The next thing that happens is she's zipping around the track having a grand old time. Then there's her husband. We get lots of detail about the various Mr. Wrongs. All we find out about Mr. Right is he's wonderful and doesn't ride.

Bottom line. It's a book worth reading but it could have been a whole lot better with only a little bit more work. Check it out, what else have you got to do this winter?

Howard Feller

GASPE'

Larry Foley sent out e-mail in July announcing that the long anticipated ride around the Gaspe' peninsula was scheduled for August 15 through August 19. After one re-schedule the ride to the Gaspe' began on September 9, 2000. This was a very enjoyable ride of approximately three hundred miles per day of beautiful roads and scenery.

The first day began with the traditional meeting under the golden arches. These happened to be in Topsham. Our happy group included club members Larry and Janet Foley, Don and Rachel Lippo, Pete Beliveau, Joe Saunders and yours truly; plus, our guests on a *Gold Wing*, Art Everett and Terry Morris. After everyone was fueled, we headed north up the slab (I 95N) towards Houlton. With one stop for fuel and a stretch in Newport, a short stop for photos along the way we arrived in Houlton. There we all enjoyed a great meal and proceeded on to the Canadian border and the Welcome Center in New Brunswick. There we exchanged our dollars to Canadian

currency at \$1.00 Canadian to \$0.65 U.S. Everything is good. We saddled up and continued to Grand Falls. After agreeing to meet in the morning for breakfast the brave in heart, Joe Saunders and I, motored on to a great campground north of the motel in Grand Falls. Paradis de la P'tite Montagne was a very well kept and managed campground. Joe and I were given sites away from the proper folks and settled in for the evening. Now Joe is a great traveling partner, but his idea of roughing it is a tent, full electrical services and a kitchen ready for gourmet cooking. Naturally, I took full advantage. Thank you Joe. Did I mention the 250-watt lighting?

Tuesday morning began as I heard plop, plop on the rain fly. Just as we were waking the rain began. Joe & Steve packed and headed for Grand Falls and our scheduled breakfast where we found our riding partners finishing breakfast and telling us how warm the motel was. We headed north along the Canadian Appalachian trail, a very nice scenic ride to Campbellton. We crossed the river and began our ride on the Gaspé'. I soon realized that we were now in another culture. Impressive it was. We rode on towards Perce' our destination of the evening. The road and the scenery was getting better and better. We arrived in Perce,' secured great motel accommodations and began to look this tourist mecca over. Yes, I was impressed, with the scenery, the island, the Molsom family cottage, the souvenirs and the warm hospitality of the motel staff. Family owned with great service, food and prices. Larry was very impressed with the Cod Cheeks. Wednesday morning we were greeted with the only real rain on the trip. We tried to wait it out, but the rain persisted. After climbing into the rain gear we headed out into the rain. What greeted us was some of the grandest motorcycling roads I have experienced. Fantastic riding, great road, great scenery and great riding partners. Pete and I stopped to remove the rain gear and waited for our companions in the parking lot of a small restaurant. I'm sure Janet remembers the name of the village, but the food was very good and the service very good. More Cod Cheeks for Larry. On we rode towards Rivier Du Loup. We were not going to make that goal with our late start, but we road the Gaspé' roads to

Manate'. The scenery had changed from the brown shale cliffs on the left and the Bay of St. Lawrence on our right to more open farmland with the Bay of St. Lawrence on the right. All in all a very enjoyable ride. Our accommodations were in a recently new motel overlooking the Bay. We had dinner at the motel restaurant, Nouveau French cuisine, crystal, silver, linen, and the works. Not bad for a group of bikers. And only one comment for diner food. I'll keep the secret.

The next morning we rode to Rivier Du Loup and turned south heading for Maine. The plan was to cross the St. John and enter Madawaska. That was the plan and none of us saw the turn-off. Pete and I slowed down to make the turn into Houlton and exchange our Canadian into U.S. Surprise! The exchange rate is now \$0.50 U.S. to a Canadian dollar. While in Canada the Canadian government re-evaluated their currency. This was great for meals and motels, etc. Pete and I rode to Houlton and waited for our riding partners. After our reunion, we choose to ride on south due to possible weather changes to Bangor. A night in Bangor and up early the next morning to beat the rain. Joe Saunders and I rode for Brunswick/Durham arriving at about 0900AM.

Summary: If you have not been on a ride around Gaspé' peninsula and experienced the ride and the beauty you owe it to yourself. Some of the best riding to be found, very nice people, good food--even Cod Cheeks. I plan to do this ride again. Maybe I'll try Cod Cheeks??
Steve Garrett

EQUIPMENT REVIEW

HJC CHATTERBOX FRS Helmet
Communicator
Model: Multi-Sport +
Reviewed by: Don Lockhart, BMWRSM,
BMWMOA #91278



Looking for a great accessory to enhance your motorcycling pleasure? The HJC Chatterbox helmet communicator is by far, the best money I've ever spent on any motorcycling accessory! How many times have we all jumped on our bikes with a bunch of friends and driven hundreds of miles in total silence? Never being able to share the scenery real time, or warn riders behind you of road hazards, or tell someone you desperately needed a pit stop! The HJC unit allows you to really have interactive motorcycling and in my opinion adds a distinct level of safety and confidence in being able to communicate real time with others in your group.

What it consists of is a universal mount, which is relatively easy to attach to your helmet (no, no holes to drill!). Different packages support full face or open face helmets. The unit itself slides on and off the helmet mount in about 2 seconds so you can lock it up if you leave your helmet locked but exposed while parked. It operates on the "Family Radio System" (FRS) band spectrum which was allocated a few years ago for non-licensed, low power usage. One distinct plus on FRS use is that you can go to BEST BUY or a host of other places and buy an FRS walkie talkie or pair relatively cheaply (\$40-50/pr depending on quality and features). This would allow someone in a vehicle riding with you to also communicate 2 ways direct to your helmet. The FRS system will easily allow you 1/2 mile plus range, but if you can see the other rider (referred to as line of site) you can get 1.5-2 miles range from it.

The unit has 2 ways to activate a transmission. One way you can use a handlebar mounted PTT (push to talk) switch, or the unit is really designed to be activated by the sound of your voice (known as VOX activation) and has a knob on the unit to control how sensitive the VOX is to picking up noise. Adjust it too sensitive and you'll kick it on if you really crank on the throttle! The only other knob on the unit is volume control. A sliding switch controls what channel you transmit on. There are two channels on the unit, or you can select an intercom mode where you only transmit to your passenger but not to other nearby radios. The basic unit comes with

microphone and earphones, which you install in your helmet. HJC and other helmet manufacturers are now putting little pockets inside where your ears are, so my speakers installed in seconds! The microphone gets velcroed to the front of my full face helmet and has a little windscreen that covers it. The unit is waterproof as witnessed by John Reimann and myself one day as we both took total drenching on a return from Augusta area one day! The units never skipped a beat and we were able to complain about the weather as we drove through it! I do need to say that the accompanying documentation is fairly poorly written and illustrated. Thankfully, the units are very simple and easy to setup.

Some other interesting features of this little unit are a rider hookup, which requires you to purchase another microphone/speaker kit and an extension cable which plugs into the passenger port on the unit. For you techno savvy types, an IBM compatible PS/2 mouse style connector is used for the driver and passenger ports on the radio. Another interesting feature is the ability to "feed" audio INTO the unit. With the right option cable, you can plug a Sony walkman or CD player etc into this unit and listen to music, which gets cut off when you or the passenger talk or you receive an incoming transmission. I tried this at my daughter's urging, but personally found the radio noise too distracting as I drove (I enjoy listening to my machine anyway...). The basic unit also comes with a recharging unit for the internal battery (charging time about 10 hours). I bought mine at Street Cycles and noticed they had replacement batteries on the shelf with other accessories.

Now you're wondering... "How much is all this gonna cost me?" A good question. Since I bought mine during the summer of 2000, you'll need to factor that in. The unit itself was \$170, additional helmet speaker/mic kit was \$25, passenger cable was about \$15, and the Walkman input cable was about \$8. So, for just over \$200 I have a complete intercom and bike to bike communications system (money very well spent). HJC also makes a separate headset/mic so you could use your communicator for other purposes and

perhaps in conjunction with an FRS walkie talkie.

I will say again... "This is some of the absolute best \$\$\$ I've spent in motorcycling." It has greatly enhanced my enjoyment of being able to share the ride with my passenger and other bikes with radios, my wife has followed in the car and been able to communicate. I have received helpful warnings about road hazards from a bike in front of me, and been able to warn those behind me. I highly recommend this unit folks. And a little background on myself... I hold the highest class of amateur radio license there is (Extra class). I own several radios... one of them cost more than the first new car I ever bought, but when I'm on my bike, the Chatterbox is the "best radio I own"!

Happy and safe riding all.
Don Lockhart

STORAGE TIPS

With the snow and ice season soon to be upon us again, now is the time to be thinking of the wonderful word of white when most of us do other things than cruising the highways and byways. While we are engaged in these endeavors, we want our machines to not be a self-destruct mode so they are ready to ride once the roads are free from ice, snow, and salt.

There are a few basic things that everyone should think about doing to preserve and protect our investments. These do not take a lot of time.

The first item is to clean the bike. Wash and wax everything that can be reached. This will keep moisture from having something to grab onto and start forming corrosion.

The next step is to make sure all the fluids and lubricants are topped-off and fresh enough to do the job they were designed to do. This means ALL of them. Fresh fuel to the top of the tank, change the oil and filter, coolant and brake fluid if they have not

been done recently, lubricate all the places where anything rubs on something else, such as center stand, hand levers, brake pedal, cables and their corresponding parts that are moved, locks seat hinges, and even the electrical switches. Use something such as WD40 or CRC556 or equivalent. Clean the battery connections and apply a coat of Vaseline on the clean and reconnected ends. Make sure the level is up and the battery is charged and do a low amperage charge once a month. A battery looses a charge slower in the cold weather than in the warmer season. For those of you that use a Battery Tender, make sure you connect the unit to the battery prior to the wall outlet so it will sense the battery voltage and operate properly. This unit can be left connected all winter if you wish.

Store the bike with the weight off the tires, (inflated to the recommend pressure and stones removed from the tread). Use inside storage and cover the bike to keep dust and dirt off it. The cover should breath so moisture doesn't form. The actual amount of moisture in the air during the winter is less than the in summer so corrosion is more difficult to form. Riding keeps it off in the warmer season.

Use what you want of this information. It is not all-inclusive and should not be taken as the only way to do a lay-up. If you have other ideas and methods, send them to the newsletter editor to be incorporated in future service tips. **(HINT)**

FROM THE NEWSLETTER EDITOR

This newsletter belongs to you, the members. It pleases me that some of you have taken the time to send along a contribution to it. I am still waiting for something from Joe and Dave and Jim. I know they have been places and done things that would be interesting to the rest of us. This month has a book review to take a look at. Sometimes we just need to kick back and check out some other views than our own. A place where there is a lot of interesting reading is at Whitehorse Press in North Conway. Their 2001 Motorcycling

Catalog just showed up in the mail today. You can find them at WhitehorsePress.com. A while back someone mentioned about having an old bike contest. Rather than a contest, why not make sure everyone writes their bikes on the membership renewal to include anything they own.

Last week there was a special on PBS, "Return With Honor". It was a very moving account of some of the POW's of the Vietnam War. Footage from the captors was used to help tell the true story of their years in captivity. Check it out if it ever comes on again. I salute them for having the courage to be able to let us know what happened during their confinement.

With the holiday season upon us, it is time again to think about how lucky we are to be living where and when we do. With that thought, I have a special quiz for you.

1. Name the five wealthiest people in the world.
2. Name the last five Heisman trophy winners.
3. Name the last five winners of the Miss America contest.
4. Name 10 people who have won the Nobel or Pulitzer Prize.
5. Name the last six Academy Award winners for best actor and actress.
6. Name the last decade's worth of World Series winners.

How did you do?

The point is, none of us remember the headliners of yesterday. These are no second-rate achievers. They are the best in their fields. But the applause dies. Awards tarnish. Achievements are forgotten. Accolades and certificates are buried with their owners.

Here's another quiz. See how you do on this one:

1. List a few teachers who aided your journey through school.
2. Name three friends who have helped you through a difficult time.
3. Name five people who have taught you something worthwhile.
4. Think of a few people who have made you feel appreciated and special.

5. Think of five people you enjoy spending time with.

6. Name half a dozen heroes whose stories have inspired you.

Easier? The lesson?

The people who make a difference in your life are not the ones with the most credentials, the most money, or the most awards. They are the ones who care.

Happy Holiday's
Eric

SAVE A LIFE – YOUR OWN

Self-CPR - Could it work? Could be life saving

Knowing this could save many lives!

Let's say it's 6:17 p.m. and you're driving home (alone of course) after an unusually hard day on the job. Not only was the workload extraordinarily heavy, you also had a disagreement with your boss, and no matter how hard you tried he just wouldn't see your side of the situation. You're really upset and the more you think about it the more uptight you become.

All of a sudden you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw. You are only about five miles from the hospital nearest your home, unfortunately you don't know if you'll be able to make it that far.

What can you do?

You've been trained in CPR but the guy that taught the course neglected to tell you how to perform it on yourself.

HOW TO SURVIVE A HEART ATTACK WHEN ALONE

Many people are alone when they suffer a heart attack, what can you do? Without help a person whose heart stops beating properly begins to feel faint and has about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough

must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is felt to be beating normally again. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a phone and, between breaths, call for help. You'll be giving yourself CPR with this technique. Tell as many other people as possible about this, it could save their life!

The above was taken from Health Cares, Rochester General Hospital via Chapter 240's newsletter AND THE BEAT GOES ON... (reprint from The Mended Hearts, Inc. publication, Heart Response)

There you have it. Simple to remember, easy to do.

Save a life, your life, my friend.

Sent in by Jeff Gilpatrick

REDNECK RAMBLIN'S

Ramblin's is just a mixture of unrelated ideas and thoughts that might be of interest or not. Doesn't really matter if it is real, but just think about it, or not.

My buddy, Fat Jack has been going out with a fine lady for some time now and the situation seems to have become very serious. She has even mentioned marriage and family. She told him about her husband and three kids. This season of the year gets to me too and I have a special message to my love. REDNECK LOVE POEM -

Collards is green, my dog's name is Blue and I'm so lucky to have a sweet thang like you. Yore hair is like corn silk a-flapping in the breeze. Softer than Blue's and without all them fleas. Yo're as satisfy'n as okry jist a-fry'n in the pan. Yo're as fragrant as snuff" right out of the can. You have some'a yore teeth, for which I am proud; I hold my head high when we're in a crowd. On special occasions, when you shave under yore

arms, well, I'm in hawg heaven, and awed by yore charms. Still them fellers at work, they all want to know, what I did to deserve such a purdy, young doe. Like a good roll of duct tape yo're there fer yore man, to patch up life's troubles and fix what you can. Yo're as cute as a junebug a-buzzin' overhead. You ain't mean like those far ants I found in my bed. Cut from the best cloth like a plaid flannel shirt, you spark up my life more than a fresh load of dirt. When you hold me real tight like a padded gunrack, my life is complete; Ain't nuttin' I lack. Yore complexion, it's perfection, like the best vinyl sidin'. Despite all the years, yore age, it keeps hidin'. Me 'n' you's like a Moon Pie with a RC cold drank, we go together like a skunk goes with stank. Some men, they buy chocolate for Valentine's Day; They git it at Wal-Mart, it's romantic that way. Some men git roses on that special day from the cooler at Kroger. That's impressive," I say. Some men buy fine diamonds from a flea market booth. "Diamonds are forever," they explain, suave and couth. But for this man, honey, these won't do. Cause yor'e too special, you sweet thang you. I got you a gift, without taste nor odor, more useful than diamonds..... IT'S A NEW TROLL'N MOTOR! Two plus two does equal five, foe very large values of two. When blondes have more fun, do they know it? The one thing that unites all human beings, regardless of age, gender, religion, economic status or ethnic background, is that, deep down inside, we ALL BELIEVE that we are above-average drivers. To save money, would it be cheaper to fly to California and then take the train to Hawaii? You should never say anything to a woman that even remotely suggests you think she is pregnant unless you can see an actual baby emerging form her at that moment. Please, do not confuse your career with your life.

Till next time, keep the rubber side down.
Redneck