



July, 2005 Issue

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Gulf South BMW Owners Club, Inc.

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www.bmwmo.dk

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**OUR NEXT MEETING WILL BE HELD
ON WEDNESDAY,
Aug 3, 2005 AT 7:00 P.M.
PICCADILLY CAFETERIA
IN KENNER**

Gulf South BMW Owners Club, Inc.

<http://www.gulfsouthbmw.org>



From the President:

Well, our area has been lucky enough to miss the last tropical weather systems. I only hope that this continues. It certainly has been an active season thus far. Although summer is not the most ideal time for riding for us in the Deep South.

Wednesday, July 20th is Ride to Work day. Check out the info on page 6. We always seem to be on our bike trip at that time so we will be riding. We made a somewhat last minute decision to go to the MOA rally and the Superbike races at Mid-Ohio. Hopefully I'll have some info/pictures to share next month. The site and dates for next year's MOA rally have already been released—July 20 thru 24, 2006 in the Burlington, VT area.

Also, please check out the notice on page 7. We discovered that our charter member status in the AMA, MOA and RA organizations has been inactive for a few years now. We are trying to correct the situation. We need to know if you are a member of any of these organizations. To have charter status, each national group requires a certain number of our members to belong to their club. We need to send them names and pay the fees. We voted to do this at the July meeting for MOA and RA. We have not yet decided on AMA yet. There are two options to join that group. We are studying the options with both and will present them at a future meeting. If the club decides on the AMA social club level, a change in the club by-laws would be necessary. Thank you for responding soon on this!

Ride Safe!

Peggy

2005 Officers

President	Peggy Bienvenu	985-536-4193	president@gulfsouthbmw.org
Vice President	Jannie Markey	985-871-7524	vice.president@gulfsouthbmw.org
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Editor	Alden Bienvenu	985-536-4193	editor@gulfsouthbmw.org

Up-Coming Events

YOUR RIDE HERE !! Is anyone interested in doing at Saturday evening dinner or Sunday a.m. breakfast ride?? Just let me know.

July 21 – 24 BMW MOA International Rally, Lima OH. Check out www.bmwmoa.org for more info. See the BMW MOA Owners News each month for info.

There are many rallies held throughout the summer months. Check out the national organization magazines and web pages for more info.

*33rd Annual BMW RA International Rally
Shelbyville, TN - October 6-9, 2005*

WE ARE TRYING TO MEET AS A GROUP EVERY OTHER WEEK OR SO. MEMBERS HAVE RECENTLY MET AT THE PIT STOP IN METAIRIE, RIVER SHACK IN METAIRIE AND FROSTOP IN LAPLACE. PLEASE ADVISE US IF YOU KNOW OF A PLACE, CRUISE NIGHT OR BIKE NIGHT WITHIN AN HOUR DRIVE.

Minutes for Gulf South BMW Club Meeting

July 6, 2005

Peggy Bienvenu opened the meeting at 7:18

Treasurer's Report: Balance is 722.47

Old Business:

Hebert Cycles is still offering a 10% discount on all parts and accessories for all club members for the month July.

Memberships in National Organizations: There was discussion regarding our memberships in the AMA, BMWMOA and RA organizations. A motion was made by Alden Bienvenu that we re-establish membership in the MOA and RA. This was seconded by Randy Randolph. All were in favor.

There was discussion regarding our membership in the AMA as it relates to our by-laws which state that all officers must be AMA members. In addition, there is an alternate level of club membership in the AMA at the SOCIAL CLUB level. This will require more investigation before a decision can be made. There was also discussion regarding whether or not the by-laws should be changed. A motion was made by Randy Randolph that we table a decision regarding membership in AMA until more information can be obtained. This was seconded by Rick Borja and all were in favor.

MOA Ambassador's Report (Lyle Grimes): No news.

Upcoming Events and Past Rides:--

- **Kenny O'Malley:** Rode the roads in England....Isle of Man to be exact. He said that there was great countryside, wonderful villages and bikers that rode at incredible speeds!!! He watched the Isle of Man Tourist Trophy Race, the oldest continuous race in the world. They raced at speeds as high as 170 mph thru villages and on narrow roads!! He did his touring on a rented Suzuki....gas was apx. \$7.50 per gallon....and we think we have it bad...WE DO!!!

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- **BMWMOA Rally:** Lima, Ohio, July 21, 22, 23. Other things to do in the area are the Mid Ohio races in Lexington, OH, the AMA Museum in Pickerington, OH and the Wright Patterson Air Force museum in Dayton, OH.
- **Wednesday Bike Nites:** How about the River Shack on Wednesday, July 13??? See you there.
- **Alternate Outing:** A suggestion was made to co-ordinate our Bike Nite with the Cruiser Car nite. We need to find out their schedule.

BMW National Rally of Mexico—Kenny O'Malley suggested attending this rally on October 13-16. He said that it was a great rally...a bit pricey, but includes a lot of dinners and parties. See Kenny for more information.

Door Prizes: Peggy has 3 nice padded wooden hangers for a leather jacket and 3 key chains. They were won by Charlie O'Malley, Jannie Markey and Maury Guillot

50/50: Won by Rick Borja for \$11.00.
Meeting was adjourned at 8:05 pm.

**Members present at the meeting held on
July 6, 2005**

Alden Bienvenu, Peggy Bienvenu,
Michael Borchers, Rick Borja, Bob Froboese, Jackie Graff,
Adam Graff, Ken Gregoire, Veronica Gregoire, Lyle Grimes,
Maury Guillot, Linden Leask, Wayne Lyons,
Celeste Lousteau, Bernard Lousteau, Jannie Markey,
Jim Markey, Charlie O'Malley, Linda O'Malley, John O'Malley,
Ken O'Malley, Debra Randolph, Randy Randolph,
Carmelo Rodriquez

Worldwide Motorcycle Ride to Work Day is Wednesday, July 20, 2005

The worldwide event involves hundreds of thousands of individual commuting riders and scores of organized rider groups. Participation in the yearly demonstration is estimated to triple the number of riders on the road.



According to the Ride to Work nonprofit advocacy organization, "Ride to Work Day reveals that motorcyclists come from all walks of life, work in all occupations, and range in age from teenagers to grandparents." The American Motorcyclist Association and many other worldwide rider organizations actively encourage all motorcyclists to ride their cycles to work as a grassroots demonstration on the third Wednesday in July each year.

"Riding to work on this day shows the positive value of motorcycling for transportation. Commuting motorcyclists everywhere are seeking employer recognition and appreciation of riding, and greater governmental and public acknowledgment of the advantages of transportation motorcycling. For many people, riding is a socially responsible form of personal mobility that saves energy, helps the environment and provides a broad range of other public benefits," stated Andy Goldfine, this year's event organizer.

Many motorcycles are lightweight, efficient and consume less resources per mile than typical automobiles. A motorcycle's size and nimbleness advantages over cars and light trucks also means that adding more of them to the daily transportation mix makes urban parking easier, reduces road congestion and improves traffic flow. Experience consistently shows that urban motorcyclists reach their destinations faster and are more alert upon arrival than those using automobiles.



Each work day more than eighty million cars and light trucks commute on American roads, but only about 200,000 individuals regularly ride their cycles to work. In countries where mobility is an issue, like Japan, Germany, and England the benefits of motorcycling for transportation are widely appreciated. In the United States, a smaller percentage of the seven million currently registered cycles are used for daily transportation and commuting.

For more information about Ride to Work Day visit <http://www.ridetowork.org> or call 218.722.9806.

Contact persons:

- Christine Holt cholt@ridetowork.org

- Andy Goldfine agoldfine@ridetowork.org

IMPORTANT!!!

We are trying to reactivate club charter membership status in the MOA, RA and AMA. At the July meeting, it was voted on to go ahead with the plans to rejoin MOA and RA. In order to do this we need to list a number of our members who are already members of these groups. **If you are a member of any or all of these organizations, please call or email me.**

We are still in discussion about the club's AMA status. We will enter into more discussion about that at the next meeting. Thank you!

Peggy Bienvenu
President Gulf South BMW
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How-To: Your Aim Is True

Headlight aiming explained

By Marc Cook

Taken from : Motorcyclistonline.com

Pretty soon now, night will begin creeping back into our riding hours. And while you spent the summer using the headlight to alert other drivers and attract insects, now you actually need to see something. Past the obvious--do you have a good-quality bulb, are the lenses clean?--take a moment to be sure your headlights are aimed correctly. (You'd be amazed how many test bikes we get whose headlights are either searching for nightcrawlers or probing the heavens for intelligent life.)

This is an easy thing, but you need to understand what you're adjusting and where to aim the beam. Take a look in the owner's manual and then peer around the headlight area to understand what the manual says. Generally, headlight adjustment hardware falls into one of three categories: A big knob or nifty electric switch that adjusts the beam for you; smallish but exposed knobs; and the devilishly hidden, hard-to-use screw-type adjusters. Bucket headlights normally pivot around the mounting ears, and have a small setting apparatus, usually below the beam. This is among the easier-to-use types; turn the screw clockwise to lower the beam.

Then you may discover your bike has exposed adjusters that make quick changes easy. In this case, turning the adjuster clockwise moves the headlight beam upward. There

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is another adjustment, seen just inside the lower edge of the fairing, that moves the beam left to right.

Finally, some bikes have buried adjusters. The idea here is that you're supposed to stick a thin screwdriver up through some piece of bodywork and into the small plastic socket. The teeth of the screwdriver will engage the metal wheel. Turn it one way and the beam moves.

So how are you supposed to aim the beam? A lot of riders simply adjust until the light startles oncoming drivers--and then back off a half turn. Believe it or not, there are official recommendations. Find a flat patch of ground with a white or light-colored wall at one end. (You may have one of these right there at home--it's called a driveway.) Place the bike 25 feet from the wall or garage door. Measure from the center of the headlight to the ground with the bike level. Now go over to the garage door and mark one line at the same height above ground, and another two inches lower. Use a carpenter's level to draw a horizontal reference line. Switch on the headlights and mount the motorcycle. The low beam's upper cutoff point should rest right on the lower line. Because most bikes have combined high- and low-beam reflectors, setting the height (and checking to see that the beam is centered along the bike's long axis) is about all there is to it. But if you have separate high beams, make the center of the high beam land on the upper line. That's it. Button everything up--don't leave that screwdriver poking through the fairing--and enjoy autumn knowing you're ready for the dark, short days of winter. Brrrr.

Road Noise

Last month I wrote about a pair of new BMWs I called the TT880 and TT660. Since then Jim Markey forwarded me a web link with a short blurb on the T800 with a spy photo attached.



“French motorcycle magazine, [Moto-Journal](#), has published in this week's issue spy photos of the new BMW T800 motorcycle. Apparently the motorcycle has a twin

engine, **80 H.P** and uses a belt drive (*like the 650 CS*). Moto-Journal is assuming that the motorcycle will be offered in a naked version and a half-fairing one.

Not much else is known, except that they think that it'll be sold early 2006. Expect price: € 9,000.

I'm sure we'll see it in this year's Paris Motorcycle Exhibition (September). “



FOR SALE

994 K75A, ABS, Dakar Yellow Garage kept. BMW Hard bags (lockable with ignition key), Corbin leather seat, engine guards, detachable and lockable BMW 22 liter travel trunk. Very clean! 64,110 miles - \$4000. Peggy Bienvenu 985-536-4193. Email @ peggyb@rtconline.com.

1991 K75RTA, ABS, Garage kept. BMW Hard bags (lockable with ignition key), Russell leather seat, Detachable and lockable travel trunk, Reynolds rack. 66,688 miles - \$3,550. Joe Wilbert. 504-482-6289.

Elephant Front Fender for R65 /5, /6 \$100.00.
Call Dutch Prattini 504-242-2713.

2000 Dodge Dakota Sport Truck—Loaded
36,000 miles \$10,000. Call Dutch Prattini.

BMW Trouble light. Price negotiable. Call Dutch.

FACTORY SADDLE BAGS AND TRUNK OFF OF A 2004 BMW R1150 RT - \$600.00 LARRY COOK—PHONE: 985-645-9345

*Check out a new feature on the web page.
There is now a link to a newsletter archive where
you can view previous issues.*

*This issue will be added to the archive in two
months.*

**If you are interested in custom seat work or repair,
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