



Granite Beemer

November 2004

NON-ELECTION RESULTS

Bob McHatton, President

Granite State BMW Riders Inc

BMWRA #207 BMWMOA# 235

President:
Bob McHatton
prez@gsbmwr.org

Vice President:
Steve Omand
viceprez@gsbmwr.org

Treasurer:
Harry Pendexter
treasurer@gsbmwr.org

Secretary:
Gail Hatch
secretary@gsbmwr.org

Directors:
Gary Dallas
Mike Duclos
Steve MacDonald
Claire McHatton
Jim Seipel
Carl Thompson

Newsletter Editor:
Louise Bendix
Newsletter@gsbmwr.org

The election results were in at the Purity Spring Rally. That's not the way it was planned nor is it the way it should be. But that's how it is. It's always been difficult to get volunteers, so sometimes it takes some cajoling to get a volunteer. Because none of the positions were contested we did the same as last year and have not had an election....the nominees will be the officers. This year it didn't take much to get our new president to jump on board. We sold him a bill of goods about how easy it is, and about all the prestige that goes with the position. The VP position was a natural for one of our longtime members, as was the position of Secretary (after one nominee turned it down). The incumbent treasurer likes the feel of our money and has chosen to hold the position uncontested.

The board positions were also uncontested as one former director returns, and we have two new faces in office, but not to the club.

Our newsletter editor has also volunteered to stay on.

So please welcome your 2005 officers and board that take over the reins in December.

President: Wayne Davis
Vice President: Jim Seipel
Secretary: Bob McHatton
Treasurer: Harry Pendexter (incumbent)
Board: Ron Beckley
Board: Dave Keir
Board: Bill Mono
Newsletter Editor: Louise Bendix

Thanks to all of them for thinking enough of our club by volunteering to help with its continued success.

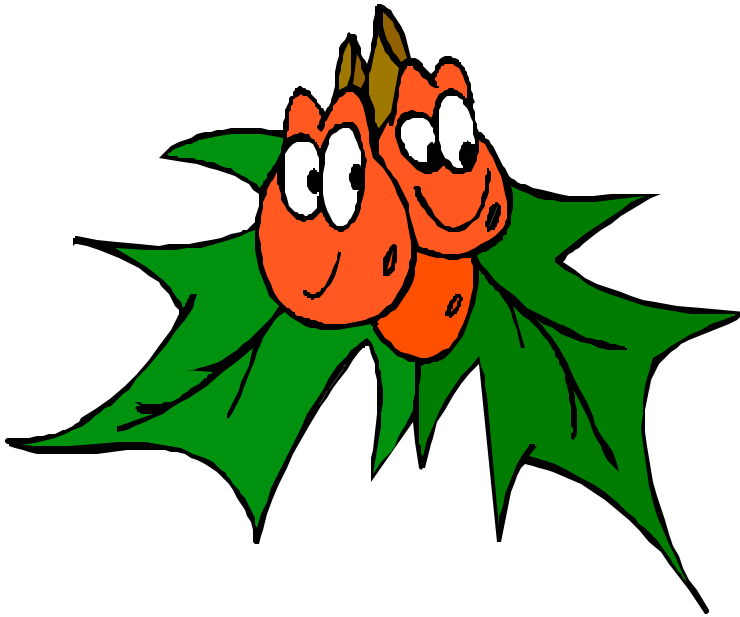
This Month's Club Events:

2nd Sunday Brunch – Sunday, November 14, 9:45 AM
at Sunset Grill

The BASH is coming in December

IT'S ANNUAL BASH TIME!

(Rain, Snow, Sleet or Shine)



This is when we greet, and say “hello” to our newly elected officers and board members.

Also, it's the time at year's end that we all get together to talk about last summer and speculate about what to do next summer should I go to the MOA in Ohio or the RA National? What are your plans? Are you getting a new ride? How about that new K1200? Whatever the reason come and join us.

We'll have great food, friends, acquaintances, and even the usual **Yankee Swap** that so many of you enjoy. Yes, the **Yankee Swap** sure does make for some laughs. So find a good gift to bring for the **Yankee Swap**. A silly gift is good and so is something motorcycle practical from one of advertisers, as is a bottled beverage. Use your imagination. How much should you spend for a gift? \$5 to \$15 is a good guide.

DETAILS:

When: Sunday, December 5th 2004

Time: Noon to 4:00 PM

Appetizers, Buffet, Desert, and a Cash Bar

Cost: \$15.00 per person. Bring a guest if you like

ITEMS OF INTEREST

John Colony (GSBMWR member #0) thought the below products would be of interest to our members:

Source: http://www.motorola.com/mediacenter/news/detail/0,,4666_3990_23.00.html

Talk'n'Ride with the First Bluetooth® Enabled Motorcycle Helmet from Motorola and MOMODESIGN

Motorola /MOMODESIGN Bluetooth® enabled motorcycle helmet extends wireless communications to highly mobile individuals on the motorcycle.

Munich, Germany – 14 September 2004 – Motorola (NYSE:MOT) and MOMODESIGN today announced their first Bluetooth enabled motorcycle helmet that will make it possible for motorcycle riders to scoot around town and stay connected.

Built on the award-winning design of Motorola's popular HS810, the wireless helmet headset is the latest addition to Motorola's leading portfolio of stylish and innovative Bluetooth products.

The best-dressed riders are already wearing MOMODESIGN's helmets, and now they can stay in touch whilst looking good, as the new helmet marries MOMODESIGN's distinctive style and innovative design with Motorola's technology expertise. The helmet is stylish and open-faced, its design draws inspiration from air force pilots helmets, with anti-scratch visor and carbon fibre details for fashion conscious people with a modern approach to travel and city life.

Whether chatting to friends or work, the Motorola / MOMODESIGN helmet means riders will no longer get tangled up in awkward wires getting on and off their bikes. Taking and making calls is easy as all functions (answer, end, redial, voice dial and volume) can be made from the cover on the helmet.

An essential accessory for urbanites who demand to stay in touch at all times, whether in the car, on a bike, in the office or at home. The Motorola / MOMODESIGN helmet offers you seam less communication due to the unique headset module. There need be no break in the conversation when you get off the bike – just remove the headset module from the helmet, attach it to the neck loop and continue talking – no one will even know you've changed location!

The Motorola wireless helmet headset is manufactured with a noise reducing microphone to help minimise traffic and wind noise when riding at highway speed, as well as a cover designed to withstand whatever nature throws at you.

The battery lasts for up to five hours talktime and 100 hours standby time, so you won't need to charge it too often. When you do, just remove the headset module from the helmet and plug in!

Bruce Hawver, Vice President and General Manager, Companion Products, Motorola commented: "Motorola's working on many different technologies to offer consumers the ability to stay in touch at all times, no matter where they go, or how they get there. Our new wireless helmet headset is one of our first products that fit this category. In addition, this particular product serves as further affirmation of our commitment to lead in Bluetooth technology.

We are pleased to be able to offer this to motorcycle riders in partnership with MOMODESIGN."

Paolo Cattaneo, Vice President and General Manager, MOMODESIGN added: "Our customers choose our helmets for their cutting edge design and safety features. We've set high standards and consequently our customers are always expecting more so it's exciting to be working with Motorola to now offer cutting edge technology to help our riders stay in touch on their bikes whether it be for work or pleasure."

The Motorola wireless helmet headset also will be available as an aftermarket kit. The kit, containing the helmet adapter (microphone, speaker, cover), Bluetooth headset module, lanyard and charger, would easily attach to a consumer's own helmet with the included strong 3M adhesive. Both solutions are universal, making them compatible with any Bluetooth enabled handset.

Availability is expected in early Q1 2005.

About Motorola

Motorola, Inc. (NYSE: MOT) is a global leader in wireless, broadband and automotive communications technologies that help make life smarter, safer, simpler, synchronised and fun. Sales in 2003 were US\$27.1 billion. Motorola creates innovative technological solutions that benefit people at home, at work and on the move. The company also is a progressive corporate citizen dedicated to operating ethically, protecting the environment and supporting the communities in which it does business. For more information: www.motorola.com.

About MOMODESIGN

MOMODESIGN is a style centre headquartered in Milan. The company designs and develops its own brand products (helmets, clothing, footwear, watches, eyewear) and also works on design projects for third parties and international clients.

MOMODESIGN's collection is distributed worldwide in exclusive shops as well as in the company's flagship stores. MOMODESIGN's products are recognised by their innovative and personal design, excellent quality and attention to detail. www.momodesign.com

For more information contact: **Motorola**
Barbara Mills
+44 (0) 1256 790 432
barbaramills@motorola.com

Andrea Carter / Liz Williams
Firefly Communications
+ 44 (0) 207 386 1400
andrea.carter@fireflycomms.com
liz.williams@fireflycomms.com

John C. pointed out to me that the motorcycle pictured in the below article is our favorite ride!

Source:
<http://www.israel21c.org/bin/en.jsp?enPage=BlankPage&enDisplay=view&enDispWhat=object&enDispWho=Articles%5E1804&enZone=Technology&enVersion=0&>

Born to be cool - Israeli technology puts the chill in motorcycle riders

By David Brinn October 17, 2004



The Entrosys air conditioning system is mounted behind the driver, and the cool air is pumped into a thermal undershirt worn under the rider's clothing.

If you're a motorcycle rider, there's not too many times of the year when you can feel comfortable riding in the elements. In the summer, all that protective clothing and helmet have you sweating buckets. And in the winter, despite all that protective gear, you're just as likely to freeze your tootsies off.

But an Israeli physicist-turned-inventor has developed the air conditioned motorcycle - a novel solution that cools all those easy riders in the summer and warms them in the winter. And most importantly, as motorcycling fatalities in the U.S. rose for the sixth consecutive year during 2003 to 3,592, an increase of 11%, it will make motorcycle riding safer.

Glen Guttman and his company Entrosys have developed the prototype for the electronic unit powered by a standard motorcycle battery which funnels cold or warm air into a thermal undershirt worn under a motorcyclist's heavy outer jacket.

"We've built the prototype for a personal climate control system. It's a compact unit weighing about 8 pounds, and it's mounted on the back of the cycle and connects to the battery. It drives cool or warm air via a hose connected to a vest the rider wears under his protective gear," Guttman told ISRAEL21c. "A small keychain remote control unit enables the rider to control the unit."

Guttman, who's not a motorcycle enthusiast himself, said he came up with the idea after talking to friends who are bikers.

"Around the time I was doing my Ph.D. in the mid-90s, a friend of mine who is a motorcyclist visited me; he was all hot and sweaty from the humid Tel Aviv air. I looked at him and realized I could solve his problem," Guttman said. "I began to develop the idea in 1997, but we didn't formally establish the company until four years ago when we started raising funds."

Guttman's partner in Entrosys is Amir Makov, chair of the Israel Institute of Petroleum & Energy, and the former CEO of Haifa Chemicals and fuel company Sonol. Guttman said that he and Makov had already raised \$500,000 from investors in France to

develop a prototype and were hoping to move the system into production by mid-2005. He added that each unit would cost several hundred dollars, and initial marketing would be aimed at the U.S. and Europe.

"According to our plan, we hope to begin production during the second half of next year. People have come to us and said they love the idea. We had a visitor from Canada and he was thrilled at the heating aspect," said Guttman. "In cooling, we have no competition, but in heating there are heating blankets and active heating with lots of electrical wiring over the body. However, there's a psychological aversion to that, which our system solves."

Guttman explained that the temperature controlled comfort that Entrosys is providing to bikers is just a means to an end. The ultimate benefit is making motorcycles safer on the road.

"We're offering not only comfort but safety. When cyclists are hit with heat or cold fatigue because they're exposed to the elements, they lose concentration making them more susceptible to accidents. We give them a micro-climate, a nice comfort zone that will keep them alert," he said.

Unlike regular air conditioners, which rely on air compression, Entrosys's miniaturized air conditioner relies on electronic technology in which various factors convert electric current into hot or cold air flow. Guttman has patented the innovation, in addition to registering a patent for its use as a solution for motorcyclists.

"The idea is straightforward. I just came to it from a different point of view -- not through conventional AC technology, but through the perspective of a physicist," he explained.

One of the French investors recently entered Entrosys in Tremplin Entreprises, a venture capital competition organized by the French Senate. Entrosys was the only Israeli company to survive to a final round of 30 companies presented to investors in a gala event on the Senate floor.

"We were invited to Luxembourg to receive the prize - it was great," said Guttman. More than that, he added, one of the senators ordered an air conditioner for trial use in a medical application, and a European microcar company launched talks on using the product to cool its drivers.

"The device has many more applications," Guttman told *Ha'aretz*. "Security forces for instance or firefighters, can wear it under their gear. The device is lightweight so it is portable even if the wearer is moving. It is also applicable for drivers of tractors and heavy machinery. We opted for commercial application for drivers of motorcycles with 650 cc engines, because of their relatively high battery power."

Guttman told ISRAEL21c that since he came up with idea, the difficult part has been implementing it.

"Once you think of an idea, it's not so easy to implement it. You have to be a real entrepreneur. Maybe that's why nobody has attempted this before," he said.

But motorcyclists who are sweating it out on the roads may soon thank Guttman for persevering and making the air-conditioned motorcycle a standard for the future.

TIME TO MOVE UP

By Don Senter

This is a very difficult thing to say, but I think I now might have an idea how Benedict Arnold might have felt after his escapades in the Revolutionary War.

I've been riding about 30 years and mostly on BMWs. The first one was a 1975 R60 which I bought in the early '80s. I decided about 1988 that it was getting old and it was time to move up.

Luckily, a friend at work had a 1976 R75 for sale; so being at the right place at the right time, and being ready for a new machine, I bought it.

I now have had the same R75 for about 16 years and have enjoyed those years immensely.

So now, for some unknown reason, I, all of a sudden, decided to buy a new machine even though it might be a different name brand. So, without really thinking, I bought a brand new Kawa---a-kawa....damn, I just can't say it. I've been so used to saying BMW all these years that it's just too plain difficult to say anything else.

In fact, have you people ever noticed that when someone asks what kind of motorcycle you ride, that, when you say "BMW" their expression changes, and they then look at you with admiration. They probably think you're maybe a diplomat, or a CEO of some huge company. They probably, at least, think you might be more intelligent than the average person; if not, you wouldn't be riding a BMW.

I noticed myself that when I rode the BMW I got a lot more respect than I get now. Like when riding with the Romeo Club. When we would stop, say at a Dunkin' Donuts, the guys would mention what kind of a donut they were getting, like say a chocolate covered or jelly filled. Now that I'm not riding a BMW anymore nobody mentions what they're getting...just no more respect.

I want to say that these guys in the Romeo Club are a terrific bunch to ride with. They know where all the restaurants are, and the best way to get to them. Some of these guys ride from Maine and Massachusetts, and, of course, mostly New Hampshire. Some even belong to GSBMW. The only fault I can find is that none of them knows how to eat fried eggs.

Maybe one of these days, I'll get back to riding a BMW. Like I said, I've been riding the 1976 R75 for about 16 years and would like to move up to a newer machine. If any one out there knows of a 1977 R75 or R100 in pristine condition, let me know.

Now the guys in the Romeo Club will ask me how I like the new bike. I will say I'm getting to like it better than I did at first, but it's still not my BMW.



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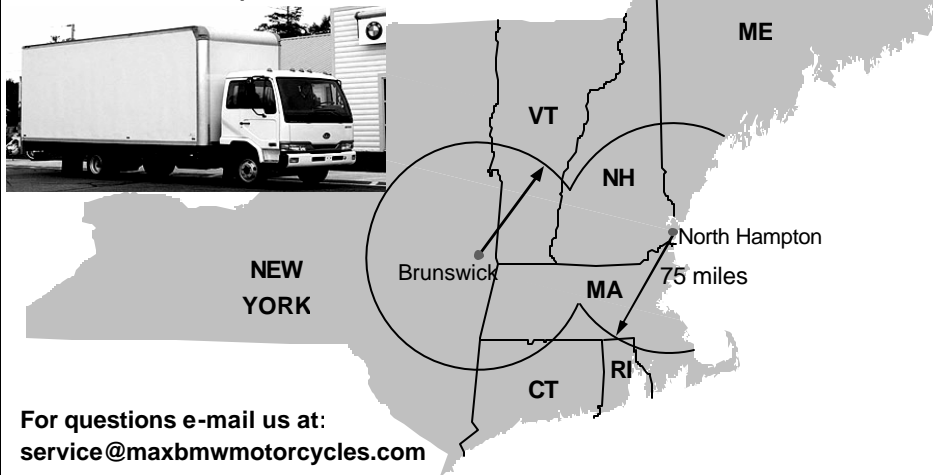
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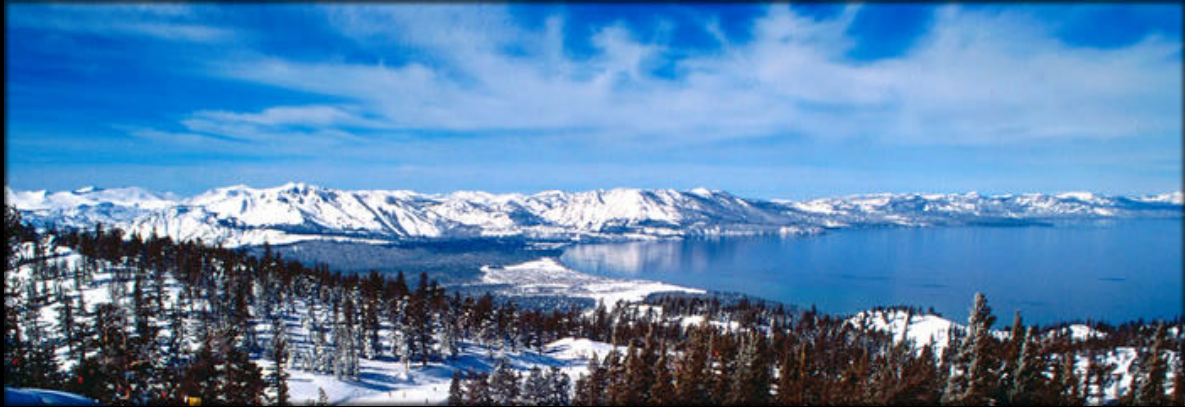
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