



die Zeitung

March 01, 2005

President's Corner

As we dig out of the long winter of little or no riding, there are a lot of reasons to be optimistic about our club. Attendance at our meetings is steadily increasing, we have some good rides planned, we are starting off the spring with a great Tech Day, and new members are becoming more active in the club. It is my goal to get every member involved to some extent, which will make the club stronger and be more fun for everyone.

As many of you know, our long-range plans include hosting the 2006 BMW Rider's Association Rally. To successfully plan, organize, and execute this high visibility challenge we are going to have to get better organized and not only recruit more members but reinvigorate some of the members we have on the roles. In order to get more people involved I ask each of our committee chairmen and event organizers to reach out to members not as visible and offer them the opportunity to get involved. It can only make a good club even better.

Rob Cooper,
President, BMWCHR

Oh No!

Rob Cooper has truly lost it! In spite of my constant whining and inability to express coherent thoughts, Rob asked me to take over the BMWCHR Newsletter...at least temporarily. His decision is like appointing a man convinced the world is flat to be the head of NASA.

Until I can get around and pick up on what is happening around the club, this edition will seem like my personal newsletter but in fact, I had submitted a couple memos that did not get published and so they are included here as "fluff".

No newsletter would be complete unless there was an appeal for inputs. You don't have to write the articles, just let me know what you want to see in *die Zeitung* and my spell check will take care of the rest.

Gary Shanafelt
18 Valmoore Dr
Poquoson, VA 23662
gshanafelt@cox.net

New-Guy Bio

Memo to Rob Cooper:

I just wanted to say "Thanks" to you and all the BMWCHR members for greeting me with such a warm welcome during my first meeting. As I pulled up and parked my 1980 R-100RT, Mike Bodner came up and complemented me on my bike. That was the first complement I have had on my bike since the Carter administration so I knew immediately that Mike was a man of style and grace. Though I enjoyed myself the club apparently does have some peculiar rules. H.O. Smith told me it was in the by-laws that new members had to buy the Treasurer's breakfast at the first meeting. I thought it odd at the time but I know a former Naval aviator wouldn't make something like that up.

As requested, here is probably more bio than anyone cares to read so make any editorial changes you feel appropriate. I grew up just north of Tulsa and bought my Harley 45 just after I turned 15. It had a very high maintenance to riding ratio but I truly loved that bike. Almost immediately I began to notice a definite bias against motorcycles from the mothers of a few of the high school girls. Mary Beth Henderson's mother absolutely put her foot down and said no daughter of hers was going to go to the Senior Prom on the back of a motorcycle and I could either find a more suitable form of transportation or go to the Prom without her daughter. That was really a shame because I'm sure Mary Beth would have enjoyed herself.

While attending the University of Tulsa, I encountered cash flow issue due to a

health problem. Seems my landlord was sick of not getting the rent so I had to sell my Harley. After graduating in the top 98% of my class, I went into the Air Force which kept me both busy and out of the country and out of the motorcycle biddness for several years. When I came back from the UK to California in '73, having married an English girl now rather well known for her tolerance, the first thing I did was to buy a brand new R60/5 "Toaster". My new bride just off the boat from London must have questioned her own sanity at the time. Being newly weds (and broke) we went all over southern California on that bike for the next four years. When I was reassigned to Germany I gave the bike to my dad who was kind enough to put an additional 10K on it for me when I returned four years later.

While I was in Germany, the R-100 series came out and I was in love all over again. By this time, my wife Phillipa and I had two small kids and I was riding my R60 less and less and finally sold it to a policeman who said his grandfather opened the first BMW dealership in the USA. With braces, gymnastics camps, and library fines that could run into four figures, a new bike was not within my grasp, so I put the idea of a R-100 on the back shelf for several years.

Now working for Northrop and our two underachievers finally able to make their own way in the world without draining too much of our parental resources, I began searching for my very special airhead. The first stop I made was Adventure BMW asking if they ever ran across a R100RT. Rick, the consummate salesman, extolled the benefits of a more modern oil-head,

which he happened to have available in his shop. I explained that it was not a matter of procuring a modern and hopefully more reliable bike. It was, within reason not even about price. It was a matter of esthetics! I had seen this lady as a young man and had every intention of having her. The Internet assisted me in my search but mostly pointed to unbelievable good values available in remote locations such as Tucson, El-Lay, and Seattle. I even began to get excited when a bike would pop up in somewhere close, like Des Moines. Finally, bingo! There was a R-100RT available in northern Virginia. The person that owned the bike lived in an almost inaccessible part of the State and driving the circuitous route to his house I began to wonder if he was in the witness protection program. Once I saw the bike I knew it was the one. What the poor owner did not understand was that I had already made up my mind that I was going to buy the bike and I began negotiating the price just to make him feel better. Finally, my life was complete and the lady of my dreams was actually sleeping in my garage. I can now try to act humble when I stroll into a BMW dealership waiting for them to ask, "What are you riding?"

Gary Shanafelt

Progress on my bike

Well things are moving more quickly now. The seat fairing is being repaired by a composite materials technician who works on the side doing fiberglass repair. It was damaged during my wreck. The bike is off to Gene Walkers up in Richmond who along with Jeff Munn will pull the jugs and install new base

gaskets.(the left side is leaking oil). Palo Alto fixed both my speedo (shattered lens) and the tach (general clean and new seal). Jeff wants to ride the bike so he is going to try to do most of the work himself. I told him he may not want to give it back to me as the bike has an attitude. I will get them to relace the wheels with stainless steel spokes while they are at it. I hope to have it all finished sometime in April. Mean time I'm off to Daytona for Bike Week leaving Sat. March 5th. I stop by the "Campground" and visit BMW tent at the track and BMW of Daytona Beach. I should be back for the Sunday meeting. If not, Kerry will preside.

Regards,
Rob.

Long Way Round

London has restricted automobiles in the heart of the city easing traffic flow considerably, but of course making the underground very crowded. Consequently, Londoners have jumped into motor scooter market in a big way and Vespa seems to have stepped up to meet their demands. Amongst the thousands of motor scooters there are also a lot more motorcycles and the bike of choice seems to be the BMW R1150 GS. It is pretty clear that Ewan McGregor and Charley Boorman making their round-the-world trip on the R1150GS had a strong influence on London's young adults.

I normally try to stop by the BMW dealership as I travel around but didn't have time to search one out in London. However, the BMW automobile dealership on Park Lane, half way

between Hyde Park Corner and Marble Arch, had two BMW motorbikes for sale in their showroom. More interestingly, BMW Motorrad is opening a huge showroom right next door to the automobile dealership. A sign announced the showroom would be open this month and from the size of the facility, it will be well worth a visit. BMW Motorrad must be doing very well in the UK to afford such a prime location on Park Lane.

to the Colonial Rally on a C1. You guys would never let me hear the end of it.

Gary Shanafelt

One day my wife said she had seen a “BMW Vespa”. Let me first explain that to her any small motor scooter is a “Vespa” so I was naturally skeptical. As it turned out, what she saw was a BMW C1. I had never seen a C1 so I roamed the streets until I finally found one. Watching the rider “enter” the motorbike and strap on the three-point,



chest seat belt was interesting. The C1 looked like it was very well made and could be a lot of fun but at the same time, I wouldn't want to come riding up