



die Zeitung

01 Feb 06



WoW! 300K

Rick Goldbach (L) from Adventure BMW presented BMWCHR Board Member Jeff Munn with his *BMW 300,000 Mile Award*. Congrats Jeff; we're proud of you!

President's Corner

by Larry Martin

Prior to the February meeting, we plan to have a "meeting agenda" generated and published (e-mail) so that everyone will know what will be discussed. We, the Board and I, plan to have this agenda ready prior to each month's meeting. Input from the members is welcome. Please load-up your favorite Board member!

I have received a couple suggestions: Invite dealers to address the Club concerning new models available or coming, M/C apparel, GPS units available to -2- wheelers, and Technical presentations by members, professionals or other sources. Some of these items sound like a Tech-day or special meeting to accommodate video presentations or other show-and-tell (i.e. several riding jackets comparison, M/C luggage options etc.). I expect if the Club invites these "subject matter experts", it would be appropriate to spring for their breakfast.

If you brain-storm these items plus others, you can see that soon our meeting place will fall short on seating, let alone accommodating a slide show, video, or stand-up lecture of any depth. Mike Bodner found a little larger space for us, but it had time constraints. Waffle World is considering how to seat more in our present location, but I am afraid no matter how you arrange them, only so many sardines will fit in a tin. Anyway, he is still looking. Suggestions?

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Upcoming Events:

- **25 Feb 06 09:00AM: Cabin Fever Brunch and Ride hosted by Dan and Donna Franklin.**
- **15 Apr 06 Morton's Open House**
- **30 Apr 06: Litening Awareness Ride (Standby for tasking. This could get big!)**
- **13-14-15 Oct: Colonial Rally**

Pres Corner (Cont):

Our Club has been meeting in the present area of Portsmouth because it appears to be the most central to the majority of our membership. Some shifting could be considered but then we start trading miles for inconvenience. I am satisfied with this area and I hope we can keep it working for us.

Our By-laws state: The objectives of the Club are to afford companionship and recreation to the members, to enhance members' enjoyment of their BMW Motorcycles, to support membership-approved efforts to protect the legal rights of motorcyclists in general, to enhance the public image of the sport of motorcycling, and to enhance and promote safety in the sport of motorcycling. At any one time, it may be a stretch or hard to connect what we are doing as a club to fulfill these objectives, but I do believe overall we are doing very well.

As a group, we represent our Club and its chosen BMW marquee proudly. In this newsletter, we have a couple of our members singled out for recognition. Herb Gill was honored for his work and volunteer efforts in the art world and Jeff Munn has received his 300K plaque presented by Rick Goldbach at Adventure BMW. Adventure, as you know, is our local BMW dealership. I wish our Club could have attended this special occasion.

I do not know how many miles were ridden after last meeting, but several riders went south to Knott's Island, across to Currituck on the ferry and back through Great Bridge – nice ride. I think some folks rode north. It was a great day for it.

'See you Sunday, 5th of February,
Larry

Editor's Ramblings:

by Gary Shanafelt

It never dawned on me that some of the club members did not know why the newsletter was called *die Zeitung*. Strictly translated it means "The Newspaper" in German. All nouns are capitalized in written German but the article preceding them is not...unless it is at the beginning of the sentence. *Zeitung* is a "feminine noun", so the article preceding it is "die" (pronounced "dee"). (*That's probably way more than you wanted to know.*)

Congratulations again to Jeff Munn on his 300K award. I have known other riders who have amassed large odometer readings but Jeff is the only one I know that has truly done it in such a wide variety of trips. Check out Jeff's travel page and read some his chronicles (<http://www.geocities.com/TheTropics/Cabana/5246/mcyclelink.html>). It will make you want to get off the couch and ride. This month we conclude Jeff's article on the Trans-Lab crossing with Brian Malsch beginning on Page 4.

Thanks to Dan and Donna Franklin for hosting the breakfast before the Cabin Fever Ride on 25 Feb. Bring a crisp new \$5 bill to the next meeting and sign up with Gerry Schulte. (*I've traveled with some of you guys and I have seen what you will spend \$5 on! The Cabin Fever Ride is a much better investment.*)

Watch this Space! I asked Rick Goldbach from Adventure BMW if they had scheduled their spring Open House and Rick said he wanted to wait until after the Feb BMW Dealer's meeting to set a date. For the Airhead owners, I'll publish the date as soon as it is known. Oilhead guys can look for a flyer when they go by the dealer for parts.

Cabin Fever Ride

\$5

25 Feb 06

09:00 AM: Breakfast at Dan and Donna Franken's, 4161 West Neck Road, VA Beach VA 23456.

(DIRECTIONS: Get to Pungo VA. Proceed south of Pungo on Princess Anne road. After 2.25 miles, turn right on West Neck road; the second house on the left. Brick two story, chimneys on each end of house, curved driveway, 4161 on white mail box post.

10:30 AM: Ride to Elizabeth City, NC and on to Portland, NC for lunch.

RSVP to Gerry Schulte (420-8041) gerry@wolfinc.com and pay at the 5 Feb meeting.

Congratulations to CAC's 2005

Docent of the Year
Herb Gill

Based on the number of hours he spent touring, training, and attending docent handbook committee meetings, Herb Gill was selected by the Education Department at the "Contemporary Arts Center" to be honored as **Docent of the Year**. Herb truly lives the word "commitment," and his efforts have benefited his visiting students and teachers, his fellow docents, and our education staff. Please join me in congratulating Herb for his outstanding



A Frustrated Herb

contributions to CAC and the "Student Art Start program!"



Yes to Bear; No to Wheelies!

I can see that Herb still "Has It". Surrounded by pretty girls playing "Catch-the-Bear".

Concluding Chapter:

Last of the Trans-Lab

By Jeff Munn

Since we had managed to make it in to Goose Bay on Monday night, we had the entire day on Tuesday to relax and do some much needed body and bike maintenance. Did some souvenir shopping, laundry, hit the public library for an internet fix, and generally enjoyed our first non-riding day. It had taken four twelve hour days of riding to cover the 2060 miles from Virginia and we were slightly beat.

Hooked back up with John and Luke at the ferry terminal. They had come in after dark and found their own lodging. The constable that had stopped to help at the accident was from Goose Bay and met them to see if they were okay and to help locate a metal shop. In about two hours they had the left metal saddlebag hammered out, pop-riveted and back on the bike.



I tell you, the people of Goose Bay are wonderful. I couldn't count the number of times we were stopped and asked about our ride. Everyone was interested because the majority of them hated driving the overland route to Labrador City. They had so many horror stories about wrecked motorcycles (with one med-evac this year already), blown car and truck tires,

broken windshields, etc that I was glad I didn't meet them before we tried it.

In all, five motorcycles loaded that evening for the 12 hour overnight ferry ride on the MV Robert Bond to Cartwright. Brian and I, John and Luke, and a guy from N.C on a R1100GSPD pulling a trailer.

It was our most costly expense of the trip, costing \$38.25 for the bike and \$46.25 per person. It blew our daily budget of \$50, but until they complete Phase III of the Trans-Lab you really don't have much choice. Phase III is under construction right now (overland road from Goose Bay to Cartwright) and the 250 km section is scheduled to be completed by 2008.

After tying down the bikes in the hold, we moved up to the top deck of the ferry and kicked back. The day was in the high 70's, there was a gentle breeze, we had caught up with our overdue rest, and finally hooked back up with John and Luke. It was just about a perfect day. Making this ferry was the only major must-not-fail task of the trip. Everything else was inconsequential. We had nothing to do for the next 12 hours except to relax and enjoy ourselves, and John had the plan.

Remember that constable who had played such a part in their ride? Well he came thru with another surprise right before we boarded. He gave John an Arctic Char that he had smoked in the original Labrador tradition. It must have been about 3 lbs. So once we were under way, and the sun was setting over Lake Melville, they invited us to join them for dinner. I don't know how John did it, but he found a protected nook on the leeward side of the ferry that even faced the sunset. Ah...., it was an evening that can only happen on the road.



Perfect weather, perfect conditions, great friends, a feast of local delicacies, and cold beer. It was the type of moment that beer commercials try to capture, but which never really happen in real life. Well this one did. Pure road magic. The Char was exquisite, the beer intoxicating, the conversation hilarious, and the friendship genuine. We were so lucky to have met John and Luke, and we all stayed up late into the night talking about life and riding.



The next morning, at about 3 a.m. they started sounding the FOGHORN about every minute. That rude awakening was an indication of the day to come. By 0500 they turned on the lights and opened the galley, and by 0730 we were docked and starting to unload into the cold and

damp fog. The previous evening Luke had convinced us to attempt to ride with them to Mary's Harbor and catch the 1100 a.m. ferry out to Battle Harbor National Historic District, an historic restored fishing harbor and town from the 1920's. Why not? It was only 237 km away (~145 miles) and we did have 3 ½ hours.

Needless to say, our actual capabilities of covering that distance in those conditions were woefully inadequate when compared to the actual conditions. Although we started out in a merely uncomfortable cold, damp fog, we eventually rode into a steady cold, North Atlantic drizzle.



Initially happy to have the fog dampen the road and kill the dust, our joy slowly turned to mud and little rivers of rain running in what had been our preferred lane of travel. Oh joy.





Needless to say we didn't make the 1100 a.m. ferry to Battle Harbor. We actually only missed it by 12 minutes. After talking it over with Luke, they decided to stay and catch that evening's 7 pm. ferry and spent the night on the island, while we decided to motor on. Once again we said our goodbyes and went our separate ways.

The last 85 km of dirt from Mary's Harbor to Red Bay was bittersweet. Although we were REALLY looking forward to getting off the mud, we knew that from there on we'd be back to the world of pavement. No longer rugged adventurers, just normal riders like anyone else. Bummer. We actually stopped about a km before the end just to savor the moment. Ahead was the end of the unpaved adventure...



Behind were 4 days and almost 1100 km on one of the last real wild road in North America.



We pulled into Red Bay and took a break. Took our victory photos and had a celebratory beer. Explored the Basque whaling museum and just relaxed. We were still 88km from the ferry port in Blanc Sablon, Quebec, but that was inconsequential. Hell, we were to see Goldwings on the road in another few miles.

Brian and I loved this trip. It was everything and more than we had expected. We were almost successful in our plan to camp and keep expenses under \$50 a day (excluding ferry fees). I think it ended up being \$58 per day once all the bills were totaled. The GS bikes handled the various conditions with ease, and we met many incredible people along the way, most notably John and Luke on their KLRs. Even the people of Quebec dispelled our preconceptions! This is why I ride.



For us, the adventure ride was over and once we sailed on the ferry at Blanc Sablon we could start concentrating on exploring Newfoundland and Nova Scotia on the way home. However, that is another story and I'm sure most of you are tired of my incessant babble by now. But before I end I need to thank Brian for making the ride so enjoyable. His mechanical prowess, sense of humor, and photographic skills are without peer. If you see a photo with me in it, he took it. Hell, he probably took half the photos in the report. Thanks Brian.

If anyone in the club is interested in all the hard facts, figures, web pages, phone numbers, and naseum that we used to plan this trip, I would be happy to post them. Just ping me with an email.



Thanks for riding along with us.
Jeff