



die Zeitung

Newsletter of the BMW Motorcycle Club
of Hampton Roads, VA

www.bmwchr.org

Date: Feb 2007

Editor's Ramblings

by Gary Shanafelt

This edition of the newsletter will conclude my second year as editor-publisher and it really pains me to say that this will be the last *die Zeitung* that I publish. Because of conflicting personal obligations, I have asked our Club President to find another, more talented Club member to take over the newsletter. These last few months have been hectic and I came to realize I can not devote the time necessary to publish a newsletter to the quality the Club members deserve. The support from the Club has been tremendous and the positive feedback has always been appreciated. Once the new editor-publisher is named, I solicit everyone to give him or her the support you have so generously given to me. This does not mean I am leaving the Club! You aren't getting off that easily.

I stand ready to assist in any way I can.

V.R.

gs

Upcoming Events:

4 Feb: Club Meeting. Waffle World.
8am for chow, 9am for meeting.

17 Feb: Morton's Vanson & Gerbing's
Open House

President's Corner

by Gerry Schulte

Well, it had to happen sooner or later. Winter finally decided to show up. Fortunately this is Hampton Roads and Mother Nature can never decide what kind of weather to give us, so we get a taste of everything. I hope you have been able to take advantage of the warm days and get out for a ride once in a while.

The board and I met again last week to make plans for the coming year. Responding to feedback received from the last meeting, I intend to tailor the membership meetings as much as possible to the desires of the membership. The comments we heard expressed the desire for less club business, and more motorcycling and riding information. Toward that end, we are handling many mundane club details at the board level, the results of which we will report at the regular meetings. In its place, periodically we will invite a speaker to give a talk on something of common interest. These talks would be short, and having one will be tricky until we find a restaurant with more room, so we'll see how it goes. If anyone has any ideas for speakers, please let me know.

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Pres Corner (Con't)

We are also putting together a database of riding events going on this year, as well as favorite roads. A few may turn into club events if there is interest but regardless, will be useful information for everyone. This database will be accessed on our website, along with a bulletin board for informal rides. The intent is to increase the possibilities for our favorite activity. We are looking for information from everyone to complete the list. Please contact Ride Administrator, Greg Cutter.

Also new on the website, Pat is now posting the TAMA calendar, updated monthly. I would encourage everyone to check out 80+ events scheduled for this year, for something that may be worthwhile. They do a lot of good work. One event alone, the TAMA Poker Run, along with the money from the 50/50 raffle at the meetings last year, netted enough money for over 4,000 meals at the Food Bank. Pete Hahn and I attended the January TAMA meeting. We cancelled the Lightning Awareness Ride from their calendar (the date was immediately picked up by another club), and notified them of the changed date of our poker run to coincide with the rally. TAMA rules dictate that members cannot stack events on the same date, but the club that scheduled an event for October 6th, has not been to the last two meetings. If they don't show up next month, we will have the date free and clear, and also avoid "Rumble in the Tunnel" weekend. The new location and date has a good chance of increasing attendance at the poker run.

On another topic, we are looking for a new newsletter editor. Other important duties are making it hard for Gary to find time to put it together and this issue will be his last. He has done an excellent job and we will miss his wit and wry humor. He has promised to continue writing articles periodically. We now need someone to step up and take over. Remember,

the job is editor, not writer. We all have stories to tell, and with a little effort can provide plenty of material to fill the pages. To ease the task, we plan to provide the successor with the proper software to make the job as quick and simple as possible. Please let me know if you are interested.

Hope to see you all at the February meeting, and remember 2007 dues are past due. Please get them in so we can balance the books and update the roster.

Ride safe,

Gerry

Road Trip to Anywhere!

by Gary Shanafelt

America's most famous map maker, Rand McNally, teamed with Harley Davidson to produce a really great atlas for motorcycle touring that is a MUST for your tank bag. Whether you are a real long-distance cruiser, a "Wanna-B" like me, or something in between you are going to want the *Harley Davidson Ride Atlas of North America* (\$34.95) in your sea bag. The nearly 300 page wire-bound book has a section highlighting rides and points of interest in most states followed by state-by-state maps featuring unique motorcycle laws, touring resources, and scenic rides. The maps feature prominent secondary roads and have maps of selected cities. The atlas concludes with a section on traveling in Canada and Mexico.

With Mother's Day coming up on 13 May, just think of the reaction your wife will have when you hand her a copy!



It Just Takes Practice

by Stan Eval

As you might expect there are a lot of sieves a Thunderbirds or Blue Angles applicant has to go through to join either team. All the maneuvers flown during an air show have been done many times by hopefuls during their operational flying but not at such low altitudes. After the nominations for the demo team are reviewed the most promising pilots are invited to “visit” the team and ride through the maneuvers during practice sessions. Each service naturally wants a good flyer on the team but just as importantly, they want someone that can represent their service in a positive way to the public. They are all qualified to fly but it will be their social skills that get them an invitation to join the team. Before final team selection applicants are put in a relaxing social setting where there is a lot of free booze and attractive visitors encouraging social participation. *I have known several qualified Thunderbird applicants that, well,...flunked “Party”!*

Once the season’s team is announced the intense flying commences. Maneuvers begin at a fairly benign altitude and the team then begins to maneuver lower and lower. Where an active operational pilot may fly 12-15 times a month, during this training period a demonstration pilot will fly twice a day for several couple months. Their skills are never allowed to atrophy even for a short period. If there is a period of time when the team cannot practice for some reason, they will revert back to a non-demanding mission and rebuild their skills.

All this is interesting but is it pertinent to this audience? Maybe more so than you think. There is a degree of risk in both flying and riding but the risks can be mitigated if you consider what you are expecting of yourself, evaluate your skill level, and train to keep your skills sharp. You do that by riding often. This proficiency issue is particularly germane as we emerge from a few months of dormant activity. We have previously done the maneuvers on our bikes but need to sharpen our execution. Start by performing non-demanding tasks at safe speeds until the skills return. If your machine has been in the garage for a while, take a short sortie around the area just to get the feel again before launching down “The Dragon”. Even when proficient some days are better than others and if ride doesn’t “feel right”, roll off a couple MPHs until you are comfortable again.

Keep your skills up and oh yea, don’t flunk “Party!”

You Look, You Ride Good

by Gary Shanafelt

A couple months ago I went by *Redline Motorsports* to pick up some tires and while I was waiting an elderly gentleman, probably in his 50s, was at the counter ordering a new riding jacket on which he was ready to spend several hundred dollars. After he added a new Arai helmet to his inventory he asked me if I had a bike and I humbly told him about my RS. He had just bought his first bike and pointed to a small motor scooter in the back of his truck. I did not recognize the brand and asked him where he bought it. "Pep Boys" he replied. He and I did have one thing in common. Both of us had riding clothes that cost more than our bikes.

HELP WANTED

Editor-Publisher of a small MC Club newsletter. No experience necessary. Should be able to generate 98.6° but we will grant waivers.

Call Gerry Schulte: 420-8041

Where Have You Been?



Bob Chapman checks in again from Rt 97 in the Catskills. *Someone might want to get Bob a job; he has way too much time on his hands.*