



Die Zeitung

Newsletter of the BMW Motorcycle Club
of Hampton Roads, VA

<http://www.bmwchr.org>

June/July 2008

President's Corner

By Gerry Schulte

Greetings, everyone. I hope your summer is getting off to a good start. The heat, the storms and the smoke from the fires have all made riding a challenge lately, but not bad enough to stop.

I must admit the unstable air and threat of thunderstorms all weekend did cause me to cancel plans to go to VIR last weekend. I was all packed and ready, but changed my mind when I saw the weekend forecast Saturday morning. Camping in the rain is no fun, and I felt the frustration in the pits, watching 7 riders go down in one afternoon, including Nate, due to wet track conditions two years ago. Funny thing though, riding in the rain myself wasn't bad at all.

Two club members, Rusty Barton and Charles Vaughan, were fortunate to be able to participate in BMW Explor Blue Ridge Mountain Ride two weeks ago. I am looking forward to a report from them.

July is always a busy month, with the National Rally, regional rallies and rides, vacations, etc. I have asked the Board to be sure information has been posted on the web for all the events we have been discussing, and any others that may come up. I would ask all of you to do the same, so we have a central source for information. We could even post who is going, so interested parties could get together.

I have a little new information about Virginia Beach Airport. As of May, they are now charging admission, \$10.00 for adults, or \$50.00 for an annual membership. They have a gift shop and are becoming an official museum, of sorts. Volunteers man the place seven days a week to answer questions. They have several new planes, one a replica Wright Brothers Flyer, *that can fly!* They are also getting a B-25 bomber soon. Charlie Daniels Band will be performing a benefit concert in the hangar on October 4th, the same weekend as the rally. The only problem is there are only 1,800 total tickets, and the show is Saturday from 4-8:30.

This month, we plan to ride down to Kitty Hawk, assuming favorable conditions. I hope to see all of you at the Golden Corral this Sunday.

Ride Safe,

Editors Ramblings

By Kyle Arnett

I would like to apologize for missing the last issue of the newsletter. I have been busy and did not want to put out an issue that was not up to par. So forgive me and enjoy this month's issue.

This month is the MOA rally, I look forward to meeting any of you that are attending in Gillette WY. Be careful on your way out and remember that cattle guards can be very dangerous. I am planning on trailering the motorcycle to Laramie WY the weekend prior to the rally. Laramie is my home town and I am fortunate to have my 20th high school reunion the weekend prior to the Rally. With Katy heading for the reunion with me, riding out is not an option (she does not like being a passenger). On days that I am not with former classmates, I plan on visiting my parents and doing some riding in Colorado/Wyoming. I will be up at the rally though when it opens on Thursday and will be camping while I am there.

This is the last weekend you have to get any of the maintenance done on your bike before the rally. I just had mine in Adventure to investigate a strange buildup on my final drive. It seems to be nothing to worry about but it was worth checking out. Adventure took great care of me... another satisfied customer.

This issue brings my queue of articles back to empty, so please send some ride reports or any other information that you think the club would be interested in. Thanks to all those who have sent in the articles up to this point. Many are very good about getting items in way before I start putting this together.

Rally Update

By Carol Beals

I want to thank all of you who took the various local door prizes letters and flyers to be delivered to the local dealers. Your assistance is greatly appreciated. Once we hear back from them if any of you are available for picking up of door prizes please let us know.

We still need someone to chair the field events part of

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Bike Washing

K. Leir

I cleaned my bike this weekend. Not something that happens often. I always felt bad that upon taking delivery from the dealer, I neglected to wash and wax the bike for several months. I knew a good wash would remove the thin film of whatever BMW laid on the bike for shipping. I also knew that a good coat of wax would help make the inevitable insect carcasses more readily slide off - but who wants to wash a new bike when the sun is shining and the road is a calling?

By the time I got around to washing the bike, there was no way to get all the bugs off the tupperware. I had some success putting an old t-shirt over the wind screen and soaking it with water for a few hours. The tupperware was more resistant to my efforts.

Later I found that the highly regarded S-100 spray-on cleaner made short work of freeing the dirt from the wind screen, rims, and most of the fairing. I still couldn't get the bugs off the front of the fairing.

A bottle full of Halley Davison bug and tar remover had little effect. I somewhat resigned myself to the wax-over-smashed-bug-effect. It didn't look bad, besides bikes are for riding I told myself. I was satisfied, as long as I didn't run my hand over the front of the fairing -- the uneven bug bumps were decidedly unpleasant.

This weekend, after spraying the bike with water and a misting of S-100 cleaner, I used the fine point nozzle on the hose to wash off the S-100 cleaner, and wiped all the grimy spots with a wet rag (rinsing the rag frequently). The bike was gleaming, but the ill feeling I always get running my hand over the front fairing was still there. Those splattered bugs were dead, but removing the memory of them was proving impossible.

I figured trying the Halley Davison bug and tar remover again couldn't hurt, and might even help in a small way. Trouble was I couldn't find the bottle, which was not surprising given that bike cleaning is an annual event. As I searched for the bottle, I spotted the WD-40 cans. I remembered reading that WD-40 was a good bug remover; so why not?

A quick spray on the front Tupperware, less than a minute to let it soak in, a quick wipe with a clean soft rag and BEHOLD, no more bugs. Clean like it was brand new, better than brand new. Clean like new with a motor already broke in by a trusted rider. Well, not exactly like new as the trusted rider dropped the bike a few times and once slide the bike along its side through a good size bit of swamp, but you get the idea. No bugs. Great stuff. WD-40.

The WD-40 was followed by another round of S-100 cleaner, a vigorous hosing off (of the bike that is), a clean cloth dry off, and a generous application of Honda's spray cleaner & polish wiped off with a soft rag. Next, a quick 20 minute ride to blow or boil the water off and I had a gleaming machine. Next year it will be time to do it all again, and I'll remember the WD-40.

The Great Xplore Blue Ridge Trip

Gerry Schulte

The great XPLOR Blue Ridge trip started easily enough with getting on the road about a half hour before my target time to leave. This time instead of using my top case, I used a waterproof duffle from Helen Two Wheels to carry my "in the hotel" stuff. By strapping it on my RT lengthwise, it carried the weight much lower and more forward than the top case, plus it held much more stuff. I didn't notice any change in how the bike handled or felt with the duffle; the top case always made its presence known with a more top heavy feel to the bike. Anyway, the plan was to motor up to the Best Western in Ruckersville, VA, check in for the event, go to a riders' meeting and get a good night's rest. Charlie Vaughan was coming as well, trailering his RT so his wife and son could come along. I planned to get with them for dinner.



Check out the helmet

Well I waited and waited and no word or arrival from the Vaughan clan so I went to dinner on my own. As I turned the light off to go to sleep around 11pm there was still no sign of Charlie. The first thing I did upon waking up Saturday morning was to look out the window and sure enough, there was Charlie's bike parked out in the lot. By the way, it was quite a sight to look down on the parking lot just packed with all manner of BMW bikes – mostly GS bikes as this was first and foremost an off road event, but lots of on road machinery as well. There was a big BMW Motorrad tractor trailer as well as a large van from BMW of Atlanta and some other official looking trucks.



Rusty on the way to Reddish Knob

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Turns out the Charlie ran into the inevitable Friday night tunnel traffic (I took the day off so I could leave before the backups started). Then they had a flat on one of the trailer tires. So they didn't arrive until late in the night.

Parked right at the entrance to the hotel were the new F800GS, F650GS, an R1200S racer and the new HP2 R1200S racer, Too cool to say the least. I really like the new 800GS; it looks the part and is small enough to manage much better than the 1200GS IMHO. I was afraid to sit on it since it's still kinda high and it wouldn't be a good thing for me to tip it over! I did sit on the 650GS – that's the new one – an 800 detuned and with lower suspension. I could easily flat foot the 650. Will be interesting to ride these two when they're available. We were told they should start delivering to dealers at the end of August.

Saturday, the GS folks left to go to "The Farm" for a day of instruction from Jimmy Lewis and his wife. Apparently a local farmer donated the use of his property for the training. Us on road types were left to our own devices – "self directed rides". So we milled around in the parking lot and eventually a group formed, mostly due to Charlie's prodding; the guy has some leadership abilities it's plain to see. We noticed Nate Kern and several of his buddies also preparing to depart, but they seemed to be in their own group so we didn't try to join up with them.

We found one of the riders who said he had the route loaded in his GPS so he became the group leader by default. We took off and before we were on the road 15 minutes, we already had done the first u-turn. Anyway, from that point on things went more smoothly and we had a nice ride on varied roads including a bit of the Blue Ridge Parkway. At one rest stop we were relaxing in front of the Western Albemarle Rescue Squad and Nate and his crew rode up and parked with us for a while. They took off before we did and we headed for the lunch rendezvous where Nate was to host the on road groups.

Just before we got to the restaurant, I managed to miss my footing in a parking lot and drop my bike – did a very graceful roll away though! The bike was fine, just a few more war wounds so we rode on the lunch place and had a nice time with Nate and everyone else. After lunch we broke up into several groups depending on how long everyone wanted to be out and about. It was hot and humid in the lower elevations; very comfortable in the hills. Charlie decided to hook up with a different group and I stayed together with a fellow R12RT rider from Abingdon, VA who had the route back to the hotel in his GPS. Nate took a group with him into West Virginia noting that they were going to go "kinda fast". Hmm.

As my new friend, Cal from Abingdon, and I were riding back to the hotel, we came to a stop light and low and behold, there was Charlie stopped on the cross road all by himself! So he hooked up with us for the rest of the way to the hotel. This was after Cal had insisted we stop for frozen custard in Harrisonburg, a tradition for him. So we pulled up the custard

place and there were several other BMW riders there also. Another group had the same idea! I followed Cal's lead and ordered a "double" cone. What I got was a small cone totally overwhelmed by a 6 inch pile of raspberry soft serve. Wow, we had to really eat fast to stay ahead of the melting in the 90 de-



Charlie and Rusty at the summit of Reddish Knob

gree heat. I lost the race, but it sure was fun.

Saturday evening BMW put on a nice buffet dinner spread for the group. Charlie and I had spent some time earlier in the bar/restaurant facing the same parking lot as our hotel and we met up with a really entertaining guy from Norway. He lives in the US, but had a unique and mostly funny perspective on us Americans. At dinner we ended up sitting at the same table as Morten, our Norwegian friend. Also at our table was a guy from Turkey. They were both GS riders and lots of fun to



Charlie reaches the bottom at Reddish Knob

talk to. After dinner, lots of door prizes were given away, a few really nice ones such as a complete BMW riding suit, a new BMW Zumo GPS and several large gift certificates from Morton's BMW. Then lots of t-shirts autographed by Jimmy Lewis, some Long Way Around DVD's and books. I managed to win a t-shirt; Charlie thinks I should sell it on eBay. I hate to admit,

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I have no idea who Jimmy Lewis is other than apparently a pretty well known and successful off road racer.



Charlie waiting for Rusty to take the darn picture

Sunday, Charlie and I decided to do a short ride so we could be back to the hotel by midday so Charlie and his family could get on the road to home. I was staying one more day as I planned to ride down to my daughter's outside Christiansburg Monday, stay with her that night and then head for home Tuesday. Charlie talked to some folks and decided on a ride into West Virginia (can you tell I like to follow, not lead?).

Our goal was to climb to the summit of Reddish Knob and then return. Charlie loaded our route into his GPS (a nice Zumo) and we took off. As we neared the mountain, the road



Rusty at the summit of Reddish Knob

started to get narrower, the center line disappeared and then it got real steep and even narrower still. There was no way two cars could have passed on that road – two bikes could barely pass fer cryin out loud. We continued to climb, negotiating 2nd and 1st gear switchbacks. Finally we got to the last turn, a 180 one track so steep that it demanded 1st gear. As we came out of that turn, we found ourselves on a small paved circle chocked full of graffiti. We had reached the summit of what apparently is the local lovers parking nest. Hmm, I wonder what it must be like to take a car up that road; there were some spots where I'm not sure a car could get through. Anyway, Charlie and I took in

the view – spectacular, had a snack and drink. Eventually, we started the long descent which I thought would be a snap now that we know what to expect. But noooooo. Charlie turns off onto a dirt road, slows, pauses and I think, “another u-turn coming up”. But then he continues on. I guess we had to do our homage to the GS riders! So we continued on the mostly hard packed gravel road for about 5 miles. There were a couple of pretty soft turns but we managed to keep our momentum up so made them with little drama. When we came to the end of that road we were down. I must admit, I now can see the appeal of the GS. That ride was a bit scary, but also fun. It must be nice to have a bike capable of some off pavement work. I might have to look at the 800GS's when they arrive!

On our way back to the hotel we stopped to rest and get a drink. I pulled to a stop and then heard what sounded like a grunt and then metal on metal. I turned around and there was Charlie's bike laying over on its crash bars (it's a police model) and Charlie looking very unhappy. We quickly got it upright with only the bars showing any evidence of the drop. So now we are perfect – both of us dropped our bikes this weekend! Back at the hotel I bid farewell to Charlie and his family. That afternoon I rode to the Lake Anna State Park and back (still trying to do the State Park Challenge).



Monday I checked out of the hotel, took I-64 over to the Blue Ridge Parkway and rode it all the way down past Roanoke to my daughter's. That was a great ride – perfect weather, wonderful views (not as much haze as usual) and a great lunch at Peaks of Otter. Came home via US460 and the US40 short cut on Tuesday, pulled into the garage around 4pm.

What a great trip. We had a little of everything – lots of curvy, hilly roads, lots of views, met some great people – some from other countries, was in the presence of Nate Kern, turned my RT into a GS for 5 miles, ate some good food, saw the new 800 and 650GS's in the flesh as well as the new HP2 racer. I think this XPLOR idea BMW has come up with has legs. They seem serious about holding several riding events in various locations every year. I heartily recommend you go on one if you can.

Saturday Morning

Gerry Schulte

Saturday morning, after I decided not to go to VIR, I suddenly found myself in the garage with time on my hands. I decided to tighten up my horn, which had come loose at the main bolt holding it on. Easy fix, one lock washer, but I had to take one side panel off to reach it.

Once that was off, I thought it would be a good time to polish the header pipes for the year. Must be a little Harley in me somewhere. That included taking the other side panel off, as well. While I was down there, I saw the rubber tube that always sticks down on the right side, and rubs on the ground when I get low in the corners. It's all rounded off on the end. I've wanted to cut it off, but didn't know what it was hooked to, or what it was for. I couldn't quite follow it under the tank, so I unbolted the tank and lifted it up to look. Turns out it was tied into the tank, some sort of vent would be my guess, so I cut the end off out of sight.

I put the tank back down and started the bike to make sure I hadn't messed anything up. It would barely run! I looked in the tube to make sure I hadn't cut off anything important, and after 15 minutes of poking around and racking my brain, I noticed one throttle cable had popped out of its socket at the throttle body. Popped it back in, and voila, purred like a kitten. Whew!

Going back together, I decided to try out the aluminum screws I got from Timothy, putting them in the screw holes over the tank on both sides of the silver gas cap, you know, a matched set. The new bikes don't use the black metal screws anymore, they use these, at \$.75 each versus \$2.50 for the old ones.

They come with a dab of lock-tite on the threads, to hold them in. No problem.... WRONG!!! I discovered that in some holes, the lock-tite makes the screws fit too tight and they bind up. Caterpillar Johnny here temporarily forgot he was working on a motorcycle and not a D-8, and tried to talk them into going a little deeper. Now they still weren't all the way in, and they wouldn't come out, either. It was either walk away for awhile, or get a big hammer. My 16-pounder was only 5 feet away.

Sunday afternoon, I came back to survey the damage, and with daring and diplomacy (and kicking, scratching, biting and using half the tools in my box), I finally got three out of four of the stuck screws (I'm a slow learner) out, with hardly a mark. Number four, however, was another story. It had stuck so hard, it was turning the metal threaded insert in the plastic tank. The only way to get it out (or ever take that side panel off again) was to drill the head off the screw. That part went very smoothly, and I cut off the screw to drill it out of the insert, but it would have taken a drill press to hold a bit that steady, and not do any damage. The insert is toast, unless a replacement can be put in. I think I can rig a dummy screw there, so it at

least looks normal.

After I drilled off the head of the screw, I took off the painted top of the tank to keep it from getting scratched, and also to expose more of the screw to cut off. Piece of cake, except under the gas cap there is a rubber O-ring to seal between the metal ring and the plastic tank. This O-ring is 20% bigger around than the groove it appears to fit in. I don't know whether there is a trick to it, or it just expanded over time. Gotta wait now 'til the shops open tomorrow to find out.

All this to tighten up the horn. Shoulda gone to the races.

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the rally. If you would like to chair this or be part of the committee please let us (Carol Beals, Amber Beals or Wendy Tyer). If you have any ideas please let us know.

Jim Richardson is working to setup the presentation for the rally. IF you have any ideas for presentations or any contacts for presentations please let Jim know.

At this point we have two suggested designs for the rally design. Please submit you complete design to the rally committee by the July meeting. Please review the two designs submitted at this time. Remember if your design is chosen you will receive items from the club store with you design on them.

If you wish to reserve a cabin for the rally that must be done though the camp ground. Please mention the rally to receive your rally discount on the cabins. You will see updates as to door prizes received in the newsletter. Let your friends know and make sure they are invite to our rally.

We have made arrangement for an organization to come out and cook Saturday's breakfast. Saturday night's dinner will be the same menu with the same caterer as last year. Current plan is the same menu for Friday night's dinner and the lunch for the charity riders. We need cooks for these two meals. If you able to help out in preparing either one of these meals please let me know.

There will be an optional GS ride being set up by Greg Cutter. Please contact him for any questions on that ride. We will still also have our Charity ride currently Todd Tyer and Tim Beals will be working on that ride. Please get with them with any suggestions that you might have.

We will be using the newly built pavilion at the camp ground. It has built in water, electric, sound system, projection system; the area is four times the size of our club tent. We may not need to set up the big club tent. Depending on needs set up and take down may be a lot easier.

Remember Volunteer and volunteer early, we need your help to make our rally succeed.