

BMWCHR ZEITUNG

A monthly Publications of the BMW Club of Hampton Roads BMWMOA #73 BMWRA #30 July- August 2004

Upcoming Events

July 15-18 – AMA Vintage Bike Meet. Check the AMA website for more information

July 15-18 32nd BMW MOA International Rally – Spokane, WA check MOA website for information.

August 5-8 Return to Trenton (Ontario). Info at kiltmeister@sympatico.ca

August 6-8 Damn Yankees Rally. Info at rcnye@bhcouasa.com

August 13-15 – Dan'l Boone Rally . Info www.carolinamo.org

August 12-15 Laid Back Affair – Info Jim Post 989-5169

Laid Back Affair

August 12-15 is the date for the 'Laid Back Affair this year, sponsored by the Airheads and the No Name Club. The location is at Glen Maury Park in Buena Vista, VA, right by the Blue Ridge Parkway. The \$23 fee includes Saturday night supper, continuous coffee hot chocolate, and 3 nights camping in a wooded campground, and views and mountain road access that will turn your head. There will be self guided tours, both street and dual sport, door prizes, campfires, strange noises in the woods, etc. Come and have a great time with people you know have to be crazy. Contact Jim Richardson, 757-877-0836 for more details or directions

August 20-22 Four Winds Rally – Info tomprimke@juno.com

August 20 -22 Virginia Eastern Shore Motorcycle Rally Sponsored by Parksley Vol. Fire Co. for more information 757-665-6977 or www.parksleyvfc.org

Sept 3-5 Sherando Lake Rally – Info mike_danner@ethyl.com

Sept 3-6 Finger Lakes Rally – Info chujane@dreamscape.com

Sept 16-19 RA Rally Caanan Valley Info www.bmwra.org

Oct 1-3 Colonial VA Motorcycle Rally – Jamestown – see information with this newsletter or check out the club's website at www.bmwchr.org

Next Breakfast meeting August 1

Hi All,

After our meeting of this morning, Jim Richardson and I paid a visit to Dennis's Steak House and met with Dennis himself. We inspected the meeting room which is separated from the main dining area. You really could not ask for a better set up for a meeting. There is room for 55 with officers and board members sitting up front and plenty of room for riding equipment. The Menu average breakfast is 5.25, and no minimum. Even though Jim and I are two of the bigger guys in the club and I expect you figured that we ate again, the answer is NO so the question of food quality is unknown, but if we survived the truck stop for the past 2 years I think we may be safe. I will forward either directions or a map to Pat to post on the web page, its was only 5 minutes from our location this morning. Mike

The location of the new meeting place is as follows;

Dennis's Steak House located at 3356 Western Branch Blvd. This is 3 exits beyond our old location of Old Country Buffet towards Newport News on the I-664. Take exit 17 south approx 3 miles, when you see the Farm Fresh Supermarket(on your right) prepare for a u-turn. The building is a single story sitting at a 90 degree angle from the road. As you come in the front door our room is the door on the right.

Meals average 5.25 with the hi-dollar meals at 9.95 for steak etc.

President's Corner

Here is a letter from the President.

Just some thoughts on the meeting last week and the club in general. I was real please by the attendance at the breakfast meeting at Golden Corral last Sunday. Particularly, since we had a very short notice of change of venue. Again I want to thank Gerry, Carol and Mike for their quick work in finding another place to meet and contacting the members about the change in venue. Thanks to Jim and Mike for checking out our new meeting place at Dennis's Steak House and thanks to Pat for posting the information on the website. Pat is doing a great job on the website

And is making it a good tool for the club members and visitors to the site.

I thought we had a good meeting with a lot of discussion and participation by all of the members. It got a little carried away at times and that's my fault. I will try to keep a little more order next time. Hearing some of the comments during the meeting I will repeat something I say at every meeting. I want everyone to

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know that this club is your club and if there is something that we are not doing what you thing we could or should do not only should you speak up about it but you might want to take the initiative and get the process going yourself. At the risk of invoking JFK "ask not what this club can do for you" I think you get the point. And if you think about, it isn't fair to expect a few members of the club to take on the responsibility of writing articles, planning rides, taking notes, keeping the books, planning and executing the rally, etc. I want everyone to contribute in some way big or small to the club and I know everyone can contribute. Write an article or a short note about your riding experience or maintenance/repair experience, volunteer in some way to help out with the rally, plan a ride. Even if you only have an hour or two to give, give it.

Talking about rides my vision for the club is that every weekend there should be at least one ride planned and preferably several.

Everyone has a favorite route they like to ride. If you don't know how to plan a group ride ask Jim or Marvin. I'm sure they will be glad to give you pointers on what to do.

Speaking of visions for the club, one of the many things I want to do is raise the community awareness of the club. One way to do that is volunteering as a group to help out worthy causes in the community. Answering the phones for the local telethons such as March of Dimes, WHRO, Jerry Lewis Telethon, etc. Just about all of these are televised which is great free advertising. Another is participating in charity rides. One thing I want is to print business card with the website address on it so that members can put on every BMW they see as a way to get the word out. Another thought is building a sand castle at the Neptune Festival sandcastle tournament. I'm not sure if there is a fee involved but the exposure would be great and we could make it a social get together and afterwards meet for dinner at Ed Din's place where we meet for Cabin Fever this past winter. These are just a few ideas that I have and I'm sure everyone has lots of ideas on this subject.

The point is attracting other BMW riders by raising their awareness that there is a club for them and that there is something for every type of rider and every age of rider. I want to triple the number of members and double the numbers of active members. We had 24 attendees at the last meeting which was very good and my goal is to have at least 50 at every meeting.

Now having said all that I'm sure there are some who say well what about you how come you don't ride. Well here is the story of the resurrection of the original Rockster. You know when I saw the Rockster at Daytona Beach this year I thought to myself

"I guess this is BMW's answer to Ducati's Monster. A stripped down bike with an aggressive attitude. Well all I can say is Del Ward was way ahead of his time. Del put together a bike with an attitude by in 1987 if my memory serves me well. Del can correct me on that if I'm wrong. Anyway basically he got a 74 /6 frame and modified it for singleside swingarm added ST running gear with everything else coming off an 83 and 84 bikes of various models. Top it off with an 85 tank and RS seat. Oh and I forgot he added a fork brace to stiffen it up a bit. Oh! but it doesn't stop there. The old wizard, with a twinkle in his eye, dispensed with stock carbs and added 36 mm Mikuni flat slide carbs breathing thru KN filters and with big grin on his face topped it off with SuperTrap exhaust. This bike is pure straight line and corner to corner and you know when it's coming because its growling at you as it approaches. Well I had to have it and bought it and rode it aggressively as it was meant to be ridden.

It was one day in the mountains going into Keyser West Virginia to visit my uncle that it all came to an abrupt stop. I had been visiting my cousin in Short Gap and drove over to see my uncle and I was tired when in a moment of inattention (I was looking at an old quarry that I use to go shooting with my cousin, grandfather, brother and my father) when I hit the curb and had to lay the bike down. Well the bike kept sliding, went down a driveway and tumbled over sideways several times picking up asphalt in the fins of the right valve cover. I managed to get road rash on my right shoulder (I still have the jacket which I keep as a reminder never to ride with a nylon jacket and always pay attention to where you are going). Damage was bad. The cafe fairing shattered (I still have it as a reminder) the speedometer glass busted and needle bent, handlebar twisted into a odd goriest manner, the seat cowling cracked in several place as the seat came off when the bike went tumbling., the left side mirror broke off and busted the clutch lever bracket (I could still work the clutch) and the tank was dented up. I limped back to my cousin (about 8 miles) and got medical attention (he called the rescue squad where he volunteered and they patched me up) straightened out the handle bar where I could ride it and after a couple of days convalescence rode 300 miles back to Norfolk I rode it a while after that then had to park it in the garage. At the time I was in school full time during the day and working at night and was barely making ends meet much less able to afford to repair the bike. In hindsight I should have fixed it as it right away as the tank rusted on the inside to the point of being useless. Anyway I went away to work in Washington DC and the bike sat all lonely and neglected (I know, shame on me) till I got back to Norfolk and eventually moved to NC. I eventually took it to a shop were Del works and he got it running again but it is not ready to put back on the road again. I'm modifying a center stand for it as it didn't have one

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when I bought it. I want a center stand as it makes working on the bike much easier especially when I'm on the road. I bought a tank on eBay and just got the speedometer back from Palo Alto. They did a great job on it as it looks good as new.

I need to replace the master cylinder, finish repairing the seat cowling, a rear brake light switch, put new tires on and a few other odds and ends. Del told me that I may want to replace the coils on the bike. In my heart of hearts I would powder coat the frame again and send the spoke wheels off to get reworked and maybe send the engine off to San Jose for some mods. But that's a winter project. That's about it.

Hopefully I'll be riding by August. Grad school is winding down so I'm finding a little more time to work on it. See everyone at the meeting.

Rob Cooper

Club Rides

Third Saturday Ride, July 17, 2004

Since the ride last month started from the Peninsula, let's start the ride this month from 'Southside'. Lets meet at Franks Trucking Center, 4717 West Military Highway at 9:00 am and take a nice ride through Peanut Country. This will be similar to the ride we took in May, which only three members were able to attend. There will be one major twist this time: This happens to be the weekend for the Peanut, Pork, and Pine Festival in Surry.

The ride will go Past Chippokes Plantation and State Park between 1 and 2 pm, so those who are interested can spend some time at the festival. I understand that they will have many items of interest and lots of food and craft vendors. There is no admission to the festival, only a parking charge. The activities are scheduled to end at 5 pm, so this will give us at least 3 hours to enjoy the party after a fine ride. Sounds like fun to me.

Hope to see you there.

17 July 2004 - Met at Frank's Trucking Center. Destination:
Chip Oaks
Plantation.

Ride met at Franks Trucking Center, at 9:00 am and followed a route that seemed subject to change as we rode, taking us on a nice ride through Peanut Country. In many places the corn look to be 10 feet tall. Wonderful country. There were eight riders. Jim Richardson was leader with Marvin riding sweep keeping us slow pokes up with the heard. We stopped for an early lunch at Pete's. Jim can tell you

how to get to this wonderful and friendly restaurant as a few of us were so lost we would not have been able to get home except for the expert leadership of Jim and Marvin. Of the eight only one rider decide to visit Chip Oaks Plantation and State Park and visit the peanut festival. We'll have to ask Larry what kind of food they had. The remaining eight took the ferry across to Jamestown and head for home. Yours truly split off from the group as they sped off toward I-64 and took US-60 south hoping for less traffic. A great ride. Jim and Marvin get a big thank you for a great ride. -ed

The only thing I can add to this is that we had a very enjoyable group, the kind that only a 'Club' atmosphere can give. I thoroughly enjoyed the comradely of the conversations at the restaurant and on the ferry boat. We were a club. We also found out that everyone was over 50 years old! At least Larry was on an airhead, talk about BMW's reputation. Riding 'point', I did miss one turn, but we recovered when I found a road I was familiar with. Just for everyone's information: they have made some changes at Jamestown getting ready for the 2007 celebration, and the road to the campground no longer leads straight by the visitors' center, it is off-set by a few yards getting to the Parkway.

And, Pat, we were not heading for the interstate. Just a few yards past where you turned onto Rt 60 we beared right onto Rt 143, much less congested then Rt 60 and also going into Newport News.

NEWPORT NEWS TO ASHLAND VIA PONDSDISAPPEARING ROAD ROUTE

I 64	to	Rt 143	@ Lee Hall	exit and TL
143	to	Rochambeau Rd		TL
Rochambeau to		Rt 604 (Barlow Rd)		TR
Rt 604	to	Rt 646 (Newman Rd)		TR
Rt 646	to	Rt 606 (Riverview Rd)		TL
Rt 606	to	Rt 600		TR
Rt 600	to	Rt 273		TR
Rt 273	to	Rt 33		TL
Rt 33	to	Rt 249		

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Rt 249 to Rt 608 (Carp's Corner)	TR
Rt 608 to Rt 606	TR
Rt 606 to Rt 604	TR
Rt 604 to Rt 605	TL
Rt 605 to Rt 301/2	TR
Rt 301/2toRt 54	TL
Rt 54 to ASHLAND	

Third Saturday

We had just experienced several days of July weather in June. You know the kind: very hot, very humid, chance of afternoon thunderstorms. The usual mid-summer prediction. Eight of us met on seven bikes (Betty, my wife and riding partner, joined us) at the Burger King at the intersection of routes 17 and I 64. Our destination was Suzanne's Specialty Bakery and Deli in Ashland, VA.

My goal as ride leader for the month was to provide a ride that had a minimum of traffic and traffic lights, while enjoying roads and scenery, culminating with a good lunch. We left the meeting place on schedule at 9:00 am. To avoid Saturday morning traffic and lights, we rode the interstate about 11 miles to the Lee Hall exit, where we slipped onto Route 143 to Williamsburg and Rochambeau Rd. When we turned off of Rochambeau, onto Route 604 and wound through a series of rural, sometimes very narrow, winding roads to the junction of Routes 33 and 243, where we stopped for a short break. At this point, one of our party decided to ride south, back home, opting for the pool and a cold beverage of choice. That was not a real bad plan, as the temperature was on the rise. But, the rest of us wanted to push on and see what was around the next curve.

From Route 33, we picked up Route 249, which took us through New Kent Courthouse, a

pleasantly attractive little community. We continued on through farmland, woodland, past ponds, along railroad tracks and streams. Roads with sweeping curves and a few that were pretty tight. Roads with numbers: 608, 606, 604, 605. We crossed busy truck routes: 360, 301. At Hanover Courthouse, we turned onto Route 54 to continue the ride for six more miles into Ashland.

Downtown Ashland is a place of another time. The movie theatre is right out of the 40s and 50s. The train station was built in 1923, replacing one built in the 19th century. One can't buy a ticket to ride in Ashland, but the train does make a stop to pickup and deposit passengers. Our choice of a place to eat lunch was Suzanne's Bakery and Deli. It is located just across the tracks from Randolph Macon College. Two trains came by while we were eating lunch, one stopping to take on passengers. Due to the heat, we decided to eat inside. The food was great, and we had the company of the ladies of the Red Hat Society. They were from Richmond and were full of fun and curiosity about BMW motorcycles. Following lunch, we visited the train station, which is used as a welcome and information center. The staff was eager to tell us anything and everything about Ashland.

Rather than do an out and back, I decided to make the ride a loop. We backtracked on Route 54 to 301. From 301, we rode north to Route 30. This was easy riding along a major road mostly bypassed by the interstate. Route 30 took us east toward West Point. This was the least interesting part of the trip, though the road is good and motorcycle friendly. At Route 629, we left 30 and ghosted through Walkerton on our way to Route 14, a beautiful road for motorcyclists. Route 14 has some nice hills, a lot of sweeping curves, and a few that will take one by surprise if not focused. We were rolling along nicely until we came upon a pickup truck going agonizingly slow. Alas, we were unable to pass because of the curvy road until we crossed Route 33. Route 14 intersects with Route 17, a few miles north of Gloucester. Again wanting to avoid congestion as long as we could, we turned right onto Route 610 at Woods Crossroads and wound our way around farmland and through Capohosic to again meet 17 at White Marsh. From there, it was a straight shot south on 17, across the Coleman Bridge, and past Yorktown for the final miles to close the loop started six hours and a little over 200 miles earlier.

It is good to explore and discover with congenial fellow travelers. Rides end with that fatigue so common with hours and miles in a different gear. Next month Jim Richardson will plan the ride. I think he knows every road in Virginia and North

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Carolina. Expect to have a ride with variety, good scenery, and excellent food. Meanwhile, ride safe.

Marvin Sylvest
RA Rally Newsletter – Volume 4.04
July 6, 2004

I will try to include some of the Meadow of Dan Rides in the next club newsletter.

Motorcycle Safety Courses

There will be two motorcycle safety course offerings during the 2004 rally at Canaan Valley in September.

DIRT BIKE SCHOOL (DBS)

The MSF DBS is a rider safety course designed for off road riders to learn the proper techniques for safely operating their bikes on the trail and in the woods. Riding exercises progress rapidly from basic controls, straight line riding and braking, to up shifting while standing on the foot pegs, counter weighting, swerving around cones, surmounting obstacles and riding in tight circles. A small hill will be utilized to teach the proper way to climb, descend and traverse a grade.

Street riders will benefit from this class as well, since riding in dirt requires better balance and learning to compensate for varying traction.

EXPERIENCED RIDER COURSE (ERC)

This class is for riders with at least 6 months or 3000 miles minimum experience. Even the most experienced riders develop bad riding habits that they are not aware of. The ERC is a great opportunity to learn accident avoidance skills with a trained MSF Rider Coach in a controlled environment. Since you use your own motorcycle, you will gain a better understanding of how you and your motorcycle react to different situations. No matter how long you've been riding, this advanced course is tough enough to challenge your skills. You'll learn high speed maneuvering, quick swerving and avoidance techniques, counter steering, traction control, and emergency braking for curves and slippery surfaces.

Both the DBS and ERC will consist of approximately five hours of range exercises. These classes have been scheduled for Friday, September 17th, at 8:00 AM and Saturday, September 18th at 8:00 AM. Afternoon classes may be scheduled to accommodate additional students if necessary.

All riders who successfully complete these classes will receive a MSF Rider Course Completion Card. Most insurance companies will offer a discount for completing the MSF ERC. Participants will be responsible for supplying their own motorcycle and the required safety gear. Riders taking the DBS are advised to use a Dual Sport or off road type motorcycle equipped with knobby tires and are advised to remove their mirrors to avoid possible damage if they drop their bike. All participants must wear the following protective gear during the courses:

- DOT approved helmet and eye protection (goggles are recommended for the DBS)
- Over-the-ankle footwear (leather boots suggested -- not cloth, canvas, etc.)
- Long-sleeved shirt or jacket
- Long (non-flare) pants such as Denim jeans or material of equivalent
- durability
- Full-fingered gloves (preferably leather)

All classes are limited in size and will be filled on a first-come, first-served basis. To register click here: [Motorcycle Safety Course Registration Form](#)

Print the form and mail it in as instructed. Details are on the printable web site form or request a form by writing to:

Bob Wood
Motorcycle Safety Classes
4257 West 130th Street
Cleveland, OH 44135

Registration forms will be accepted until August 20, 2004. Remember, the more you know, the better it gets!

Debbi Harbour
Rally Liaison

Rally Information

Our annual rally will be October 1 -3 this year at the Jamestown Beach Campsites. This year's rally pin design is included in this newsletter. The charity for this year charity ride on October 2 is the Presbyterian Homes and Family Services in Zuni. They work with mentally challenged adults. The rally door prizes have been arriving check out the club website on the rally page for those vendors/dealers that we have already received door

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prizes from. As always we are looking for club members to volunteer for various jobs for the rally. I am listing a few of the jobs/tasks that I need help with: visiting local motorcycles dealers delivering rally and ride flyers and dropping off door prize solicitation letters and picking up door prizes, assembling the rally packets, hauling all the rally supplies and equipment to the site, registration, setting up the rally site, cooking Friday night's dinner, making coffee and hot water for tea and hot Chocolate, making Saturday lunch for the charity ride, general go-fare, running the club store, serving Saturday night's dinner, running the field events and tracking the winners, getting the donuts for Sunday morning, and cleaning everything up and putting it all away until next year. This is a good start of the list of jobs, so volunteer where and when you can.



Carol Beals
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Member Profiles:

A Review

I started riding motorcycles again in 1993. I had a short career in my 20's when I lived in DC. A cab driver ended that ride, my bike and me!

When I got back into riding it was as a passenger. I had many enjoyable rides and trips.

After 2 years of being a passenger I decided to take the motorcycle safety class. I really did have a good time at this class. I went to the class with no expectations and learned everything I could. Somehow I think that class should be a year long!

I got my first bike in 1995. A 1982 Honda CB650. I still have the same bike, just added a sidecar. I had one two many accidents at slow speed. The gravel and my short legs just never seemed to get it together.

Adding a sidecar gave me the freedom to ride alone. I never had to worry about picking up the bike. I spent a lot of time talking to everyone about sidecars. And then I practiced and practiced. I traveled with sand in the sidecar when I didn't have my son. I can remember the day I forget the sand. I was still living in Charlottesville. Decided to go into town and do some errands. As I'm traveling south into town, I looked over to make sure my purse and stuff was tucked into the sidecar and realized I didn't have my weight. Had a quick moment of panic and then I started smiling. Gave me a good feeling. Once again I was on my own and doing okay.

I moved to this area in 1999. I haven't been riding as much but the bike is still there anytime I want that ride.

It's good to be back in a club and I hope to be able to make a worthwhile contribution to this organization and help it grow.

Joann Smithdeal

I got into motorcycling a little over 20 years ago when I married my current husband Scott. He has been riding about 37 years and has ridden most types of motorcycles. He and I have ridden all over this country on BMW motorcycles. My son Tim starting riding dirt when we were stationed out in California and graduated to street when we were transferred here. He started riding after taking the motorcycle safety course. He favorite bike to borrow at that time was our R80. We have continued to purchase and restore various BMWs. The current bike collection is a 74 R90/6, 74 R90S, 92 R100RS, 2001 F650 GS, 2002 R1150 plus a couple of Hondas. This does not count Tim and Amber collection either. The kids and I are leaving shortly for the Edelweiss tour of Ireland. We promise some pictures next newsletter. I am trying to learn to ride by myself right now on a little Honda Metropolitan scooter. If I get that tackled maybe I can graduate to the Honda 250 Nighthawk. With my hands and lack of upper body strength I am not sure if I will ever graduate to the beemers. I continue to be our rally chair and have helped out with the RA rally when it was at Jamestown. But only time will tell if I can ride with the group on my own bike on my own.

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Morris	Ray	
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BMW MCHR Charity Ride Poker Run

This ride is to benefit
the Presbyterian Home
and Family Service in
Zuni

They assist mentality
Challenge adults

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When: Saturday October 2, 2004

Where: Jamestown Beach

Campsites

Time: Registration 9 to 11 am

Price: \$10.00

A prize for the best hand will be given and other door prizes.

Lunch will be provided at the campsite.