

New Jersey Shore BMW Riders

CLUB NEWS - November - 1996

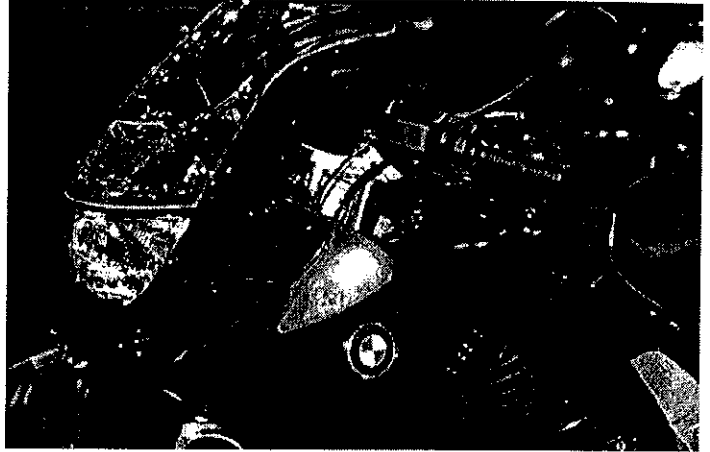
Message from El Presidente - Glenn Martin

Thanks Don! We all appreciate the job you've done to get things going. I'll see what I can do now, and try not to screw it up. My main goal is to have our own rally in '97. As you may have heard we are talking about an event at the end of September on Sandy Hook.

Fortunately, our brother beemer riders in the state are interested in joining in with us, so our "First Annual" event shouldn't be so traumatic. Some of us are not rally goers. That's okay. Attendance will not be mandatory, but your help next year will be appreciated. Committees will be formed this winter to move the event along!

Our club is fairly informal; I don't intend to change that. I just encourage everyone to get to the meetings as your schedules permit and talk to the people who like to do the kinds of things you do (Sunday AM rides, rallies, Iron Butt, restorations, cross-country in 32 hours, kill deer on two wheels, Daytona, BMW-MOA and RA nationals, explore Nova Scotia, eat, drink, not drink, get lost, camp, get a room with a hot-tub, etc.) OR, try something you've never done, a Polar Bear Run.

We are all risk takers. I assume we are all more curious than the average bear too. There's still good riding left this year. Use our Sunday Riders list if you want company, or go it solo. **When you get the time, just ride it!**



K1200RS - more in our next issue!

Message from Ex-Prez Don

It has been a fun two years! Although I organized this club from sheer laziness (the other clubs were too far away), it turned out to be just a bit of work, and a lot of fun and friendship.

In two years, the club has grown from a core membership of about 5 real members (some of the charter members were borrowed from the Internet BMW Riders club, just to qualify for a charter) to a **real** membership of almost 50.

A few things I'm proud to have contributed to:

Sunday Rides list: Has worked great for everyone who is on it. If you have any interest in being on it, contact me, I'll continue being keeper of the Sunday Rides List.

Christmas Party of 1995: Was lots of fun, and gave members families a chance to meet all the people who call at all hours of the night and day asking about riding and BMW's. I hope we can repeat this for 1996.

Tech-Sessions: One of my favorites. I feel a big part of the club should be bikers helping bikers. If you have some specialized knowledge you're willing to share, I'm sure other members would appreciate it. We intend to continue tech-sessions on demand, usually on the third Weds of each month. If you'd like to be a victim, or would like to contribute, please call me, I'll arrange the use of Sun Cycle and make sure what is needed is in place! I'm looking forwards this winter to a K-bike clutch-spline lube lesson from Kent Seydell, and I'm willing to help any member with K bike instrument problems, or installing a Fuel+ on a K bike.

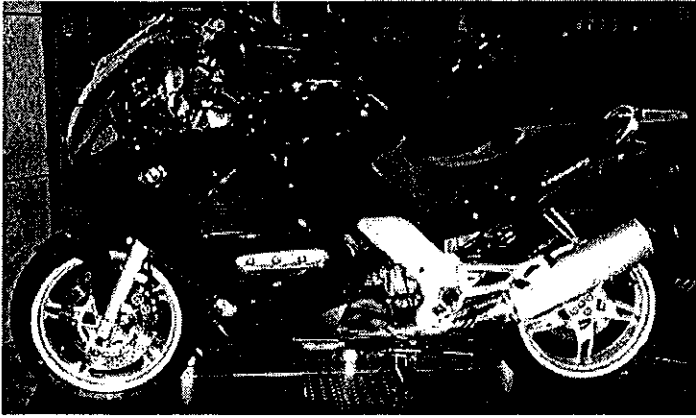
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Elections Held!

Our first annual election of officers was held at our October meeting. The results are:

- Glenn Martin, President
- Dennis Swanson, Vice President
- George Hoffman, Treasurer

Congratulations to all and thanks to those who attended and voted!



Hmmm... 130HP? Should be adequate!

A NJS-BMW-R Rally: I hope my mentions of a vague idea are what inspired Glenn to take the job in hand. I feel we could easily have one of the premier rallies on the east coast. Sandy Hook is an attractive and unusual rally site. Please work with Glenn to make this a success!

Annual Stromboli Run: Seems like a little thing, but it is one of my favorite rides, and one I like to share with people. I'll frequently take this ride by myself, just for head-clearing. Hopefully next year we'll be in time to get the Stromboli!

Links with other NJ clubs: I've tried to establish links with the other NJ clubs, since we have many common interests and can do more working together than any single club can do alone. I'll do my best to continue these ties, and ask help in expanding them. The other NJ clubs have been very generous in their support of our club, and have welcomed us to their events, lets move forwards in working with them on a joint NJ event.

What I would hope to see (not trying to jinx Presidente Glenn) in the next year:

Continued growth: A club is only as strong as it's members, and with new members come new talents and interests. We have a policy that NO ONE can be denied membership in this club. We are not exclusive, lets actively work to be inclusive. I think each of us has widened our circle of friends with the club, help keep this circle growing!

Club Logo/Patch/T-Shirt: We've made progress, but this needs one strong person to take it and run with it! Someone PLEASE volunteer!

NJS-BMW-MR and other NJ clubs jointly sponsored rally: As Glenn mentioned, there is a good possibility this can come about. It will require work by members of our club. **Please help!** Talking to other clubs, it usually takes several very forceful people to get it off the ground, and lots of people to hold it up. Volunteer for the committees as Glenn moves forwards making this a reality. Think **NATIONAL for 2001** (*Sandy Hook is big enough.*)

I'd like to thank the people who helped the first two years of this club: *Jim Bessette*, who is leaving us for Denver, was always at hand when help was needed and was pivotal in helping start the club. No job was ever turned down by Jim (including being Treasurer, a thankless job); *Kent Seydell*, who was one of our first members helped define our tech-sessions and led us in some great riding; *Klaus Huenecke* also served as Treasurer for some time despite his other many commitments and did detail work that I admit to having no interest in; *Glenn Martin* has been there for the club whenever he was asked, and as President will carry this club to the next level; *Bill Brown* kept us laughing, often at ourselves - which was needed at times, and is always an entertaining ride companion; *Dennis Swanson* has been a voice of sanity when needed, and always willing to take on any task asked of him (including being Vice-President for the next year); *Frank Kirkleski* (Yes, Frank does have a bike - and it runs!) took a surprise assignment in hand and organized our participation in the Gummikuh rally this year; *Richard Reigler* put our club on the Internet, with great results for our membership; *George Hoffman* has been generous in his ideas and offers to help the club any way he could (and he has agreed to serve as Treasurer next year)- thanks George! Last, but certainly foremost, *Frank Armadruto* of Sun Cycle gave us a home to meet in and stayed countless hours beyond his normal working day to help support our club. **Without Frank there would be no NJ Shore BMW Motorcycle Riders!**

To EVERYONE (I'm sure I've forgotten people who really helped over the past few years) - **Thank YOU!** It has been great fun, and now I can look forward to being a Member of a local club!

SuperSunday at Marcus Dairy with the 3 Mus-K-teers

Sunday, Oct. 13th, it's 7AM and the sky over the Cheesquake Service Area on the Parkway is solid gray, just like Special-K. The weather guessers promised clearing skies by mid-morning and I'm gullible. Dennis Swanson and Grant Duncan show up at the appointed time, so we're all optimists, or just desperate to get to Super Sunday in Danbury CT. Columbus Day weekend is always a prime travel time to see the orange/red/gold landscape of New England.

Our route was plagiarized from the monthly newsletter called "Backroads." It is free at many dealers. One of their best features is "Great American Diner Run". The destination today is the Chuck Wagon Restaurant, Marblehead CT, just 18 miles north of Danbury. (Most of the Diner Run's start in Northern NJ).

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The route is the usual; GET OUT OF NJ, then have a ride. We blitz up the GSP and overcast turns into drizzle. Then to rain. Two Harley riders are under a bridge donning raingear just past the Union toll plaza. Grant flashes a thumbs-up, which I interpret as "Keep ridin', we don't need no steenkin' rain suits." One we go. The last rest area on the Parkway (around mile 178) times it's appearance perfectly with the simultaneous emptying of Dennis' fuel tank, and the overflow of my bladder, so we stop. The water at this point is mainly from roadspray. So the weather Gods begin to favor the He-Man BMW riders.

The route takes us up the Palisades Parkway to the Bear Mountain Bridge (a \$0.75 bargain). Over the Hudson river and onto quick country roads with only a few small-town slow spots. I only missed one turn, but realized it in a hundred yards, followed by a U-Turn contest. I consider the best rides are done in 2nd and 3rd gears on twisting roads with some elevation changes. This was what this route was, mostly. The only sphincter tightener was a short stretch (Rt. 68) on freshly tarred and dampened macadam. I must say, Grant gave a very good demonstration of his flat track technique until we backed it down to a very reasonable 10MPH (yes, it was that slick.)

Just as our core temperatures approached that of our damp boots, we pulled into the Chuck Wagon parking lot. Well, I'm pleased to say you can believe the things you read (sometimes.) The coffee and breakfast menu were excellent. Since the three of us were in a booth for four, I felt obligated to eat two meals. Actually, I couldn't decide between Blueberry pancakes or hash and eggs. When in doubt, pig-out! Besides, it was to be our only meal until our return (I try to avoid the usual greasy weenies at rallies).

We adjourned from the friendly confine of the Chuck Wagon, stopped at the Sunoco down the street to top-off and joint the throngs as we approached SuperSunday 20 minutes later.

Dennis and Grant had never been to this event. And for the rest of you "Dairy" virgins, let me explain. The venue is the Marcus Dairy parking lot, a real working dairy and milk bar (Dennis can vouch for their raspberry ice cream.) The dairy bar was a hang-out for local riders in the area before/during/after Sunday rides. It is now a mini-Daytona, 20,000 +/- . Now, of course, it is mostly Harleys. But there is probably one of everything or anything there. The judged bike show inside the gate (\$6 admission) is

dwarfed by what is available to see in the rows of machines in the parking lots and along the streets.

Several "Official" SuperSundays are held each year. For me, once a year is enough. Strolling the grounds can be done in under two hours.

Vendors inside were mostly geared to the cruiser set, but there were some serious rider goods available. The highlight of the show for me was a display of trick riding by Geoff Aarons, the National #1 Trials Champ for 1996. Using his 300cc Beta Trials bike, he launched himself from a dead stop to the top of a phone-cable spool (on it's side) and then onto a double stack. There were other obstacles he rode over with reckless abandon, smiling at the crowd all the time. His buddy with the P/A system challenged the crowd to try any of the stunts with their Harleys. Nose wheelies and 180 degree jumps-in-place ended the show.

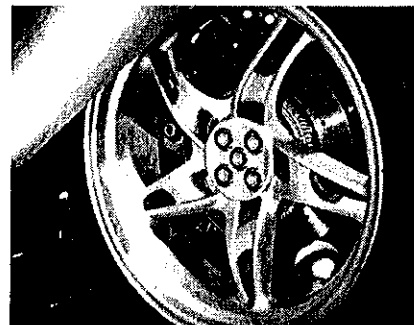
A local beemer shop did have a display with an R11RT, GS, R and RSL to see or sit on (no rides), and 8x11 glossies of the new F650ST (Street Trim) and the K1200RS with moderate graphics.

We tried a new route on the way home, which started out with some promise for the first 30 miles or so, but deteriorated into a parade of Sunday drivers slow riding back to the Bear Mountain Bridge. The only consolation was the weather. It was glorious.

When we reached the top of the GSP with adequate fuel, we rolled through the rest area. Grant and I misbehaved in the afternoon traffic, carving thought the clogs like a 6 year old get through his nostril. We did group for his "tandem toll trick" however. You gotta do what you can to keep the cost of the hobby down.

Nobody showed up in the obits, so it was a good ride. About 300 miles, good breakfast, good spectacle, damp morning, great scenery. I recommend you try it. Next year. Once.

Glenn Martin



The not so small print: DISCLAIMER - as a motorcyclist you realize participation in any motorcycle activity is inherently dangerous. As such you accept all responsibility for any injury to yourself or any passenger and release the officers and members of the NJSBMWWR from any and all claims.

Fuel+ - A Product Review

For those of our members with older K bikes, before BMW invented fuel gauges, or for those members who are REALLY determined to get the very last mile from each tank, there is an alternative to blinking warning lights or running out of gas at the worst opportunity.

Fuel+ is the fuel usage indicator that BMW could have and should have included at very little cost on any of the K bikes.

The Fuel+ module replaces your standard K bike 24 hour clock assembly (another gripe with most owners is the inability to have a US based 12 hour clock readout). It performs many of the functions that the On-Board-Computer does on the BMW cages.

Functions it Performs

- Miles remaining on tank since last fill-up
- Miles traveled since last fill-up
- Percentage of fuel in tank (100% to 0%)
- Miles traveled in past 24 hours (automatically reset at 2AM)
- Miles traveled since a setpoint (30,000 mile resettable trip meter - handy for oil change intervals)
- 12 or 24 hour clock
- And a few others I haven't bothered playing with.

As mentioned, the Fuel+ replaces the standard clock module (anyone want a standard K clock? I've got a spare now!). Some expertise in soldering and electronics is expected for installation. If you are not, or have never been at least a strong electronics hobbyist, it is probably best to leave the installation to someone who is/was, or to a dealer. The installation requires removal and disassembly of the instrument pod, some soldering in the pod (also a good time to fix up any flaky contacts and replace any burned out bulbs), and routing of some wiring to the fuel control computer main connector.

The Fuel+ works by measuring the fuel injection pulses (quantity and length) vs the miles you are traveling over an integrated time period. From this information it calculates an instantaneous Miles Per Gallon (MPG). This MPG information is used to calculate your fuel usage. The fuel usage is a cumulative measurement, continually updated as you use your tank of gas. By having the cumulative usage, the Fuel+ is able to calculate the fuel remaining in your tank at any period of time, and using your current MPG figure it can tell you how much further you can go on the tank.

If this sounds confusing, in operation it isn't - it all happens inside the silicon chips. If the display is set for Miles Remaining (on tank), the number shown will change with distance traveled and riding style. High revs in a lower gear will lower the number quickly, and cruising in 5th at semi-legal speeds will raise the number! NEAT!

The latest version of Fuel+ also has a feature allowing the display to automatically toggle between clock mode and Miles Remaining mode. The earlier version I got was from a BMW-MOA ad (a unused bargain at \$75), and I've got to push a button to do the toggle. The buttons used replace the standard clock buttons with ones which stick above the surface, and are easily used with gloves on.

Standard price on the Fuel+ is around \$185.00, but there are sources where a slight savings can be gotten. Contact me if you'd like info, or decide you might need help to install it - maybe we could make a tech session out of one.

GOOD THINGS about Fuel+

Appears to be very accurate. On our Stromboli ride, it told me I traveled 172 miles since 2AM (exactly correct), and that when I was nearing home, with 182 miles indicated on my odometer (since I filled up the bike) that I had 15 miles left on the tank. When I filled the bike, I checked the tank and there was roughly 1/2" of fuel above the plate the fuel-pump mounts in. The bike took 4.15 gallons of fuel (43MPG). Guessing that there was about 0.85 gallon left in the tank, the fuel plus would have left me with a safety margin of around 30 miles from when it indicated I should get fuel. The big plus to the Fuel+ was that I would never have gone 182 miles on a tank without the reassurance that there was still fuel remaining. At this time, the idiot lights had told me NOTHING (the red one I'd removed.. it had a habit of turning on a 1 mile into a tank. The yellow one may have burned itself out from overwork, it used to just randomly turn itself on and off).

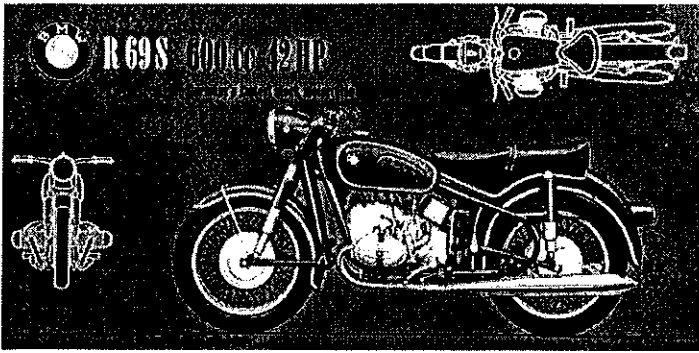
The 12 hour clock is great! No more converting mentally 18:31 to 6:30PM - and whoops I'm late to dinner!

Easy to use, and simple to access the important functions. It is all controlled by two buttons, and the sequence of use is logical and easy to learn. Buttons are useable with gloves.

It can be calibrated to each specific bike. It comes with preset curves in it for K100 and K75 bikes (the K1100 uses the K100 curve), but you can also do a complete calibration to YOUR tank, which if you typically fill it differently than expected (I always fill mine on the centerstand since I shortened the suspension) adds accuracy to an already accurate instrument. The accuracy it gave me on the Stromboli was good enough that I feel no need to do the manual calibration.

The ONLY BAD THING I could think of for the Fuel+ is that it isn't illuminated at night. Installation requires removing the clock bulb due to the space required for the Fuel+, and the LCD display isn't backlighted. Luckily, my long-distance night riding is limited, so this isn't a severe disadvantage to me.

Don



Stromboli Sunday

Was held a week late this year, due to the postponement of the Chatsworth Cranberry Festival, and some inclement weather on our scheduled date.

At 10AM, on Sunday the 27th, 6 stalwart motorcyclists gathered at the Allenwood General Store (Atlantic Ave in Wall Twsp, Allenwood section). The motorcyclists were: Joe Christy and Betty Bergman on Joe's K1100LT, John Calavano on his mint R100RT, Kent Seydell and his wife's (hal) K75c, Stefan Kwiatkowski on his R65 and ex-Prez Don Eilenberger on his K100RT.

The store didn't open until 10AM, so coffee delayed our exit (plus waiting for the expected arrival of Dennis Swanson - more on this later) until about 10:20AM. We quickly took the back roads out to I-195, and headed west to County Rt.. 537, where we headed even wester (spelling intentional) to the NJ Autobahn, County Rt.. 539.

Rt. 539 South made short time of the ride from 537 to St.Hwy 72, where we turned west for a short distance until the turnoff for Chatsworth. We arrived at the Cranberry Festival at about 11:30AM, and without too much trouble found free parking not far from the center of Chatsworth. Along the way, we lost one rider, Stefan, due to charging problems (he did call me Sunday evening and he'd gotten home OK, with the help of one jump-start on the Garden State Parkway).

Chatsworth on any other weekend or weekday of the year is one of the sleepest villages in New Jersey, with probably an average of about 10 visitors a day. On Cranberry Festival weekends, the town is host to over 5,000 visitors for two days, almost all of whom demand that they park within easy crawling distance of the Festival.

Once again, the Festival featured every sort of craft item imaginable (where DO people put this stuff??), and almost any food product that could be related to Cranberries, and luckily for our travelers, lots of clean Porta-Johns (the Allenwood coffee was having it's effect).

Being totally crafted out, a few of us browsed the dirty bikes available at Griffen Motorcycle Sales (the dirty bike capitol of the pines). Dirty bikes continue to be (1) taller than I can ride (2) WAY more \$\$\$ than I can justify (3) leading in some suspension innovations (4) neat!

We took off for our expected Stromboli lunch at about 12:30PM. On the way to Green Bank (563 from Chatsworth) we passed through the active cranberry bogs of Ocean Spray Cranberry. As we approached the Riverside Pizza, we saw a Special-K heading towards us! Club President Glenn Martin was riding up to meet us from Cape May (he'd gone for the Polar Bear run). We were now back to 5 bikes in strength, but found the Riverside Pizza was adorned with a large sign which said "Closed for the Season". Either we were a week too late, or they closed a week early, or both.

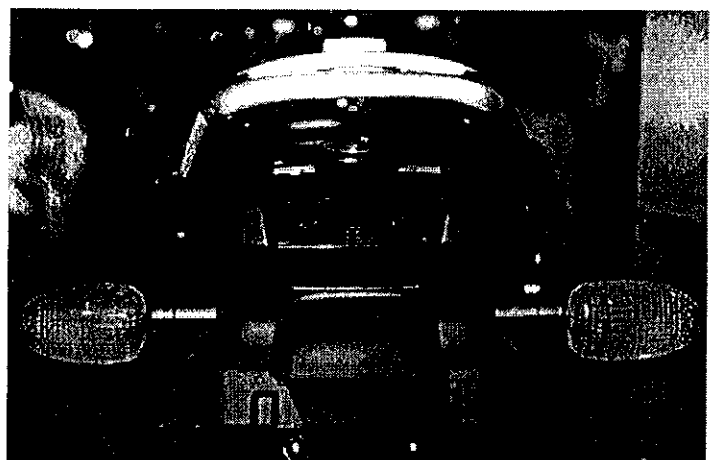
Ex-Prez Don, who was in the lead, took the group off towards New Gretna, figuring there would be food somewhere on the Rt. 9 corridor between New Gretna and Tuckerton. There was, but it didn't appeal, so the group continued on to the Tuckerton Diner where breakfast is served ALL DAY (one of ex-Prez Don's favorites!).

After stuffing their faces, our riders headed out Seven Bridges Road (Great Bay Boulevard to the common person) to the tip of a point in Great Bay for the ride to no-where. There is no reason to go out this road - except it is there, and the end result is neat. It won't get you anywhere you need to go, but it may take you somewhere you want to go. My rule is that if I take someone out the road and they ask "why" - they aren't really a motorcyclist (this only happened once in many rides where I've led people to this "nowhere". It was my first and last ride with this person - he wasn't a motorcyclist.)

Suitably refreshed, stomachs full, heads clear, our group headed back north on Rt. 539 towards home. Due to the Sunday and Cranberry Festival traffic, the pace was generally moderate. We all continued to Rt. 537 heading east, where some of us turned off on I-195, and others continued east towards home.

Ex-Prez Don turned into his driveway at exactly 5PM, just as it got dark. 172 miles covered, great fall scenery, terrific weather. A good roundup to the 'official' club riding season!

Don Eilenberger



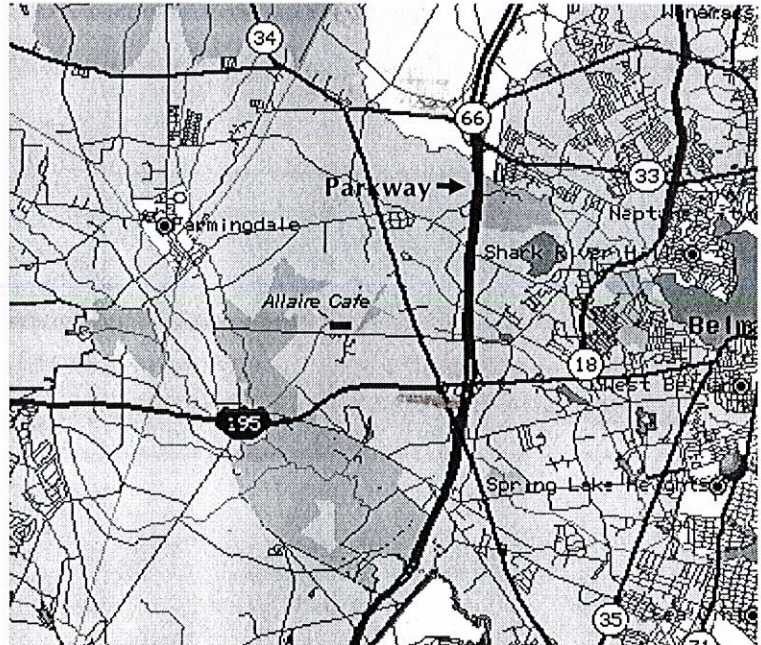
The rest of the tale next issue..

Next Meeting

November 13th, 7PM

Allaire Cafe, West Hurley Pond Road, Wall Twsp

BE THERE!



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