

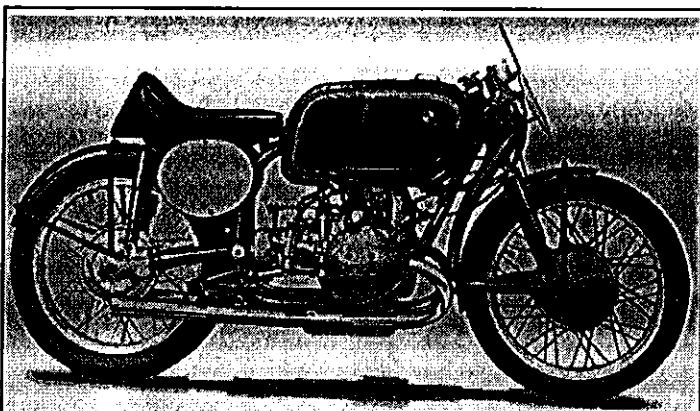
New Jersey Shore BMW Riders

CLUB NEWS - Rally Season Starts! Spring is HERE! - May 1997

Editor's Choice Issue

Since I haven't received any contributions for this issue, I'm making it an editor's choice issue - featuring some of the best I've found on the Internet. The articles here are published with permission of the authors!

Don



Fifty-Five Can Be Fine

The other day I was asked by a friend to go riding with him. I've known Joe for over a year now, but only from church. In conversations over coffee we found out that we each had bikes and promised that sometime we'd ride together. Well sometime had finally become now. Joe's a real nice guy, keeping bills paid as a construction worker and doing volunteer maintenance stuff around the church. Salt of the earth.

Joe shows up at my place on a pretty ratty looking Yamaha 650. "It runs" he said, grinning as the engine shut down. "Got it for \$350 a few years back. Hardly done a thing to it since...." I smile, trying to guess what thing he might have actually done. The bike's homely as all get-out. "Where do you wanna go?" I ask, then suggest a run to Johnstown via Ligoneer. Joe quickly gets a pained look and sort of frowns. A little more prodding gets a "let's just go ride some back roads a bit..." and we're finally off.

We head over to Rt 286 which is where I go when I want to see trees and ride twisties and don't have much time till I've got to be home. I notice that any time I'm going over 60 Joe seems to hang back. "Oh well" I think, "maybe he's not ridden for a while and needs to get his rhythm back" so I back off to about 55 which puts Joe in a better following position. After about 30 minutes I see signs for the Loyalhanna Dam and turn in that direction. We park at the dam and spend a pleasant 45 minutes walking down to the base and watching water come out the spillways. As we talk Joe confesses that his bike gets a little shaky

over 60 and he further relates that "I don't ride serious like you seem to....actually I rarely ride over 10 miles at a time. This is sort of a big ride for me." I think to my self, "big?" Big to me is Florida in less than twenty-four hours. I sigh inside thinking this is gonna be a damn long afternoon.

Then I sort of take a deep breath and quietly reflect for a few minutes. Joe's doing just what he can in terms of time and money to incorporate a motorcycle into his life. We're off again, meandering over my favorite Westmoreland County back roads. Eventually we end up outside of Jeanette at a little, out of the way horse stable where his daughters hang out and ride. Joe's ex and her second husband see that the girls get riding lessons and sometimes Joe pops in when they're there to say "hi." They're delightful and seem happy to see their dad. While I'm leaning against the fence taking all of this in, our bikes parked in the gravel nearby, I recognize the hidden pain behind the smile on Joe's face as he talks to his two girls. I know what it's like to be divorced and loose the daily contact with daughters. I know the lonely evenings in rooms that used to have other voices in them. I know what it's like to get on a bike and get some imperfect but helpful relief from those times.

I look at Joe's homely scoot and then feel sort of guilty at my earlier thoughts about the condition of his bike and slowness of his riding. His bike has a current inspection sticker and Joe's jacket and helmet are a bit thread bare but adequate. I've got more invested in one of my several helmets and a couple of pair of gloves that Joe has in his entire riding program. But he's riding, riding for reasons that are just as important to him as mine are to me. By the end of the afternoon we'd covered all of 50 miles in a bit over four hours, made four stops, and never ridden over 55 mph. Joe and I'd become much better friends and I'd really enjoyed myself.

I think about my many 700 to 800 mile days hell bent on "being somewhere" while thinking that "I'm a rider!" Joe reminded me that day that 55 can be just fine. Lots of stops and long conversations can be just as enjoyable as dragging metal in some tight curve or running a tank of gas out in less than two hours of freeway flying. So next time you ride with someone who seems to be holding you back you might consider slowing down.

They just might know something about riding that you don't.

Jeff Dunkle

(Jeff is newsletter editor for the Four Winds out of Pittsburg)

The Way we Are -

An article printed in the British Motorcyclists Federation magazine Jan/Feb 95 by Vic Barnes. This article is reproduced by permission of the Motorcycle Rider, the BMF journal.

When I was a kid we had an expression that meant it was great to be alive, we'd say "it's a good day for the race - the human race. These days there is a general feeling that life is actually a rat race, and believe me I think the rats are winning. Personal liberties are gradually being eroded and riding a motorcycle is one of life's few remaining freedoms, a way of expressing individuality.

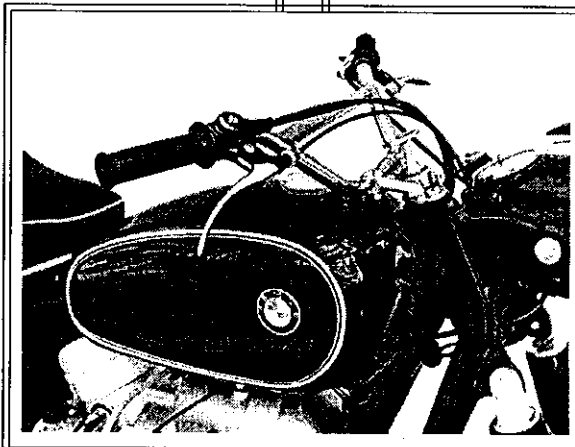
The reasons for buying a first bike are rarely connected with the addiction and dedication that often develops and persists into middle age and beyond. It doesn't matter what the practical reasons are, there are usually two underlying motives - a desire for independence and the need to be in control of personal movement.

"Selfish" or "dangerous" are words that spring from the mouths of critics and the unconverted, but they understand little of what motorcycling represents. For example, how can you explain that motorcycles are not dangerous? Vulnerable perhaps, but never dangerous. In an accident with a car, a motorcyclist usually finishes second. But what many don't realise is that motorcyclists have a greater chance of avoiding such situations than drivers of other types of vehicle. Two-wheeled machines have better all round visibility, especially in the rain. Extra height and lack of frontal obstruction allow an unrestricted 180 degrees of clear vision. If a rider turns his head to look to the side, or behind, he again has the advantage - motorcycles don't have blind spots. It is not only field of vision that makes a motorcycle safer. Other advantages such as better slow speed manoeuvrability, vastly superior acceleration, smaller overall size and width all help to slay the "dangerous" myth.

But the rider is motorcycling's greatest asset! I once interviewed Suzi Quatro who said that good riders are never noticed, only bad ones! She was right of course. There is no finer reader of the road and its surface than a good rider, and no-one assesses or assimilates traffic conditions and patterns quicker or better.

Practicalities are only peripheral reasons for riding. We all know superbike riders have one of the lowest accident rates of any category of road user. The reason has little to do with the vehicle, but more to do with the attitude of its rider. Unlike the majority of road users, motorcyclists often develop and hone their skills to a much higher standard. Only professional drivers care as much

about the control and mastery of their machines as the committed motorcyclist. I am not saying that every rider does this, but the majority certainly do. It is not merely a need to survive. Acquiring skill is important and may be enough for most, but it is what follows that creates a lifetime motorcyclist.



Tasting, smelling and becoming a part of the environment cannot be experienced in a car, or any other enclosed vehicle. The heady tang from a copse of pine after a sudden spring shower; smelling newly mown grass on a summer's day; listening to the soft rumble of an exhaust reverberating from the sheer faces of an Alpine pass, and feeling the rush of chill air from a mountain waterfall are experiences a car driver could never share.

We live in a world of three dimensions. We don't look through windows resembling television screens. We're not distracted by noddling dogs, 50 watts per channel CDs or back seat drivers. We don't get so bored that we have to play I-spy. We don't travel because we have to get somewhere. We travel to "somewhere" because we love to travel. Thinking about, but not knowing what is round the next corner is true adventure.

To a motorcyclist, the ride is the thing.

The distance between two points is more important than the two points. 600 mile journeys are special treats like Christmas and birthdays. Like a child on Christmas Eve, sleep is fitful and the rider awakes five minutes before the alarm explodes. He is on the road quickly, happy to enjoy the magic that only the dawn light can provide. It doesn't matter how badly other people drive, or how dense the traffic, they are never more than minor irritations to the experienced rider. They are merely the hazards that represent continuous challenges, more obstacles to conquer and less to learn. Each incident either underlines the red section of the rider's book of learning or adds a new chapter. Perhaps more than most, experienced motorcyclists possess that elusive and misunderstood sixth sense.

A good rider will often know that the car in front is going to turn right even before the driver of the vehicle. An obvious example I suppose, but it is one with which other road users can identify.

But there are other, less frequent examples such as the following incident: A friend who has been riding bikes all his life travels 15 miles to work each day across London, following the same route. At one stage this route takes him around a sharp bend in a quiet residential area. The crescent is not without its hazards, and my friend habitually follows the centre line for maximum visibility. About half way round, visibility is restricted

because of a large van which is regularly parked in the same spot each day.

Usually my friend gives it as wide a berth as possible and rides at a speed of about 25mph. On one particular journey, whilst riding home in wet weather he found himself slowing to almost a standstill on the approach to where the van was parked. Just as he reached the vehicle a car suddenly shot out of a resident's driveway, from behind the van and turned right across his path. If he had been following his regular route he would have hit the car.

Despite the lack of any real clue, something made him slow down for the first and only time in hundreds of trips. A sixth sense is not the only state of mind which is difficult to explain. After hours of riding, control of the machine, the effects of the elements and patterns of traffic gradually become irrelevant. So instinctive is every decision and operation that the rider is mentally removed from the task, floating somewhere over his own shoulder looking down on himself, and his hands, which are in perfect control of the machine. His riding is so precise, he instinctively knows he could never ride better. He watches hands that do not seem to belong to him carry out every operation without hesitation.

The ride becomes ethereal, a state of mind only few experience. Top sportsmen are among the exceptions. The tennis player Arthur Ashe said of his performance against Stan Smith for the Wimbledon title that once the game had started, he realised he could never lose. He knew that everything he tried would work. He felt invulnerable, perfect, and completely divorced from what he was doing. The

subconscious had taken over and compiled every perfect shot he had pre-visualised, and every thought he had ever had about tennis, into the ultimate program. It takes years, often decades, of practice to perform at this extreme height of perfection. An experienced and highly competent motorcyclist

has the necessary love of his pursuit, true dedication and intense degree of concentration to achieve this sublime level. Many motorcyclists have described the mental progression that achieves this state of mind, and all have agreed that it is an ability that took years to acquire. But equally they also affirm that it only happens infrequently, usually in rare circumstances such as extreme weather conditions, or when their already exceptional

concentration levels are on ultimate alert. Motorcyclist have access to instant therapy and immediate relief from the continual stress of the rat race and the problems of the urban jungle. The open road is much easier and quicker to reach by motorcycle, though it is not just riding or the therapy of humming metal which salves the mind and calms the breast.

Motorcycling concentrates the mind totally.

It demands the rider's full commitment and gradually cultivates an ability which shuts out extraneous thoughts and problems. This helps to provide balance and create an even temperament - characteristic of many motorcyclists. It is rarely possible to think of anything but the technique of riding. Continuous focus for long periods is a mental detergent that cleanses stressful contamination, and intellectual emotional irritation. At the end of many hours riding the mind is deep-clean and stain-free.

The motorcyclist may ride simply because he loves riding.

Nothing beats the thrill of a super-rapid 0-60mph over a few seconds, or powering a super bike through a bend at 45 degrees in perfect control. Hasn't it all got something to do with being a free spirit, a loner, or a bit of a rebel? Of course it has, we all like to be different in some way, especially when we live such similar lives. After all we are born and we have a childhood, adolescence, middle age, and we die. There has to be something else, something in between, something to set us apart, something to lift us onto a different plane, and

even something that takes us close to the brink. If our collective journeys through life are all much the same, can't we choose our personal mode of transport to give the whole thing a bit of an edge?

But we know all that.

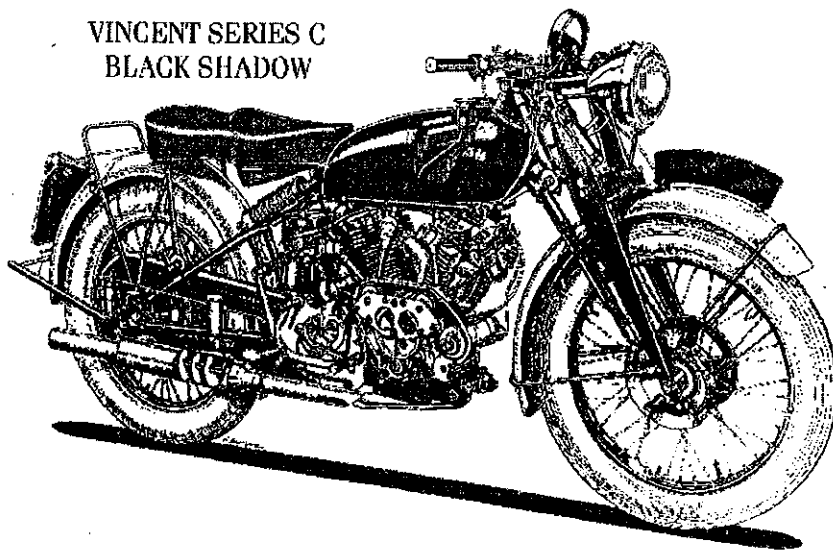
We've taken the trouble to answer all the questions and then make the choice. Because they don't appreciate

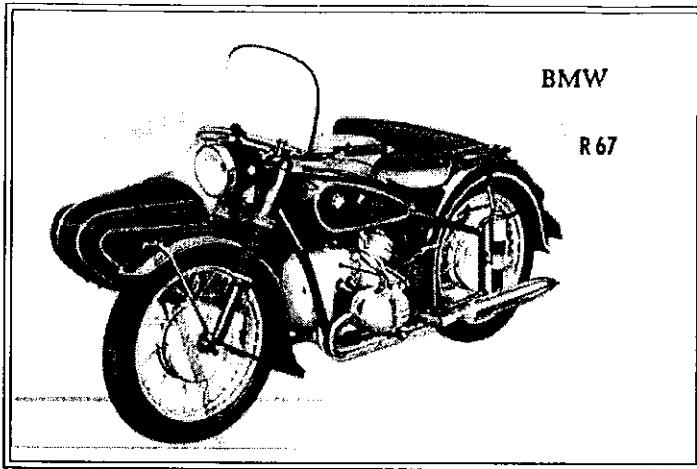
our reasons, people who also don't understand the questions (never mind the answers) seek to restrict our freedom and impose conditions on our choice. But we are used to that and it is all part of our heritage.

There is one obvious response. Ride on!

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VINCENT SERIES C
BLACK SHADOW





Note - the text below was taken from an IBMWR message thread on what makes the Georgia Mountain Rally such a great success. It was written by Jim Shaw, soon to be Vice President of the BMW-MOA

Rally Success

In response to Pat Roddy's inquiry (and because my driveway is blocked by township workers cultivating a length of drain tile in front of Shaw Towers), I thought I'd draft a few notes on what makes a BMW rally a success, in my mind. Perhaps your opinion will vary, and I encourage additions, expansions, and (am slightly tolerant of) refutations. Be gentle; I am sensitive.

- **People**

People, not things, features, or events make for a successful rally. I have been to a rally with over five thousand riders that I considered a marginal failure, and a micro rally with less than a dozen riders huddled in the rain, that I would consider a success. The difference lies in the people who come, and their attitude.

- **Targeting The Right Group**

Rally planners should first target the right group. If you invite entirely old fuddies, who complain endlessly about their lumbago, it will cast a pall over your event. If you target youthful enthusiasm (regardless of raider age), you will have fun. No amount of fussing over prizes, awards, vendors, or test rides will overcome the right choice of audience for your rally. Providing the venue attractive to Airheads, Internetters, veterans, etc. will help assure a good time. Riders are not homogeneous. Be tolerant of 3 am campfires and a few loud pipes. If you select a venue which prohibits alcohol or other substances, you will set the stage for a prayer meeting, not a rally. It is very easy for most of us to find a prayer meeting in our home town. We will be reluctant to ride three states away for yours.

- **Welcoming Attitude**

Be upbeat and welcoming in your treatment of arriving riders. I remember well the surly treatment I had at the hands of one Ohio club (at what is now an extinct rally, I think) during the registration and setting up camp proc-

ess. A glad hand and a happy smile to a tired rider dragging in after a hard day's ride, is a sure way to get things started right. The attitude of the rally workers is infectious - both ways.

Make sure your host club tries to be helpful. Visiting riders will have problems - everything from broken bikes to accidents, to boisterous drunks. Try to have helpful, diplomatic host folks available to help. Make sure you have enough volunteer workers to never be too busy to be helpful to the rider with a problem.

Have a supply of maps marked with suggested rides in the area - and good places to eat and shop. Don't just expect riders to find this out the hard way. Riders who have a good time at their favorite rally activities will return next year. Be prepared to show them the best features of your area.

- **Rally Date/Conflicts**

There are presently enough rallies to keep the dedicated rally-rat busy every weekend of the season. Your rally will be competing for these riders. If the scope of your plans is to be a regional bonanza, like Georgia Mountain or the 49er, dates and conflicts will be important. Make sure you do enough research before you commit. Consider your targeted riders in choosing a date. MOA's "experiment" with a mid week rally this year is chancy. Right from the start, MOA is parsing their prospective attendees into those that can get a week's vacation, and divorcing those who can't. I hope they knew what they were letting themselves in for.

- **Riding Location**

If you want a really successful rally - regardless of whether it is big or small - pick a good location to ride. If you can find hills, go there. If you can't, then look for twisties and sweepers. Lacking any of the above, the local attractions and food better be really attractive, or you're asking for a bust. There are exceptions, but there is a magnetic attraction between hills, twisties, scenery, and riders. It has been shown that a rally can succeed in Dismal Seepage, Kansas, but it better have something else going for it, or I won't go there.

- **Feed Me**

Food is a factor. It doesn't have to be four star, but riders appreciate the comfort of not necessarily having to leave the rally grounds to kill hunger pangs. A Friday night stew, soup, or chili will be a big success. Breakfast is a big seller. Saturday night dinner is also a feature for tired, hungry riders. For those who choose not to join in, try to offer a discount at registration time.

- **Costs**

This brings up the issue of costs. When I was earning (mumble) figures, I never could understand why riders cared whether the fee was \$20 or \$30. When I was on sabbatical last year, I decided cost was important. The important factor is the value you offer (or, more correctly, the riders' sense of the

Continued next page

value). It doesn't bother me to pay \$40 for four nights camping, etc., at Finger Lakes, yet I have gone there for one night (due to other commitments) and railed at having no option but to pay \$40 for one day's benefit. Consider cheap day passes, if it feels right. I remember working "security" for the RA in Bonjour, last year. The official policy was: no day passes. A couple of locals rolled up on BMWs, wondering what a rally was about. No camping gear, no bulging saddle bags, they just wanted to see an international rally. I told them to leave their bikes up at the gate, and they could walk in and knock themselves out. It was the right thing to do. I would have hated to (effectively) turn them away by requiring the full fee for a couple of hour's visit. And they would have been turned off.

So make sure that the riders' perception of cost versus value is there, and build some flexibility into your fees, if possible. Inflexibility shrieks inhospitality.

• Rally Ground

A huge factor, especially in repeat attendance, is the camping environment. If your rally is intended to attract only a handful of hardened, wizened, torture-lovers, even the baked dust of Rocky Flats Moon Crater National Monument campground will do. But rally aficionados will prefer hilly, shaded, sheltered, well-drained camping grounds that are not overcrowded. For the big rally, one or more large pavilions are probably necessary. Flat ground is untrustworthy in the rain, as RA in Bonjour campers found last year. Even though my fancy Kelty will float in the resulting four inch deep lake, it will sink when I step into it. Only the incredible high spirits of last year's RA campers and rally masters overcame the adversity of unprecedented rainfall upon flat ground.

• Awards

Every rally seems compelled to have some sort of awards assembly, usually where the sponsoring club's most long winded loudmouth talks endlessly about nothing.

Shorten it up, guys.

In presenting door prizes, be sure to mention the donor! Have THEM write a one sentence description of themselves - and a one sentence description of the prize - which you promise to read properly. Read it with enthusiasm, and they will be glad to donate again next year. Draw the numbers in advance, if it speeds things up. I will trust you! Then, can the crap, and get on with it. There seems to be an indefatigable mentality that awards emcees should be able to stretch a fifteen minute affair into an evening. Nonsense. They should be chosen for their ability to pull it off in ten minutes.

There has been a lot of discussion of mileage and attendance awards recently. I have a suggestion. Post the awards and rules thereof publically at the registration booth. Consider providing separate awards for local-type clubs versus non-local clubs (ie: IBMWR or Airheads vs. The Beemer Riders of Greater Metropolitan Podunk). In most cases, the non-local clubs will be de-

lighted at the mere mention of their attendance - they never know what to do with a plaque, anyway. Make sure the right data is on the registration form - like the starting point for travel directly to this rally - as opposed to just home town. Why not give a separate award for "furthest from home," in addition to miles traveled direct.

A corollary to this is - (within limits) there is a direct relation between how many awards were announced and the smiles on the faces of attendees leaving the ceremony.

Remember, the purpose of mileage and attendance awards is to encourage these clubs to band together and attend your rally. Use the awards for that purpose, and don't start a bunch of squabbles. Recognition of club attendance costs nothing, and makes their members feel proud.

• A Most Important Point

Unless your rally is a one time event, your success will be very dependent upon repeat attendance. Remind every member of your sponsoring club that the most important factor in everything they do is getting the rider to return next year. Consider this factor in everything they do, and decide, and say.

-----o&o.....*

Jim Shaw Hinckley, Ohio USA

Whats happening!

Now that I hopefully have whetted your tastes for some serious riding and rallying, here is the latest rally info, and some notes on who to contact:



Charter Oak Rally, May 23-26, Hartford County 4-H Outdoor Center, Marlborough, CT. \$36/pre-reg, \$40/gate, Children 6-15, \$23/pre-reg, \$27/gate. Two nights of live entertainment, 2 dinners, 3 night camping, breakfast available, vendors on premises, door prizes. Also cabins available. Contact John or Andrea Borella, 860-774-5535

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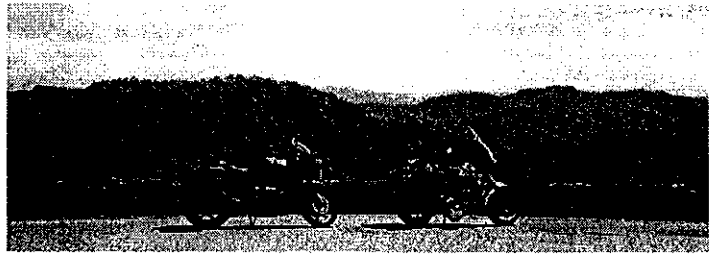
Square Root Rally, BMWBMW Rally, Thurmont MD. May 30th to June 1st. A great rally - family friendly, in a private campgrounds (Boy Scout camp). Well run, great riding in the area. Good food, excellent door prizes and a reasonable price. Friday Night meal is available (extra minimal cost), Saturday night dinner included, Sunday light breakfast available. Many vendors on site. Our club had a respectable showing last year - lets make it a GREAT showing this year. **Contact Don Eilenberger, 908-449-1533 for details.**

Camping, Paintball, Rafting/Canoeing on the Delaware! June 20-22. A new BMW club, **Planet Soul BMW Riders** of Staten Island NY has graciously invited us along on their campout along the Delaware river. Cost is \$104.86 per person (\$98.44/children) and includes three nights of camping and 2 days of canoeing/rafting on the Delaware River. The site is Barryville NY, which if you know the area, you know it is a great riding area (Rt 97/42!). **For more details, contact Don Eilenberger or Glenn Martin.**

5th UdderNonsense BMW Rally, Gummikuh Fahrer (Rubber Cow Riders) Big Fourth of July Bash. July 4, 5, 6. Reidlbauer's Resort, Round Top NY. Two nights camping, swimming, hot-tub, live music. Sat. Night prime-rib dinner. Awards, door prizes and field events. \$30 pre/reg by 6/15, \$35/gate. Rooms available - call resort 518-622-9584 for reservations.

We had a good showing at this rally last year, and everyone enjoyed themselves. **Contact Frank Kirklewski, 908-240-2510, club rally coordinator for this rally.**

NJ Airheads will meet for a Barley Therapy Session on Friday, May 16th, at 6:30pm, at Jersey Jim's Brewing Company on Route 206 south in Hillsborough (Somerset county). All motorcycle riders are invited. E-RSVP appreciated at blueroad@acgnj.org or **contact AirMarshal Bob Berto for more info at 908-271-4379 days.**



"RA at Fontana" Fontana Village, NC. Sept 18-21. Complete resort, resturant, grille, cafeteria, snackbar, three swimming pools and marina. Pre/reg by 9/8, \$20/adults, \$8/children. Gate \$25/adults, \$10/children. Three nights of camping, drawing for a new BMW F650. Entertainment, door prizes, tech seminars, BMW demo rides, vendors, beer garden and access to Fontana's facilities. Several members have committed to attending. The area around Fontana is renowned for the riding (you have to go though Deals Gap to get to Fontana!) For rally info - call 407-984-7800. The club has a nearby motel room for showers. **Contact Don Eilenberger or Glenn Martin for more info!** (Photo above from nearby!)

MEETING!
May 14th, 7PM
Finley's, Neptune

NOTE
Our club patches WILL
be available at the meeting!
Sunday Rides list will also be available!



NJS-BMW Riders
 C/O Don Eilenberger
 1213 Pond Rd
 Spring Lk Hts, NJ 07762



POSTMASTER -Address Correction Requested

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