

# New Jersey Shore BMW Riders

CLUB NEWS - May - 1998

## Air, Water, & Oil (-Heads)...

...the three elements of the BMW Universe, came together on Saturday, April 5th for a run to Bob's BMW in Jessup, Md.

An R90S, a K100RS, and an R11GS made the pleasant 400 mile round trip and joined several hundred of other Beemer buddies for the charity fund raiser auction and flea market held every year to benefit Pediatric Brain Tumor Research. Dennis Swanson, Klaus Hueneke and I met at the Jackson Wawa (Rte 537) at 7am and left the Garden State as quickly as possible (Rte95). The first goal was to get to Maryland Scenic Route 213, which Don E. has been recommending for a while, (famed Iron Butt rider Elsie Smith has, too).

Maryland 213, from Elkton, Md to the Annapolis Bridge was a pleasant ride that mixed broad sweepers and rolling terrain with brief 30mph passes through a few small hamlets. Saturday morning errand traffic was beginning to build, unfortunately, but that gave us an excuse to snick down a couple of gears and flash past the grocery-getters.

Bob's was jumpin' when we arrived at 11. Luckily, the auction hadn't begun. That gave us time to schmooz with the crowd. One prominent flea marketter was our own George Hickman (and wife), showing an eclectic mix of "biker" jackets and Dessert Storm boots. But you know George, his truck probably went back to Jersey with more than he brought to Maryland.

If you haven't been to Bob's, go there. Even without the charity event, his small collection of vintage BMW's in the second floor museum is worthwhile to see. Some of you may already use his mailorder service for parts. I do, and have always been happy with them.

I ended up buying two small items and one large one, a vintage shop sign. (Thank God George had his truck). We returned via 95, which became our de-facto speed limit when we weren't dualing with the semi's. I'd love to have the time to meander the county roads when leaving NJ, but I didn't that weekend.

Look for Bob's BMW next time you head South.

## Before GPS..

..., way before, like in 1764, the 99-foot-high octagonal Sandy Hook Lighthouse was built to guide folks

into New York Harbor. Last year ownership of the lighthouse passed from the Coast Guard to the National Park Service.

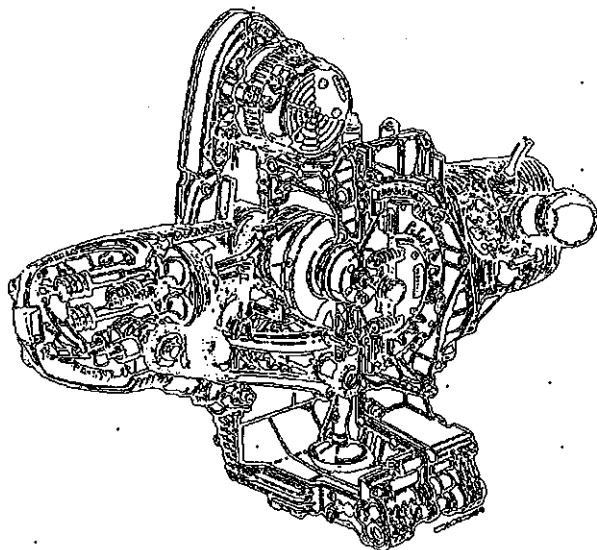
The rejuvenated tower is now open for free tours on Saturdays and Sundays from 1pm to 4pm, until Thanksgiving ( 2 - 6pm in June, July, & August).

This is another destination in our area that makes a great excuse to ride.

The water will be warm enough for swimming soon. Remember, the Hook charges a parking fee (\$8) from 7am to 4pm. There are several new pavillions for food, and showering. (And remember, there's the areas only legal "clothing optional" beach).

Tours are first come, first served; only eight people can go in each 30 minute program. Tickets are available at the lighthouse. Information: 732-872-5970.

Glenn



## Cracking the Icons

by Jay McDaniel

*If a rider indiscriminately charges deep into every bend before starting to turn, he will get a great view of whatever is there possibly just before crashing into it.*

**THERE IS A RATHER STANDARD COLLECTION** of techniques that seem to be held aloft as desirable street riding practices by those would like to perpetu-

*Continued next page..*

**MEETING - May 13th, 7PM, Bedrock Cafe!**

## Cracking the Icons - Continued

ate the myth that motorcycling is all romance, and speed is king. Speed is, of course, the prime quality which seems to separate the elite riders from the rest of the pack. If you can't ride fast, the message seems to go, you shouldn't ride at all. Or, as the T-shirt asserts, "If you can't ride with the big dogs, stay on the porch."

For example, in one editorial column printed recently in a slick, national magazine, the road test editor asserts that something he terms "cool nerve" is necessary in order to ride at extreme speeds on the street. He further maintains that he and other magazine staffers (ostensibly a breed apart from the rest of us) can ride year after year at outrageous speeds on public roads with nary a mishap worthy of the name, using what is supposedly known as the "Bakersfield Line." The secret to this, he claims, is that one must use 100 percent of the traction of the tire in "all directions," whether braking, turning, or accelerating. Moreover, this writer claims you must be at the limits of traction at the very apex of the turn, which, of course, is right next to the painted line. There is no mention that the painted line offers about the same coefficient of friction as melting ice, and that a small miscalculation which causes the bike to drift over said paint while late-apexing at the limits of traction will put you on your head pronto or under the wheels of the Peterbilt which has drifted into your lane.

Principal among these arcane techniques is the notion of "hard countersteering." Countless riders have been given the impression that "hard" countersteering is the best way to turn a motorcycle, preferably when late-apexing. However, this is nearly always ill-advised, abetting emergency maneuvers. Hard countersteering-making the transition from upright to full lean in the shortest period of time is generally the worst way to turn a motorcycle on the street. A sudden, harsh yank on the bars, ostensibly to get the bike to "flick" into a turn, places an excessive load on the contact patch of the tire. Such a load can cause the front tire to wash out if traction is not optimal, and can upset the chassis by loading the suspension. Not convinced? Watch any roadracing video of the top Grand Prix riders. Nowhere will you see these riders "slamming" the bike over. Instead, they quickly "roll" the machine into every turn in a seamless, fluid motion which includes the riders entire body as part of the process.

Another dubious notion is that of "late-apexing," or "squaring off the turn." This involves diving deeply into a turn and waiting until the last possible moment to initiate a directional change, done while using "hard countersteering" if you are using the "Bakersfield Line." Proponents of this technique claim it allows the rider to see all the way around the turn, and indeed it does. But if a rider indiscriminately charges deeply into every bend before starting to turn because

he feels this is something he must do to go fast, he will get a great view of whatever is there possibly just before crashing into it. Consider that in a blind right hand turn, apexing late according to the "Bakersfield Line" places the contact patch of the front tire right next to the painted line at maximum lean angle while using 100% of the available traction the time when the rider can do the least to avoid an accident. If the rider is already at maximum lean angle near the painted line after going in deep, and finds the aforementioned tractor-trailer drifting three feet into his lane, he has no way to tighten up his line. He will apex into a set of 21-inch dual wheels and be ground to a fine pulp. This kind of thing happens from time to time, despite the vehicle code; those who have wisely rejected the idea of using late-apexing at the exclusion of all other options are able to easily crank in some more lean angle and avoid the unpleasant outcome mentioned above.

These are just a couple of examples of the voodoo perpetrated on unsuspecting riders eager to find the skills needed to build speed. But on the *street*, the best line through a turn is always the *safest* line, and certainly not one that requires the use of 100 percent of the available traction. This line is always determined by existing circumstances. It may be a late apex, early apex, or some combination of both. It should leave a significant margin for error, and yet can be accomplished by skilled riders with little loss of momentum. Reg and Jason Pridmore, both of whom have achieved substantial professional recognition as roadracers (the elder Pridmore has garnered three national AMA Superbike championships, and the younger owns one AMA 750 Supersport championship), utterly reject the concepts of late-apexing and hard countersteering for street riding. If anyone has the slightest doubt as to their ability operate a motorcycle at unbelievably high velocities with ethereal smoothness, he or she can dispel that notion rather quickly with just one lap of any racetrack behind either of the twain.

Neither uses anything remotely resembling the "Bakersfield Line."

### *The thinking motorcyclists web site!*

I discovered Interactive Motorcyclist a few months ago, and since then have been a fervent reader! It is a motorcycle magazine on-line which couldn't exist in the commercial printed world. It is a magazine that thinks about motorcycling - not motorcycles. It is not a site with many pictures, it is not a site with bike reviews, it IS a site for people who want to think about motorcycling and the impact it has on us.

The web site is: <http://www.activebike.com>

Visit it frequently - articles change.

I want to thank Jay McDaniels for permission to reprint his article. **Article copyright 1998, Interactive Motorcycle and Jay McDaniel**

## T-Shirts Anyone?

Envious of those club members who managed to snag one of the first group of club-T's that were made?

Sorry you didn't act sooner?

Want a longsleeve-T?

Our VicePresident and Chief-T-Shirt-Meister, Dennis Swanson has offered once again to coordinate the production of club t-shirts.

This run will be a long-sleeve, 100% cotton T-Shirt, suitable for club functions, motorcycle gatherings of all kinds, weddings and other formal occasions.

Cost will be \$20/each, and they will only be ordered by 'preorder'.

To order your T-Shirt, contact Dennis at 732-899-7652

## GUGGY NOOZ FLASH !!!

You know by now that BMW NA is sponsoring the Guggenheim Museum (NYC) "Motorcycle as a Cultural Icon" Exhibit, running from June 26 through September 12, 1998. Just in case you missed it, read all about it on page 78, of May'98 BMW Owner News. Over 100 bikes of all makes will be displayed, from an early 1894(!) model, to a 1923 BMW R32, to a '57 Sportster, plus assorted racers, roadsters, and show-bikes.

**What you don't know:** NJ Shore BMW Riders has been asked by Sandy Cohen (BMW- MOA) to participate in a public relations event on Thursday, June 25. BMW NA wants five (so far) volunteers to ride our historic, vintage, rare, or interesting Beemers in a group ride from BMW Manhattan to the Guggenheim.

Other MOA clubs in the Tri-State area are being asked to participate, too. This will be covered by local news outlets, so we're looking for our finest to represent the BMW tradition. Sandy expects to field about 100 riders, in total.

The ride is part of a full day scheduled to go from 8am to 2pm. Lunch at the museum is included. I'm still trying to negotiate secured parking for trailered-in bikes. The ride will be short. Just a few blocks, so it's not really a tour. It will be a great chance for a few of us to get a sneak peak at the exhibit.

This will NOT take the place of a NJ Shore Riders club event to the Guggy this summer. So stay tuned, even if you ride a boring ol' R11 or K75.

Keep in mind, this is a first come first served situation. If we have more requests to participate, than openings, I'm guessing BMW NA will make final selection based on what machines they're looking for in the parade to the museum. Remember, it's their public relations event. Call me during the day at my work # 732-583-7710 (fax # 732-583-6610) or e-mail: GMartin928@aol.com if you're interested. I expect to have a final roster before the end of May.

## NEPB? What's that mean?

### North-East-Presidents-Brunch!

The Internet BMW Riders (home page is at <http://www.ibmwr.org>) had their second annual NEPB on April 19th at the Millstone Pub near Great Adventure.

Besides members of the IBMWR, members of the local NJ clubs were also invited. Attending from our club were:

Mr/Mrs Don Eilenberger, Mr/Mrs George Gara, Mr/Mrs George Hickman, Mr/Mrs Glenn Larsen, Peter Krynicki and Erik Miner (and I probably missed someone - sorry!)

The brunch was a great success, despite not-favorable weather. Longest distance was tied between two riders from Georgia, and one from Illinois - distances exceeding 550 miles each way!

If you have an Internet connection - you're missing a lot if you're not a member of the IBMWR. Membership is free, events are frequent and worldwide, and it's great to have a friend you've chatted with when traveling to far-away places for brunch!

## Tech-Session this month!

### On the agenda - K-Bike-Tech

Thanks to Roland Marchetti for offering his bike as the victim, we'll be covering:

- K-Bike valve adjustment - check and adjust if necessary
- K-Bike timing for performance and economy!
- Date: May 21st
- Time: 7PM
- Place: Sun Cycle, Rt 71, Manasquan
- Food - Club will buy pizza and soda!
- Questions - call Don Eilenberger, 732-449-1533

## FOR SALE/TRADE/WANTED!

1974 BMW R75/6, large gas tank, 32,000 miles.  
\$2,700.00

Call Peter Dhaenens 609-971-9475.

**Note - this space is for you to use!** Send your For Sale/Trade/Wanted listing to Don Eilenberger. Preferably by EMail ([deilenberger@monmouth.com](mailto:deilenberger@monmouth.com)) or via US Mail (printed or typed please!) There is NO charge for running an ad here!

Meeting, Weds, May 13th, 7PM, Eat and Meet!  
Bedrock Cafe, Rt 71 (Main Street), Bradley Beach, NJ  
Tech Session this month! May 21st, 7PM,  
Sun Cycle, Manasquan, NJ. Free pizza and soda!

## Hot Stuff!

### Sunday Rides List

Will be available at our next meeting! Call Don to get one if you can't attend the meeting!

### Upcoming events:

**May 29-31. Square Root Rally**, great rally, great riding! Way west MD, Camp West Mar, Thurmont MD (right around the corner from Camp David). See Don or Glenn for more details. It's a don't miss, some really great riding in the MD-WV area!

**June 1-6 - Americade**, Lake George NY, 518-656-3696 for details

**June 26-##, Art of the Motorcycle**, Guggenheim Museum in NYC. We are planning a 'club day' to visit the exhibit.

**July 3-5, Udder Nonsense**, BMW Rally, Gummikuh Fahrer, Round Top NY. Great rally, great food, great entertainment. Last year we were 4th biggest club in attendance. Lets make it 1st this year! Call Frank Kerklewski, 732-240-2510 for details and a registration form.

**July 9-12, BMWMOA National Rally**, Missoula, MT

**August 27-30, BMW-RA Berkshire Mountain Weekend**, Greenfield, MA. Contact Don Eilenberger or Glenn Martin for details!

**Got hot stuff? Send news, rumors, spy photos, stories and tall tales to Secty Don!**



### NJ-Shore BMW Riders

C/O Don Eilenberger  
1213 Pond Rd  
Spring Lk Hts, NJ 07762

*Dues OK until 11/01/1998*

**Klaus Huenecke**  
POB 40  
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