

New Jersey Shore BMW Riders

CLUB NEWS - June - 1998

The Maine Line...

is not a straight one. When George Hickman and I discussed the course to the Down East Rally on Hermit Island Maine, we decided the best way was the long way. Chowder time at the oceanfront campground wasn't until 5 PM Friday. An early Thursday morning start let us make a leisurely escape of the Garden State up Route 519 on roads George knows too well.

We met up after rush hour, near the Trenton Thunder ballpark on the Delaware. The first leg was a quick stop at Touch of Class, Stewartsville, NJ. They've usually got light refreshments available, and friendly service, too. The only other rider there was "Pops" Penschaw, who was also headed to New England for a gathering in New Hampshire. His advice to us was not to miss the one of the Granite States stellar bits of road known as the "Kank". This is short for the Kancamagus Trail. We listened, and were rewarded.

Our Hudson River Crossing was done at the Bear Mountain Bridge. Along the way we discovered some pleasing bits of twisties, which will make a great club "lunch run" this summer. Once over the river, we mixed some county roads with the Taconic Parkway to get to Bennington, Vermont for dinner time.

As we rolled into town, we passed the home office of Hemmings Motor News. If you've seen it, it's the Bible of every vintage car (& bike) nut in America. Hemmings even operates a combination real-live Sunoco gas station and memorabilia shop. The vintage cars strewn around the lot even included a BMW Isetta 300 "Bubble" car.

Breakfast on Friday was postponed until we put some distance between us and Bennington via Vermont Route 100. I complained to George that I found that road too crowded, (but that was during tourist season). Mid-May was a much better proposition. I was in charge of picking a breakfast stop, so I told George we'd find a place with at least two pick-up trucks. And we did. Plus, a sassy waitress with a skirt short enough to prove she handled her Lady Bic well. Plus, blueberry pancakes to die for. Just ask George.

With bikes and tummies filled, we continued up VT 100 and crossed into New Hampshire looking for "the Kank". And it was not a disappointment. Very similar to the Blue Ridge Parkway. And we were mostly alone to enjoy it. That led to the Maine border promptly and the descent to the coast, and Hermit Island.

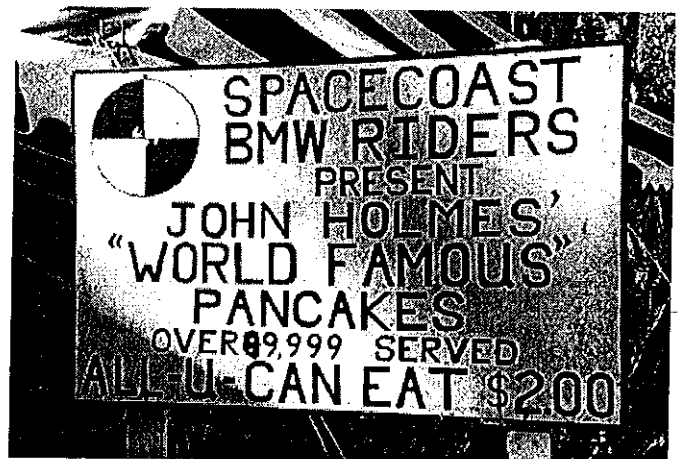
From the coastal town of Bath to Hermit Island we met a Joe & Jeri from the New Sweden club. They were kind enough to give me the lowdown on where to pitch the tent. (Away from the gusty sea breeze and noisy frogs of the Atlantic side.)

Unlimited bowls of clam or corn chowder, plus chili, and adult malt beverages from the camp store made for a cozy first night in camp. The late sunset and mild ocean wind made tire kickin' in the parking lot a great way to meet folks. Don E's name came up several times, since he's one of the Internet BMW Club luminaries. Several of us decided on some destinations for Saturday riding, then called it a day.

Saturday: The Down East folks included a generous egg/sausage/toast/juice etc. breakfast that was guaranteed to keep you going till the afternoon. We headed north for some historic sights and a local BMW/Ducati shop. Joe & Jeri stopped off to see the antique shops in one of the tourist spots, and I continued on to the Revolutionary War era fort which guards Brunswick, ME.

George spent a few unplanned hours at the Beemer shop, waiting to have the charging system of the R11GS checked. Rather than work on my suntan there, I told him we'd meet back at camp. One more destination on my list was a shop that restores vintage Land Rov-

Continued page 4..



Seen at Buhlow Campground - Daytona 1998

Letter from the Editor - On Riding in Groups

It's the time of year when our club starts taking group rides, and the recent one to the BMWBMW Square Root rally brought a few thoughts to mind on group riding that I'd like to share with you. Some of the thoughts are just common sense, some are common courtesy and some are about group riding dynamics.

I'll outline the thoughts and concerns I have when leading a group ride:

Continued next page..

MEETING - June 10th, 7PM, Bedrock Cafe!

Group Rides - Continued

1. SAFETY - of the group.

This is my paramount concern when leading a ride. It overrides all other considerations.

This is a somewhat selfish concern, since I don't want to be in the position of having caused, induced or encouraged anyone riding in a manner which causes them to have an accident. Accidents during a ride not only can cause injury to the person(s) who has(have) the accident, but also have the effect of ending the group ride, and possible liability consequences for both the ride leader and the club. For this reason I try (not always perfectly, but I keep working on improving) to lead rides where the chance of injury is minimized and risks avoided.

2. Group Dynamics

The dynamics (speed, following distances and overall pace) of a group ride differ greatly from those of a solitary rider. The speed of any group ride must be set to the slowest rider in the group **AND even slower.**

If the group travels at the speed of the slowest rider, this rider never has a chance to stop and put their feet down and re-group, or catch their breath. I've been the tail-rider on rides where the group leader does his own ride and ended up going 90MPH on roads ill suited for that speed - just to keep the ride in sight.

A group ride works like a Slinky(tm) - the front of the ride always expands their lead on the tail as the ride moves away from lights, stop-signs and intersections. The tail is put in the position of **always** trying to keep up. Exceeding the speed of the slowest rider (which can be an unknown if the group hasn't ridden together, or one rider is fatigued or having bike problems) will very quickly become dangerous for the tail rider. **They're caught in the catch-up game** - probably exceeding their comfort zone for riding, and apt to make bad choices at intersections and stoplights.

The leader should try to pace a ride so **everyone** is comfortable with the speed, and wait at intersections or just beyond until they **know everyone** has or can keep up with the group. See *thought #1!*

3. Hot-dogging

Which could also be called **why won't Don do much over the speed limit?**

On the slab - (limited access highways) it can be difficult to keep a group together in a safe manner.

If people start to ride their own ride without consideration for the group - you'll quickly find the group strung out with cars and trucks in the middle, and people in the back getting worried about losing the group. This worry can again induce them to make bad choices (see *thought #1*).

With the recent raising of the speed limits on some highways in NJ - enforcement has increased dramatically. I personally observed lots of police and lots of stopped vehicles on the Turnpike and I-195 this last weekend.

A group of riders going at speeds much over the new speed limit has to be a bonanza target for the police. I also don't want to make the ride unsafe for those attempting to reform the group (see *thought #1*.) by working through traffic.

On backroads - the speed dynamics are again compounded by the fact of a group of riders. I typically won't come near my 10/10ths riding when leading a group on backroads. You'll find me doing closer to 4/10ths.

Why? A sudden required stop I might be able to make because of an unseen hazard (an example would be cresting a hill and finding a slow moving farm tractor hauling hay in front of us - as we did on the way to Square Root - or finding a herd of deer smiling at you, as I did last year on the way back from Udder Nonsense) **can't be made safely in the same way with a group.**

More lead and reaction time is required - because of the Slinky effect. The front could stop quickly, but the reaction time of each rider to the rear adds to the distance required **for the group** to make the stop safely. (See *thought #1 again!*)

As the group leader I also find it necessary to look at the map occasionally while riding. Since this distracts from my attention forwards - I slow down (see *thought #1 again*). It may not be obvious why I'm slowing down - but there is a reason.

In small towns and urban areas - my speed when leading a group is directly effected by the density of hazards such as driveways, crossroads, and possible stray children or animals in the road. This speed adjustment is effected even more by the presence of riders following me - because of the Slinky effect (see *thought #1 again!*)

4. Maintaining a group

Isn't easy, and I'm not perfect at it yet (but I don't know anyone else who is.). I normally try to check that the entire group is together before making any change in direction, turning at an intersection, or leaving an intersection.

To do this - especially when leaving an intersection, I've got to slow down (how much depends on the size of the group) and **make visual observations of the group.** Since making the observation requires that I distract myself from what's happening in front of me - I slow down.

I have been known to get lost while leading a group (Route 13 in Delaware last Friday is an example). I realize that when this happens the best thing we can do as a group is find a spot to **stop as a group safely** and sort out where we are and where we're going. It's also important that **each** member of the group be equipped to rejoin the group if seperated (see *below on Responsibilities.*)

5. Reststops

Tend to be frequent in groups rides. People vary in bladder size, fatigue factors and the need for food and drink. I personally can go all day without eating (it drives my wife nutty) when traveling, but I stop frequently in hot weather to consume and dispose of liquids.

The larger the group the more

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Group Rides - Continued

variability there will be and the more frequent the stops will be.

What is not a good thing at reststops is for some members of the group to order involved meals while the rest of the group is gobbling down fast-food. In the future - I'll try to make it clear if were planning a quick stop or an extended reststop.

If you have special needs for stopping - let the leader of the ride know. If I'm leading I'll try to plan to accomidate your needs.

6. Responsibilities of the riders in the group

Are mostly common sense and courtesy. I normally would assume that someone joining a group ride will plan ahead. This means knowing where the group is going and having a full tank of fuel (or arranging for the group to stop to tank-up soon after the ride starts).

Based on experience - when I lead a ride in the future, I will insist that either we all start with a full tank, or fill up soon after starting - even if you only take \$1.00 of gas. This will help avoid unplanned stops during the ride and help keep the group together and moving at a more constant pace.

Planning also means making **SURE** that both **your bike and YOU are ready for the ride.**

The bike should be able to finish the ride without breaking down or tossing parts on the road (*one group ride last year ended when my riding partner broke down in front of my house. It was not only an inconvenience for him, but it also meant that I left on my ride - solitary - two hours later than I planned and too late to register for the rally.*).

Being prepared means being on time, with a ready bike and you being physically ready for the ride. I don't think I've ever been accused of leaving too early for a ride, so you should have time to prepare ahead of time. It also means that you should be prepared with a good map of the area youre riding through - so if you become seperated from the group - you're not left scratching your head as to where you are.

Leaving a group ride - I don't mind at all if someone decides the group ride isn't for them - for whatever reason. I do mind if they do it without telling anyone they're doing it. The remaining group is then left in the position of worrying about the safety of the rider who left (*see thought #1 again!*)

Think of the effect of your actions on the group - consider the points above and think before doing something which can cause an unsafe situation to arise. And please - be on time at the starting point.

7. Thoughts on improving our group rides

In instances where we have widely differing levels of riding, I would suggest that we form up into **A and B ride groups**. The more closely matched people are in their group - the more they'll enjoy it. The groups can always meet part way to the destination if desired. It adds flexibility to our group rides along with an increase in safety (*see thought #1.*)

Take turns leading the ride. A ride leader cannot ride their own ride for the reasons outlined above. Take turns sharing the responsibility of leading the ride. It will be a learning experience - guaranteed!

That all said - our summer Wednesday night rides will start on the 1st Weds of each month. Meeting/leaving point is Johnny B's Diner, intersection of Rt. 537 and Rt. 524 just west of Freehold. Time to leave is 7PM. **If you want to eat - arrive earlier!** (The food is good and inexpensive).

I also will be riding to the Gummikuh Udder Nonsense rally in the Catskills on July 4th weekend. The ride (as most of mine are) will concentrate on back roads - I know a few great ones I can promise you that you've never been on. If you'd care to join the ride up (leaving 9AM Friday morning - about a 7 hour backroads ride), let me know (732-449-1533).

Don

FOR SALE/TRADE/WANTED!

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

Call Peter Dhaenens 609-971-9475.

Two BMW System II helmets. One size 60-61 (large) and one size 62-63 (jumbo). Available also with one heated shield and cord. Price negotiable.

Call Don Eilenberger 732-449-1533

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

Square Root, or HOT HOT HOT

Six NJSBMWR riders (*Willie Egeter, Don Eilenberger, Glenn Larson, Dennis Swanson, Gyula Szatmari and John Welch*) started out Friday morning (May 29th) for the BMW-BMW **Square Root** rally in northwest Maryland. Five arrived (and you'll have to come to a meeting to find out why!) and a sixth member was found at the end.

The ride through NJ was uneventful - the usual quest to remove ourselves as quickly as possible from the Garden State. Our trip leader (me) managed to get us slightly misplaced as we came off the Delaware Memorial Bridge and saw the less scenic area around Rt. 13 in Delaware. After we regrouped ourselves, we found our way back to I-95 and shortly after into a traffic jam in downtown Newark Delaware (turns out that not only was the main route though Newark under construction, but it was also graduation weekend for the University of Delaware.) As we sat in traffic the temperature started rising, and it didn't really drop all weekend!

Finally clearing Newark, we started across the 135 miles of backroads that are marked as the one and only Maryland Scenic route. This route runs from the bottom of Maryland

Continued next page..

The Maine Line - Continued from Pg 1

Rovers (now owned by BMW). You remember, the "Daktari" type. The guys at the shop were proud to show their handiwork, bringing back hulks to like new condition. The result, though, cost nearly as much as a new one.

I ran into George & his friend at one of the local eateries recommended by the rally folks. Excellent homemade pies and chowder, and low prices. Just didn't want to fill up too much. We had a lobster dinner to go back to.

Everyone gathered for the lobster feeding frenzy, and no one was disappointed. No butter was needed, just a few swallows of wine or beer made the meal sublime. Rally Awards went quickly, Dennis S. won a door prize in absentia, and I got a BMW 75th Anniversary hat. George and I made plans for our rapid return home on Sunday, and that's how it ended.

The "rebound" trip was an uneventful cruise down I-95, with a slight rain interruption from Boston to Hartford. We took a major rest stop just south of Hartford, killing an hour in Chili's restaurant over lunch. Mileage back was about 400 (Vs 750 going up). I recommend that anyone interested in New England riding plan on the Down East Rally next year. I will.

Glenn

Square Root - Continued from Previous Page

(Ocean City) on the Del-Marva peninsula to the westernmost point (Oakland) in the state. For a state with only one scenic route, this is an outstanding one. The route consists of 2 lane roads weaving through farmland and small villages with historic log cabins, old homes and churches lining the roadside. The pavement is excellent and traffic was non-existent.

Highlights on the ride across; stopping for lunch at a small rustic restaurant - general store and getting to talk for a while with the waitress (who charmed us all), great corn-clam chowder; making the backroads ride without getting lost; part of our group sending a herd of sheep on a stampede with their horns; being asked "aren't you sort'a far from home" several times.

About 4PM we arrived at the rally site - high in the Catoctin Mountains and found that the rally registration had already passed 300 people (it eventually peaked at 480!). We located another club member, *George Hickman* who had left his home at 6AM and been at the rally since early morning.

The rally events quickly started, the beer-garden was open and food was available from an on-site caterer. During the early evening we were treated to a lightning-thunderstorm which lowered the temperatures by about 15 degrees.

The next morning, I slept in (I'd forgotten the rule about sleeping in a bunkhouse with 20 other males who'd been drinking beer - EARPLUGS!) until about 11AM. Several members of the club enjoyed the talk given by Ron Aires on running the 1997 "Iron Butt" (11,000 miles in 11 days is the basic to finish it.

Willie and Gyula took off on a trip west, heading as far west as they could in Maryland, while an IBMWR friend, Barry

Blank and I headed to Harper's Ferry, West Virginia (which manages in about 10 miles of road to pass from Maryland into West Virginia then into Virginia and back into West Virginia! - bag 3 states in 10 miles!).

On the way west, we passed through the town of Smithburg MD, notable only for its lack of activity and the signs on all corners of the four buildings on the corners of its only intersection. The signs state "**No Loitering or Leaning on Buildings**" We failed to observe a single loiterer or leaner, in fact we failed to observe anyone at all!



Smithburg MD

"No Loitering or Leaning on Buildings!"

Harpers Ferry is not a really developed historic site (although part of it is a national park). The downtown Harpers Ferry is about 1/2 mile long, starting at the eastern end with the Police Department and ending at the western end with the start of farm fields. In between the ends is a small downtown, where Don and Barry had a very leisurely lunch. **Temperature at Harpers Ferry was 93F at 2PM.**

Great roads to recommend in the area: Route 66 south from Smithburg, leads into Rt. 67 heading south towards Harpers Ferry. Great open rolling roads, 2 lanes, no traffic and great sightlines. On the return trip north back to the rally site, we took Rt. 17 - another great road. Winding, tight sweepers at times, nice pavement and no traffic. Well worth the ride to Maryland to take a few of these roads!

Arriving back at the rally site I found that John and Glenn had left for home earlier (due to wet gear from the thunderstorm the night before). Dinner and awards quickly arrived and then the band started playing, and I sat around with friends from other clubs and talked a good part of the evening away. George decided he wanted an early start at the flea-markets on Sunday morning, so he headed for home about 8PM.

Next morning, Gyula and Willie decided to take the 'quick route home (via the superslab), and I was joined on my ride back on the scenic route by Barry Blank. It was still HOT HOT HOT (measured 94F on the NJ Turnpike at noon!)

Great riding, both to and from the rally and while at the rally! This is one to return to next year.

Don

Meeting, Weds, June 10th, 7PM, Eat and Meet! Bedrock Cafe, Rt 71 (Main Street), Bradley Beach, NJ

Hot Stuff!

Sunday Rides List

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

Monthly evening ride

Will leave the first Weds of each month from Johnny B's Diner, Rt 537 and 524 just west of Freehold. Ride starts at 7PM, if you want to eat, arrive earlier. Contact Dennis Swanson for info - 732-899-7652

Upcoming events:

August 2nd, Art of the Motorcycle, Guggenheim Museum in NYC. We are planning a 'club day' to visit the exhibit. This event will be coordinated with other clubs in NJ and the BMW-BMW club. More details soon!

June 19-21 - 3rd ANNUAL AIRHEADS AT THE AERODROME

Come join us on the banks of the Hudson River for two nights camping and Sat night dinner for the fabulous price of \$10 per person. Enjoy the great views the Roosevelts, Vanderbilts and Astors paid millions for. Ride the challenging roads of the Catskills, lots of excellent restaurants nearby, more cultural attractions than an Airhead might find necessary AND a visit to the Olde Rhinebeck Aerodrome on Sat afternoon to see hear and experience an airshow of authentic aircraft from the WW1 and

pre WW1 era (talk about your basic Airheads). FREE hot showers on site and a totally shaded camping area. Day trippers always welcome at no charge. Come preview an area you will most likely be making plans to visit in July of 99.

Location: Mills-Norrie State Park, Staatsburg, NY approximately 10 miles north of Poughkeepsie on Route 9. Look for the BMW roundels. **Information and reservations:** Michael Friedle, 22.5 College Ave, Poughkeepsie, NY 12603 (914) 473-1337 mfriedle@ibm.net

All types and marques of motorcycles on 1,2 or 3 wheels welcome. 4 wheelers are expected to arrive with a full cooler or a load of firewood.


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!





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Dues OK until 11/01/1998

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