

THE NEW JERSEY SHORE BMW RIDERS

August 2000

This Proof Has Been

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Ed



Notes from President Dennis

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The summer is passing too swiftly and it seems that with all the rain, I, m reading more than I'm riding. And with that thought, I'll pass on some the titles. Capt. Don lent me his copy of One Man Caravan by Robert Fulton. This chap rode 40,000 miles round the world in the 30's. He did it on a British Douglas motorcycle and on one set of tires. He took some extraordinary risks and had a great adventure. It's a good read.

At Midland, I picked up William Carroll's Two Wheels to Panama. This man rode from Texas to Panama in the 50's. He did it on a BSA. Since his route was basically the same route I had ridden in the 90's, I was particularly interested. I wasn't disappointed and I don't think you would be either. He took a lot of photos and a lot of it still looks the same, although the roads are much better now. In many places he had to go by rail or boat because there were no roads in existence!

I also recently purchased Proficient Motorcycling, The Ultimate Guide to Riding Well, by David Hough. Just published, it covers everything from motorcycle dynamics to surviving in an urban environment. Whether you are an experienced rider or just beginning, there a lot to be learned in this book!

While on the subject, I would also recommend Ted Simon's book Jupiter's Travels which recounts his round the world trip. Ted was at Midland and camped adjacent to Grant and me. Grant, being a good guy, helped Ted put up his tent. Another good one is Jonny Bealby's Running With The Moon. He rode around the continent of Africa in the 90's. Let's not forget Jimmy Roger's Investment Biker about his trip around the world on a BMW.

One we might forget is Che Guevara's The Motorcycle Diaries. It's not a bad book but it's not much about motorcycling either.

I won't see you at the August meeting, I'll be in California, but Capt Don will preside. Come on out and have some fun and some good food to boot.

MOA Rally Report, Midland MI - rd swanson
Grant and I left on Tuesday, July 11th at 7am and headed north GSP.

Traffic was extremely heavy in the northern sections. From there we took Route 17 from NJ and across NY State which had some real nice sections. Then we took Route 16 north to Niagara where we spent the night at a motel (real inexpensive and fairly nice with a great Italian restaurant a short walk away). We got a little confused and wound up in downtown Hamilton (a real nice little city) and a kind-hearted Canadian led us out to the Queen's Highway and we took that to Sarnia where we crossed into Michigan. From there it was interstates to Flint and Saginaw and Midland.

We found the rally site and arrived at about 2pm just as George Hickman and some New Sweden riders also arrived. Registration was next, then the futile hunt for a nice campsite. The nice areas had been mostly reserved by early arrivals and we wound up on great grassy area where there was no shelter from the sun. Even though the weather was not too hot, it was not possible to spend much time around the tents out in the open as they were. The facilities were also off in the distance, excepting Porta Potties strategically placed about.

There were about three showers for about 7000 riders. Next morning the line for the showers and toilets was ten deep at 6AM. It was then I decided to find a motel room and I did find one at the Holiday Inn about five

NJ Shore BMW Riders

can't control heat build-up as well as water-cooled designs. And that makes it difficult for an engine to operate at its best across a range of temperatures.

Noise is another problem. The lack of a water jacket to muffle sound means air-cooled engines have to run at a lower state of tune to stay within stringent decibel limits. All that should mean the new engine makes significantly more power than the current BMW boxers.

The K-series, which the new design will replace, can be traced back to the early '80s. The concept debuted in the 1983 K100 and was instantly recognizable from its unusual laid-down longitudinal design. It had been intended to replace the boxer twin, but the boxers have remained popular while the K-series has failed to live up to BMW's ambitions for it. It is the boxer that has outlived the K in the end.

Using the new engine will mean both twins and fours can share transmissions, frames and suspension parts. Sources say the most powerful versions of the new four could make in excess of 130bhp.

The firm is using lessons learned from its high-power early '90s boxer twin superbike prototype - known as the R1. With it they learned to make a bike which is reliable, powerful, smooth and economical.

BMW is almost certain to retain its tried-and-tested Paralever rear suspension, with a single-sided swingarm. It's favored because the design cuts the torque-reaction of the shaft-drive which otherwise can cause the rear end to rise disconcertingly under acceleration.

The company's patented Telelever front suspension, which uses a single spring mounted on a wishbone between the frame and fork legs, is also likely to be used on all bikes within the flat-four range. The styling is likely to be the firm's sharpest yet and may include weight saving carbon-fiber in the bodywork for the first time.

BMW is known to want to launch a show-stopper at this September's Munich bike show and a prototype version of a bike with the new engine may well be what it needs. The range is expected to cost around the same as the K-series that it is due to replace.

Too Hot's Not Cool by Flash Gordon

Hot weather is not life-threatening
There's no substantial risk to your health
The only downside is that you sweat a lot
.... **NOT !!!**

Hot weather *IS* deadlier, faster, than cold weather. Heat cramps can keep you from riding, leaving you in the middle of nowhere. Hyperthermia impairs judgment, and we all know that bad judgment on a bike can be fatal. Understanding hyperthermia is easier if you think about how the body handles heat and cold.

In cold, the blood flow to the skin slows down (since the skin acts as a radiator) and stays in the core. The muscles shiver, which generates heat. In hot conditions, the opposite happens: lots of blood goes to the skin, and your body sweats.

When you sweat, your body is expecting the sweat to evaporate, carrying heat away. If there's no evaporation, you can't get rid of any heat. If, for example, you were riding on a hot day and for whatever reason were wearing unventilated leathers, you couldn't lose heat by evaporation. That could be dangerous.

Now, I'm always in favor of wearing something between my skin and the road when riding. My personal choice is an Aerostich. But when it's **seriously** hot, I'll ride wearing a perforated leather jacket and a high-wicking shirt. And I'll make it a point of soaking them (and my head) when I get a chance. The combination of wet fabric and rapidly moving air is usually all I need to stay cool.

Another hot weather tip: when you stop riding, and that cooling airflow stops, **TAKE OFF YOUR JACKET AND HELMET A.S.A.P.!** Put them down in the shade if you can; that makes a big difference in preventing heat-related problems.

So: what are the bad health effects of too much heat? There are a few: heat cramps, heat exhaustion and heat stroke. Heat cramps are just what they sound like: after sweating a lot (usually from exertion in hot weather before you've gotten used to it) you'll get a cramp; it'll feel like a charley horse. Now, getting a charley horse while riding isn't fun, and is a potential disaster. Heat cramps can be prevented by drinking enough fluids and maintaining adequate salt intake. Salt pills aren't a good idea: you're better off with salt on or in your food, or maybe a bag of potato chips. Treatment is fluids and rest. Gatorade, or a similar sports drink, is good if you've been sweating a lot.

Heat exhaustion is a different cup of meat. The victim will appear and feel exhausted. His skin will be cool, and he'll be sweating a lot. Their temperature, though, might be as high as 103. Victims also can be sick to their stomach, light-headed, and often get muscle cramps. They also have difficulty



Above: Frazier didn't let a little thing like a river stop him.

NEXT time you're cleaning the flies off your visor or moaning about mud on the road, spare a thought for American adventurer **Dr Gregory W Frazier**. He's just returned home after riding around the world - twice!

During his epic million-mile, 12-year journey, the fearless BMW GS rider has been robbed at gunpoint in Mexico, mugged while unconscious after a crash in Brazil, jailed in Honduras, dodged herds of elephants while riding alone in the jungle and forced to evade dogs, snakes, hawks and even bulls at up to 70mph.

He said: "About the only thing I haven't hit is a fish, but if they could walk, I'm sure I'd have taken one out!"

The trek made him the first American to circle the globe both west to east and north to south.

Find out more at:

www.horizonsunlimited.com/gregfrazier

Editor's Note - All letters, contributions, write-ups, photo's, trip reports, route sheets, complaints, suggestions for this NoozLetta must be e-mailed to me, Glenn Martin at < gmartin928@aol.com >

Calendar

August 4, 5, 6

Damn Yankees Rally

Prez Don Eilenberger is very likely heading here. Call him at 449-1533 to join up.

The Yankee Beemers say, "We welcome all BMW Riders and their guests to the beautiful town of Heath, MA. Our event is at the Heath Fairgrounds located off the fabulous Rte. 8A in the hills of Western Mass. From Rte. 2 approximately 10 miles west of Greenfield. (home of the 98 RA Rally) Rally fee includes spacious tent camping, 24 hour coffee and refreshments, Saturday night BBQ supper, guided tours, field

events, door prizes, bonfires and an awards ceremony. Come see if Dana Lewis will burn down the antique barn this year! There will be lots of loco color and other surprises only a Damn Yankee could think of. An easy ride to many wonderful spots, with Vermont's famous Rte. 100 just around the corner, and the very best back roads in all of New England. All this and much, much more! Only \$30 at the gate."

For more info contact Rally Co-Chairs:

Rob Nye at 888-682-4752 / rcnye@bhcoua.com or Dana Lewis at 508-754-0199 / dlewis@libertybay.com

Directions:

From Rte. 91 in Greenfield, take Rte. 2 west past Shelburne Falls to Charlemont. Watch for Rte. 8a north on your right just before a gas station. Head up Rte. 8a north approximately 8 miles to Jacobs Road on your right. Half mile up on your left is Heath Fairgrounds.

August 9 Wednesday 7pm

NJS-BMW-R Club meeting at Schneider's, 801 Main St, Avon, 732.775.1265 Chat & chew.

August 18-20

34th Annual Four Winds Rally

Celebrate the oldest continuously running BMW Rally in the USA. All BMW riders, friends & family members are invited to join us at the Buttercup campground in Renfrew, PA. I-79 exit 27, follow PA-68E 11.2 miles to the campground on the left. 2 nights camping, Sat. pig roast buffet dinner. Food will be available on Fri. night, and for Sat. breakfast & lunch. Sat. live entertainment, tour rides, tech sessions, kid's events, pool, playground. Sat. night bonfire. No pets, no field events. Vendors welcome. Registration opens noon Fri. (pin to first 300): \$30 at the gate. Children (10-15): \$20. Under 10: free (no meal). Day passes: \$10. Contact: Lance R. Hough (724) 940-7683. Four Winds BMW Riders, Box 4441, Pittsburg, PA 15205.

Aug 26-27 - Super Sunday 2000,

Orange County Fairgrounds, Middletown NY. 860-355-9771

<http://www.supersundayonline.com/>

August 31 - Mr. Cycle Parts' Kruiise for the Hungry, Downtown Freehold NJ. 732-462-2016

September 1-4

26th Finger Lakes Rally

Finger Lakes BMW Club

As in past years, we will hold our motorcycle rally at the Hidden Valley Campground in Watkins Glen State Park, New York. The camp is 3 miles west of town at the end of Route 329 (follow the BMW signs). Again this year, we are featuring: 4 days & 3 nights camping, catered dinner & live band on Sat. & Sun. night, many vendors, excellent door prizes, and a rally pin. In addition, you'll find great facilities, fantastic touring, plenty

UP ON TWO WHEELS

A Look Back at Motorcycling
in North Jersey



The Paterson Museum

2 Market St., Paterson NJ

July 15TH thru September 24TH

This exhibition features Antique, Classic, Military & Police Motorcycles of American, Japanese & European origin.

For more information contact The Paterson Museum at 973-881-3839

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