

THE NEW JERSEY SHORE BMW RIDERS

<http://www.njsbmwr.org>

M A R C H 2 0 0 1



A Few Words from President Dennis

March is the month of anticipation if you don't go to the big bash at Daytona. The days are getting longer and the temperature begins to climb slightly. So you get that random day for a ride when the temperature climbs into the fifties and the sun shines warmly. This is when you begin to anticipate the better riding days and weeks to follow.

The latest issues of BMW On and Motorcycle Consumer News show the photographs of the new R1150 RT and K1200RS and you may anticipate a new purchase. Then you receive a notice in the mail of the 9th annual Ozark Rendezvous just as a major snowstorm is predicted and you anticipate better days when you won't be looking out the window at the enveloping gloom. We riders are fortunate that we have these things to occupy the winter months.

Then there is our monthly meeting and the chance to see fellow riders and to plan the events of the riding season and to anticipate the fun we will have. Think of it!

There is the train ride to North Dakota if John Welch's tenacity and persistence with the recalcitrant and inefficient management of Amtrak triumphs. Before that we have the club rally and before those events we have the Maine and Georgia Mountain rallies to anticipate.

Then too, you can peruse the catalogs that arrive in the mail and anticipate some purchases that will help make the ride a little easier. If that's not enough, you can get on line and check out all the available motorcycle sites. And speaking of anticipation, may we anticipate your presence at the next meeting?

Hope to see you at Schneider's where we can anticipate some really good food!

R. D. Swanson (ardeeswan@aol.com)
Point Pleasant Beach, NJ

Upcoming Events

March 14 – NJSBMWR meeting, 7:00 PM,
Schneider's – 801 Main, Avon.

March 17-18 - Tri State Motorcycle Expo,
Secaucus, NJ. Large All-Model Motorcycle Show,
Swap Meet, Dealers, Vendors, Entertainment,
Fashion Show. Located at Meadowlands Expo.
Sponsor: NE Motorcycle Expo Contact: Marv
Getman E-mail: marv@NEMotorcycleExpo.com
Phone: 800-759-7469 Fax: 978-794-0003 Web:
<http://NEMotorcycleExpo.com>.

March 18 – NJ Polar Bears Individual ride to social
gathering. Winter mileage and food consumption.
Noon-2pm Info: Bergen County H-D 201-843-6930

March 24-25 - Grand Opening Indian Motorcycle
Atlantic City Egg Harbor Township, New Jersey
USA. Contact Bob Affa-609-641-4944
bobaffa@mca5.com

March 25 NJ Polar Bears Individual ride to social
gathering. Winter mileage contest and food
consumption. Noon-2pm Cape May V.F.W. 609-
884-7961 For more info: 908-722-0128

R1100R Rally / Ride together

If you, or any one you know, rides a R1100R
please get in touch with Jose Avila. Jose is
interested in putting together a Roadster Reunion
of sorts and would like your participation. Jose can
be reached by the following:

José L. Avila
Alcalá Design, LLC
105 Norris Rd.
Wilmington, DE 19803
(v) 302 427 2817
(f) 302 427 0885
(e) jj2@home.com

*I'm also interested in putting together an R1100RT
ride, Contact editor@njsbmwr.org -ed*

Why didn't that beemer wave?

10. New Aerostich suit too stiff to raise arm.
 9. Rider was new owner still trying to figure out how to cancel blinker from previous turn.
 8. Too sore from 800-mile day on a stock seat.
 7. In the process of changing CDs on his K1200LT.
 6. He's an Iron Butt rider and you're not!
 5. Cramped up from riding K1200RS for the past hour.
 4. He belongs to the "other" owners' association.
 3. Trying to figure out how he'll make his next payment.
 2. Has to hold on with both hands to withstand the surging.
- And the number one reason they don't wave:
1. You're not riding the "right kind" of BMW.

Honda is getting busy

By MCN Reporter

HONDA is gearing up to compensate for a quiet 2000 by unveiling a huge number of 2002 models later this year.

A Honda source said: "We'll probably reveal the full range in a dedicated launch in early September instead of having to compete with other firms at one of the big bike shows."

Among the launches will be an all-new Pan European to replace the current flagship tourer, which has stayed unchanged since its debut in 1989. Despite rumours, it is thought the new Pan will not resemble the X-Wing concept bike, which was seen at the 1999 Tokyo Show.

The X-Wing featured a longitudinal 1500cc V6 motor, but the new Pan will stick to a V4 with a shaft final drive. The Honda source said: "The six-cylinder option was considered, but it would have been too expensive to build."

Despite the similar layout, the new engine is likely to be significantly bigger and more powerful than the present Pan's engine and most parts will be completely new.

To compete with Yamaha's 145bhp FJR1300, which looks set to grab a large slice of its market, the new Honda will have to have a serious increase in grunt. The current bike's 1084cc V4 motor makes just 100bhp - so the bike's performance doesn't come close to the sportier Yamaha.

Along with the bigger engine, the bike is likely to gain an aluminum frame in place of the current steel design. Following the lead of the 2001

GoldWing, which is lighter than the previous model despite boasting more equipment, the new Pan's alloy chassis will allow Honda to significantly reduce weight while increasing strength.

Expect to see fuel injection in place of carbs to meet new emissions legislation, while all versions of the bike are likely to come equipped with ABS and Honda's Combined Braking System.

If the Pan European doesn't appeal, perhaps Honda's revised FireBlade will be more up your street.

The 929cc Blade has been around since late 1999 and Honda's standard three-year update schedule means it is due to be reworked for 2002.

The revisions are unlikely to be radical, but some styling changes and a moderate power boost are due as Honda tries to keep up with its ever-improving rivals.

Since an updated Yamaha R1 and Kawasaki's new ZX-9R are also due to be unveiled late this year, Honda will be eager to keep the Blade in the limelight.

Hondas also set for launch in September include the Hornet 900 musclebike, which will take on the much-praised Fazer 1000. Yamaha's R1-engined all-rounder will contend with a fuel-injected version of the old 918cc FireBlade motor.

There will also be an update of the VFR800. The best-selling sports tourer is likely to be given more power and new bodywork.

Drive now, talk later!

Canada is considering licensing cell phone jammers in public places. Could this technology be useful on the roadside? Does it come with a BMW accessory plug? -ed

By BOB BREWIN (Computerworld, 3-6-01)

The Canadian government will kick off a 90-day public comment period this Saturday on whether to license technology aimed at preventing the inappropriate use of cell phones in places such as restaurants, theaters and concert halls.

Except for Israel, most countries including the U.S. have blanket prohibitions against the use of any technology that jams or interferes with cell phone signals.

Industry Canada, the Canadian counterpart to the U.S. Commerce Department, wants to obtain "the widest public views possible on the use of cell

phone silencers," according to David Warnes, senior adviser for spectrum policy. Warnes said Ottawa-based Industry Canada wants public input to help it make a decision on "whether and under what conditions license applications for these devices should be considered."

Canada will decide before the end of the year whether to change its current licensing policy, which prohibits the use of jamming technology except by public safety, law enforcement and other government agencies, Warnes said.

Marc Choma, a spokesman for the Canadian Wireless Telecommunications Association, in Ottawa, said he believes any technology that can block cell phone use in Canada should remain illegal, primarily because it could interfere with public safety communications.

"The public-safety aspect is our greatest concern, since a lot of fire and police [departments] use the same frequencies as the public [cell] phone system," he said.

Choma said he believes that social pressure will eventually curb offensive use of cell phones in inappropriate places. "As time progresses, society will dictate acceptable behavior," he said.

The Radio Advisory Board of Canada (RABC), an industry association of equipment manufacturers and service providers based in Ottawa, said Industry Canada and the makers of cell phone silencers face potential "legal repercussions" if the technology is deployed.

In a position paper released in November, the Mobile and Personnel Communications Committee of the RABC said, in part, "Denial of service of (especially emergency service) may have legal repercussions on the service providers, Industry Canada, the jammed provider and the public venue operator (concert hall, etc.) where some perceived harm or loss has occurred, particularly in situations where lives could have been or were lost."

Elliott Hamilton, an analyst at Strategis Group in Washington, said that in his view, the use of cell phone jammers "is a simple issue. A business

owner should be able to do what they want to do on their premises. I don't see anything wrong [with jammers] as long as their signal does not bleed into the public space."

Carry anything?

Web reader Mark Schuette sent us a URL to his website, 'Carry anything on your motorcycle'. While you might think this is just another rack system, it goes far beyond. You probably didn't even realize a need to carry your Kayak on your BMW, but it can be done! Visit his site for more pictures like the one below...

<http://hometown.aol.com/mschue5938/mschuette.html>

Javits Show – Two Thumbs Down

Feb. 24. From the Spring Lake railroad station to Penn Station it costs \$14 and takes a little over two hours. The scenery past Spring Lake becomes increasingly dismal the further north you travel and rivals some of the worst places in the world. If you didn't already live in NJ and were not already prepared for the unrivaled ugliness, you might consider slitting your wrists. Having said that, however, it's a relatively painless way to get to the Javits Center for the annual motorcycle show.

Upon arrival the line was long but moved quickly to the ticket booth where you paid your \$14 to enter an arena absolutely stuffed with people. The atmosphere was oppressive and it was most difficult to move around. It was nearly impossible to get near anything you might want to see. The show was also much smaller than previous years and lacked many of the smaller vendors and the stunt riders that make these things interesting. A normal reaction would be to get out of there as quickly as possible and find an Irish tavern where you could get a pint of Guinness and a shepherd's pie. So a group of BMW riders that included Mark Zimmerman, Don Eilenberger, Dennis Swanson, Allen Clarkson, Brian Curry and others headed for O'Farrell's Tavern to do just that. The refreshments and the conversation made the day!

The return trip was just as ugly and uneventful.

R. D. Swanson (ardeeswan@aol.com)
Point Pleasant Beach, NJ

Thanks Dennis, despite the poor show, it was well worth the trip to see everyone over a beer. I did get a nice deal on a pair of Alpinestar touring boots, however. Ask to see them at the next meeting. -ed



New Jersey Shore BMW Riders
c/o D. Eilenberger
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Spring Lake Hts, NJ 07762-1962

TO:

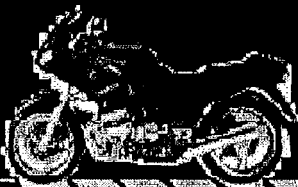
Club Meeting Wednesday, March 14, 2001

Schneider's in Avon, Chat & Chew

801 Main - Avon - NJ - 732.775.1265



Motorcycles



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