

July 2004 NEW JERSEY SHORE BMW RIDERS Inc

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Our fear of death is like our fear that summer will be short, but when we have had our swing of pleasure, our fill of fruit and our swelter of heat, we say we have had our day. Ralph Waldo Emerson

President's Message

I want to thank each of the **twenty** members who chose to participate in our annual First Chance Rally. Dan Thompson, the rally chairman, invested a great deal of time and effort to see that all the attendees had an outstanding weekend. Volunteers included Art Goldberg, John Malaska, Jim Cavallo, Pete Bartos. Grant Duncan, Don Eilenberger, John Welch, Tom Spader, Roger Trendowski, and Dennis Swanson. Tom Mahan and Mike Palmer worked to see that the grounds and building were ready for us. Mike Kowal provided the shirts before he left for Europe.

We had seven New Sweden members, one Internet rider, and eight dinner guests in attendance.

The weather could not have been better. Each day seemed to be more pleasant than the previous.

This Saturday, six of us will start our cross country journey to the MOA Rally in Spokane, WA. On Sunday, four additional members will head west riding on the interstates. John Ryan mentioned he was going to ride the New York to San Francisco route in less than fifty hours for another of the Iron-Butt awards. I would like to wish everyone a safe and pleasant ride. For a club with very few active riders, we should have about a dozen members attending the Spokane rally.

Skip Palmer

5th Annual First Chance Rally

Skip Palmer

Friday morning, June 11th at 10 AM the Rally Chairman Dan Thompson, John Malaska, Art Goldberg, Roger Trendowski and I started to set up the sun screens, tables & chairs, dining tent, and grills. With the exception of the sun screens (no instructions just bags full of too many parts) all went well. By 11:30 we were ready for the first arrivals.

Dennis Swanson and John Welch arrived around noon and went to pick-up the ice for the coolers. Later in the day we estimated there would be thirty-six for the evening dinner John & Dan visited the local Costco.

The weather was overcast, but in the low seventies, with threats of showers to our south. The weathermen were fairly accurate for this one.

With all of the preparations done, tents started to dot the lawn as the attendees selected their favorite locations. However, nothing could compare to the arrival of Dr. Tom Spader and his magnificent mansion.



Dr. Spader and the erection assistants

About four o'clock, the coals were lit for the potatoes, the corn was husked, and the steaks hit the grill just after five. The cooks included Jim Cavallo, Pete Bartos, Dan Thompson, Dennis Swanson, but Grant Duncan was the man to contend with. Thanks to this able, if amusing, team, the dinner was served promptly at six and tasted even better than two years ago. For dessert, we had fresh watermelon. As luck would have it, the coals from the fire the night before were ample to once again ignite the evening camp-fire. (Don's one match lit two consecutive fires).

Thanks to everyone who volunteered and came out to support our club.

The Klaus and Mikey Trip....May 29th to June 21st

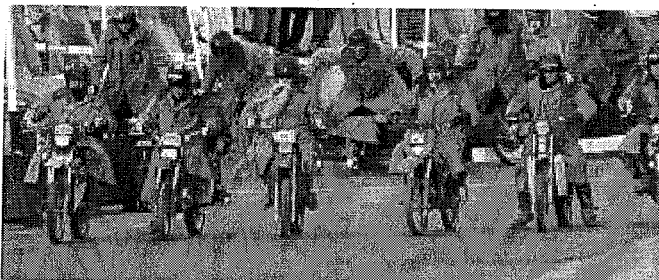
Dennis Swanson, Cub Reporter:

Captain Don and I stopped over to see Mike Kowal the other day to get the scoop on his and Klaus Hueneker's trip to Germany, England and the Isle of Man TT races.

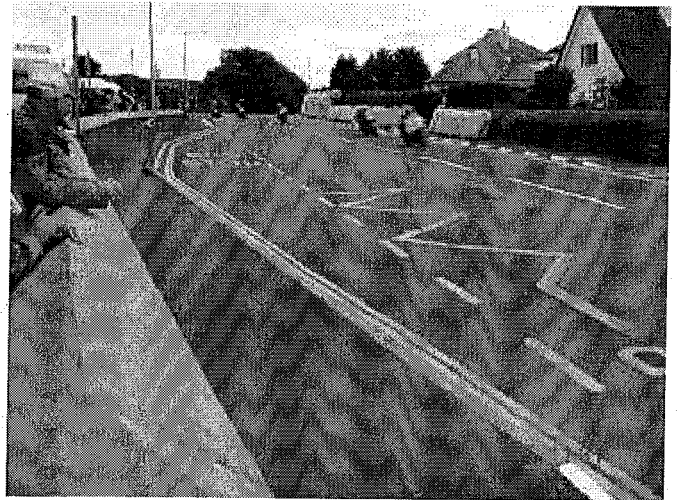


Klaus, two unidentified people and Mike on a boat of some sorts

Mike reports they had a great time notwithstanding a slight accident when one of the "crazies" on the Isle of Man lost control of his moto and ran into Mike. No injury, thankfully, and only slight damage to Klaus's moto. But Mike told us 16 riders and one motorist died during the 10 days that they were there.



The TT start!

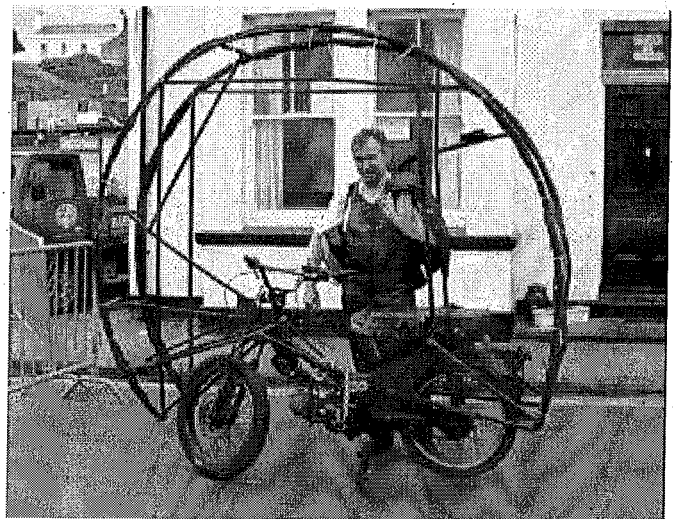


Racing on the Isle of Mann

The motorist was killed when a rider smashed through his windshield, 13 died riding the roads, and 3 were killed during the races. Mike said they had no respect, riding at speeds from 60 to 100 mph on narrow roads with no speed limits. "You had to be careful" said Mike.

He also said the races were great, particularly the sidecar races. "The riders were insane and the monkeys in the sidecars even crazier" reported Mike.

Klaus belongs to the CB1100R Club and this got them into the dinners where legendary racers Jim Redmond, Rob north and Ray Knight spoke about their races and lives and mingled with the guests. Definitely a highlight!



Klaus redid the CB1100R slightly after Mike got run into.

Mike said England was OK and some of their riding through a national park quite nice. He had nothing special to report about the food, citing fish and chips and pizza as a mainstay. "Their food is similar to ours" according to Mike. The beers were also adequate, but not on a par with Germany.

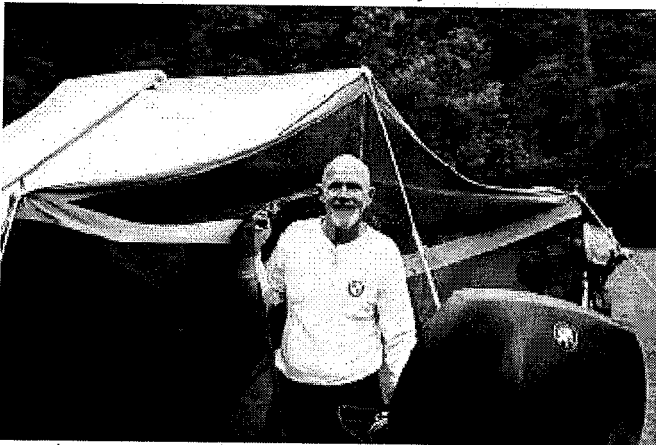
this was a BMW rider's only event, my father and his R1150RT was my ticket in. I left work early on Friday and took him through the back roads to Frederick and then into Thurmont only a few miles further. While I hate to get stuck behind another vehicle on a two-lane byway, we came upon a dump truck that if it had a flux capacitor would have surely only left some burning tracks and a too hot to touch license plate on the pavement (He was going very fast). We hit a few light sprinkles, but nothing of much consequence.

We made it to Thurmont, where he led me into the Catocin Mountains and to the campground. We found a spot on the large field, where many others had already pitched camp, parked our bikes and grabbed our tents.



Art and Ethan's bikes - pre-deluge

The weather was warm and dry, allowing us to leisurely erect our tents. Camp WestMar was our host for the weekend. The camp is situated on a small hill, with a mess hall and open-air pavilion on the top, bunkhouses along the slope and the field at the bottom. Not much of a hike from end to end, which is good for those of us who rely on the motorized wheel a bit too much.



Dr. Tom shows up again with the rolling Hilton

The highlight of the first night was the 2003 Iron Butt Rally winner, Paul Taylor. The Iron Butt Rally is a long distance motorcycle challenge. Paul brought not only a

descriptive PowerPoint presentation, but also his great story telling ability. He first discussed the concept and rules of the rally, he then provided past riders comments, and finally he discussed his personal ethos and offered the full tale of his 11-day and nearly 12,000 mile journey. Sleeping 4 hrs at a time, deciding which bonuses to collect and which to skip, and when to partner up and when to ride alone, all challenges that an Iron Butt participant must face.

After the chili dinner had been digested and Paul was done speaking, it was time to hit the sack. It had started to rain a few hours earlier and it looked to stay that way.



Ethan and tent - pre-deluge

As soon as I got into my tent, I noticed a small puddle near the door. I didn't know where it came from, but I'm sure I must have let it in when I came in. I dried it the best I could then got into my sleeping bag and tried to get some sleep. A few hours later I woke up wet, it was neither a great dream nor a bladder related incident; the rain had made its way in. Though I have camped dozens of times, I rarely set up the tent. The plastic under the tent was too big, and the water dripped directly from the rain fly onto the plastic and under the tent. The rain was fairly heavy and it collected quickly. The pressure of my body forced the rain into the tent and my sleeping bag rapidly absorbed it. The temperature had dropped and this left me wet and cold; a motorcyclist's nightmare.

By 4:30-5AM I had to find some shelter. I grabbed my rain gear and headed to the mess hall. The caterers were just beginning to prepare the breakfast buffet while another camper enjoyed the fresh coffee. I grabbed a seat in the back and put my head down, trying to grab just a few more winks. My upright position prevented any sleep, but the caterers provided just enough entertainment to keep my distracted. An hour later, a few more campers joined the party, and then my father walked in. He was quite surprised to see me up this early, but I'm sure my sour disposition quickly told him all he needed to know. We grabbed breakfast as the rest of the camp slowly awoke and

However, of most interest from a motorsport perspective is the application of numerous innovative design features.

Ask most F1 designers what they'd consider changing on a MotoGP machine and two areas almost certainly included would be the current front suspension and drivetrain methods.

Formula One, whose design influence is being increasingly felt in the new four-stroke MotoGP era, has alternative solutions for each: Wishbone suspension (front and rear) allows much larger set-up options and is seen as geometrically superior on racing cars, while lightweight composite drive shafts transfer massive amounts of power to the rear wheels reliably and efficiently.

Neither has yet been adapted for the unique environment of MotoGP, but both - and other hi-tech developments - are present on the new BMW.

The front suspension 'uses two parallel links (wishbones), without telescopic forks, to achieve excellent precision, overall rigidity and less weight', while both front and rear suspension is electronically adjustable, 'an industry first in the manufacture of motorcycles'.

In terms of drivetrain, 'the K1200 S is the first high-performance Superbike to incorporate a lightweight shaft, final drive system', while the bike also features 'the most sophisticated engine management system currently available on any motorcycle'.

BMW's decision to use such innovative technology on a production Superbike (isn't motorsport supposed to be the home of innovation?) suggests that all are sufficiently developed for serious consideration in motorcycle racing...

Meanwhile, in the latest edition of his *Moody Blues* column on *Crash.net*, Toby Moody speculated that BMW, whose new design philosophy 'is to create motorcycles with more power that are lighter in weight and have increased agility' could themselves enter MotoGP in the near future.

ERC Class Update

Don Eilenberger

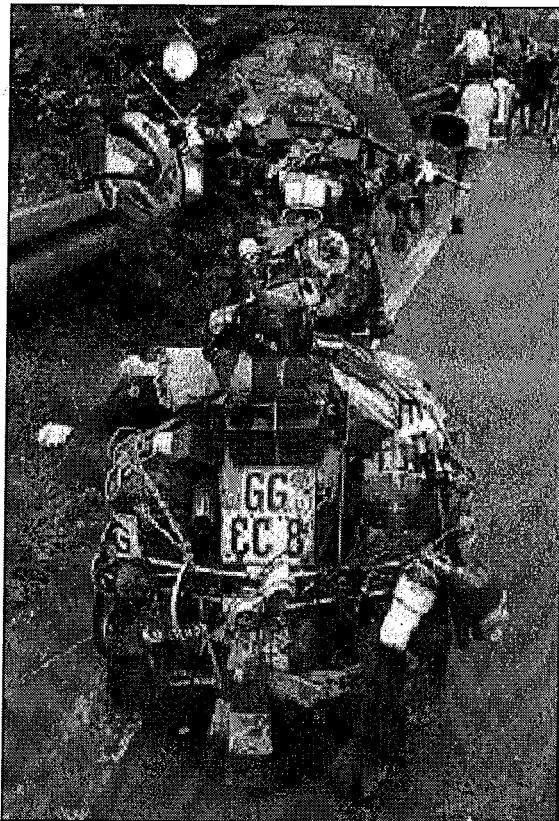
Those people who registered with me for the MSF course on July 31st should have received an information package from the state of NJ.

If you need to cancel - please let me know ASAP so I can substitute someone in your place!

JULY and Upcoming - Rides and Events

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- July 14th Monthly Meeting @ Schneider's
- July 15th ~ 18th **MOA Rally**, Spokane, WA
- July 16th ~ 18th **Vintage Days**, Ohio
- July 23rd ~ 25th **Carlisle Bike Fest**, Carlisle, PA
- July 31st **Experienced Rider Course (full)**, Sea Girt, NJ
- August 5th ~ 8th **Return to Trenton**, Ont. Canada.
If interested - contact Don Eilenberger ASAP
- August 5th ~ 8th **Damn Yankee's Rally**, Heath MA. See Don for details (might do this instead of Trenton, if no one is interested in Trenton)
- Sept 11th **Annual Club Picnic** - location to be determined

Senseless Space Filler



Testing all bungee cords! This test vehicle from the *Institute of Bungee Cord Manufacturers* was spotted in Europe.