

April 2005 NEW JERSEY SHORE BMW RIDERS Inc

Website: <http://www.njsbmwr.org>

Messageboard:

<http://groups.yahoo.com/group/njsbmwr/>

Roger Trendowski, President 732-671-0514

Dan Thompson, VP 732-229-0904

Carl Cangelosi, Secty/Treasurer 609-275-9387

Dennis Swanson, Trustee and Cub Reporter

Don Eilenberger, Trustee and Newsletter Editor

John Welch, Trustee and Membership Chair

Skip Palmer, Trustee and Ride Co-Chair

Glenn Martin, Strange But True Reporter

Art Goldberg, Publisher

John Malaska, Ride Co-Chair

"It's the action, not the fruit of the action, that's important. You have to do the right thing. It may not be in your power, may not be in your time, that there'll be any fruit. But that doesn't mean you stop doing the right thing. You may never know what results come from your action. But if you do nothing, there will be no result." -- Mahatma Gandhi

President's Message

Technically, Spring has arrived,... the weather is warmer.... and there are more activities planned. It is time to change the oil and get out for a ride. Polar Bear rides are coming to an end this month, so try to take advantage of the last few events. There's also a Norton classic bike rally scheduled toward the end of April over at Washington's Crossing Park. Last year there were hundreds of N's, BMWs and other bikes present. Over the past 6 months,

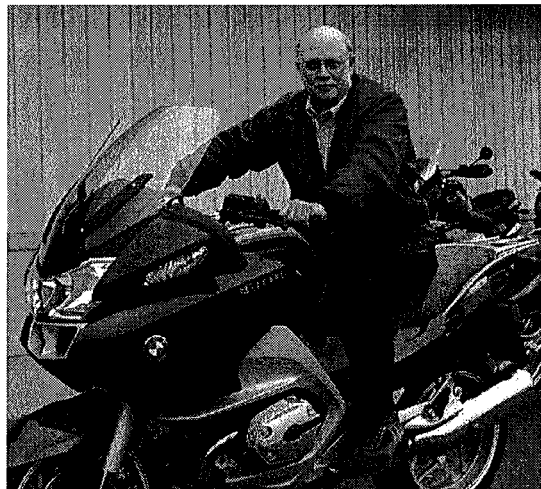
I managed to put on about 4500 miles which included my trip to Daytona Bike Week, several Polar Bear rides, and the Jan. 1st Karen Ann Quinlin Hospice benefit ride. I know several of our members did longer distance and more Polar Bear rides than I. Share your Oct - March mileage estimates at the next club meeting. I will generate a "frequency chart" on member winter mileage. If you can not attend, send email with your information (mileage in long distance rides and total miles).

Members of our First Chance Rally Committee have been planning a new type of adventure this year and recently put their proposals out for discussion on our Yahoo Group bulletin board/email. Dennis Swanson will present the particulars in a short article later in this newsletter and at our upcoming meeting. You should have received a special mailing since there is a time-sensitive deadline for hotel reservations for this event.



On my way down from Syracuse NY on Saturday 3/26, I stopped at Cross Country BMW for an update on their activities. CCBMW will be hosting an Open House on Saturday April 16th. Of course, we are all invited.

Besides the good food, they will be showing and doing demos of all models including the three new arrivals: R1200RT, K1200S, and R1200ST. As my wife said when I showed her the pictures, the bikes look good, but what is that "lump" on the saddle? I refer you to the photo:



The April edition of "BMW ON", which I have not seen yet, has the ballot for new MOA officers. Make sure you see it and vote. (and if you don't know who to vote for - Editor Don will make suggestions, he knows most of the candidates).

See you at the April meeting. *Roger Trendowski*

I left Tom and Bob at the campground on Saturday 3/12 and met Skip and Alex a bit north of Daytona. We headed North on route A1A along the coast. Our destination was Amelia Island, home of the Concourse d'Elegance antique auto show.



After leaving the show on Sunday about 11am, I headed alone toward Atlanta while Skip and Alex traveled south again toward Daytona Beach and a dinner engagement. I took secondary roads toward Fort Valley, Georgia where I met an old college friend in the afternoon.... and stayed over night on I20 in Greensboro, GA (about 100 east of Atlanta).

The next day, starting out at 8 am, I rode pretty much non-stop home to NJ. My only stops were for gas every 120 miles and for Smithfield BBQ in the town of Smithfield NC (I95 exit where JR Smoke Shop is located).

This BBQ is my wife's and my favorite, especially after living in NC for 7 years in our younger days. I strapped 4 pounds of BBQ pork, 2 pounds of coleslaw and a bag of hushpuppies to the side of my bike (as I had no other compartment space to store it), and road 9 hours more to get home. Lucky it was only 30-35 degrees, about the temperature of a refrigerator.)

After taking the bypass around Richmond, I decided to try Rt 301 north/east to get around Petersburg, Washington and Baltimore during rush hour traffic. Rt 301 took me across the Annapolis Bridge in through Maryland and Delaware. I hooked up with I95 in Newark, DE, traveling some of the same roads we took down to Lewes, DE last fall.

Great trip, great week, 3000 miles; 850 miles and 16 hours was my longest day.

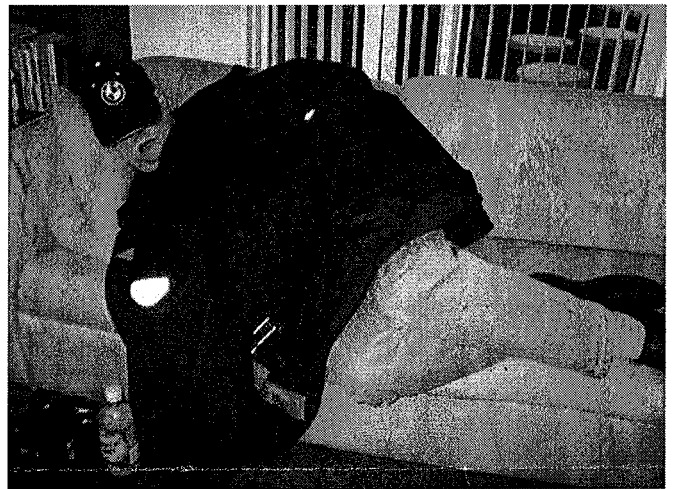
Babblings of Biker Tom – or My Trip to Daytona

Dr. Tom Spader

By now you've probably read several stories in this rag on Daytona Bike Week and are about ready to vomit . . .or turn to Cross Country's ad on the back page. But fear not. . .I'm not going to continue the diatribe,

electing to just hi-light a couple of things and provide a few photos of camping fun!!! No topless dancers, no critique of used coleslaw or other adult foods. . .just a few snippets of the week.

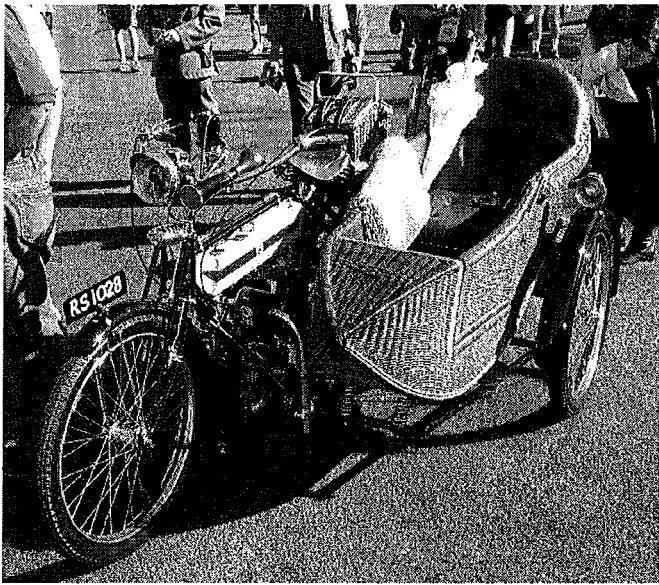
I thought the term 'Rider Down' meant to dial 911 and pray. When I arrived at the BMW campground I was greeted by a visual of our president 'down'. Poor Roger had the intestinal flu for 36 hours and did nothing but look like this in the clubhouse . . .with Ralph Bag and ginger ale at his side. Bobby Truex and I visited him several times during the 36 hours and were questioned by attendees asking if we knew him, if he was alive, should we consider last rites, if they could have his hat or if we should notify the next of kin. He survived.



My favorite rider at the campsite was the owner of this GS. Wherever he went . . .he'd just drop it. On the grass, on Tarmac, no matter. He'd hop off and drop it. His neighbors decorated it one night, which surprised a few early morning visitors to the portable crappers.



Camping. . .is too much fun with everyone having a 'better way' of doing it! This fellow hated having tents next to him full of guys snoring, burping and farting all night so he created this hi-rise apartment. He was



Matt Dodds and his wife drove up and Roland Marchetti flew in with a friend to enjoy the event. After lunch Roger headed north and Alex and I rode A1A south to Daytona for the last day of Bike Week and the first day of Spring Break. We enjoyed a casual dinner in Ormond Beach with my aunt, uncle, cousin, Roland and his wife Meg at Greg's Restaurant.



Later that evening, Alex made friends with twenty or so girls from Indiana, first at the pool and eventually in their rooms, but I have no details!

Monday morning, we rode south along the coast to Apollo Beach, Cape Canaveral and the Merritt Island area. The route through NASA was closed so we picked up I-95 south and arrived at Michael Mulroy's house in Boynton Beach after lunch. We spent the afternoon relaxing at the pool before taking an evening ride past the mansions along the palm coast to Palm Beach. For dinner, we went to the very popular pub Boston's in Delray Beach.

Tuesday morning, we rode south on the Florida Turnpike, Sawgrass Parkway, and I-75 to Route 1 and the Keys. The 138 miles on the Over Seas Highway is a trip that is not only beautiful, but transforms your perspective and attitude to the "Island Way of Life". We arrived in Key West early enough to spend a few hours at the pool (once again inhabited by the girls of Spring Break). At some point along the trip, Alex lost all sense of social reserve and would periodically howl like a hound dog. That evening, we made our way to Mallory Square for the sunset and walked the docks having dinner at the Raw Bar Restaurant. We booked our trip to the Dry Tortugas for Thursday. I hooked-up with a friend who captains a fishing boat; however, our schedules never meshed.

Wednesday morning, we rode around the island and visited the Southern Most Point Monument, President Truman's Little White House, and the beach, visited Hog's Breath Saloon, shopped Duval Street and returned to the pool by noon. A nice lunch poolside and listening to the girls frolic made the afternoon pass too quickly. Matt Dodds rode down to join us late in the afternoon. We returned to the waterfront for another great seafood dinner. Matt, Mike, and I returned to the hotel after dinner and left Alex to prowl the town.

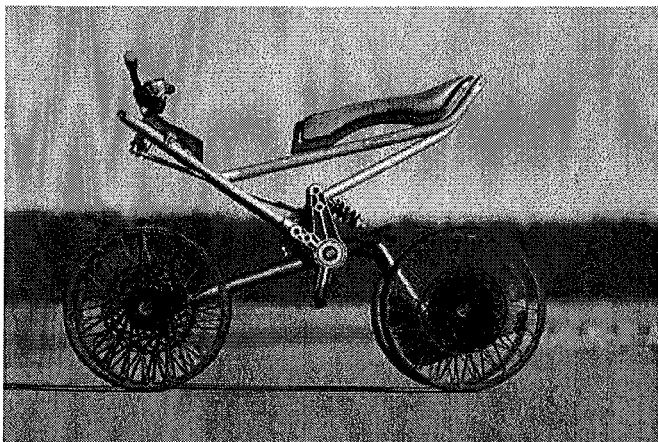


At 7:30 AM the next morning, we were on the docks boarding the Yankee Freedom II, a high speed Cat, to Dry Tortugas National Park. The 70-mile trip into the Gulf took less than two hours. We spent about an hour touring Fort Jefferson. The fort was built between 1840 and 1864, but it was never finished. Of the 4,000 men that the fort was built for, over a thousand died of yellow fever. Geronimo and Dr. Mudd were among the famous prisoners held at the fort. After lunch on the beach, we set off to snorkeling around the island. The coral and fish were very plentiful near the base of the fort and the old pilings of the former pier.



combination missing one ingredient that is vital for traditional tire performance... air. The company unveiled the first real-world fitments for its revolutionary Tweel, which operates entirely without air.

Major revolutions in mobility may come along only once in a hundred years, said Terry Gettys, president of Michelin Americas Research and Development Center in Greenville, S.C. But a new century has dawned and Tweel has proven its potential to transform mobility. Tweel enables us to reach levels of performance that quite simply aren't possible with today's conventional pneumatic technology.



Michelin's Tweel is in production and available as an enhancement for future iBOT mobility systems. Invented by Dean Kamen, the iBOT mobility device has the ability to climb stairs and navigate uneven terrain, offering mobility freedom impossible with traditional wheelchairs. Additionally, Segway LLC's Concept Centaur, a prototype that applies self-balancing technology to a four-wheel device, has also been equipped with Tweel to increase its performance potential.

Benefits of Tweel:

The heart of Tweel innovation is its deceptively simple looking hub and spoke design that replaces the need for air pressure while delivering performance previously only available from pneumatic tires. The flexible spokes are fused with a flexible wheel that deforms to absorb shock and rebound with unimaginable ease. Without the air needed by conventional tires, Tweel still delivers pneumatic-like performance in weight-carrying capacity, ride comfort, and the ability to envelope road hazards.

Michelin has also found that it can tune Tweel performances independently of each other, which is a significant change from conventional tires. This means that vertical stiffness (which primarily affects ride comfort) and lateral stiffness (which affects handling and cornering) can both be optimized, pushing the performance envelope in these applications and enabling new performances not possible for current inflated tires.

Future of Tweel Technology:

For Michelin, Tweel is a long-term vision that represents the next step in a long path of industry-changing innovations. Fifty years ago, Michelin invented the radial tire and there is no question that radial tire technology will continue as the standard for a long time to come. Michelin continues to advance the performance of the radial tire in areas such as rolling resistance, wear life and grip. In the short-term, the lessons learned from Tweel research are being applied to improve those conventional tire performances. In the future, Tweel may reinvent the way that vehicles move. Checking tire pressure, fixing flats, highway blow-outs and balancing between traction and comfort could all fade into memory.

BMW News:

<http://www.motorcycledaily.com>

There are a couple of rumors floating around about future BMW motorcycles. The first concerns higher performance variants of some of their models -- sort of like the "M" cars in their automobile lineup. These would feature lighter chassis and tuned, higher output engines.

Another concerns a "budget" bike displacing 800cc in parallel twin configuration. On top of the re-designed, Boxer-engined R models recently announced by BMW, these additional models would indicate that BMW is in fast forward mode with product development.

It will be interesting if BMW begins to compete directly with Japanese performance bikes. On the automobile side, of course, BMW has a tremendous heritage in the high performance category.

Tasteless Space Filler – April

