

May 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

If a child asks you where rain comes from, tell them it's God crying. If they ask why He's crying, tell them it's probably because of something they did.

Deep Thoughts by Jack Handy

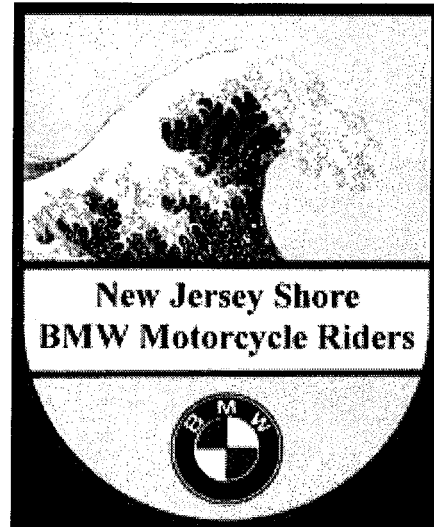
President's Message

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The past month has been pretty hectic with my mother's situation and I have not ridden much as a result. This month and next look a lot better with more free time, several rallies and rides planned and traditionally excellent weather conditions. I wish to thank everyone who sent notes and cards of condolences to my family.

In April, members attended a number of events and weekend rides. The largest was the Norton Rally over at Washington's State Park. I know that there were plans to attend the antique motorcycle show in Oley Pa on April 29-May 1, however I didn't hear the outcome. Also this past weekend, John Malaska and I were independently trying to organize day rides. The weather didn't cooperate until mid-day Sunday, so I went out for a short excursion by myself.

Upcoming in May and early June are some key events. Of course there is the North East President's Brunch for the Internet BMW Riders, Flying W Airport-restaurant that Harold Gantz and Don Eilenberger have been leading. Dinner is on 5/14, Breakfast on 5/15. In past years, Cherry Hill BMW held an open house on Saturday with the New Sweden club holding a flea market in their back parking lot. They are doing this again this year, and I plan to head down there mid Saturday morning. If you haven't RSVP'd to Harold or Don do so now or don't expect to have any breakfast.



Also on the calendar this coming month is British/Euro M/C Day, Germantown MD on Sunday 5/22. I went last year and it was excellent. The Square Root BMW Rally, MD is scheduled starting 6/3 and Americade rally Week of 6/6. In the past we always had our First Chance rally this same weekend. Since our rally is moved to August, maybe we can organize a ride to Americade instead.

I understand that Skip Palmer, Mike Palmer, Dan Thompson, and others are planning a 13 state, 1300 mile two-day ride on May 14th and 15th. They will hit states in New England as well as Pa, WV, Va, MD, DE, and NJ of course (we hope). Good luck to them and we expect to see pictures.

Don't forget our Club meeting on May 11th.

Roger Trendowski

Thoughts on Motorcycles in Paris

Peter Krynicki

The two things I like doing the most in Paris are walking and sitting; walking along the Seine and across the many bridges that connect the Left and Right Bank and the Ile de la Cite and the Ile Saint Louis. And sitting outside at one of the many cafes that were made famous by Hemingway, Fitzgerald and Joyce, sipping a drink.

In either case you quickly notice how many mopeds and motorcycles there are, and the difference between the attitudes towards bikes there and in, say, New York.

First there are simply more two-wheelers. If you sit at Les Deux Magots on the blvd St Germain, perhaps one in ten of the vehicles that crosses the intersection is a

Once you've seen these places you can then concentrate on Le Dome, Le Select, Le Coupole, Le Petit Zinc, Lipp's, Harry's Bar, etc, etc, etc. (I've included a photo of my favorite cafe on the Ile Saint Louis):



Peter Krynicki
Plainsboro, New Jersey

New Communications Systems on an OLD Bike

Roger Trendowski

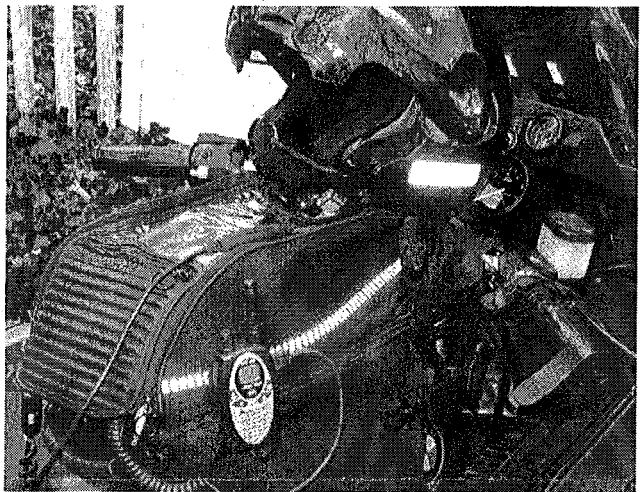
A week or so after the communications systems discussion at Cross County Tech Night on Feb. 17th, I stopped by to see Scott Barkey. I got the Autocom Active-7 system and quickly installed it on my '81 R100RT in anticipation of my ride to Daytona Bike Week. I thought that this article might be helpful to those who are considering such a system, whether it is one by Autocom, Beahr, or other manufacturer. The Active-7 system is a new product for Autocom. They have a higher-end product as well and lower end configurations.

This unit integrates communications from three sources: Bike-to-bike radio (e.g., FRS, GMRS, CB), audio (e.g., radio, M3 Player, CD Player, iPod, voice-GPS, etc), and cellular phone. Cables are supplied for interconnection of the Active-7 unit to a cell phone and an audio/music source. The FRS radio cable was extra. Also included with the Active-7 system were cables for connection to driver and passenger helmets, although only one headset/mic was included. The system lets you listen to music and when you speak (to the passenger or visa versa), the music quiets down. Also, when you speak bike-to-bike, the music quiets. A VOX (voice actuated transmission) capability is built into the Active-7 so that there is no open mic when you are not speaking.

My first consideration was "where to put it." Installation instructions suggest that you put the Active-7 module under the rear of the seat to insure that there is minimum engine electrical interference. Then, the instructions tell you how to run the wires to the passenger and driver and to the input devices.

I decided NOT TO FOLLOW directions as I wanted to be able to completely remove the unit at night time.

Therefore, I mounted the entire system on a thin board inside my tank bag. In this way when I get to a hotel (those rare instances when I am "hotelling" it with fellow club hotellites), or get to a camp ground (preferred travel destination), I can simply remove all the electronics in one easy carry tank-bag. The first picture shows my tank bag with GMRS radio on the right side and helmet with headset/mic installed. Power to the unit is supplied by a coiled cord with on/off switch that plugs into a two-prong direct/fused battery connection.



The coiled wire and switch came with my heated vest, that I now use a heat controller to operate. The on/off switch on the power input is important so that I can quickly shut down the system (turn off the music) if I have to talk to someone standing next to me.)



All my devices and modules in the tank bag are held down to a thin board by Velcro. Cable ties hold the wires to the board. Since I knew I would have several powered devices, I found a power distribution block at an auto store that allows 3 inputs using standard US

groups in order to keep people with similar off-road skills together. There will be a riders meeting at 8:45 AM in the Flying W parking lot to sign waivers, collect questionnaires, and get organized. If you are riding the GS ride, be there on time with a full stomach, a full gas tank, a water bottle or two, a tire pressure gage, and lighten your bike by taking the bricks and lead weights out of your saddle bags and/or removing your saddle bags entirely. There will be a support van to put your luggage in or you can leave them in someone's motel room. Equipment to re-inflate your tires will be provided when returning to paved roads. Your bike will get dirty. There will be a wash-down hose available at the Flying W to squirt your bike off after the ride.

The New Sweden BMW Riders club is hosting their Spring Flea Market at BMW Motorcycles of Cherry Hill (aka DeSimone Motorcycles). Food will be available. There is no charge for selling stuff at the flea market. The flea markets runs from approximately 9:00 AM to 3:00 PM, give or take. There is more info at the www.newswedenbmwridders.org.

There may also be a group ride or guest speaker Saturday afternoon. This is still TBD. While you are in the area you can also choose to visit the nearby Air Victory Museum at South Jersey Regional Airport, the Battleship New Jersey or the New Jersey State Aquarium at the Camden Waterfront.

The Saturday dinner banquet will again take place at the Flying W Airport Resort at about 7:30 PM. The all inclusive price will be about \$28 similar to previous years. The menu will offer a choice of a chicken, fish, and beef entree. There will also be a short and informative presentation given by Dan Whitfield, the US importer of the Ecomobile.

After dinner, everyone will retire to the lounge and seek the entertainment of their choice. If you plan to drink, don't drive or ride home. Camp or get a motel room.

Sunday May 15 - The Brunch: There will be coffee and sweets available at 10:00 AM and Brunch will start at 10:30 AM. As in previous years there will be door prizes, dubious awards, lots of food, merriment, and all your BMW friends from the north east will be there.

Last year we had over 110 BMW riders and bikes at the Brunch. Since the NEPB is the second week in May, we may even have a sunny, perfectly dry day. The all inclusive price for Brunch will be about \$20.

Important info may be found here:
<http://www.newswedenbmwridders.org>
<http://www.chbmw.com>
<http://www.battleshipnewjersey.org>
<http://www.njaquarium.org>
<http://www.airvictorymuseum.org>
<http://www.flyingwairport.com>
Flying W Motel Reservations - (609) 267-7673.

What you need to do: Contact either Harold Gantz or Don Eilenberger to get added to the NEPB yahoo group email list to receive more info. Then you have to contact Harold (hgantz@magpage.com) and RSVP, telling him if you will be attending Saturday Dinner, Sunday Brunch, will be Camping, and/or will be attending the GS ride.

Accurate head counts are important. SIGN UP NOW!

May Rides and Events

May 11th 7 PM: Monthly meeting @ Schneider's

May 14th ~ 15th: IBMWR "NE President's Brunch @ Flying "W" Airport, Lumberton, NJ. See Harold Gantz or Don Eilenberger for details. Camping and hotel rooms are available

May 14th ~ 15th: Thirteen State Ride (1,336 miles) in 34 hours contact Mike or Skip Palmer

May 29th: 1st Annual BMW Motorcycles Online.com Ride to Warwick, NY contact Nowell Herman at 908-670-3064 for details also see the Yahoo calendar

Memorial Day, 5/27-5/30 ride to Canaan Valley WVA

This is our rain check for the RA Rally from Sept. 04. Memorial Day weekend at Canaan Valley in the heart of the WVA mountains. This is also the same weekend of the Bower Station, Cass, Rally located south of Canaan Valley. Space is available at \$90. for three nights in the luxurious cabins. **RSVP now** if interested. Max Monaco Chief Camp Counselor cmmonaco@optonline.net

Babblings from Biker Tom

Dr. Tom Spader (Honorary)

Nothing much to write about this month as my only bike related trip was by cage to the AMA Superbike races at Barber Motorsports Park in Birmingham, AL. George Barber, in addition to creating a world class racing facility, has assembled a collection of motorcycles covering all aspects of one and two wheeled machines . . . from vintage to race bike and everything in between.



cylinder while the engine was running at road speeds. (This is not a good thing!) Cylinder, piston, and head were destroyed.

So Ted contacted his new acquaintance who also lived in South Florida. David said that he could fix it and he even had a few R65 parts in stock that he had been trying to get rid of for quite a while. David told Ted that he would have his 16-year-old daughter, Mattea, tear the engine down since she was cheaper than he was.



While traveling around the world with her mother and father, Mattea had obviously learned to be an outstanding BMW bike mechanic, just like her father. My friend Ron told me that she is a cute little girl who speaks 5 languages and actually hates working on bikes because grease gets under her fingernails. But she does it to help out her father. Ted's R65 runs great now. Their website is:

<http://home.bellsouth.net/p/PWP-bmwboxerbits>

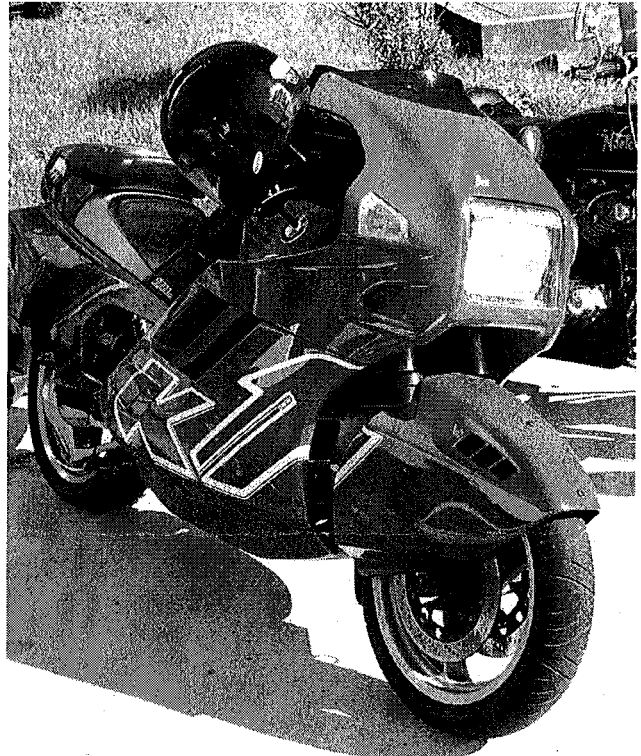
Norton Riders Rally, April 17th

Dennis Swanson



Shore Riders gathered at our Wawa in Howell. The day was bright and sunny. Departure time was 9AM, but we didn't get rolling until about 9:20. This left us plenty of time to talk and check out the really classic motorcycles from the Fossils Club which was also meeting for the ride to Washington's Crossing.

Klaus pulled in astride a beautiful classic white Norton John Player Special and Mike rolled in on his classic K1. There were BSA's, Triumphs, MotoGuzzis, and other brands and they offered us a preview of what would be at the rally.



John Malaska led us out for a leisurely ride to Pennsylvania and we arrived to find the gathering well underway. We parked and wandered around taking in all the classics assembled. It really is quite a show and not to be missed on an early spring day. More and more riders gathered and the show got even better. New Sweden and Skyland's riders were in evidence, but the majority BMW riders were from the Shore Riders. I didn't count, but we had 15 to 20 there.



Strange but True

Glenn Martin, Internet Reporter

Speed cameras can 'talk' to track you down

By David Williams Motoring Editor, Evening Standard

A new "intelligent" speed trap is set to catch thousands of drivers [and riders] in London. Groups of cameras will track cars over a wide area - such as a housing estate - instead of "flashing" them at just one spot.

Designers say it will be impossible for drivers to outwit them by slamming on their brakes as the cameras record each car's number plate and "talk" to each other via radio-wave technology. Computers then calculate how fast the vehicle was traveling between each point. If a driver is found to have been speeding they will be fined 60 GBP.

Road safety campaigners today hailed the new system that will rigidly enforce speed limits in 20mph zones.

But motoring groups said it would be powerless against the rising number who drive illegally by refusing to register their cars. The system is being pioneered by Transport for London in Camden from next month.

In a year-long experiment two cameras will be placed at either end of Mansfield Road, which has a 20mph zone. Fines will not be issued until the scheme has Home Office approval.

If successful it will be used across London. "The aim is to see how and if the technology works - it is not to gauge the effect on motorists yet," said TfL.

"It is one of a range of ideas we are looking at to tackle speed in sensitive areas such as residential roads.

"At the moment the only option to slow people down is to use hard engineering techniques such as humps, which many people do not like. This is one possible option and we want to see how it works."

Paul Smith, of the Safe Speed campaign, said: "Authority's obsession with speed cameras is not improving road safety and it has to stop."



You Are What You Ride

Survey Finds Differences Between Harley And Sportbike Riders

Ken Freund *Rider Report* Tuesday April 5, 2005

What can you tell about a person by the kind of motorcycle they ride? Plenty, according to a recent countrywide online survey conducted by The Progressive Group of Insurance Companies, the number one seller of motorcycle insurance in the U.S.

The survey finds interesting differences and similarities between Harley-Davidson riders and those who ride sportbikes. The survey finds Harley riders are three times more likely than those who ride sport bikes to own clothing or artwork that displays the brand of motorcycle they ride (93 percent versus 30 percent, respectively). Harley riders are also more likely to have body art such as tattoos and piercings (52 percent versus 40 percent). The survey also finds that Harley riders are more likely than those who ride sport bikes to plan rides around where they will eat (32 percent versus 23 percent). Sport bike riders are three times more likely to eat at fast-food restaurants (18 percent versus six percent), while riders of Harleys are nearly four times more likely to pick restaurants with the nicest looking waiters/waitresses (11 percent versus three percent).

Progressive's survey also finds that ninety-five (95) percent of all riders acknowledge their fellow bikers while riding. Waving is the preferred method of acknowledgement (37 percent), although Harley riders are nearly twice as likely to acknowledge other riders by pointing two fingers down (29 percent versus 16 percent). Harley riders are six times more likely to only acknowledge those riding the same style bike (18 percent versus three percent).

Additional survey results include: An overwhelming majority of riders (88 percent) donate time or money to charities. Eighteen (18) percent of all riders call in sick to work at least once a year to go riding. Women prefer to ride with their significant other (58 percent), while men choose to ride with their friends (63 percent). Adding custom parts that enhance the look of their bikes was the number one choice for Harley riders (73 percent), while adding performance equipment was the top choice for those who ride sport bikes (44 percent).

