

June 2024

NEW JERSEY SHORE BMW RIDERS Inc

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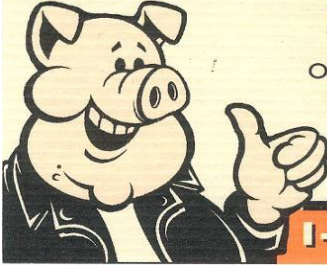
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SERVING THE MOTORCYCLE COMMUNITY SINCE 1977



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President's Message

Jeff Diorio, President

Hello all

Another month has gone by and we are past Memorial Day. Hope you all had a nice long holiday weekend and since most of us are by the shore, Summer beach traffic Fridays are back. It also means the weather is much more conducive to riding. Hope you are all planning to spend a lot of time out enjoying the roads.

My wife and I just got back from a 2-week trip to southern Italy and Sicily. Ah, the food, the people, the history were all amazing. Couldn't help notice how different the motorcycle riding and car driving culture there is so different than here. I was amazed in Sorrento how precise and scary all the motor vehicle driving was. I was warned not to rent a car in Sorrento/Amalfi and it was well made. Watching cars passing each other on narrow roads with scooters and motorcycles lane splitting with fractions of an inch to spare had me cringing the whole time we were traveling on the roads.

Another interesting observation was there were mostly scooters and smaller displacement motorcycles in Sorrento where as the wider roads in Sicily allowed for larger bikes. The largest bikes I saw in Sorrento were the parallel twins like Roger Ts F850 or Africa Twins, but mostly scooters and smaller singles. Whereas in Sicily I saw this fine specimen of this BMW Paris-Dakar R bike. Also a few Harleys even.

When I chatted with locals they explained the fuel costs, narrow roads and traffic volume were the reasons people tended to use the Vespa like scooters. While people wore helmets very little other safety gear was evident. People had the kids standing in front or sitting behind, no gloves or riding jackets. Scooters were stacked with items for transport between peoples legs. Frankly, I was expecting to see Amazon branded scooters for delivery because there was

"The test of the machine is the satisfaction it gives you. There isn't any other test. If the machine produces tranquility it's right. If it disturbs you it's wrong until either the machine or your mind is changed."

Robert Persig (Zen and the Art of Motorcycle Maintenance)

"Do it while you're young. You may never have another chance to do anything this stupid again!"

Ray Magliozzi (Radio Host)

"When in doubt, look intelligent"

Garrison Keillor (Radio Host)

"I'm sick of following my dreams, man. I'm just going to ask where they're going and hook up with 'em later."

Mitch Hedberg (Comedian)

"As you get older, three things happen. The first is your memory goes, and I can't remember the other two."

Norman Wisdom (Actor)



no way the big delivery trucks we have were used there. Most shocking to me was I didn't see one accident. If the folks here at home tried to drive like that, even in cars there would be a ton of fender benders. Gave me a new appreciation for riding and I certainly missed getting out on my bike for a quick jaunt or a longer ride. Would definitely tour Sicily with my R1200GS.

Back to the club and upcoming items:-

- The next meeting is June 12 at Woody's. They need the back room so they are going to set up a long table for us inside the bar area like for our December meeting. Or if it's nice that evening, Chris the owner said we can do outside on the patio.
- Reminder that we need volunteers for the Three Club Rumble for setup, cooking, etc. It's Saturday, September 28 at 7-Presidents park.
- A few meetings ago folks agreed that some longer local Sunday rides would be much
- desirable. Bobby T and a few others have proposed and scheduled some. Please take the lead and propose a ride for folks to attend.
- There are longer trips, like national MOA, New Sweden 450 and others that people are participating in. I believe there is a lot of interest in the 2024 BMW Riders Association National Rally. August 29 – September 1 in Fryeburg Maine several members have noted desire to go to.
- Finally there is the extensive Fluffy Butt challenge for all of us to leverage. The locations are a good way for you to get out and ride.

Hope you all are well and looking forward to lots of riding and motorcycle activities.

Until next month.

JeffD

May Meeting Minutes

Jim Thomasey, Secretary

The May meeting of the NJSBMW Riders was held May 8th with 14 members and one son in attendance. President Jeff called the meeting to order and welcomed Bill Dudley's son, William, who was in town to pick up his dad's bike and drive it back to New Mexico. He managed to avoid all the bad weather swirling at the time and the trip was uneventful weather-wise Bill reported.

The minutes from the previous month were offered for acceptance, voted upon and seconded into the record books. The treasury was said to have just under \$750 with paid membership standing at 39.

Old business discussed the the 3 Club Rumble which will be held On September 28 at Seven President's Park in Long Branch, NJ. Jeff Diorio and Jim Thomasey will be helming the event with Bob Truex. More manpower is always needed to get your sign up mojo working as we closer to that weekend.

Roger is looking for others to ride with him to the National MOA Rally in Oregon coming up soon. Contact him if you are interested in going.

The New Sweden 450 took place earlier in May. It was also mentioned at the meeting that Matt Scamardella and his wife Kathy will be attending Americade this year. Americade is always a great time when you consider the beautiful location in the Adirondack mountains, the well-organized group rides and the availability of the major bike manufacturers test ride fleets.

The discussion about the types and uses of various GPS systems was very informative and useful. The 50/50 was won by Jim T. with 2nd and 3rd place prizes going to Robert Sherman and Don Eilenberger.

Meeting adjourned and everyone headed home safely.

Club Calendar

Note: Events may be canceled or modified.
Check your email for updates.

June 2024

- June 5 Moribundi lunch 12:30PM :Mulligan's Bar, 203 Squankum Rd, Farmingdale
- **June 12 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale**
- June 19 ice cream ride 6:30PM location TBD

July 2024

- July 3 Moribundi lunch 12:30PM @ TBD
- July 10 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- July 17 ice cream ride 6:30PM loc. TBD

August 2024

- Aug 7 Moribundi lunch 12:30PM @ TBD
- Aug 14 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- Aug 21 ice cream ride 6:30PM loc. TBD

September 2024

- Sept 4 Moribundi lunch 12:30PM @ TBD
- Sept 11 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

October 2024

- Oct 4 Moribundi lunch 12:30PM @ TBD
- Oct 9 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

Things you might not know about BMW

Henning von der Wroge

On a recent business trip to Germany, I was lucky enough to have a free day in Munich. I decided

to visit the BMW Museum which is right next to the "Four Cylinders", BMW headquarters building. I had visited the museum in 1975, not long after it was built. At that time, the museum was housed in a building looking like a salad bowl. This building is still part of the museum and currently houses the "100 Years Motorrad" exhibit. A much larger building was added since; which is the home for the permanent exhibits, not just motorcycle stuff.



You all know a lot about BMW motorcycles and the brand. Why should I bother you with stuff you already know? As I walked through the museum, I found a few things that I wasn't aware of and found of interest. Some of them might be of interest to you as well: The BMW Logo came before motorcycles The BMW Roundel logo was first used in 1917. That year, Rapp Motorenwerke GmbH was renamed to Bayerische Motoren Werke AG, hence the abbreviation BMW. It wasn't until later (1929) that marketing associated the white and blue colors with a rotating propeller. A little fun fact: the white and blue colors are the official Bavarian flag colors. Never ever say "blue and white" - you'll be immediately identified as "Prussian", the most derogatory term a Bavarian can come up with when describing a non-Bavarian citizen. (And yes, I'm a "Prussian" in their eyes...)

In the beginning, BMW did not build motorcycles

As the name implies, BMW initially only built motors, for (in this sequence) airplanes, automobiles, agricultural equipment, and motor boats. Motors for motorcycles? Nope. BMW soon specialized on air-cooled and, therefore, lightweight ICE's (internal combustion engines). Great not only for aircrafts, but also for motorcycles. In 1922, Victoria, a company in Nuremberg bought motors from BMW and started selling motorcycles. They were very successful and what they built very much looked like bicycles with an add-on motor. Victoria's commercial success led them to

dump BMW and build their own motors, thus leaving BMW



(For those who care to know: Victoria's BMW motor had 500 cc and 6.5 HP - today's R1250 boxer motor

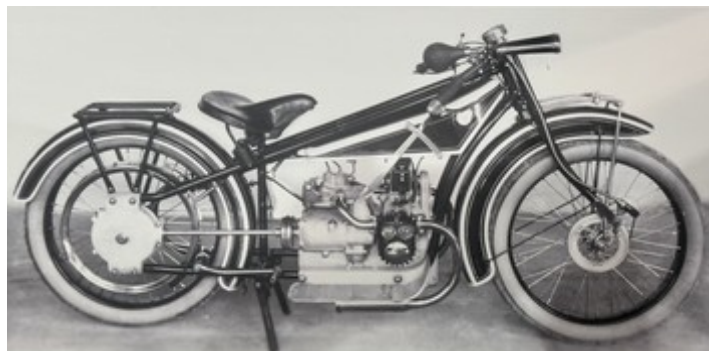


has 2.5x the size and delivers 135 HP - 20x more)

BMW Motorcycles?

Well, finally, in 1923, BMW built its first own motorcycles. But how! Not a pimped-up bicycle like-most everyone else did. No, the BMW R32 was a real motorcycle, revolutionary in many ways, with a two cylinder motor and shaft drive! The two cylinders were opposed from each other (not an inline Twin or a V-

shape), with a slight offset, just like two boxers in a fight. Thus, the name "Boxer Motor". BMW did not invent the boxer motor, but they were the ones to perfect the design over time. The R32 even had electric lights...



Police Motorcycles

Right from its motorcycle beginnings, BMW started to build customized "authority" motorcycles. Today, BMW's police motorcycles are used in more than 150 countries. BMW offers "Authority Training" classes, including at their Greer SC training center, which can be very painful (as I share from personal experience). It's a little-known fact that BMW, in the 1950's when the post-war motorcycle boom ended, would not have survived without the police motorcycle business. Junkers Ju52 used BMW's 132 motor. Early on, BMW had specialized on lightweight, Aluminum-cast motors. In 1928, BMW bought a Pratt & Whitney license to build air-cooled radial ICE's. The combination of "no liquid cooling needed" and Aluminum resulted in very lightweight motors named "132", revolutionary in those years. The legendary Junkers Ju52 aircrafts used three BMW "132" motors. Later, when piston engines reached their limits, BMW even developed a jet engine with seven stages and air-cooled turbine. This was during World War 2, and not continued post-war.

Boat Motors?

Yes, twice!

BMW's motors were used for boats in the early 1920s and again from 1950 until 1987. Both gasoline and diesel motors, including a V8 monster called "Baroque Angel" (no idea why this name, the exhibit did not shed light on it...) and the B220, a V6 with car motor pedigree and a unique Z-shaped cast aluminum housing. Elektron BMW was an early adopter of Aluminum in its motors and vehicles. To build even lighter, BMW also used Magnesium alloys which in the 1920's and 30's often were called "Elektron". For car bodies, the connections with other metals was difficult. BMW created a special crimping method that allowed

to connect Aluminum body parts with Elektron parts. While extremely lightweight, Elektron is flammable and a welded connection with other metals not practically achievable. The bodywork of racing cars utilizing Elektron proved problematic and crashes often resulted in fires that could not be extinguished.



Speed Records?

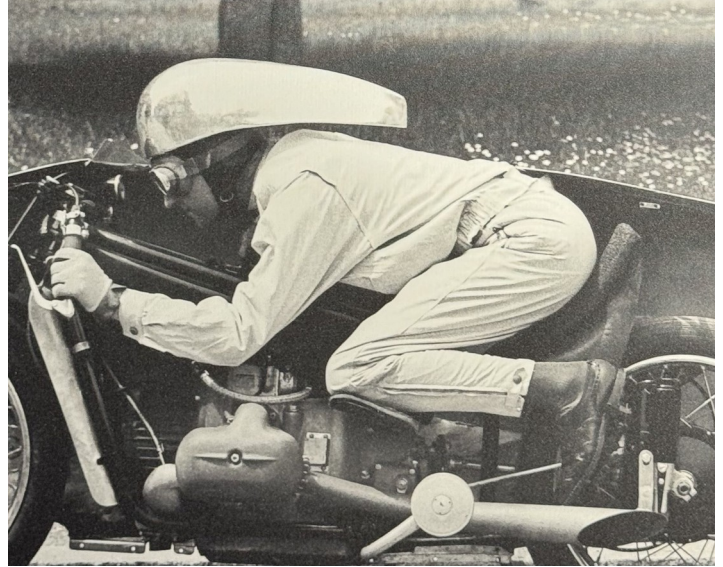
Plenty. Most famously by Ernst-August Henne (1904-2005). At the age of 22, Henne joined the BMW works team. He became the 1926 German champion in the 500cc class, 1927 German champion in the 750cc class and the 1928 winner of the Targa Florio on Sicily. Henne achieved a total of 76 land speed world records, increasing his speed annually from 1929 to 1937. His last motorcycle land speed record was set on 28 November 1937 with a speed of 279.5 km/h (173.7 mph) on a fully faired 500cc supercharged BMW. This record stood for 14 years.



NAZI Years

BMW's history during NAZI Germany is dark. Management followed NAZI ideology and established

a NAZI-like hierarchy with job titles derived from the NAZI regime; the plants were all used for military production. A "War Performance Report" from 1943



showed that, by the end of 1942, plants in Milbertshofen (near Munich) and Allach (near Dachau) had almost 10,000 forced laborers, either foreign workers, SS Prisoners, Concentration Camp prisoners or POWs. Laborers had to live and work under most difficult conditions. After the war, attempts were made to hide and cover up this history, e.g. by re-touching photos that showed work uniform with marks identifying the origin of laborers. In the fall of 1942, the Dachau-Allach "satellite" camp was built, initially housing 2,200 prisoners, and over 14,500 by the end of World War 2.

Elvis had a BMW?

Yes, in 1958, while serving in the US Army in Germany, Elvis bought a BMW 507 Roadster. With Elvis' return to the USA the trail for this very aerodynamic roadster disappeared and it wasn't rediscovered until 2008 as a barn find, completely dilapidated.

It took BMW six years to fully restore the 507.



Electric Cars 50 Years ago?

Yes! For the 1972 Olympics in Munich, BMW built an electric version of the BMW 1602 Limousine, called the BMW 1602 Elektro. Maximum speed was 55 mph, but the reach only 20 miles. No wonder, the battery package weighed 750 lbs! But it was a start, and BMW even developed technology to recharge the batteries from braking energy.



The Boxer Motor in a car?

Yes! In 1957, BMW introduced the BMW 600, an evolution of the BMW Isetta, a successful post-war car. The Isetta 250 was built under an Italian license, had 250cc and delivered 12 HP, for a top speed of 53

mph. Until 1962, over 160,000 Isetta were built. You enter the car through the front door, and the steering wheel column moves towards the drive as the door closes. Each Isetta came with a sun roof – this was mandatory and to be used as emergency exit. Now you know!



In Germany, it was legal to use with three adults, or two adults and two kids. By the way, three adults sitting side-by-side. The BMW 600 was supposed to be an upgrade. It had two doors, one in the front, just like the Isetta, and one on the passenger side. Clearly a chick magnet in those days... The air-cooled boxer was taken from the BMW R60 motorcycle. When introduced in 1957, the time for such little cars was almost over. Only about 35,000 BMW 600 cars were built.



Pine Barrens Adventure Camp's Dirt 101 class

Robert Sherman

A few weekend's ago, I took the Pine Barrens Adventure Camp's Dirt 101 class, hosted at the New

Jersey Motorsports Park. Tailored for off-road enthusiasts riding large bikes, this course promised an immersive experience in mastering big bike control across various terrains.

Arriving a day early, I was fortunate to stay at the VIP suites overlooking Thunderbolt Raceway's front stretch. These suites were well-equipped, featuring two cozy beds, a kitchenette, a smart TV, and a full bathroom. Surprisingly affordable compared to nearby hotels, they provided the perfect retreat after a day of adventure.

Day one kicked off bright and early with a 7:30 am check-in at the Finish Line Pub, located at NJMP. Amidst the backdrop of Lightning Raceway and Millville Airport, tents we set up at our gathering point. The diverse array of bikes (11) just got me amped up. There were four BMW's. Two 1250 GS, one F650 GS, and my F850 GSA. One of the 1250 GS bike belonged to NJ Shore rider member Alvaro Trujillo. Al made that 1250 look easy to ride the whole course. Watching him made it look like he was on a 300-pound bike not a 500 plus pound bike.

Before hitting the trails, our instructors tailored each bike to its rider, fine-tuning throttle, brake positions, and tire pressures. Equipped with Dunlop Trail Max Mission tires and set to enduro pro mode, my F850 GSA was primed for action.

The day's curriculum was a blend of hands-on drills and trail riding. From mastering the 'dabbing' technique for balance, to navigating through low-speed slaloms and figure eights, each exercise honed our skills demanding precision and control. A lunch break provided a welcomed rest, with WAWA subs and refreshing drinks fueling our energy for the afternoon.

Post-lunch, we delved into the world of mud ruts, learning to maintain momentum and stability. They did a great job on showing that using the dabbing technique allowed you to go slow and maintain momentum. The instructors were great on keep it simple and taking a visually challenging situation and breaking it down to make it very manageable. A guided perimeter ride showcased the practical application of our morning drills, weaving through single track, mud patches, and dense foliage.

Day two promised more challenges and adventures. Starting with a low-speed counterbalance cone drill, we progressed to hill stalls and recoveries, followed by navigating through fallen trees and tail-sliding around cones—a nostalgic nod to childhood dirt biking days.

The afternoon saw us venturing beyond the park's confines, splitting into two groups to explore diverse trail systems. From navigating treacherous mud ruts and water crossings to conquering sandy

stretches, the day was a testament to our newfound skills and resilience. At times the look on some of our faces were overwhelmed, but the instructor did a great job reminding us that the fundamentals we learned in the field drills are the same. Any mud rut could be easily conquered by picking the correct line, going slow, and dabbing a foot down if you needed balance. The end result of getting through made it look elementary. Tackling the famous Jersey sand, which I was most worried about. I had a 530lbs bike with 70/30 tires, I thought for sure I was going down. But I stayed positive and kept the mind set of I got this. After the instructor demonstrated and taught the counter balance technique and what he refers to walking the foot pegs. I passed though some tire depth soft sand without any issue. I must have done seven runs through it and to my satisfaction did it with ease.

At this point the course curriculum was complete. Our final ride took us down memory lane, tracing the WWII history of Millville Airport. Stories of P40s and P47 Thunderbolts filled the air, adding depth to our journey. In 1943 the Army opened up a gunnery school for fighter pilots at Millville airport. P40's and the famous P47 thunderbolts would practice strafing runs from the airport. Right off the trail path was old bunkers that were used to hold up targets. The main instructor and co-owner of the school Mike Bradway said his dad would running out with his buddies and collect the brass after the training.

As the ride continued, it included hard packed gravel roads and pavement. The last portion of the ride included what I could only describe as an enduro trail filled with banked turns, woops, mud, and sand. We then ended at the field in the racetrack.

Reflecting on the weekend, I was immensely satisfied with the course's structure and the instructors' expertise. The blend of field exercises and real-world riding scenarios ensured a holistic learning experience. One rider who had taken three other classes and participated in events and rally including the Pine Barrens 300 stated that this was the best class. He stated that most classes just included the field work without any real riding to bring it together. My goal of the class was not only to feel comfortable riding a big bike off road, but to know that I could ride a Backcountry Discovery Route and have the skills to make it through. I was happy to hear another rider, who had completed both the MA BDR and the NE BDR, assure me the riding we did this weekend was harder than both. Noting that he did not do the optional expert section when completing the BDR

Though I had a few tumbles along the way, each fall was a lesson learned, fueling my passion for off-road riding. With newfound confidence, I am eager to tackle Backcountry Discovery Routes, armed with

the skills honed at Dirt 101.

For those seeking an unforgettable off-road experience, I wholeheartedly recommend Pine Barrens Adventure Camp's Dirt 101 course. Any one looking for info of the course can go to <https://www.pinebarrensadventures.com/>



Highly Classifieds

For sale, 1999 BMW K1200LT. A great bike. 65,788 miles and counting. It's drivable now as it is, however it needs a fair bit of work. This is probably best for someone that's mechanically inclined or is willing to spend a bit. I was still riding it until very recently when I got another GS. In fact, I took it on a multi-state, two-week tour through the northeast this past October and it had no issues. I just don't have the time or funds to invest in it right now to bring it to where it needs to be. The major repair it needs is a new clutch. It slips when accelerating hard, mostly when on the highway in a higher gear. This is a big job on the LT. Contact **Jonathan** simplyabsurd@Gmail.com if you have any questions. I can also provide a Google sheet with my service history.

For Sale: 2015 BMW GS with about 22K miles. Serviced annually at Cross Country BMW. Looking for \$10K o.b.o. Call Elio Vecchiarelli at 914 573 9707.

The bike is in Sea Bright, NJ

And Finally..

Doubts arose shortly after the meeting about the ability of Canadian-sourced 1200GS's to actually cover any serious mileage. The speedo's are, after all, in km and last we checked, USA Coast to Coast is measured in Miles.

Our at large, underutilized and overpaid Photographer, confirmed the groups suspicions.

Early the next day, a small, long range single engine plane was captured departing Allair with a 1200GS slung externally underwing. Yes- a CIA-central America style extradition to the West Coast was underway!

Neither Allair, the CIA, Canadian Embassy, NJ TPK authority or Kane Brewing could be reached for comment

