



New Sweden BMW Riders

June 2009

Web Site: <http://www.newswedenbmwridders.org> **Yahoo Group:** <http://autos.groups.yahoo.com/groups/nsbmwr>

BMWMOA #113

BMWRA #143

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MAY MEETING - Nancy Glindmyer

Our short but sweet meeting including the following:

VP Joe Molinaro ran the meeting in the absence of president Herb.

Nancy Glindmyer bought a pair of mesh riding pants for \$30 that Steve Colameco generously donated to the club.

Don Eilenberger suggested that anyone going to the Square Route Rally should bring a boat.

Harold confirmed that our 2009 Last Chance Rally theme will be "Economic Stimulus." I guess we'll fund it with the money each of us will get from the government any day now.

June 15th is "Ride to Work Day."

There will leadership summit at the MOA rally on July 15th.

Al Peirson won the 50/50.

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SUNDAY RIDE ANNOUNCEMENTS

If you follow the Yahoo email list you have noticed that there haven't been any Sunday breakfast ride announcements. The one or two individuals who used to post ride announcements on the Yahoo email list have instead decided to issue a blanket statement that Sunday morning rides will commence from Lulu's in New Hope at the conclusion of breakfast. If you want to participate, get yourself to Lulu's at your own rate and join the crowd. The really cool guys get there around 8:30 AM and are ready to depart for various destinations after we've been fed. If you want to organize your own pre-breakfast ride, or are looking for company to go elsewhere, feel free to post it on the Yahoo email list.

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NEWSLETTER ARTICLES NEEDED (STILL)

Email articles and/or photos anytime to Harold at hgantz@verizon.net or if you don't have email call me at 856-234-4240.

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DEBUTE OF S1000RR AT NEW JERSEY MOTORSPORTS PARK

On Saturday, June 13, several members of the New Sweden BMW Riders club traveled to New Jersey Motorsports Park in Millville to catch a sneak peak of the new BMW superbike, the S1000RR. Seen at the track were Nancy, Grant, Don E., Hans, Pete Stone and Harold. The S1000RR is BMW's entry in the superbike wars against such competition as the liter bikes from Honda, Yamaha, Suzuki, and Kawasaki.

If you've been following the motorcycle magazines for the past several months, you've seen the pictures of the bike and already know that it weighs around 400 pounds in street trim and packs about 196 horsepower. A racing version of the S1000RR is being campaigned in World Superbike competition and you can follow the standings of team riders, Troy Corser and Ruben Xaus on Speed TV or in the press.



S1000RR ridden by Nate Kern at NJMSP



Don Eilenberger and Harold Gantz at NJ Motorsports Park



R1200S ridden by Nate Kern

The following are excerpts from an article published on the motorcycle.com website about the S1000RR:

“The new S1000RR literbike will be priced at a stated maximum of no more than \$1,000 over the retail price of what most of the Big Four will price their liter machines for the American market. This was undoubtedly the biggest news from BMW during the U.S. round of WSBK held at Miller Motorsports Park in Tooele, UT, May 29-31, 2009, where the new in-line Four made its U.S. debut in both race trim and civilian form.

“However, we’ll have to deal with the vague pricing news for some time to come, as BMW won’t be announcing the actual price until after the Big Four reveal 2010 pricing for their liter steeds. Per BMW, it’s expected that Japan will be forced to raise prices again next year in light of the still-unstable world economy.

“For now, let’s use 2009 prices to speculate. With the non-ABS CBR1000RR dialing up as the most expensive from the Big Four at \$12,999, simple math tells us the BMW S1000RR should fall in around \$14K (early '09 reports had the model listing at a little over 15K Euros in Germany). Of course, we all know that BMW pricing almost always starts with the elusive “base model.” Nevertheless, a non-Race ABS, non-DTC (Dynamic Traction Control) S1000RR will be in a tête-à-tête with, say, the Honda, and most certainly less expensive than the \$16,495 Italian stallion Ducati 1198 (another superbike without ABS or traction control as standard).

“Naturally BMW would put its own twist on the [engine], like the use of camshaft finger followers for actuation of the titanium valves; a design borrowed from BMW’s Formula One race car efforts. This was done almost exclusively for the purpose of high revs allowed by the

compact, lightweight design according to BMW Motorrad Motorsport superbike team marketing and sponsoring manager, Andreas Ederer (he was prudent to not reveal actual rev limits set on the race S1000RR race bike when pressed by journalists).

“The company had no interest in experimenting with engine design that departed radically from the in-line Four formula that’s proven so successful, and the S1000RR is a competition killer... at least on paper! Otherwise, with the exception of the mandate to make the lightest and fastest production liter machine in the class, nothing else about the bike’s powerplant and chassis are exceptionally different. How very Japanese of BMW to improve upon what already works.

“So what’s with the S bike’s quirky style? In case you haven’t heard or read elsewhere yet, the asymmetrical design of the main bodywork is entirely deliberate. The short story behind the shark gill shape on the right and large hole in the left panel is a design that vents as much engine heat as efficiently as possible, theoretically allowing for higher engine output that might not be possible without suffering the power-scavenging effects of high heat. And it should go without saying, but the overall shape of the bike stems from extensive wind tunnel testing said to benefit the rider with excellent airflow as well as the aforementioned engine cooling needs.

“As for the most controversial item, the asymmetrical headlights, BMW draws from its success in endurance racing, stating in press materials that weight savings is key to the smaller high-beam lamp.

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PRUDHOE BAY ALASKA TO KEY WEST FLORIDA IN RECORD TIME

Long distance rider, Gary Egan, held the Iron Butt Rider record of 96 hours 1 minute to ride from Prudhoe Bay to Key West. However, in early June, John Ryan, New Jersey Shore BMW Rider and friend to many of us, made the run in 86 hours and 14 minutes. Congratulations John! To grasp the magnitude of this ride, see the following graphic. John’s epic ride included several false starts requiring him to restart from Prudhoe Bay. Out of the 86 hours he spent on the road, only 8 hours were devoted to sleep in several two hour segments.



John Ryan’s route from Alaska to Florida

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SQUARE ROUTE RALLY REPORT – Paul Doan

Holding my second...or was it my third cup of coffee in front of the TV, just staring at the massive green blob which seemed to cover the entire northeast hemisphere. Nope, blobs still there no change. I’m goin’ get wet. You might think that with all the positive, wishful thinking, centered on clearing this weather pattern no doubt by millions of others as well as the hearty group of riders heading for the Square Route Rally, 'it just might lift a little'. But this is the “Square Route” and as I understand, it just has to rain at some point that weekend, why it’s a proverbial “sure thing” like a sleep apnea sufferer will surely be in your bunk house. Time to test the rain gear. I headed out to meet Don Eilenberger and Al Peirson at the NJ Turnpike service area south of exit 4. So far so good I’m still dry but my gloves are starting to saturate. At least it was warm.

We pull out of the service area heading south with Don leading the way that Dufus, his GPS, is taking us. At one point about 15 miles or so down the TP a semi flatbed suddenly decides he needs to be in the left lane, just where Al happens to be heading at the same time. Fortunately Al is just far enough behind to avoid him without too much drama. Just another cardiac moment in the life of a motorcyclist. Once we cross the Delaware Memorial Bridge we head west towards Rising Sun. As we enter Maryland I notice the temperature drop, normally not a bad thing in June but today this damn persistent rain is starting to find its way through the rain gear at my arms and chest and this temperature drop is not so welcome.

We hit Westminster with food on our minds and Don leads us to a parking lot behind a bagel shop. We search for coins to feed the meters and contribute to the local government only to find the shop closed. What's up with that, sign reads open till 2 pm and it's only about 1 pm. Turns out as we learned on the return trip, that someone was a little too aggressive cutting a bagel and cut a little meat with it. So they closed early to get her stitches. No problem, we mount up and find a nice little place a block or so down the road. The kind folks inside let us remove and hang the wet gear near our table on the other side of the bar where a small pool forms below. They're going to need one of those multi-lingual caution wet floor signs there. After an excellent lunch served by an equally hot...er competent waitress we force the wet gear back on and finish the ride to the Rally. The rain dissipated shortly after we arrived and the following Saturday and Sunday were both perfect weather wise.

Friday evening Nate Kern, BMW's new east coast ambassador for the S1000RR, was there and gave a little talk on his riding BMW's and the new bike. Nate's test mule, a preproduction model was there for all to get a good drool over. During his talk Nate gave some credit to New Sweden and Wayne for getting him started racing BMW's and invited us down to New Jersey Motorsports Park the following weekend to see him ride it for the first time on the track.

Square Route is a nice rally; great people, good location and fantastic riding areas. New Sweden Riders were well represented along with Al, Don and myself, George, Pete S., Miles and Wayne W. also showed up for the weekend as well as a few Jersey Shore folks. But George packed it in Saturday after he attempted walking on his ankle with predictable results. I understand that this was his second attempt on this same ankle in recent weeks. If I were you George I'd stop trying that stunt and take up something safer like sitting in chairs. After a Saturday morning mess hall breakfast of coffee, juice, scrambled eggs, some fruit and a somewhat lubricated choice of meats, Don and Dufus (the GPS) lead Al, Don Graling (an old friend of Don E's) and me on a beautiful ride (did I mention the roads here are great) down to Harpers Ferry. Don G. is somewhat familiar with the area, being from Virginia, he showed us the old Hill Top Inn in Harpers Ferry with a great view of the Potomac River Valley. This must have been a nice place in its day but now the center section of the building has slipped back into the ground a foot or two, it was fenced off and abandoned. So we rode through a few

blocks of this small town America to a little restaurant in Bolivar for lunch.

On the ride back to the rally I felt an overwhelming need for ice cream so Don took the matter up with Dufus (the GPS) and we wandered about this great riding countryside toward Hagerstown, where we rode by some of the most beautiful estates as well as areas hit harder by the current economic condition in reaching our goal. Apparently we are a little too far from home as the young ladies behind the counter of the Superior Ice Cream shop had no idea what Al's request for a 'water ice' was. Back at the rally it was time to share these events with other friends over a few cold adult beverages and catch a quick nap before dinner. I think afternoon naps are almost necessary at these rallies as sleeping at night with all the bunks filled with laboring lumberjacks is not always completely restful.

Sunday morning Al was anxious to get on the road to home and he was kind enough to wake me to see if I wanted to leave with him. What a guy. How could I pass up the opportunity? The ride home with Al, Don and Miles was more or less the same route as our ride out but you sure couldn't tell without the rain. Much nicer and relaxed ride this time. Once over the bridge and back in Jersey we stopped at a chain restaurant for lunch after which we all headed north on 295 to our respective exits. It's easy to understand why a number of this group has made the Square Route Rally an annual event. Count me in for next year.



No photos of Al, Don, or Paul but here's Dufus (Don Eilenberger photo)

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JUNE NEWSLETTER CONTEST

See below for this month's contest photo. Figure out where it was taken, ride your bike there and shoot a simi-

lar photo, email it to Harold Gantz at hgantz@verizon.net. The first person to do it, gets a free dinner at the next club meeting. There was no winner of the May Newsletter Contest because nobody could figure out the picture was taken in front of the Hedger House, a well known dive bar/restaurant at the north end of route 563 in the pine barrens. Or maybe nobody wanted to take a ride there. Anyway, this month's contest photo should be very easy to identify. It's in an industrial/office park in Camden County.



June contest photo – duplicate it with your bike in the picture and dinner is free at the next club meeting.

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CLEARING THE RECORD

The May newsletter recalled a comment about Jerry Friedman's (Law for Hogs insurance attorney) private conversation with Howard Lewis in which someone said, "Uh, it's a little late isn't it?" The comment, in fact, was not about Howard's insurance coverage but was related to when Howard could schedule an appointment to see a specialist. Sorry if it was construed to imply that Howard had inadequate insurance coverage, which is not the case.

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WELCOME NEW MEMBER

John Sweeney
5102 Aberdeen Dr.
Mt. Laurel, NJ 08054
jsweeney@getinque.com
267-246-1538
2008 K1200S

RIDING AROUND



New members Vince and Barbara at Van Sant Airport after Sunday breakfast

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COMING EVENTS - Skip Palmer

June 25th - 28th - Thunder in the Valley, Johnstown, PA

July 5th - the Gathering at Ephrata, PA

July 15th - NJSBMWR's Twelve Day Ride to the National Rallies and the Southern Mountains

July 16th - 19th - MOA National Rally @ Appalachian Fairgrounds, Grey, TN

July 17th - NJSBMWR's Volunteer Registration 11:30 AM to 4:30 PM @ the MOA National Rally

July 17th - 6 PM NJSBMWR's Dinner at Ryan's Family Steak House, 205 Montecastle Drive, Johnson City, TN

July 23rd - 26th - RA National Rally @ Canaan Valley State Park, WV

July 24th - 26th - AMA Vintage Motorcycle Days Mid-Ohio Sports Car Course, Lexington, OH

Sept. 25th - 27th - Last Chance Rally, Apple Farm, Elmer, NJ

Oct. 9th - 11th ~ Barber Museum Vintage Festival, Barber Motorsports Park, (Leeds) Birmingham, AL (Week long ride)

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NEXT MEETING
WEDNESDAY, JUNE 24
6:30 PM – KICK TIRES & EAT
7:30 PM - BUSINESS MEETING
EL AZTECA
1155 NORTH ROUTE 73
MT. LAUREL, NJ