



The *SKYLANDER*

Skylands BMW Riders (Est 1991)

Host Club for BMW's Miracle Ride East
BMW MOA #215 - BMW RA #87

May 1998

Club Officers

President: Max Monaco
Vice-President: Karl Kretschmer
Secretary: Ivan Sobel
Treasurer: Jody Villa
Past President: Doug Ochwat

WWW: <http://skylands.ibmwr.org/sbr/>

Committees

Adopt-A-Highway: Jeff Roberts
Good & Welfare: Ellen Cushing
Membership: Karl Kretschmer
Newsletter: Tom Coradeschi
Ride Coordinator: Bill Jasinski

Info Line: 908.852.2482

EDITOR'S CORNER

Slow ... Look ... Lean ... Roll. Gotta remember "Look" all the time - target fixation is my biggest fault as a rider (before any comments from the peanut gallery are heard, YELLOW motorcycles are not a fault!). Last Sunday's ERC served to remind me to pay attention to that part of my riding skillset. Interestingly enough, the MSF, with a curriculum based on the findings of the Hurt Report and a bunch of other research, has come up with the same basic mechanics for turning that Reg Pridemore teaches in his CLASS schools. Slow, Look, Lean & Roll. Anyone who's taken Code's school want to comment on what he teaches? (bet I know what it is).

The point of all this? I dunno. I guess it's just that something as seemingly simple as turning a motorcycle - I mean, it's just 4 steps, isn't it? - can turn out to be both difficult and fun! The paradoxes of life, I guess.

Along the lines of fun, we're reprinting Nick Ienatsch's writeup on "The Pace" in this month's Skylander. Good reading for those days we're out riding to nowhere and having fun getting there, with some thought-provoking commentary on getting there and doing so in one piece.

I don't need to tell you that boating, er, swimming, er, *riding* season is finally fully upon us. Check out our calendar of events. I think you'll find something to please you, so COME ON OUT!.

Go fast, take chances...

Tom Coradeschi

MEETING HIGHLIGHTS - MAY 1998

Membership (Karl Kretschmer): Since the April meeting, Joe Christie and Lukas Franck have paid their outstanding dues. Joe's wife, Betty, is a new associate member. Potential new member, Bill Kline, and his wife were at this meeting.

Secretary (Ivan Sobel): Ivan has been contacted by BMW NA, which is looking for owners of unique or historically significant bikes to be part of a parade from BMW of Manhattan to the Guggenheim Museum to kick off the motorcycle exhibition there. He has also been contacted by the Sport Touring Motorcycle Club regarding their Mothers' Day ride (history by the time you get this).

Treasury (Jody Villa): Our current assets, as of April 30th are \$691.24.

Rides: Our first ride of the season was a joint gathering with the Internet BMW Riders and the NJ Shore BMW Riders. 14 club members came out on a stormy Sunday to eat and kick tires with BMW riders from all over the east coast. Our own Chuck DeSantis (in a 3-way tie with two guys from Atlanta) was long-distance rider to the event. And it really didn't rain all that much during our ride there or back (but don't ask Jeff Roberts about his ride to meet with us - he might want you call him Noah and his bike The Ark).

Jim Brown, or in his absence, Jonathan Hanbicki, will lead our May Ride on the 23rd. This will also depart from Candy's and will tour Bucks County PA. Plan to depart at 9AM. Note that this is a Saturday ride.

Karl Kretschmer will lead our June ride on the 14th. We'll be riding up to Rhinebeck Aerodrome that day. Plan on being out the full day.

Gooch's Garlic Run will be on June 17th this year. If you'd like to pre-register, you can do so at the June meeting.

Our July ride, for those not going to the MOA national rally in Missoula, will be the Ramapo 500, held on the 18th & 19th. Contact Dennis Daunia if you'd like a pre-registration form or more info.

The August ride will probably be to Cherry Hill airport. We ran this a couple of years back and it was a good tour of the upper Delaware River valley.

Club Overnite: Ed Jankowsky is planning our trip to Lake George. He needs to know what weekends in September or October work best for club members. If you have a particular weekend you'd like (or not like), contact Ed with your preferences. Speak now or forever (more or less) hold your peace!

Ice Cream Rides: Dave Cushing will have a schedule for our weeknight ice cream runs ready for the June meeting.

Rider Education (Tom Coradeschi): Our Experienced Rider Course was held at Middlesex Vo-Tech School on May 3rd. 12 club members (the first time we've actually had all 12 riders show up for one of these classes) attended. Reactions to the class were mixed, with some feeling that the low speeds used for the range exercises do not accurately represent street riding conditions. At any rate, riders who complete the ERC should be eligible for liability insurance discounts in NJ. Note that you may need to beat on your agent to actually get the discount, but that they *are required by law* to give them.

Adopt-A-Highway (Jeff Roberts): Our second cleanup of the year will be on June 6th. Meet at 9 AM at Touch of Class. The antique motorcycle show at the Warren County Fairgrounds in Harmony that weekend: we'll ride over after the cleanup.

Good & Welfare (Ellen Cushing): Nobody sick. Nobody hurt. A good month. Thank you note received from Vince DiBiasi & family.

Club Gear: License plate frames are in stock! Contact Jody Villa if you want one. 10 bucks each.

Michael Kimm has had a batch of club T-shirts made up. Club logo on the back, the "moto man" and "Skylands BMW Riders" on the left breast. They look GREAT! 20 bucks a copy and available from Michael.

National Rallies: At our June meeting, Tony Loria will give a talk on things to see & do in the Missoula area, for those who will be attending the MOA national rally.

Miracle Ride (Tom Coradeschi): BMW appears to have come around (at least partly) on sponsorship of the Miracle Ride. The date is set for October 11th. We will have more info by the June meeting.

Bikes at the Guggenheim: We are looking to schedule a group trip for club members and guests to the Guggenheim Museum. Conversations with the NJ Shore BMW Riders indicate interest in making this a joint venture. Depending on the hours the museum is open, the first Sunday in August will be our likely date. There are group discounts available from the museum. More details will follow.

Programs: Originally scheduled for our May meeting, Ed Kollin, from Exxon Research and Engineering, was forced to postpone due to work commitments. We will reschedule his talk, hopefully for the "July" meeting (June 29th).

The August meeting will feature Bob Wrubelvski who will talk about his motorcycle racing experiences.

If you have an idea for a program, please contact Drew Gibbon!

Our next meeting will be on June 1st.

riding skills by attending the Experienced Riders Course. In my opinion this has prepared these riders for what should be an enjoyable and safe riding season. Like most of you I am starting to look at the maps and plan the summer rides. Just received my maps from a trip routing service with detail routing to Missoula, Montana and the BMW MOA Rally, Portland, Oregon, Alberta, Canada and return. A total of 7,100 miles if we stay on the planned routes. Wow! Either way, whether it be riding to Missoula, Americade at Lake George or just a short ride up to the Catskills, make it enjoyable. We all treasure the hours on motorcycles and they should be fulfilling.

I would like to take this time to cover a subject that has been discussed at various times since the club's inception. "Membership involvement". The following are statements directly out of the club's revised constitution dated May 5, 1997:

Article II - Purpose. The purpose of this organization shall be the advancement of safe and careful motorcycle driving, to bring about and foster a spirit of unity, comradeship and community service and to hold and promote motorcycle events in such a manner as to reflect credit on the entire motorcycle fraternity.

Article III - Membership

Section 2: Full Member - All Full Members must have their dues paid up to date and have attended at least three (3) of the club sponsored or attended events within the preceding year. Etc., etc.

What is the point? Very simple. The Skylands BMW Riders is an organization made up of its members. We don't have nor sell a product. We are here because we choose to be and we want to make a difference. No organization of this type can be successfully without the involvement of its total membership. Your elected officers can only guide the club and cannot be expected to do it all. We all have certain talents that can be put to use on a committee or club function. I don't believe everyone wants to be a boss and I think many would prefer be a worker. What I am trying to say is we have outstanding, approximately 50%, membership participation at the monthly meetings and poor attendance and involvement at the planned activities. In this particular case I am referring to the highway cleanup project we are COMMITTED to as a club. Jeff has done his part in scheduling the dates in advance but cannot be expected to call each of you to participate. At the last meeting we had 33 members and only 6-8 sign up for June 6th. This is not brain surgery and if we have a good turn out, approx. 15, we can complete the task in an hour and go out and have some fun.

Other activities, picnic, rides and club programs require the same involvement. This is "your club" and requires your participation. If any of these events, such as the highway cleanup, are not gathering membership support then I suggest we review them to see if we want them as club functions.

In the meantime "let's ride".

Max Monaco

"The only place you find success before work is in the dictionary". May V. Smith

FROM THE PRESIDENT

May 7, 1998

Forecast "Rain". Sound familiar? At least this weekend the prediction is for "rain" on Saturday instead of Sunday, Mother's Day.

As we enter into our prime riding season some of our members not only took the time and money to tune-up their bikes but twelve of our members also tuned-up their individual

BIKE BLESSING

The springtime bike blessing will be done by Father John again this year. It will follow the 11:30 mass at Our Lady of Mt Carmel church, on Sussex Cty Rt 622 in Swartswood NJ (due west of Newton). There will be Blue Knight - escorted run out to an excellent restaurant in PA for brunch: \$12/all you can eat. Call Tom Coradeschi if you need more info or directions.

PACE YOURSELF...

The Street Is Not The Track - It's A Place To Pace

Two weeks ago a rider died when he and his bike tumbled off a cliff paralleling our favorite road. No gravel in the lane, no oncoming car pushing him wide, no ice. The guy screwed up. Rider error. Too much enthusiasm with too little skill, and this fatality wasn't the first on this road this year. As with most single-bike accidents, the rider entered the corner at a speed his brain told him was too fast, stood the bike up and nailed the rear brake. Goodbye.

On the racetrack the rider would have tumbled into the hay bales, visited the ambulance for a strip of gauze and headed back to the pits to straighten his handlebars and think about his mistake. But let's get one thing perfectly clear: the street is not the racetrack. Using it as such will shorten your riding career and keep you from discovering the Pace. The Pace is far from street racing - and a lot more fun.

The Pace places the motorcycle in its proper role as the controlled vehicle, not the controlling vehicle. Too many riders of sport bikes become baggage when the throttle gets twisted - the ensuing speed is so overwhelming they are carried along in the rush. The Pace ignores outright speed and can be as much fun on a Ninja 250 as on a ZX-11, emphasizing rider skill over right-wrist bravado. A fool can twist the grip, but a fool has no idea how to stop or turn. Learning to stop will save your life; learning to turn will enrich it. What feels better than banking a motorcycle over into a corner?

The mechanics of turning a motorcycle involve pushing and/or pulling on the handlebars; while this isn't new information for most sport riders, realize that the force at the handlebar affects the motorcycle's rate of turn-in. Shove hard on the bars, and the bike snaps over; gently push the bars, and the bike lazily banks in. Different corners require different techniques, but as you begin to think about lines, late entrances and late apexes, turning your bike at the exact moment and reaching the precise lean angle will require firm, forceful inputs on the handlebars. If you take less time to turn your motorcycle, you can use that time to brake more effectively or run deeper into the corner, affording yourself more time to judge the corner and a better look at any hidden surprises. It's important to look as far into the corner as possible and remember the adage, "You go where you look."

DON'T RUSH

The number-one survival skill, after mastering emergency braking, is setting your corner-entrance speed early, or as Kenny Roberts says, "Slow in, fast out." Street riders may get away

with rushing into 99 out of 100 corners, but that last one will have gravel, mud or a trespassing car. Setting entrance speed early will allow you to adjust your speed and cornering line, giving you every opportunity to handle the surprise.

We've all rushed into a corner too fast and experienced not just the terror but the lack of control when trying to herd the bike into the bend. If you're fighting the brakes and trying to turn the bike, any surprise will be impossible to deal with. Setting your entrance speed early and looking into the corner allows you to determine what type of corner you're facing. Does the radius decrease? Is the turn off-camber? Is there an embankment that may have contributed some dirt to the corner?

Racers talk constantly about late braking, yet that technique is used only to pass for position during a race, not to turn a quicker lap time. Hard braking blurs the ability to judge cornering speed accurately, and most racers who rely too heavily on the brakes find themselves passed at the corner exits because they scrubbed off too much cornering speed. Additionally, braking late often forces you to trail the brakes or turn the motorcycle while still braking. While light trail braking is an excellent and useful technique to master, understand that your front tire has only a certain amount of traction to give.

If you use a majority of the front tire's traction for braking and then ask it to provide maximum cornering traction as well, a typical low-side crash will result. Also consider that your motorcycle won't steer as well with the fork fully compressed under braking. If you're constantly fighting the motorcycle while turning, it may be because you're braking too far into the corner. All these problems can be eliminated by setting your entrance speed early, an important component of running the Pace.

Since you aren't hammering the brakes at every corner entrance, your enjoyment of pure cornering will increase tremendously. You'll relish the feeling of snapping your bike into the corner and opening the throttle as early as possible. Racers talk about getting the drive started, and that's just as important on the street. Notice how the motorcycle settles down and simply works better when the throttle is open? Use a smooth, light touch on the throttle and try to get the bike driving as soon as possible in the corner, even before the apex, the tightest point of the corner. If you find yourself on the throttle ridiculously early, it's an indication you can increase your entrance speed slightly by releasing the brakes earlier.

As you sweep past the apex, you can begin to stand the bike up out of the corner. This is best done by smoothly accelerating, which will help stand the bike up. As the rear tire comes off full lean, it puts more rubber on the road, and the forces previously used for cornering traction can be converted to acceleration traction. The throttle can be rolled open as the bike stands up.

This magazine won't tell you how fast is safe; we will tell you how to go fast safely. How fast you go is your decision, but it's one that requires reflection and commitment. High speed on an empty four-lane freeway is against the law, but it's fairly safe. Fifty-five miles per hour in a canyon may be legal, but it may also be dangerous. Get together with your friends and talk about speed. Set a reasonable maximum and stick to it. Done right, the Pace is addicting without high straightaway speeds.

The group I ride with couldn't care less about outright speed between corners; any gomer can twist a throttle. If you routinely go 100 mph, we hope you routinely practice emergency stops from that speed. Keep in mind outright speed will earn a ticket

that is tough to fight and painful to pay; cruising the easy straight stuff doesn't attract as much attention from the authorities and sets your speed perfectly for the next sweeper.

GROUP MENTALITY

Straights are the time to reset the ranks. The leader needs to set a pace that won't bunch up the followers, especially while leaving a stop sign or passing a car on a two-lane road. The leader must use the throttle hard to get around the car and give the rest of the group room to make the pass, yet he or she can't speed blindly along and earn a ticket for the whole group. With sane speeds on the straights, the gaps can be adjusted easily; the bikes should be spaced about two seconds apart for maximum visibility of surface hazards.

It's the group aspect of the Pace I enjoy most, watching the bikes in front of me click into a corner like a row of dominoes, or looking in my mirror as my friends slip through the same set of corners I just emerged from.

Because there's a leader and a set of rules to follow, the competitive aspect of sport riding is eliminated and that removes a tremendous amount of pressure from a young rider's ego - or even an old rider's ego. We've all felt the tug of racing while riding with friends or strangers, but the Pace takes that away and saves it for where it belongs: the racetrack. The racetrack is where you prove your speed and take chances to best your friends and rivals.

I've spend a considerable amount of time writing about the Pace (see *Motorcyclist*, Nov. '91) for several reasons, not the least of which being the fun I've had researching it (continuous and ongoing). But I have motivations that aren't so fun. I got scared a few years ago when Senator Danforth decided to save us from ourselves by trying to ban superbikes, soon followed by insurance companies blacklisting a variety of sport bikes. I've seen Mulholland Highway shut down because riders insisted on racing (and crashing) over a short section of it. I've seen heavy police patrols on roads that riders insist on throwing themselves off of. I've heard the term "murder-cycles" a dozen times too many. When we consider the abilities of a modern sport bike, it becomes clear that rider technique is sorely lacking.

The Pace emphasizes intelligent, rational riding techniques that ignore racetrack heroics without sacrificing fun. The skills needed to excel on the racetrack make up the basic precepts of the Pace, excluding the mind-numbing speeds and leaving the substantially larger margin for error needed to allow for unknowns and immovable objects. Our sport faces unwanted legislation from outsiders, but a bit of throttle management from within will guarantee our future.

THE PACE PRINCIPLES

Set cornering speed early: Blow the entrance and you'll never recover.

Look down the road: Maintaining a high visual horizon will reduce perceived speed and help you avoid panic situations.

Steer the bike quickly: There's a reason Wayne Rainey works out - turning a fast-moving motorcycle takes muscle.

Use your brakes smoothly but firmly: Get on and then off the brakes; don't drag 'em.

Get the throttle on early: Starting the drive settles the

chassis, especially through a bumpy corner.

Never cross the centerline except to pass: Crossing the centerline in a corner is an instant ticket and an admittance that you can't really steer your bike. In racing terms, your lane is your course; staying right of the line adds a significant challenge to most roads and is mandatory for sport riding's future.

Don't crowd the centerline: Always expect an oncoming car with two wheels in your lane.

Don't hang off in the corners or tuck in on the straights: Sitting sedately on the bike looks safer and reduces unwanted attention. It also provides a built-in safety margin.

When leading, ride for the group: Good verbal communication is augmented with hand signals and turn signals; change direction and speed smoothly.

When following, ride with the group: If you can't follow a leader, don't expect anyone to follow you when you're setting the pace.

Nick Ienatsch
Sport Rider Magazine
June 1993

CLASSIFIED ADS

(Ads will run for 2 months)

1993 BMW K1100LT; Classic Black, 69k miles, 1100 cc - 100 HP, ABS, Excellent Condition. Electric windshield, heated grips, stereo/cassette/cb/intercom, throttle control, Corbin seat, PIAA driving lights, pinstriping, trunk running lights, bag liners, hyper brake light, Ohlins performance shock. Dealer maintained - New fork springs, bearings, tires, etc. \$7,895 OBO. Call Max Monaco @ 908-852-9321, cmmonaco@worldnet.att.net (1st month)

TOC OPEN HOUSE!

Saturday May 16: 9-4

Sunday May 17: 10-3

This will be the first Open House event at Touch of Class under Steve & Cindy's ownership. Let's all come out and show our support for our host dealership!

Next meeting June 1st
Touch of Class: 7:30

*Meet for some pizza at Enzo's
Pizza, Rt 57, Washington
6 miles east of T.O.C., 1 mile west
of Rt 31.
Any time after 6:00*

*May Club Ride
May 23rd 1998
Candy's Country Cafe
9:00 AM*

MOTORCYCLE RACING on TV

May 10	10 PM	Speedvis	Monza World SB
May 12	8 PM	Speedvis	Malaysian 250 GP
May 12	9 PM	Speedvis	Malaysian 125 GP
May 17	10 PM	Speedvis	Italian 500 GP
May 19	8 PM	Speedvis	Spanish 250 GP
May 19	9 PM	Speedvis	Spanish 125 GP
May 24	10 PM	Speedvis	Albacete World SB
May 26	9 PM	Speedvis	Canadian SB Preview
May 26	10 PM	Speedvis	Monza World SS
May 30	2 PM	Speedvis	Road Atlanta AMA SB1
May 31	2 PM	Speedvis	Road Atlanta AMA SB2
May 31	3 PM	Fox Sports	Road Atlanta 600 SS
May 31	10 PM	Speedvis	French 500 GP
Jun 2	8 PM	Speedvis	Road Atlanta Form X
Jun 2	10 PM	Speedvis	Italian 250 GP
Jun 5	9 PM	Speedvis	Road Atlanta 750 SS
Jun 6	4 PM	Fox Sports	Road Atlanta AMA SB
Jun 7	10 PM	Speedvis	Nurburgring World SB
Jun 9	8 PM	Speedvis	Italian 125 GP
Jun 9	10 PM	Speedvis	Albacete World SS
Jun 14	2 PM	Speedvis	Madrid 500 GP

Skylands BMW Riders
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