

BOXER SHORTS

MARCH 2014





Photo, Cover, Top: *Carl, Craig and Bill in Alaska* Photo, Cover, Bottom: *the GSW by Wagner's debuts at breakfast.* Below: *Brad and Chris at Lime Rockz Rally*



Editor's Briefs



by John Shields

This month's MOVER, the newsletter for the Vermont BMW club, took a full page to address the problem of content that a lot of motorcyclist newsletters, including this one, are experiencing. Everybody is busy and no one has the time to write an article, add a few photos and email it to the editor. I understand that and personally it gets a little old when you have to "beat the bushes" for stories, since I'm pretty busy too. If nothing comes in an editor must then search the internet and the magazines for content interesting to you, the reader, and "steal" it for the paper. The problem with that is two-fold — first the content is used without express permission from the author or owner of said article and two, we lose the best part of the newsletter, your stories, travels and travails of the road and wrenching and all things local YB.

The first issue is mitigated somewhat by the Yankee Beemers being a more or less non-profit club and the content is not resold. It is important however to assign the credit for the work to the proper author and publication, known as attribution, a practice which I follow. So, while a little bit legal, it's still stealing when you get right down to it — but I'll do it to fill the pages.

Secondly the newsletter should first and foremost serve the members' needs for information like the calendar, a signup form for membership and contact info for the volunteer executives, board members and others like the webmaster and forum supervisor. But all this can be done online without the need and expense of printing it monthly and everything is in place for that to happen. However, we have members without access to or familiarity with the internet and they would not be accommodated. Also, many of us still like to hold that paper in our hands, read it and leave it on the coffee table when we're done.

So, to reiterate, our newsletter problem is about the lack of content — what can we do about it? Well, if people are willing, they will write up their adventures, the repairs, the events and all the other things that make up this club, add a photo or two and email it to jjshields01@cox.net. Or...the heck with it. If you're happy *without* the local YB stuff and

with a compilation of internet sources, well, don't do anything and that's what we'll have.

Prez Sez

by Bob Blethen

Is it March already? Time flies when you work 66 hours a week. I am in the middle of a busy oil season; it hasn't been this cold for this long for a decade. Who keeps track of these stats? The holiday party was a success. A good time was had by all. We saw some new faces and some we hadn't seen in a while. Bill and Moe did a great job with the organization and execution of the party. Thank you both. The next event is the Mar. 16th breakfast at the Willowbrook. I hope to see you there. There are a couple of things in the pipe line, Gold cards will be available at the March 16th breakfast meeting, 50 will be available when they are gone they are gone. You must be in attendance to purchase a Gold Card. The price of the Gold Card will be \$65.00 same as last year. Don't miss your opportunity to save on YB events. The events covered are as follows Frosty Nuts, Pemi, Dyr, Whacky Hat. Be there or be square. Not much is happening at 55 Hope Street. The first lady finally called in a painter to finish the kitchen project started by yours truly about a year ago. She wants it done sooner than I could do it.

We, the club, need a store keeper.

This of course is a volunteer position. Bill Cusack offered to do it. Bill has enough on his plate already. Step up and volunteer. The club is in good shape, we have a couple of new bod members to replace those expiring positions, thanks to Roy Jackson and to Dick Gibbons who both served two year terms on the bod. Welcome to Dwight Nevins and our editor John Shields who has donned another hat for the club. That's all folks.



Secretary's Report

by Victor Cruz

Despite blizzard conditions that dumped a foot of snow in places, the February YB breakfast meeting drew a highly unexpected 29 members. In anticipation of a low turn-out due to weather, rather than pull out the buffet line, it was the wisdom of the President to call the Willowbrook in advance and cancel the buffet in favor of doing a la carte menu servings. There were no motorcycles in the parking lot.

However there were enough souls to profit from conducting the monthly 50/50 raffle and Prez Blethen wasted no time collecting monies and dispensing ticket stubs. John Gamel was the winner of \$50. The club also auctioned a set of coasters and the last large size previous YB logo. The coasters were won by Eric Kuegler; the logo was won by Bob Haddon. Several T-shirts were given away.

The Gold Card was discussed. Like last year, the Gold Card will be priced at \$65.00. This permits the holder to access 5 YB rally weekends including the season opener Frosty Nutz, followed by The Pemi River Rally, then August's Damn Yankees Rally and then The Whacky Hat.

The club will limit Gold Card availability to only 50. These 50 cards will be available for purchase at the forthcoming March 16th breakfast meeting to be held at the old Willowbrook stomping grounds. Says Prez Blethen: "When they are gone they are gone." So get yours while supplies last.

With many condolences, the club extends its collective thoughts and hearts out to Mark Grabowski. God bless you, Mark.



Magnets and Magic

by Chuck Doherty

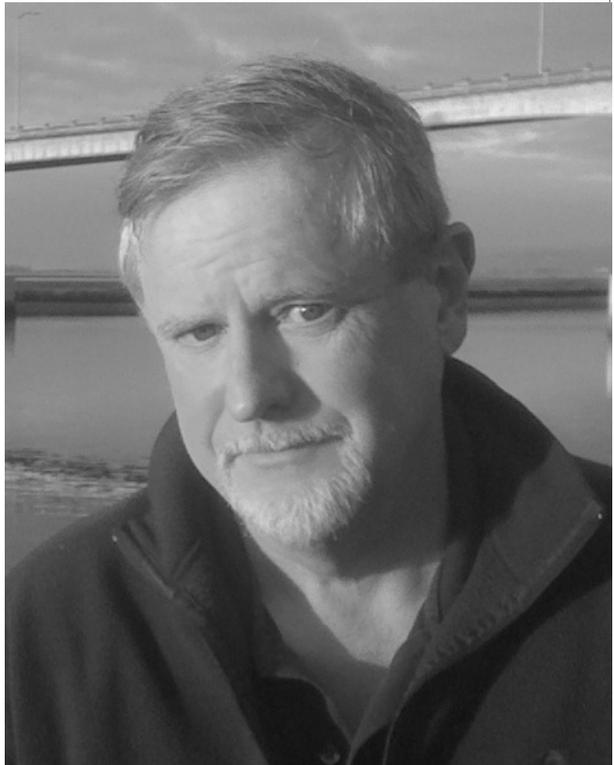
In last month's article about nonresponsive traffic signals, it was mentioned how the use of a magnet attached to a bike would aid in triggering the sensors. As it happens, tying a rabbit's foot to the handlebars would have exactly the same effect since the method used to sense the presence of a vehicle is not based on the "magnet and coil makes electricity" principal that many people believe to be the case, but rather on a change in a tuned circuit in which the roadbed sensor is a part.

The sensor uses a low-frequency oscillator that has a specific resonant frequency, and as with any oscillator that resonant frequency changes as the inductance of the coil (and the time-constant of the tuned circuit) changes. The inductance of the coil of wire embedded in the road surface which makes up part of the tuned circuit is affected by the proximity of any piece of ferrous metal. When a large piece of metal (say a car) is brought close to it, it alters the inductance and hence the resonant

frequency. It is this change of frequency that is sensed by the light control circuitry to trigger the light, and the presence of a magnet would not change that at all.

The larger and closer the piece of metal may be to the embedded coil, the more likely it is to "see" that a vehicle is there.

That is why motorcycles and bicycles aren't seen – they just don't present enough metal to be



noticed. That metal can be magnetic or non-magnetic – it doesn't matter; it just has to be ferrous. It is all a part of electromagnetic theory, but has nothing to do with fixed “magnets.”

Further, if the sensor was in any way affected by a magnet, the “inverse cube law” of magnetic strength (force = $1/r^3$ where r = distance), means that the effect of any magnet diminishes so steeply over distance that even the most powerful magnet would have no perceptible effect on anything at all once it was moved just a few inches away. Real-world magnets do not behave like the Acme-brand ones that the Coyote uses to chase the Road Runner.

<http://auto.howstuffworks.com/car-driving-safety/safety-regulatory-devices/question234.htm>

On a related note, notice how many people point their remote car keys toward their car, as though they worked like infrared TV Remote controls. That doesn't work either.

Urals at Sochi



In Photos: Moroccan Motorcycle Mashup

by LEAH SCARPELLI AND
MEREDITH RIZZO for NPR



Motorcycle the Motif in Bestselling Novel

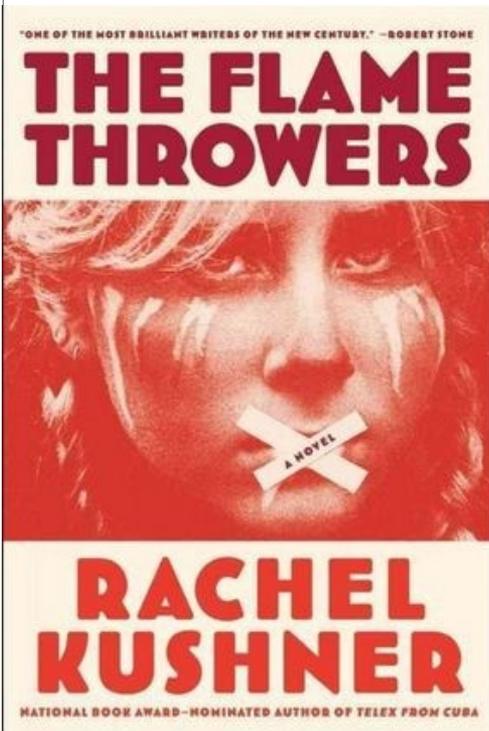
by Victor Cruz

“The Flamethrowers,” a motorcycle-friendly novel by the 45-year old award-winning novelist Rachel Kushner, opens with the story of Valera, an Italian cycle battalion soldier in World War I who is tugging a headlamp free from its housing when a German soldier appears from out of the poplars. The two men struggle on the ground until Valera uses the headlamp “with a braid of cut wires trailing it like a severed optic nerve” to “brain” the good German.

The next chapter introduces the heroine Reno, astride a Valera motorcycle. The year is 1973, and Reno is on her way to Bonneville only to wipe out on the Salt Flats at 145 mph. Chapters alternate between two narratives and time periods: Reno’s story, her move to NYC and relationship with Sandro Valera, 20 years her senior and heir to the Valera corporation but who turned his back to become an artist of “minimalist steel boxes,” and the early 20th century Valera company

founder and his design of a motorcycle with a desmodromic engine he manufactures in Bologna post-war. Author Rachel Kushner rides a Moto Guzzi, and admitted in an interview that she didn’t depend on research for her book, writing it solely on what she knew.

The young Reno ends up breaking a land speed record, becoming the fastest woman in the world. She’s got gumption in spades. At one point, while on her way to Utah, she sleeps in a stranger’s bed in a filthy room the size of a closet, with little fear and too much naïve trust. The man says she’s pretty, but thankfully



doesn't take it beyond that.

Several chapters later, after she moves to NYC alone and takes up with a pair of drunks and has a one-night stand with someone who never introduces himself by name, Reno loses her spunk, becoming a passive observer of the local art scene, too star-struck by Sandro Valera and his cast of fellow artists, patrons and gallery owners. Life couples with art, and both are about performance. One art show she attends features a box with a hole cut out at waist-high, behind which a naked, anonymous woman hides. The viewer is encouraged to put his hand through the hole. Giddle, a girl Reno befriends, calls her job as a waitress a "performance." A guy named Henri-Jean walks about the city carrying a long red and white striped pole.

Reviewers point out that "The Flamethrowers" doesn't poke fun at the 70's New York art scene so much as the doyennes behind it.

Conversations at parties usually feature a story told by a guest. These set pieces are themselves pure entertainment, since the artists are linguistic geniuses, like the quality of Kushner's writing. On that front, the book is a thrill ride.

It's the chapters on Valera the industrialist that I like most. The company mirrors both Ducati and Pirelli, since Valera travels to Brazil to export vulcanized rubber: "The jungle was like a standing army, a reserve that would summon forth a product, become something other than green, useless, hostile nature, and Valera liked this idea, of conscripting nature into service. The way it was going to be arranged was a kind of perfection."

The two-track narrative, that of Valera and Reno, converge at two-thirds into the novel, when Sandro and Reno visit Italy where Reno is supposed to go on a promotional tour with the Valera company as the world's fastest woman. Terrorist attacks break out. Things don't go as planned. I won't spoil it for you, much as every review I've read did.

Safe to say that there is enough here for a motorcyclist to admire and enjoy. The author has more than a grip on a throttle. A crack history of an early motorcycle pioneer from boyhood to capitalist is beautifully rolled out; the rise of super highways expanding hand in hand with the production of rubber, the beloved Valera bike itself that is crashed and restored. The bike that revives Reno and provides the spine to her life, could be declared a main character in this brilliant novel. Highly recommended!

This is your last Boxer Shorts if you haven't renewed your membership yet!

<http://www.kenspring.com/ybnormal/membership.html>

or

check payable to Yankee Beemers, Inc.
mail to: PO Box 2151, Fitchburg, MA 01420



Frosty Nutz Campout April 25th to 27th

We are now all set for Jamaica St park in Vt 100%. As we using the park during regular season we needed to work with -in the park reservation rules. With some concern of specific registration dates and many popular seasonal events in the area, James Saunders was on point this morning March 1ST, like a duck hunter in a blind and got us in and registered for this rally, it was very much like going for a PlayStation 4 at Christmas. For \$606 we are in for 44 heads with lots of room and as we have done these same sites in the past, it will be very familiar to many. We can expand to 88 heads with the room we have but pay a per head fee for the extras if they arrive.

Ride on. *Bill Cusack*

15 Tips For Riding A Motorcycle In The Rain

by madmoto

So whatever you do, make sure the clothing (jacket, trousers and boot covers) you use during a rain ride is rain proof.

This is the most important tip for riding in the rain, all other tips are more or less common sense. The clothing doesn't need to be a diver's suit you use for deep sea diving, but it needs to keep the water away.

1. Wear proper rain gear, preferably Gore-Tex or equivalent. It needs to be able to breath but still not allow water to creep in. Make sure your helmet covers your face, since rain above 30 mph is going to hurt you.
2. Make sure your tires are correct for riding in the rain, in other words, do not go out riding in the rain with slick tires.
3. Watch the road. What used to be kind-of slippery is now very slippery. White lines on the roads will have become ice rinks, metal plates/manholes are super dangerous, avoid them like the plague.
4. Watch out for puddles. Yes, it can be fun riding through one, but since the water hides the surface you just don't know what you are riding into. Can the puddle in fact be a 3 feet deep hole? Do you want to find out the hard way?
5. When riding and you see a colored rainbow on the ground, watch it. It's got nothing to do with the gay movement, chances are it's oil.



6. When rain first starts after many days of dry weather, it's when it's the most dangerous since there's a lot of oil and dirt on the road. Wait an hour or two for the rain to wash away the oil/dirt before riding since the road surfaces are at their slipperiest. If it's just drizzle, then the road will remain slippery.
7. Railway crossing are to be taken as straight as possible. Remember the railway tracks are metal, and wet metal is slippery. Straighten your bike.
8. When you need to brake, apply more rear brake than normal. If your front wheel starts sliding you're done for, if your rear wheel slides you can easily correct.
9. Do not brake strongly if possible. Brake gently. If you need to urgently apply your brakes, pump them so that you do not start aquaplaning.
10. Give yourself more space between you and the vehicle in front of you. Braking distances are much longer in the rain.
11. Relax when riding. Getting all cramped and bunched up is not good. First of all you will get tired real quickly and it is dangerous. Relaxed riding is much better.
12. Be visible. Rain makes it difficult for cars to see you. If you have **high visibility clothing**, now it is the time to put them on.
13. An obvious advice, but here it is anyway: reduce your speed! In many countries legally you need to reduce speed by some 10-20% when it rains, and there are good reasons for it.
14. Since we don't have wipers on our helmets (well, maybe some do) you can easily spray something like Rain-X on the visor to help you with your visibility. Rain-X keeps the rain from the visor.
15. When lightning starts up, stop riding. Head for cover (don't stop below a tree).

Riding in the rain will at times be necessary, and you should not stop riding just because it is raining. Relax and enjoy the ride. You are after all riding a motorcycle and that is fun. ENJOY IT.

2014 YB Calendar

Feb 16	Breakfast @ Willowbrook 8:30 AM 16 Hastings St, Mendon, MA
Mar 16	Breakfast @ Willowbrook 8:30 AM 16 Hastings St, Mendon, MA
Apr 2	Breakfast @ Willowbrook 8:30 AM 16 Hastings St, Mendon, MA
April 26 April, 25-27	Gould's Sugar House Ride The Frosty Nutz Campout Wilgus State Park in Ascutney Vermont!
May 18	Breakfast @ Willowbrook 8:30 AM 16 Hastings St, Mendon, MA
May 29th - June 1	BMWRA Rally Barber Motorsports Museum Alabama
June 13-15	Pemi River Rally Pemi River Campground, Thornton, NH
Jun 15	Breakfast @ Willowbrook 8:30 AM 16 Hastings St, Mendon, MA
July (TBD)	Breakfast @ Willowbrook 8:30 AM 16 Hastings St, Mendon, MA
July 24-27	BMWMOA Rally Minnesota State Fairgrounds
August 1-3	Damn Yankees Rally Heath Fairgrounds, Heath, MA
August 15-17	Lime Rockz Rally 60 White Hollow Rd. Salisbury, CT
September (TBD)	European Motorcycle Day 15 Newton St., Brookline, MA
September 5-7	Foodies in the Foothills Rally Snow Farm, 5 Clary Rd., Williamsburg, VT
September TBD	Gathering of the Clams clambake, campout, Rhode Island
September 19-21	Whackey Hat Rally Jamaica State Park, Vermont
October 19(TBD)	Breakfast @ Willowbrook 8:30 AM 16 Hastings St, Mendon, MA

The Yankee Beemers Motorcycle Club

BMWMOA #153

BMWRA #71

AMA#6905

BMW Motorcycle Club
Yankee Beemers



Ride To Eat - Eat To Ride YB Normal?

Membership Form

The Yankee Beemers have been a driving force in the New England BMW motorcycle scene since 1984. We are an enthusiastic group of BMW motorcycle owners, riders and restorers comprising of members from New England to California. Our goal is to promote camaraderie among our members through year-round monthly breakfast meetings as well as through our monthly newsletter, *The Boxer Shorts*, and with many seasonal campouts and rides. Non-BMW riders are also welcome!.

<i>Name:</i>		<i>Phone:</i>
<i>Address:</i>		<i>Cell:</i>
		<i>Email:</i>
<i>City:</i>		<i>Bikes owned:</i>
<i>State:</i>	<i>Zip:</i>	
		<i>MOA#:</i>
		<i>RA #:</i>
		<i>AMA#:</i>
<i>Application type:</i> <i>New</i> <input type="checkbox"/>		<i>Renewal</i> <input type="checkbox"/>
<i>YB #:</i>		
<i>Member type:</i> <i>Regular (\$30)</i> <input type="checkbox"/> <i>Non-BMW Owner (\$30)</i> <input type="checkbox"/> <i>Associate (+\$5)</i> <input type="checkbox"/>		
<i>Additional Regular Member:</i>		
<i>Associate name:</i> <i>(Associate has no voting rights)</i>		
<i>Fee Schedule:</i> <i>A single BMW owner in a household - Regular membership - cost \$30</i> <i>Two BMW owners in a household - Both are Regular members - cost \$35</i> <i>One non-BMW owner in a household - Associate membership - cost \$30</i> <i>Two non- BMW owners in a household - Both are Associate members- cost \$35</i> <i>Membership Expires 12/31 , You may also renew online using PayPal at</i> www.yankeebeemers.org . <i>Check out our forum!</i>		

Please mail this form with a check payable to:
Yankee Beemers, Inc.
P.O Box 215 1
Fitchburg, MA 01420

BOXER Shorts MAR '14

Journal of the Yankee Beemers Club
c/o Jim Sanders, Treasurer

NEXT BREAKFAST MEETING **March 16**

Willowbrook Restaurant
16 Hastings St.

