



BMW MOA Charter 280

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The Monthly Newsletter of the Mid-Atlantic Riders

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From the President

Davis was nice enough to answer my question from last month about experience with traffic lights that won't change for a motorcycle. (See his article below.) As you may remember, we offered to give a Green Light Trigger device to anyone who had a problem with a recalcitrant traffic light. Davis went one step better and gave us the results of a controlled test of this device.

I have another pertinent motorcycle question for the group: does anyone know of a sure-fire cure for fogging face shields on full face helmets? I read that shaving cream works, but how does one look through 1/2" of foam while riding? If you leave a space to look through the visor then that kinda defeats the purpose, doesn't it? Let me know if you know of something that eliminates fogging and I'll pass it along to the group.

Next Breakfast

Our next breakfast will be at the Maple Dale Country Club in Dover at 9 AM on Saturday, May 13.

Green Light Trigger Gets Yellow Caution

Robert Davis

The signal was working fine before DelDOT came out and broke it. Three trucks, eight guys watching one guy dawdle; you know the drill. Three days later a two hour job was completed, and the signal hasn't worked since. If I make a left onto Chestnut Hill Road, the signal nearly never trips. If I make a left from Chestnut Hill Road, the signal very seldom trips. I either have to break the law or turn the wrong way and hang a U or wait for a car to pull up close behind me. This was four years ago. It's still on the fritz.

It's just iron deficiency anemia. A loop of wire buried in the road at each entrance to the intersection is a metal detector. A motorcycle doesn't bring enough metal. You know just such an intersection.

I decided to do something simple about it. I went to the local hardware store and bought a BAM (Big Ass Magnet). See, the metal detector works by magnetism. Makes sense that a magnet brings plenty of magnetism. Thought it would work. Spent six fifty on the one rated at a hundred pound pull, took the eyebolt off, attached it to the lowest frame pipe of Maggie my '83 Honda V65 Magna with a pair of stainless hose clamps, and never had a problem again, that's a hundred percent success rate. No kiddin. Only six and a half bucks; this rocks.



I begin to think this is a good idea. I begin to dream up a chrome plated hot-dog shaped magnet slotted for convenient clamp attachment. I make drawings. I speak to a lawyer about a patent. I even write several letters to magnet manufacturers in China asking for prices to make the thing. I am going to be a renowned inventor.

About then, an internet bulletin board mentions the Green Light Trigger which is the subject of this review. Crap. So much for my patent. I buy one on line. Sure enough, it says "patent applied for" right on the package (Still does, years later). The GLT beat my BAM to market. Fifteen clams plus shipping and "handling."

But, dang, this thing is small! About the size and shape of one of those little metal flip top aspirin boxes your Aunt Gladys used to keep in her purse. The BAM requires two stainless steel hose clamps to hold it in place. The GLT finds one zip tie ample. My BAM is intended to lift boat anchors off the sea floor. The GLT might keep a postcard on the fridge. BAM, I pass a dump truck, I lean left so as not to get sucked in. GLT I could drag through the paper clip factory and come out clean; it's one by two by seven eighths inches, including plastic case.



At the time, I have three bikes in the stable. I strap this GLT on Mary the '84 Gold Wing, BAM is on Maggie the Magna and I keep Sissy the '81 CX500 bare as a control group. I compare. BAM continues to work every single stinking time. The bare control group nearly never flips the switch. GLT? Now, bear in mind the Gold Wing already brings a boatload more metal to the dance. And it has a big old alternator, which is magnetism to start with. It tends to flip the switch maybe half the time. With GLT, it flips it maybe 75% of the time. The folks who make GLT would contend this means 75% effectiveness, then throw in the other lights round town to boost their number even more. I say it only cures half of that half of the time the switch doesn't flip; and the other signals around town are irrelevant to the problem.

So here's the bottom line: Does a magnet work? You betcha. Makes that loop of wire buried in the road think you brought more metal than you have. But with the weenie

little Green Light Trigger you add a moped. With the Big Ass Magnet you add a cement truck.

Here are a couple of other considerations: Annie the BMW R1200CLC does not have a frame member up front to attach a magnet to. The engine is the frame. I hesitate to attach a Big Ass Magnet directly to the engine because magnetism rubs off. You don't want magnetized engine parts gathering metal chips from your oil. You may have Tupperware under your ride. GLT now makes an "HP" model, twenty five bucks plus shipping and "handling," also one by two inches, but only three eighths thick, with a bit of two sided tape to attach it to your plastic. Still a weenie. Annie has a powerful alternator, so she does without.

Call for Volunteers

The Delaware Saengerbund is again having their German Vehicle Display as part of their annual picnic in Newark. The organizers are looking for, well...German vehicles, and BMW motorcycles fall smack into that category. MARS members have participated in this event for the past few years, and have always had a great time showing off their bikes and answering questions. (*"Gee, I didn't know BMW made motorcycles."*)

The event this year is on Saturday, June 10 at the Delaware Saengerbund's facility on Salem Church Road in Newark. We'll leave for the picnic after our monthly breakfast at Matilda's. Bring your camera!

Upcoming Rides

Be sure to keep checking our web site for upcoming rides. For the time being we have rides listed in two places, on the home page itself and under the "Events" tab on the left side of the page. We're working on getting them consolidated in one place.

By the way, we hope to see you on the West Virginia ride over the Memorial Day weekend. If you plan to go, and we hope you are, be sure to let Ed Lombardi know so he doesn't leave without you. More importantly, make your motel reservations early because this is a holiday weekend and the motels are sure to get a lot of reservation requests. The motel names and phone numbers are on our web site.

Interested in a 1000-Mile Day?

David Hrenchir

I am putting together a 1000 mile, one-day ride that leaves Smyrna on Saturday, July 1. If anyone wants to join me, MARS member or not, they can. I am not setting a route to follow, nor am I setting up destinations to which you must ride; I am only setting up a "start location." You will need to figure out where to ride.

Some possible choices are:

Niagara Falls NY, then to Erie PA, then home, or
Kittery, MA to Lake George NY, then home, or
Florence SC, then home, or
Rock hill SC, then home.

How and where you make the treip is up to you. For more general info you can contact me at (302) 734-4449. For exact rules and info go to:

www.ironbutt.com/ridecerts/getdocument.cfm?DocID=1

[Editor's note: If you like to see David Hrenchir's photo, it's smack dab in the middle of the cover of the 2006 Riderwarehouse catalog. He's the one in the yellow jacket with the matching helmet.]