



BMW MOA Charter 280

# Mid-Atlantic Riders' Rag

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## The Monthly Newsletter of the Mid-Atlantic Riders

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### From the President

The warm and humid days of early summer have arrived and it's time to ride! As most of you know, I've polled the club looking for ride leaders and we have three rides planned. I'm leading two from the Newark area, and David Hrenchir was nice enough to offer to lead a mid-state ride to Sonics in Bridgeville. I hope more of you guys can squeeze in a club ride, as either a leader or a participant. After all, riding is what the club is about.

As a reminder, I'll be leaving the position of president and editor in October. I sold my BMW last October and the club needs a BMW owner at the helm. In addition, our BMW MOA charter requires all officers to be BMW MOA members, and I'll be letting my membership lapse in October. If you think you're up to the challenge of president and editor then please get in touch with me as soon as possible. If we have several people interested then we'll have an election at the September breakfast. If we only have one interested individual then he/she has the job. If, by some reason, we have no one interested then..., well, I don't know what will happen. So, please give it some thought. I promise you'll enjoy the challenge.

I want to apologize in advance for not being able to attend the upcoming breakfast at the Maple Dale Country Club. These breakfasts are important to me because I always look forward to schmoozing with members and maybe meeting new people. However, I'll be teaching the novice motorcyclist course at the New Castle DMV that weekend.

### Next Breakfast

Our next breakfast will be at the Maple Dale Country Club in Dover at 9 AM on Saturday, July 8.

## The Experienced Rider Course on Steroids

Peter Anstey

Recently I spent a very worthwhile Saturday at Frederick Community College in Frederick, Maryland participating in the Lee Parks Total Control Advanced Riding Clinic. By coincidence I had taken the MSF Experienced Rider Course (for the third time) three weeks before, so I had some perspective for comparison. I concluded the only shared point was that improved rider skills make for safer and more enjoyable riding. Although in some areas the two are in disagreement, e.g. the number of fingers on the brake lever, generally they are complementary.

We were 13 men and one woman ranging in age from the early forties to the mid-sixties. Interestingly, in contrast to all of my ERC experiences there was not a single bike which was not street legal. That in itself was a comment on the attendees. We were divided into three groups generally on the basis of bike – cruiser, tourer, sport tourer. The TCARC never exceeds a student-to-instructor ratio of 6 to 1, and in our class it was 5 to 1. Seventy percent of the course was taught on the range, applying techniques learned in the classroom. The range was defined by cones arranged in 40-foot circles. The cones brought their own challenges.



At the beginning of class the instructors made us three promises:

1. You will have a SPECIFIC, MEASURABLE improvement in your riding.
2. You will have a better understanding of how your bike works, and how what you do affects your bike's ability to maintain traction and control.
3. You will be able to recognize riding problems on the road, know the solutions, and be able to fix them on the fly.

I would have added a fourth – push the student out of the zone of comfort into forced mental discipline. A lot of the course was mental, but then a lot of riding is mental.

Positioned between the ERC and a track course, the contents were:

1. Throttle Control
2. Mental Exercises and Body Position (lecture)
3. Vision and Line Selection
4. Body Position, Mid Corner and Oval Exercise
5. Suspension Lecture and Demonstration
6. Transitions/Figure 8s

Here's an example: We rode the 40-foot circle applying throttle to stabilize the suspension while staring at an instructor standing in the center. He would hold up fingers, and we would have to yell out how many. This is where the cones gave us some problems. They were like inverted, shallow cereal bowls with a hole in the middle, about five inches in diameter and very flimsy. Every time we hit one it would flatten and slide a bit. It reminded me of hitting tar snakes in a sweeper on a wet road. The survival reaction produced was to stand the bike up, look straight ahead and get on the binders. Not the point of the exercise.

By the end of the day we were doing figure eights (transitioning from right to left turns) formed by two of these circles and ignoring the cones. One student in my group even went so far as to get his R1150RT over far enough so that he dragged a knee.

A less exciting, but equally persuasive, lesson consisted of signing one's name with a death grip on the pen and comparing it to a normal signature. Like the pen, the bike's handlebar is an instrument requiring a deft touch to transmit inputs with precision.

Needless to say, bike control to this degree brings a substantial margin of safety and fun. Although there was no final exam *per se*, each of us knew how he or she had done. My final "grade" came from my tires. Tread wear told me very clearly that I had visited places I had never been before.

This was probably the best \$295 I have spent on the sport. Total Control Training in Frederick would be willing to give us a discount of \$50 each off the \$295 price if six or more of us were interested in participating and could coordinate our schedules. Any interest?

(For more info, and to see photos, go to [www.totalcontroltraining.net](http://www.totalcontroltraining.net) – ed.)

## Upcoming Rides

*Wednesday, July 5*

**J**oin Ed Lombardi on a ride to Buck's Restaurant in Rising Sun, Maryland. We've visited this is a restaurant several times over the past few summers and it was always well received. We'll take a circuitous route from Newark through a lot of curvy back roads that many of you may not know exists.

We'll leave the parking lot of the Dunkin' Donuts on Rt. 896 in Newark, across from Matilda's, promptly at 6: 00 pm. If time permits, on the way back we'll stop for ice cream in Oxford, PA, and should be back in Newark close to 9 pm.



For more info on Buck's, and to check out their menu, go to [www.bucksrestaurant.com](http://www.bucksrestaurant.com).

*Tuesday, July 11*

Please join us for a ride to Ken's Steak and Rib House in Havre de Grace, Maryland. This is a nice little place tucked in one of the side streets of Havre de Grace, and it's populated with locals, not packed with tourists.



We'll leave the parking lot of the Dunkin' Donuts on Rt. 896 in Newark, across from Matilda's, promptly at 6:00 pm. We'll take the scenic route to Havre de Grace and a toll-evasive route back home and should be back in Newark around 9:30 pm. This will be an interesting ride because it entails two crossing of the Susquehanna River, once on Rt. 40, and a second time on Rt. 1. Route 1 runs atop the Conowingo hydroelectric plant, making it a dramatic 1/2 mile ride.

For more information on Ken's, check out [www.oldchesapeakehotel.com/menus.html](http://www.oldchesapeakehotel.com/menus.html)

*Tuesday, July 18*

David Hrenchir will lead a group of hungry bikers to the brand new Sonics Drive-In in Bridgeville, DE. David and the group will meet at Diamond Motor Sports (the Honda, Kawasaki and Yamaha dealer) on Route 13 in Camden at 6:00 pm.



If you prefer to meet the group at Sonics, they'll get there about 6:30 pm.