



A. E. Keir Nash, Editor
Contact = vanplatten@aol.com or 805 687-9315

3 California BMW Bikers Starving On Indonesian Desert Island

Near Flores Island, Indonesia, October 10 –

Word has reached us from our Indonesian correspondent about the fate of 3 round-the-world American BMW bikers captured by pirates 4 weeks ago while transporting their bikes on an inter-island ferry east of Bali. The three Californians – chemist, construction engineer, and economist -- were not, as first thought, singled out for capture by anti-USA terrorists. Rather, they were marooned on a desert island near Komodo (where the world's largest monitor lizards live) by the pirates who made off with the motorcycles and luggage. Rumor has it that the pirates, ignorant of paravers, seized the bikes as reliable transportation for planned bank robberies in nearby Northern Australia. The pirates allowed the economist to keep his pet homing pigeon.



Our correspondent reports that the bikers fell to arguing about what to do with their only readily available sustenance – a crate of tuna fish cans that washed ashore. The chemist in vain tried to use his eye-glasses to focus sunrays on a tuna can – in order to open it by heat. The engineer, also in vain, looked for rocks on the sandy island to smash the cans open. Frustrated, they asked the economist what to do. He said, “Let us assume we have a can opener.” So far BMW Indonesia has rejected the bikers’ appeal sent by homing pigeon to rescue them as part of the bikes’ full-coverage warranties.

OCT. 2010 ISSUE

**Next Club Dinner-Meeting at Sizzler's, 5555 Hollister Ave., Goleta, CA Monday, October 18
Dinner from 6 PM, Meeting about 7:30 PM**

**BILL MACE'S INDESCRIBABLE
BAJA ADVENTURES See p. 4**

Elings' Motorcycle Museum, Solvang, CA: Modest Turnout for Sept. Sunday Ride

Not for the first time this past summer, the N of “shows” at the usual Sunday-after-the-club-meeting ride was very small: 2. Steve Jensen and this newsletter's editor decided to take a fittingly short ride to a place



Above: Jensen in kryptonite-repelling suit
Below: His bike's yellow anti-vampire forefender



Jensen had never visited, Virgil Elings' Solvang Vintage Motorcycle Museum. On the next page are several bikes this editor had not seen on exhibit there before.



1921 Mars. 8 hp from 1000 cc. twin designed by Maybach (!). Note spare. Note 2 chains, one to a low final drive sprocket, the other to a high final drive sprocket.

1940 "Big Tank" Crocker. Worth well into 6 \$-figures.



The Depression Era Velocette (above) and the Sunbeam (right) interested this editor because of the way in which 80 years ago his English mother (a sophomore at the University of Liverpool) secured a marriage proposal from his father. In 1928 future-father (then a graduate student) was not paying much attention to her. He was a Derbyshire coal miner's son too poor to buy the motorcycle he wanted. She was an architect-builder's daughter. She secretly bought

a BSA and learned to ride it. She then invited him for a weekend ride to Wales, 100 miles away. On Friday he was on the pillion. By Monday she was on the pillion. One thing led to another – including, when his finances improved, a Velocette & a Sunbeam much like these. When they married (after she had spurned proposals from three other men -- including a future Member of the Order of the British Empire), she insisted he sell his motorcycles -- "too dangerous for words, Arnold."



QUESTION FOR CLUB MEMBERS' DISCUSSION AT OCTOBER DINNER MEETING??

Would the turn-out for Sunday rides be helped by:

- 1. Having them only every other month?*
- 2. A sign-up notice in the newsletter that, filled out, would go to the club president so he could, at the meeting, say about how many were likely to turn out?*
- 3. Having some Sunday rides [e.g., on the even-numbered months of the year] with both a shorter, AM-only route and a day-long route extending beyond the shorter one so riders could choose depending on their time available?*

INTERPLANETARY TRAVELS BY CY MADRONE

Homeward bound on a recent cross-country Cribbage trip I stopped in Reno NV for 'all you can eat' Sushi and dollar and a half pints of Fat Tire. It was the tail-end of 'Street Vibrations', supposedly the nation's fourth largest motorcycle gathering. I was tempted to photograph the assorted black Harley XXXL tee-shirts playing blackjack but cameras and casinos don't mix. All of this is a segue to a memorable 300 mile ride in New Hampshire that club-member Duffy (Mark) Morong

produced, directed, and co-starred in as Laconia Bike Week came to a close.

At an SBBMWR meeting in May, I mentioned that I would be in Rhode Island in early June. New Hampshire native Duffy had business back there and invited me to ride with him while I was in New England. He maintains there a house and man-cave stocked with a fridge of beer, girlie posters, a Ducati 695, and a BMW R1200 RT. So two days after landing on Planet New England, (and being diagnosed with a nasty case of Shingles!), I drove 120 miles from Providence RI to Durham NH armed with my riding gear. We promptly suited up and travelled on rural backroads to meet up with a buddy of Duffys' from North Conway NH, who knew the White Mountains well. We took a circuitous route that avoided Laconia and most of the American Thunder. The route included the extremely curvy and bumpy Hurricane Mtn Rd., covered bridges over the Swift River, as well as one of the smoothest high speed seasonally open roads, Bear Notch Hwy. It was hot and humid? (low 90's) Hmmm...Shingles...

River Brewery in Newry ME and having the opportunity to ride the Ducati for 20 miles. I had to struggle to maintain my focus with the Shingles and cocktail of meds that I was on. Thankfully Duffy had offered to put me up that night so that I didn't have to drive/ride more than the 420 miles in a day.

. Our riding styles matched up well, so Duffy invited me to bring Lindsley up two days later. We were able to scrounge up gear for her, then ride another 150 miles



Androscoggin River near NH-Maine border



Lindsley in scrounged up gear

around Lake Winnepesaukee, and witness the mopping-up operations occurring post Bike Week in Laconia NH.

.....
At the last club meeting I attended I mentioned that I was going to ride to Lovelock NV (540 miles) in one day. By the time I stopped in Santa Clarita CA at 9:30AM it was 90 degrees. It stayed above 90 with a high of 105 in the Chalant Valley north of Bishop, until I got within 5 miles of Lovelock NV at 8:30 in the evening. I must have wet the tee-shirt at least 10 times along with refilling the hydration tankbag with ice at every McDonalds (they were too busy to notice) and gas stop. I did manage on US Hwy 6 to explore the top hull speed of the bike as equipped with an aftermarket windscreen and system cases. What a steady rock solid ride the CHP have in pursuits.



Duffey and barn near Bethel, Maine



Humboldt River near Lovelock NV

Memorable events included having lunch at Sunday

SURPRISE! The Baja Adventures story first heralded in the newsletter's Aug-Sept issue as slated to appear in this issue has not yet reached the editor's hands. Perhaps it will be ready for the November issue. So, instead, the reader will need to make do with this column's substitute.

MORE OF "You Can Get Around Germany by Speaking English That's Also German!"

Some B-Words

English	German Word (& Pronunciation)	
<i>Exactly the same word in spelling and/or pronunciation.</i>		
ball	Ball*	(bahl)
balsam	Balsam	(bahlzam)
bank	Bank	(bahnk)
basis	Basis	(bahsees)
beer	Bier	(beer)
best	best	
blind	blind	(blint)
boat	Boot	(boat), [but..
boot	= Stiefel]	(shteefell)
boxer	Boxer	
brown	braun	(brown)
band or tape	Band	(bant)
before	bevor	(behfor)

Where English 'th' = German 'd' (a recurrent pattern)

bath	Bad	(bat)
brother	Bruder	(brooder)

Where English 'd' = German 't' (another recurrent pattern)

blood	Blut	(bloom)
bed	Bett	

*German always capitalizes nouns.

One more near equivalent – a verb -- so we can make a German sentence. IS = IST

Drawing on the Aug/Sept issue's A words and the B-words above, we can now say, for example:
 BMW (bay emm vay) ist best. Bier ist braun.
 Blut ist blind. Februar(y) ist bevor April.

From: Santa Barbara BMW Riders
 P O Box 6532
 Santa Barbara, CA 93106

To:

RESULTS OF QUESTIONNAIRE DISTRIBUTED AT SEPTEMBER CLUB MEETING.

I had two purposes in mind – both arising from visiting BMW and Triumph dealerships in Michigan, Iowa, Colorado, Nevada, and California while returning from a trip to Cape Cod and Quebec. Discussion of Purpose #2, about warranties, for reasons of space will have to wait to the November issue.

Purpose #1. BMW and Triumph are the two brands that have been gaining market share %s during the recession. So I was interested in whether there was much overlap in the kind of riders who buy these brands. [I happen to like both.] I had thought the riders might be similar, but dealers, though separating them out from Harley riders and tending to approve of both Triumph and BMW bikers, on the whole thought Triumph riders somewhat younger and less affluent than BMW riders. Hence the question to you about what brands other than BMW would most interest you if you were getting another bike. Though the N of persons at the September meeting and thus of respondents was very small (10), the results are somewhat suggestive if one makes an important assumption. *The assumption is that, all other things being equal, if there's no relationship between liking for BMW and liking for other bike brands, your preferences for other bikes should be roughly equivalent to the % market shares of each brand asked about.* If so, then one looks for differences between your preferences and market shares of the bikes.

Notably higher bikes among your preferences relative to % of market are: **Triumph (32 points, adding respondents' 0-10 scale responses together) and, less strongly, Ducati (21 points). Total points for all brands were 178.**

Notably lower than you'd expect statistically is: **Harley (22 points)**, in a way not surprising but consider that a random result, since Harley is about half the total U.S. sales, would have yielded about 80-95 points for Harley).

The Japanese bikes (**Honda 52 points, Yamaha 34 points, Kawasaki 17 points**) seem about what you would expect.
