

THE NEW JERSEY SHORE BMW RIDERS

<http://www.njsbmwr.org>

D e c e m b e r 2 0 0 0

Notes from President Dennis

Here we are at year's end and we can look back at a very active club. We had our first rally, the First Chance Rally near Port Jervis, New York. This rally had its moments from midnight bongos to some really nice rides. We learned a great deal and can use the knowledge to plan an even better rally next year.

We had our second flea market at Cross Country BMW and used the lessons learned from the previous year to some advantage. So even though the turnout was decidedly light compared to the previous year, we did manage to turn a small profit from the endeavor. We moved our meetings to Schneider's restaurant which has boosted significantly the numbers at meetings. Most certainly the food and the hospitality have made the difference.

We had good tech sessions at Cross Country, the most recent being the presentations on foreign motorcycle tours and travel which will probably result in some good stories next year as some of our members take these opportunities. Stephan Kwiatkowski provided a talk and slide show on his African motorcycle tour.

Glen Martin turned out newsletters of high quality throughout the year which really provided the glue that holds things together. And now we look forward to Mark Zimmerman as editor as we move to the new year. Thanks to both Glen and Mark! Mark also embellished our high quality website which continues to draw new members into the club.

Capt. Don Eilenberger has continued to manage our money and correspondence and we even managed to complete our incorporation and open a checking account. Thanks to Don and Sam Peluso! John Welch also ran the 50-50 at each meeting which has really helped the treasury. Thanks to John!

Then there were all the rides that were organized by various members. These ranged from all the local rides throughout the region and the extended tours. Members traveled to Ohio, Michigan, West Virginia, Nova Scotia and beyond. And really, when you come down to it, that is what we are, a riding



club. All the other things are necessary and great, but the riding is the purpose behind all of it. Hope to see you on our next ride!

I hope to see you at our holiday party at Schneider's on December 10th. We'll be giving out some trophies, perhaps you will even get one.

R. D. Swanson (ardeeswan@aol.com)
Point Pleasant Beach, NJ

Toy Run 2000

The NJ Shore BMW Riders will be making their annual Toy Run to Children's Specialized Hospital, Toms River, NJ this month. Here are the details.

When: Sunday December 17th, meeting at 12 noon

Where to Meet: Meeting place: NJ Motor-Vehicle Inspection Station, Rt 70 Brick NJ. At intersection of Towbin Ave and Rt 70 (west of Garden State Parkway Rt 70 exit, east of Rt 9). In the parking lot - it is well marked from both directions on Rt 70.

Where we'll Ride: The Children's Specialized Hospital, 94 Stevens Rd off Rt 9 (WAWA on corner), approx 2.2 miles south of the intersection of Ry 9 and Rt 70.

What to bring: Unwrapped toy suitable for 1-19 years old.

They ask that if we wrap the articles we identify what's inside, but they need not be wrapped. They ask that we avoid, although they certainly would not refuse stuffed animals. This is because of the infection factor. Toys that are interactive, that they can hear, etc., are appreciated, but they seem ready and needy and will take anything we offer.

Rain Date: There is NO rain date. If it rains or snows, take a car. The event is about giving, not riding, but riding would be nice if we can.

Can't make it?: Bring gifts to our annual Christmas Party on December 10th. We will arrange delivery!

Contact: Don Eilenberger,
deilenberger@monmouth.com, 732-449-1533

Jimmy Lewis and BMW win Dubai Rally

Cycle World's off-road editor, Jimmy Lewis, has just won the prestigious Dubai rally on his BMW R900RR.

Enduring the five-day race, officially known as the United Arab Emirates Desert Challenge, the Californian came out more than 14 minutes ahead of his nearest competitor, the KTM-mounted Carlo de Gavardo from Chile.

With the Paris-Dakar rally just around the corner, Lewis has a good head of steam and will be one to watch in the near future. ♦

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**Editor's Note** – All letters, contributions, write-ups, photo's, trip reports, route sheets, complaints, suggestions for this News Letter must be e-mailed to editor@njsbmwr.org  
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IMPORTANT: RENEWAL NOTICE Dues are due this month, a paltry \$15.00/ year. See application/renewal form on the last page & mail to Don E. or pay at the party or the Dec 13th meeting.

Ride the Rockies to the 2001 MOA Rally

John Welch has faxed the railroad to reserve a RR car for 16 motorcycles and their riders. Departure date would be July 13 from Albany and July 15 arrival in Minot, ND. Return would be July 27 from Minot and July 29 arrival in Albany. There are only a few spots left and anyone interested should contact John as soon as possible.

Details are:

- Cost per bike - \$250 round trip
- Cost per person - \$350 coach round trip (meals extra)
- Cost per person, sleeping room - ~\$700 round trip (meals included)

John intends for the group to split up into smaller groups of 3-5 bikes for the ride from Minot to Redmond (and back), allowing for grouping of riding styles.

In the event you cannot commit in time, Skip Palmer has investigated some possibilities concerning the transport of motorcycles to the West coast for the national rally in July.

He has found that Allied Moving through Lowes Moving in Neptune-Asbury Park will transport a motorcycle for \$550 each way for a total of \$1100. They will provide the skid and require 7 days at either end of the delivery. This would be to Seattle, Portland or San Francisco. ♦



Japan Fights Motorcycle Crime

Washington Post Foreign Service, Monday, November 13, 2000; Page A18

TOKYO -- Faced with rising crime, Japanese police are turning to technology, both high and low. Police in the southern prefecture of Fukuoka this month revealed their latest gizmo: an automatic motorcycle catcher.

Motorcycle gangs called bosozoku are the bane of Japanese police. These irreverent youths race recklessly through the streets with an unmuffled roar that disturbs the country's vaunted peace and quiet.

Arriving like Wile E. Coyote's latest package from Acme, the Motorcycle Arresting Device (that's MAD, if you missed it) is supposed to let police win this running cat-and-mouse game. Other departments try to lure the cyclists to a roadblock and drop a net on them. But Fukuoka is trying a new approach with the purchase of 30 of the devices at \$630 apiece.

The strategy is to get the motorcyclists to drive down one of several routes on which police have planted a series of MAD metallic boxes, which lie flat and look like metal plates on the pavement.

As a motorcycle races over a plate, the lid flips up after the front wheel has passed. That exposes an adhesive, which sticks to the motorcycle's rear tire. The adhesive is attached to a wire, which is hooked to a rope that is drawn onto the axle. That snarls the wheel and halts the forward progress of the bike--theoretically in a gradual manner so the rider is not thrown off.

"There's a lot of public outcry to catch these bikers," said Norio Kita, head of the biker gang task force of the Fukuoka police. "We want to catch them, but we can't injure them. Maybe a slight injury is permissible, but if it led to a fatal injury, we'd be very concerned."

In practice, the devices slowed the bikes so smoothly the riders simply got off and fled. "Nobody was hurt," Kita said. "When we did it in September, we caught one suspect and nine motorcycles." The other riders, he said, "ran away like spiders."

The devices have turned out to be pretty labor intensive. Police have to corral the bikers, quickly lay down the contraptions and then chase the fleeing riders. But police are not deterred--they say

the four cyclists they have caught in four months of using MAD have fingered other gang members.

And then there was the time the motorcyclists spotted the MAD plates and swerved at the last minute. The pursuing police car was not so agile: Its front wheels were snarled when the car screeched over the MAD plates.

Chalk it up as a great idea gone awry. Paintballs are another. When a Tokyo policeman spots a crook, he's supposed to give chase, close in on the offender and splatter him with an indelible red paintball--making him gloriously and fluorescently visible for later apprehension.

Paintballs have been standard issue to officers in neighborhood police posts for several years. The cops are supposed to throw them at purse-snatchers or passing bosozoku.

"I guess it's been successful," a Tokyo police spokesman said unconvincingly.

A search of newspaper reports reveals one incident this year in which a post office robber, holding a woman hostage at knife-point, was splattered when a security guard threw a paintball at his feet. An off-duty policeman later arrested the robber when he noticed the man's fluorescent red feet, the newspaper Yomiuri Shimbun reported.

But such successes appear rare. "I've never used it," said one Tokyo policeman. "But one of my buddies did. He was a pretty good baseball pitcher, too. But the difference is that the target is moving and the pitcher is pretty excited--he missed."

Police in Osaka held a paintball drill in August in which members of its motorcycle squad launched paintballs from their 250cc motorcycles. They hit a target car. But Osaka still has the highest theft rate in the country.

The Tokyo policeman said there is another problem with paintballs. "The road maintenance people really don't like it," he said. "It's a mess to clean up." ♦

Classifieds

Free to members in good standing.

FOR SALE: 1999 F650, 3K miles, garaged, like new, never off road, warranty 'til 2002, BMW service manual, Parabellum +4 windshield & orig., dealer serviced, Asking \$6100. Call Frank Payer at 732-229-2542 or e-mail to PAYERF650@AOL.COM

FOR SALE: 1993 K75SA, 36k miles, Mystic Red, 2nd owner, garaged, excellent condition. New front rotors and pads, ABS, Works rear shock with ARS system, heated grips, BMW bags, almost new Metzlers, 33/88, front fender extension, recent battery, front Run-n-Lites, full spline lube at 22k, synthetic fluids, detailed maintenance records. \$6100. Also available: BMW tankbag and

saddlebag liners, Geza cover, all excellent condition. Call Mike LoGalbo at 609-395-8991 evenings or e-mail to kickstandsup@aol.com

Preparing for Winter Storage

Polar Bear just isn't for you? Take a look at these tips for putting your baby away for warmer days...

- Change oil and filter. Make sure coolant level is topped up and is good to -36 degrees Celsius.
- Drain carburetors. Run fuel injected bikes once a month.
- Fill gas tank to the top with premium gasoline. (Premium fuel has enough stabilizer in it to last through the winter. Don't waste your money on a can of stabilizer.)
- Spray WD-40 into cylinders (as engine oil will only run down a part of the cylinder and sit on top of the piston, and may foul your spark plug).
- Remove the battery and put it in a cool dry place, charging it once a month on a 2-amp cycle (trickle charge).
- Spray the chrome part of the forks and rear shock(s) with WD-40. Use freely, as it will not damage paint or plastic.
- F-650 owners, lube chain.
- Check for leaks, loose bolts, tire wear, cracked brake lines and bodywork pieces that may be close to falling off. ♦

SUPERSHOW 2001

The North American INTERNATIONAL MOTORCYCLE SUPERSHOW, taking place January 5 to 7th at the Toronto International Centre, is the largest public motorcycle show in North America.

More than 800 motorcycles valued over \$10 million along with over 400 exhibitors and 50 motorcycle clubs and associations will be on display. Set in an atmosphere of fun and excitement, the public is encouraged to sit on the motorcycles, try on vendor products; and catch the stage shows at this once a year motorcycle shopping extravaganza. ♦

BMW and Mercedes in Motorcycle GPs?

by Dirck Edge

It could happen. With the four-stroke prototype rule going into effect in the 2002 GP season, with no homologation requirements, engine builders from the automobile world could decide to participate in motorcycle GP racing. Sound crazy? It isn't. Specialist chassis builders (including Kenny Roberts, Sr., Harris and others) need engines.

Automobile manufacturers need publicity and confirmation of their engineering prowess. Could be a marriage made in heaven. BMW, Mercedes, Renault, Ferrari, and others already compete in automobile Formula One racing -- the "ultimate" proving ground for four-stroke technology.

If these companies can build the ultimate four-strokes, why wouldn't they get involved under the new rules? Something to think about. ♦

Upcoming Events

December 2000

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	31
31						

Bold type indicates NJSBMWR function

December 10 – 4:00 PM – NJSBMWR Christmas Party at Schneider's in Avon

December 17 –12:00 Noon – NJSBMWR Toy Run

January 7 –Polar Bears @I.A.M.A., Long Branch, NJ Ph #732-222-9750. Take Rt #36 to Long Branch exit (this is Broadway & Rt 537) to last traffic light (first light after split approx. 2 miles from Rt #36) turn right on Ocean (also Rt #57) look for Red Windmill & 7-11 Sign on West End Ave, go three blocks, over railroad tracks I.A.M.A. on right.

January 12-14 – International Motorcycle Show, Pennsylvania Convention Center – Philadelphia

January 14 - Polar Bears @ Sir Johns, 230 Washington Place, North Brunswick. Ph # (732) 297-3803 From Rt 1 take Rt130 South to the 82 mile marker & get in left lane make left at light (Washington Place go two blocks to Sir Johns on right. Folks traveling Rt. 130 north go past the 81 mile marker make a right at the traffic light on Washington place.

January 21 – Polar Bears @ Mignella's Restaurant, Hopewell, NJ Ph# 609-466-9856. From Somerville take Rt #206 South to Rt #518 to Hopewell (approx 9 miles) at Hopewell go to second traffic light, make right on Greenwood Ave, go 2 1/10 miles Mignella's on right.

January 28 – Polar Bears @ RED APPLE REST, Rt #17 Southfields, NY, Ph 914-351-9838. Take G.S.P. to exit 163 to Rt #17 N, go approx 23 miles, Red Apple Rest on right. ♦

BMW denies all - but few will listen

By MCN Reporter

BMW is insisting the GP four-stroke revolution will have to go ahead without them in 2002. Race insiders feel they are protesting just a little too much.

Ever since the four-stroke plans were first aired, there has been growing speculation that the move would tempt the German firm to take part.

Now worldwide marketing director Karl-Heinz Kalbfell says its bike division doesn't make enough money to justify spending the huge amounts it would take to build a compact high-revving multi-cylinder GP bike engine from scratch.

Kalbfell, a huge bike fan who rides a Ducati 916, said: "BMW's bikes are based on the Boxer engine which has absolutely nothing to do with GP racing

or building our own race bike. We only sell around 65,000 bikes a year. Other manufacturers are involved in racing because they have a huge sports bike market."

While Kalbfell carefully says everything you would expect him to if he wanted to kill off speculation, the fact is that the rumor remains persistent among race insiders that BMW is interested in supplying engines to a chassis manufacturer.

GP involvement could give the firm's motorcycling image a shot in the arm. BMWs are not regarded by many as the world's most exciting bikes. And the firm is no stranger to international bike racing. It competed in the equivalent of GPs before World War Two.

While financing the project would be a heavy burden if carried solely by the bike division, the cash needed would be a drop in the ocean for its overall motorsport budget. As a company, BMW is certainly financially big enough to compete with the firms currently racing in bike GPs.

An insider at GP organizers Dorna, said: "I have heard what Kalbfell said, and all I can say is that I don't think he knows what is going on in other parts of what is, after all, a very large company."

Kalbfell's claim that BMW doesn't have any four-stroke race engine experience is simply not true. BMW's Motorsport Division makes engines for the Williams F1 cars and a bike engine could use four cylinders of that as a basis.

BMW already has an involvement in GP racing, running rounds of the Boxer Cup for its R1100S machines at races. ♦

November Track Followup - Devil Inside

Dave Despain - Bishop, Georgia, Sept. 5

Dr. Joseph Jackson served the military through three wars (he counts Granada) and once broke his back jumping out of an airplane. But he cannot understand people "who go out and do things like this to themselves on a motorcycle." (The thing I've done to myself is crash damage that we'll get to in a moment.) When I joked lamely that this was an on-the-job injury, since I make my living doing TV reports about motorcycling, the doctor laughed derisively and said, "Now I've heard everything."

Two minutes with Dr. Jackson in a rural Southeast emergency room and I badly wanted to tell him where he could stick his war record AND his opinions! But my shattered left wrist was, according to my new friend, 'open and communicating with the environment.' Bone infection was an immediate and pressing worry and he had the keys to the IV antibiotics. I bit my tongue and let him run the show.

Of course, emergency room prejudice against motorcyclists is nothing new, and my anger at this guy's attitude does not outweigh my

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Devil Inside (Con't)

embarrassment at requiring his services. Bad judgement and a riding error combined to leave me with a significant injury, and I came out of surgery feeling miserable, both physically and mentally, wondering if I need to re-think some of my fundamental positions about motorcycle safety.

Specifically, I've been on the soapbox lately, arguing that racing schools and track days are valuable tools for serious street riders intent on improving their skills. Now, sitting here with a wrist full of pins, I don't feel much like a poster boy for the safety benefits of high performance training!

A flood of sympathetic calls and E-mails (and thank you all for caring) demanded the gory details, so here goes. I was taking a school, nameless here because it does not deserve the bad publicity; i.e. "Speedvision Guy Injured at ACME Performance Riding Academy." Likewise, the track and bike are free from blame and thus anonymous.

The circumstances are simple; exiting a second gear right-hander, I applied too much throttle, lost the rear and high-sided, landing on my left wrist. But the circumstances of the crash are not the same as its cause. The cause, pure and simple, was ego.

I don't know how else to identify that devil inside, the one that impels some of us to want to go faster than the next guy. In a racer, such ego is an appropriate tool of the trade, and any resulting injuries are simply occupational hazards. But I'm no racer, and in a riding school environment the competitive spirit that sent me chasing the guy in front of me was totally inappropriate the aforementioned bad judgement. Given 38 years of two-wheeled experience and all my recent preaching on the subject of safety, it is humiliating to admit that I allowed that devil, at a critical moment, to take control of my motorcycle.

I've expressed that humiliation to friends and family and their reaction is oddly disturbing. "Don't beat yourself up," said one typical response. "When a guy rides as much as you do, things like this are bound to happen."

Well-intended as those words are, they hit me in the same place as Dr. Jackson's. On Day Two he rolled out that old chestnut, "There are only two kinds of motorcyclists, those who have crashed and those who will"...then smiled smugly as if he'd made it up right there on the spot!

Whether it is delivered sympathetically or cynically, the message is the same - crashing is inevitable - and that is a major issue for me in this post-surgical period of healing and reflection. I still prefer to believe that crashing is NOT inevitable, that risk management is a viable concept, and that a commitment to education combined with a little common sense can keep the wheels beneath us where they belong.

The education-and-common-sense concept certainly applies to the circumstances in which I fell down. Common sense says that as our education progresses and we learn correct techniques, the key is to practice and apply those techniques at a gradually increasing pace well within our control envelope.

(I didn't do that.) Common sense adds that we place ourselves at greatest risk when we allow our speed to exceed the limits of our skill, experience and judgement. (I most certainly DID do that!) Given the performance levels of contemporary sport bikes, it only takes half a heartbeat to ride past our limit, and in that split-second the Dr. Jacksons of the world are suddenly, painfully and exactly right: Once we lose control of them, motorcycles really ARE dangerous.

Knowing all of the above, I still hit the ground, and that leads me to some troubling questions. Do motorcycles provide some special opportunity for that devil inside? Is there something specific about two-wheels that tempts us to venture closer to the edge? Do motorcycles directly appeal to the personality types most susceptible to that devil?

We've all heard the braggadocio of certain weekend warriors to whom leather scrapes are a badge of courage. Do I have some subconscious connection to those people that I have failed for all these years to recognize?

And once I wrestle through all those questions - plus get the pins out, then what? Am I like the cold turkey ex-smoker or the reformed alcoholic who must forever shun his old habit for fear of tumbling back into the abyss of addiction? Must I avoid the track completely, turning away from the opportunity for high-performance learning and fun? Am I am just too damned weak to resist that devil's temptation to ride out there and see what's over the edge?

As you can see, one side of my current contemplation is filled with gloom and self-doubt. Fortunately, there is also a bright side.

As always, it could have been worse. My helmet did its job - no head injury - and even the most pessimistic outcome, a fused wrist, won't prevent me from riding again. Most importantly, I take great comfort from the portion of my safety record that survives intact: In the aforementioned 38 years (knock wood) I have never crashed on the street or highway.

"What's the difference?" Dr. Jackson might ask, since a shattered wrist is a shattered wrist. I answer that there are HUGE differences between crashing on the street and on the track, differences that got me up on that soapbox in the first place. The old adage "crashing sucks" goes double on the street, where oncoming traffic, lack of runoff and other dangers run the risk levels far beyond those of the track. (If nothing else, on the track you'll slide to

(next page)

Devil Inside, (Con't)

a stop within earshot of an ambulance.) In addition, street crashes provide damaging fodder for our motorcycle-hating opponents, including safetycrats, advocates of the "public burden" argument, and those in the insurance business who seem determined to put us off the road completely.

So while it's true I have again allowed that old familiar devil to momentarily grasp my throttle, I did not (and will not) give him that opportunity on a public road. I won't promise that I'll never fall off another motorcycle, but I fully intend to keep my street and highway crash record clean for another 38 years.

Finally, I have a goal for the future and a role model to help me reach that goal. I aspire to return to the school and track day world and to eventually be like Frank Kinsey, whom I WILL name because his racing school boasts this remarkable statistic: Frank has ridden more than 20,000 instructional miles around the Roebling Road circuit at Savannah, and has never crashed! And in case you are imagining otherwise, graduates will assure you those miles include impressive amounts of speed and lean angle!

Frank is proof it CAN be done. My goals are to heal up and then to continue developing the mental strength and discipline necessary to ride like Frank, fast enough to have fun but always well within my ability to control the motorcycle. I will continue to improve my skills, but I will not again allow the confidence that accompanies improved skills to lure me over the edge.

Bottom line, that devil may always be lurking inside, but I still don't believe he has the power to make crashing inevitable. On the contrary, I believe it is up to each of us individually, and that it is well within our power, to deny him a hand on our handlebars.

- Dave Despain ♦

Track Schools

As a follow up from last month's information on track schools, here is a brief listing of some of the better known schools. This listing is not an NJSBMWR endorsement of any particular school or track schools in general.

California Superbike School
Glendale, CA 91226
(818)246-0717

Web site: <http://www.superbikeschool.com/>

The California Superbike School is the Cornering school. It operates at closed road courses all over America. There are one and two day schools for anyone who wishes to improve. Riders may use their own bikes or the schools beautifully prepared Kawasaki ZX-6 R's. Code's school has many options including:

full leathers, a special panic-brake-trainer bike, timed laps, three tiers of schooling and much more.

CLASS Motorcycle Safety Schools
15500 W. Telegraph Rd., Suite C24
Santa Paula, CA 93060-3051
(805) 933-9936

Web site: <http://www.classrides.com/>
 Reg Pridmore's outfit, schools all over the USA, special sessions, and ladies days.

Ed Bargy Racing School
6100 Pine Cone Lane
Austell, GA 30168
(770) 745-7809
(770) 498-1053

E-mail: ebrs@mindspring.com

Web: <http://www.mindspring.com/~ebrs/>

The real racing school. 29 years of experience teaching motorcycle roadracing and street riding. held at tracks from Michigan to Georgia. No hype, no jargon. Just real techniques that work. one and two day schools available. Reasonable prices.

Freddie Spencer's
High Performance Riding School
Las Vegas, NV
(702) 643-1099

E-mail: ffreddie@anv.net

Web site: <http://www.fastfreddie.com/>

A school designed for riders of all abilities. Taught by three-time world champion Freddie Spencer, it teaches a process for learning that applies to novice riders who simply want to become better street riders, to racers who dream of winning world championships

Jason Pridmore's STAR Motorcycle School
4587 Telephone Rd. #206
Ventura, CA. 93003
(805) 658-6333

E-mail: info@starmotorcycle.com

Web site: <http://starmotorcycle.com/>

AMA Factory Superbike Rider Jason Pridmore has started his own high performance riding school, STAR travels throughout the U.S.

Penguin Roadracing School
The Knee-Dragon Enterprises, Inc.
PO box 912 Canal St. Station,
New York, NY 10013
(917) 440-6535

Web site: <http://www.kneedragon.com/> ♦

Amtrack Accomodations

If you are considering taking the train out to the MOA Rally next year, you have two options for transporting yourself. No, you can't ride in the baggage car with your bike ☺
 Leigh Ann Zaolino was curious about the different options and asked Amtrak for more information. She was kind enough to share the following with us:

COACH SEATING - DESCRIPTION:

ALL COACH EQUIPMENT:

- TWO RECLINING SEATS (2 AND 2) ON EACH SIDE OF THE AISLE.
- INDIVIDUALLY CONTROLLED OVERHEAD READING LAMPS.
- LUGGAGE RACKS ABOVE SEATS ON BOTH SIDES OF CAR.
- ALL COACH CARS HAVE RESTROOMS, AMFLEET/METROLINER, HERITAGE, HORIZON AT END OF CARS; SUPERLINER ON LOWER LEVEL.
- SPECIALLY DESIGNED SEAT AND AT LEAST ONE RESTROOM ACCESSIBLE TO THE DISABLED ON AMFLEET, METROLINER AND SUPERLINER. (SUPERLINER: LOWER LEVEL ONLY)
- FOLD-DOWN TRAYS ON THE BACK OF EACH SEAT ON AMFLEET, METROLINER, SUPERLINER, HORIZON AND TURBOLINER.
- SEATING ON BOTH UPPER AND LOWER LEVELS OF SUPERLINER. (SEE G/P70 FOR MORE DETAILS ON LOWER LEVEL SEATS)
- PILLOWS ARE PROVIDED TO ALL COACH PASSENGERS TRAVELING ON OVERNIGHT TRAINS.

COACH SEATING - DIMENSIONS:

SEAT WIDTH:		
18"	50.8 CM	AMFLEET/METROLINER
19.6"	49.5 CM	HERITAGE
20"	50.8 CM	SUPERLINER
19.6"	49.5 CM	TURBOLINER

SPACE BETWEEN DOUBLE SEATS GENERALLY 2" / 5 CM

SEAT PITCH:	38"	97 CM	(VARIABLE)
	52"	132 CM	

 AISLE WIDTH:		
23"	60 CM	AMFLEET/METROLINER
22"	56 CM	HERITAGE
23"	60 CM	SUPERLINER
23"	60 CM	TURBOLINER

SEAT RECLINES: 25-DEGREE TO 35-DEGREE

Thanks, Leigh Ann for sharing! ♦

Coming Next Month

Take a sneak peek at the NJ Shore BMW Riders web site by visiting <http://geek.njsbmwr.org>. The site, which is powered by a database driven content management system called Geeklog (hence the URL), promises more up to date information about the NJSBMWR happenings and other motorcycle related events.

Future plans also include online issues of the newsletter, photo albums for club members, discussion areas, member email and a ride board.

The site will undergo testing and development throughout the month of December and on January 1st, replace the current <http://www.njsbmwr.org>, which has served us well for many years. ♦

Last Chance!!! 2000 Christmas Party

The event will be held at Schneider's on December 10th as presented in November's issue. Cost per person is a very reasonable \$15 (the club is underwriting the cost). To attend the party you **must** be a member in good standing (dues paid!).

Please fill in the details, and include a check made out to "NJ Shore BMW Riders Inc" for \$15/person

Name:

Number of people: _____ x \$15.00 = Amount Enclosed: \$ _____

Mail to: Don Eilenberger, Secty/Treasurer NJSBMWR Inc
 1213 Pond Road
 Spring Lake Heights, NJ 07762-1962

New Jersey Shore BMW Riders
c/o D. Eilenberger
1213 Pond Road
Spring Lake Hts, NJ 07762-1962

TO:

Club Meeting Sunday, December 10th / 4pm
Schneider's in Avon, Christmas Party!
801 Main - Avon - NJ - 732.775.1265



Motorcycles



CROSS COUNTRY
BMW

875 MIDDLESEX AVE/RTE 27

METUCHEN NJ • 732.635.0094