

December 2005 NEW JERSEY SHORE BMW RIDERS Inc

Website: <http://www.njsbmwr.org>

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<http://groups.yahoo.com/group/njsbmwr/>

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John Welch, Trustee and Membership Chair

Skip Palmer, Trustee and Ride Co-Chair

Glenn Martin, Strange But True Reporter

Art Goldberg, Publisher

John Malaska, Ride Co-Chair

Yeti: Snow cone? Mike: Yuck. Yeti: No, no, no, don't worry.
It's lemon. *Monsters Inc.*

President's Message

Thank you for the opportunity to serve as President of our club this past year. The job did not seem too strenuous since many volunteers and officers (past and present) took a proactive role to plan and run the events and rides. I believe the key strengths of our club are volunteerism and participation, supported by our excellent newsletter.

I want to thank the leaders and members of our various boards and committees who made it all possible: First Chance Rally, Three Club Rumble, Club Picnic, Matheny School, Specialized Children's Hospital Toy Run, holiday party, membership, health & welfare.

My special thanks goes to Skip Palmer and John Malaska for a great season of well organized rides; to Don Eilenberger and Art Goldberg for putting out a first class newsletter; to Alex Edly and Don E. for excellent websites; to Dennis Swanson, Glenn Martin, Tom Spader and all the other part-time authors/reporters who delivered exciting content for our newsletters and websites; to VP Dan Thompson and Treasurer Carl Cangelosi for their operational support helping to make the club run smoothly; and finally to Jon Schneider for providing us a great place (and great food) for our monthly meetings.

I would like to extend my warm wishes to all members and their families for a healthy, happy, and prosperous

New Year.
Roger Trendowski



Ride to Port Jervis, NY, Nov 20th

Skip Palmer

Sunday morning, November 20th, Mike Mulroy, Scott Van Dyke, Tom Spader, John Malaska, Dennis Swanson, Bob Truex, Joe Cristy, and I met at the Cheesequake Rest Area for a ride to the Polar Bear Event at Cornucopia, NY. After thirty miles of I-287 & I-78, we left the interstates and began a pleasant seventy-five miles of country roads to our destination. The day started with temps in the upper thirties and soon reached the mid-fifties with sun throughout the day.

We arrived at The Cornucopia Inn in Port Jervis, NY by 11:30. Upon arrival, we met Alex Edly, Glenn & Janet Martin, John Aubin, and a score of friends from Skylands and New Sweden. John Malaska bid everyone farewell to perform some domestic chores.

We left for the Erie Hotel & Inn in Port Jervis. Alex, Glenn, and Janet joined us for lunch at a table of ten. Tom Spader celebrated his birthday with a brownie covered in whipped cream, caramel & fudge sauce, and topped by a lone candle.

The return route followed Rt. #521 South to Old Mine Road (Rt. #615) through The Delaware Water Gap National Recreation Area; Peter's Valley, Flatbrookville, Walpack Center, Millbrook, and on to the Gap. At this point, Mike headed home on I-80. The rest of us followed the one lane roads that parallel the edge of the Delaware. We had one detour north of Phillipsburg. A bridge is still damaged from the recent storms this past year. In Phillipsburg, Dennis broke from the group and headed home on I-78.

luggage). It was one of those stupid moves – I stopped, facing away from the sign, and twisted myself around to take the shot. The 1150 GS hit the ground on the left side with wheels about 6 inches off the pavement. This is when I discovered that there are very few places to grab to lift it. Eventually a scrubby looking guy in an old pickup stopped and we righted the beast. (I'll pack a block & tackle and grappling hook for my next trip.)



Next morning I headed south in the Park for about 25 miles until the first exit. Route 211 runs east down the mountain for about 10 miles with twists and turns that remind me of "shoosh booming" down the ski slopes. I almost turned around and headed back up, but the traffic started to get heavy at 10am.



Continuing on, I headed toward Richmond and Norfolk. By early afternoon, I crossed the Chesapeake Bay Bridge & Tunnel, and at a rest stop met another BMWer on a K100. We rode together for a few hours until he branched off toward Lewes DE and I toward St. Michaels Md.

Dinner was excellent at the Crab Claw, located 50 feet from the Chesapeake Bay Maritime Museum. Oyster Fest was in full steam (literally). Since I wanted to meet Skip and our other club members on Sunday over in Lewes, I decided to drive across MD and DE at night... arrived in Lewes about 11 PM.

As Skip and others will attest, there is no single, straight road between St. Michaels and Lewes. My GPS, a "vintage" unit from 1999, only pointed me in the right direction but gave no specific road details on how to get there. It probably would have helped to load all the county data into it before I left NJ, but there was not

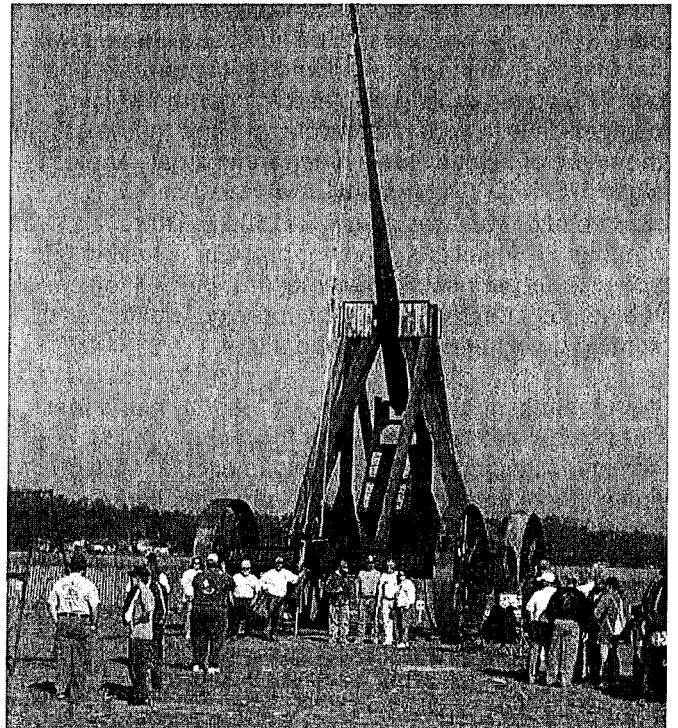
enough memory to accommodate more than 4 or 5 counties, let alone multiple states.



Once arriving in Lewes, I found another planning problem. "No Vacancy." Great weekend weather, the Pumpkin Chunkin festival and the Polar Bear Ride had wiped out the available rooms. As a last resort, I appeared at the front desk of the motel next to Polar Bear check-in, and lo and behold, a cancellation just occurred.

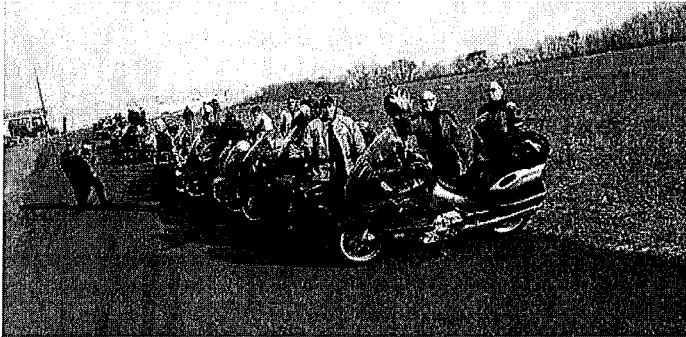
The next morning before meeting up with the gang, I headed about 25 miles west to Pumpkin Chunkin. As in previous years, there were 50 or more giant pumpkin slinging devices lined up along a mile + long field. Organizers expected 50,000 or more people this year over the long weekend.

I heard, but didn't see the imported German machine, but I did see a huge medieval catapult sling its orange shell into never-never land.



I noticed there were more than a dozen BMW riders in the lot that were not affiliated with our clubs. I introduced myself and pointed out the members of the clubs near each of their homes. By 11:30, there were more than fifty BMWs, far out numbering the Hondas and Harleys. Perhaps the cooler morning temperatures had given us an advantage.

With Alex joining us, we rode north on CR #602 to Ringoes and CR #604 W to Sargentsville and the first covered bridge. We headed north on CR #519 to Milford for lunch at the Ship Inn on Bridge Street.



After lunch, we crossed the Delaware River and followed River Road south to Uhlersville and the Mexico covered bridge. The road up Uhlersville hill has recently been paved making the climb into the hills of Bucks County much safer.

We followed Tinicum Creek to the Geigel covered bridge and on to Van Sant Airport. Al Pierson was there watching the gliders and bi-planes on the grass airstrip.



We left the airport on Cafferty Road soon arriving at the Cafferty covered bridge and continued south to the Stockton Bridge crossing back into New Jersey. From there, we picked up Rt. #29 south to Lambertville, Trenton, and I-195 east.

Our total ride was approximately one-hundred & fifty pleasant miles.

Cross Country Open House

Photos by Alex E..



December Rides and Events

Skip Palmer

Dec. 4th, 11 AM ~ AMA Polar Bear ~ Montgomery Cycle Center, 2901 Bethlehem Pike, Hatfield, PA

Dec. 11th, 11AM ~ AMA Polar Bear ~ Schock's Harley Davidson, Rt. #33, Snyder'sville, PA

Dec. 11th, 3 PM ~ NJSBMWR Holiday Party ~ Casey Jones Restaurant, 185 Morris Ave., Long Branch, NJ

Dec. 14th, 7 PM ~ Monthly meeting at Schneider's

Dec. 18th, 11AM ~ AMA Polar Bear ~ Holiday Toy Collection at The Cabin, Rt. #33, Howell, NJ

Dec. 18th, Noon ~ NJSBMWR ~ Holiday Toy Collection at NJ Division of Motor Vehicles, Rt. #70, Lakewood, 1PM ~ Children's Specialized Hospital of Toms River, Stevens Road, Pleasant Plains, NJ 08753

Jan. 11th, 7 PM ~ Monthly meeting at Schneider's

I go as slow as I can. I come to a right hand turn that's quite steep. I slip a bit and there is a rut so I can't put my foot down as I stop and I fall over to the right again. Then I get the bike standing up again.

I then repeat the exercise. 3 times in one day already and its not noon yet. I'm still about 7k so I'm sucking wind after doing all this lifting. I'm also soaking wet cause the sun is out and its really bright and warm now.

After getting that taken care of I'm on my way again. Life is good. My leg and ankle only hurt a little bit. I come to the connector I was told I would and take the road to the left towards Rayones even though there isn't a sign. This part of the trip is mostly uneventful except for some really beautiful stuff that you'll have to look at the photos for.

Then the next thing happens. I'm on a dirt road. There is a flat rock that doesn't look like it would make a difference in the middle of it. I hit the rock with the front tire. Instead of rolling over the rock or bouncing to the side the rock slides. The tire is pushing the rock along the road. The wheel stops spinning. Guess what this is like, a locked front wheel. But using the brake so before I know it I'm on my right side again. I'm now feeling a bit beat up. Max you need to stop pushing my bike over.

After I stop sliding and I get up and get the bike righted I notice that the bracket for the panniers is bent on the side I went down on. This bolt is missing. Oh no, I snapped the bolt? Well I look around for it but don't see it. It's this funky thing that's like a cam. I look at the other side and that one is also gone. When I put these in I thought they would come out sometime soon. So what am I going to do? I'll find a mechanic. Remove the pillion pegs. Have him drill a hole and put a bolt through the thing and it'll be fine. So I get to Galeana. I ask these guys about a mechanic. They tell me there is one. I ride off in the wrong direction. Then there is another guy that speaks more English and that's worked all over the US. He draws me a map.

I find the mechanic. He also has a bike. He looks at things and I point. He thinks a bit says ok and goes to work. He gets some bolts. Drills the hole and the one side works. Then we see where the other side is bent. He gets some chain and a big pipe. We start unbending things. It all matches up. Great. Then I look around the bike. Adjust the chain. Find that the lock screw we replaced in Sanderson was too long and not clamping right so the axle is coming loose. So I take it out and he cuts it off. Put it back in and it's nice and tight.

I ask how much. He's worked about an hour or more. \$5 US. Holy cow. Well I just want to give him 200 pesos about 20 US but he says its too much. So I give him the \$3 singles I have and all the change I have and he's happy. Amazing.

Its late now. On the pavement its 2 hours to where I am tonight. I want to see a few things on the dirt road. So I

see a hotel on the plaza and I decide to stay. I get a compression thing for my ankle and some pain relieving gel along with Tylenol.

I get up this morning. I leave and Im feeling good. I ride out to Laguna Labrador and then up Cerro El Potosi. This is a high mountain, about 12,200. It takes over an hour to go up to the top. Nice view. Lots of antennas and even a VOR. Its a good ride up and down. I walk around on the top. Its hard to breath up there. Walking up hill makes you breath really hard.

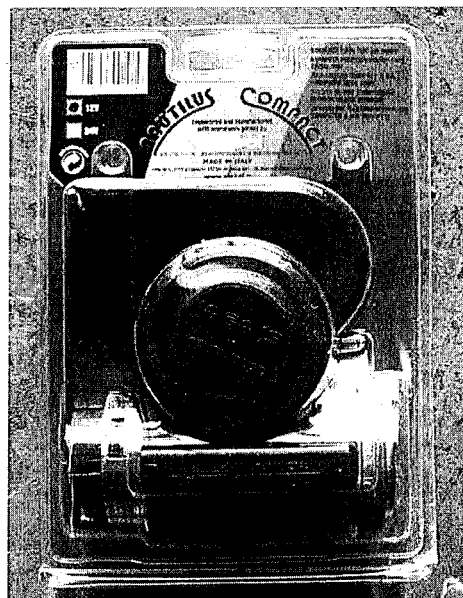
Then I take the dirt road out to the highway. Since Im in the flat desert again the highway works just fine.

Lots of the roads I've been on have had lots of flood damage done to them due to the hurricanes that hit Mexico this summer. You can see where the rivers flooded and washed away lots of the roads. One of the reasons going is so slow.

For Sale by Members:

Strebel Nautilus Super Horn – compact airhorn.

Some of you have seen or heard this horn – 139dB (louder than a jet taking off – beyond the threshold of pain.) They WILL hear you with this horn.



Brand new – never used, never installed, in original packaging. Can't figure out where to mount it on the K75S. My loss – your savings - \$35 hand delivered at the next meeting.

Don Eilenberger (deilenberger@verizon.net)

Election Over!

In a surprise victory, the slate of candidates proposed by the Executive Committee were elected unanimously

BMW K 1200 S SHAKES BONNEVILLE SALT FLATS SETTING WORLD LAND SPEED RECORD

BMW Press Group Club

Woodcliff Lake, NJ – November 8, 2005... A 2006 production model BMW K 1200 S has set a world land speed record in the 1000 - 1350 cc stock, partially streamlined, naturally aspirated motorcycle class at Utah's famed Bonneville Salt Flats. The motorcycle, piloted by 56-year-old Andy Sills, of San Francisco, CA, reached an average speed of 173.57 mph and top speed of 176.789 mph after two runs on the vast, white plains, where hundreds of land speed records have been set and broken since the early 1900s in a variety of automobile and motorcycle classes.

"It was a rare opportunity for me and BMW," commented Sills, an avid BMW enthusiast, who, collectively, has amassed more than 300,000 miles on four BMW motorcycles within the last seven years. Sills went on to say, "The best part is that our record on the stock BMW K 1200 S matched to the mile, the historic last record run of 173.68 mph by Ernst Henne on a specially equipped streamlined BMW! He must have been watching over us."

Sills, who began making his mark on the Bonneville Salt Flats four years ago and who holds the world 80cc and 100cc motorcycle streamliner records, also clocked a record speed of 169 mph, riding the K 1200 S two-up with passenger Erin Hunter. The pair received a standing ovation from a cheering crowd of fellow competitors as they made their way into the pits.

The records, which were ratified on October 25, 2005, were set September 8, 2005 according to rules set forth by the Federation Internationale de Motocyclisme (FIM), the century-old, Swiss-based governing body for five motorcycling disciplines (road racing, motocross, trial, enduro and track racing).

Another record at Bonneville was achieved by Brian Parriott and San Jose BMW, fielding the BMW K 1200 R Power Cup bike, setting an AMA speed record for unstreamlined motorcycles in the 1300cc class at an average of 164.480 mph and top speed of 167.331mph. San Jose BMW is also no stranger to Bonneville, having previously set the 1000cc world record with their infamous R 100 "Wrecking Ball".

The new BMW K 1200 S is the most powerful motorcycle ever produced by BMW Motorrad. A 167 horsepower engine delivers performance of 0 to 60 mph in 2.8 seconds. Yet, its unbridled engine power is effortlessly controlled by a newly designed six-speed gearbox and an all-new front suspension system, called the Duolever - another first-ever innovation found on the K 1200 S, delivering comfort, nimble control and an unprecedented capability for speed.

The BMW K 1200 S has been available for sale through authorized BMW Motorrad retailers as of May of this year.

BMW PLANT EISENACH MANUFACTURES KEEL FIN FOR BMW ORACLE RACING YACHT

The path to the America's Cup in Valencia 2007 leads through Eisenach, stopping at the BMW Tool Manufacture.

For the next three months, the expert design team, usually responsible for the manufacture of large compression moulds and design prototypes, will co-write a chapter in the history of the America's Cup. In January 2006, one of the most significant yacht components for the current BMW ORACLE campaign, the keel fin, will be manufactured in the BMW plant Eisenach / Thuringia. The new racing yacht inclusive of the new keel fin may debut as early as May 2006 at the Louis Vuitton Act 10 starting 11 May. The production of the keel will play a vital role as the 32nd America's Cup challenger takes on titleholder Alinghi in Valencia 2007.

Filler – Tasteless? Hardly..

