

# February 2006 NEW JERSEY SHORE BMW RIDERS Inc

Dan Thompson , President 732-229-0904  
Dr. Tom Spader, VP 732-295-2603  
Carl Cangelosi, Bookkeeper 609-275-9387  
Dennis Swanson, Trustee and Cub Reporter  
Don Eilenberger, Trustee and Newsletter Editor  
John Welch, Trustee and Membership Chair  
Skip Palmer, Trustee and Ride Co-Chair  
Roger Trendowski, Trustee  
Glenn Martin, Strange But True Reporter  
John Malaska, Publisher  
John Malaska, Ride Co-Chair

*October is one of the peculiarly dangerous months to speculate in stocks. Others are July, January, April, September, November, May, March, June, December, August and February.*

Mark Twain

If we had no winter, the spring would not be so pleasant: if we did not sometimes taste of adversity, prosperity would not be so welcome.

Anne Bradstreet, *'Meditations Divine and Moral,' 1655*

## **President's Message**

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To Club or not to Club, That is the question.

Should we ride as a loosely knit group of individuals? With our only connection a general interest in the "Legendary Motorcycles of Germany, or should we communicate with a cohesiveness that only comes from being the best BMW club in New Jersey.

A club whose newsletter gets rave reviews from anyone who reads it, (thanks to every member that contributes their experiences with other club members), a club that was highlighted in the most recent issue of the BMWMOA mag, (Thanks John Ryan for an excellent article on the 2005 Metheny School Ride.)

A club whose members volunteer their time at the NYC motorcycle show MOA booth signing up 58 new members for a total of 89 member years. (Thanks Roger, Don, Dennis and Dan). Oh btw, the only Life membership at a show event.

Yes, a club that will even organize, weekly rides in the dead of winter and the heat of summer.



A club that has a genuine interest in riding the Legendary Motorcycles of Germany and all the nuances entailed.

A club, whose members are willing and able to chair and co-chair the various committees and events throughout the year. BTW, that was a hint.

That is the club I joined, that is the club I am proud, yes, proud to be a member. That is the Club that will continue to flourish and thrive, because it is the members that make it so.

Thanks to all, and ride safely  
Dan Thompson



NY Drivers..

## **GOOGLE EARTH**

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*by John Malsaska, Boy Reporter in Ttraining*

Infrequently as I may do it, when I'm able (read: allowed) to take a long motorcycle trip, such as to last year's MOA Rally in Lima, I love looking through maps beforehand to pre-plan an enjoyable, scenic route.

AFB. However, several slow cars ahead of us convinced me to fall back on our tried-and-true route of CR-539, Pasadena Rd, Chatsworth, and CR-563 to Green Bank & Weekstown. I first discovered CR-563 about five years ago, when I took a roundabout trip to my sister-in-law's house on LBI. The road was a delight then, and continues to be so. Very light traffic and our group were able to dispatch the few obstacles that appeared before us, via an occasional healthy exercise of the right wrist. The 50mph limit, however, requires vigilance for patrolling state gendarmes.

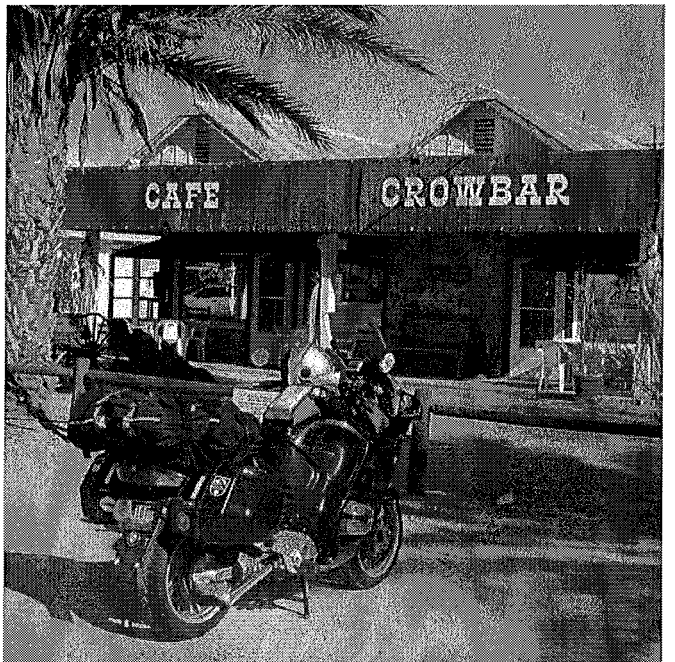
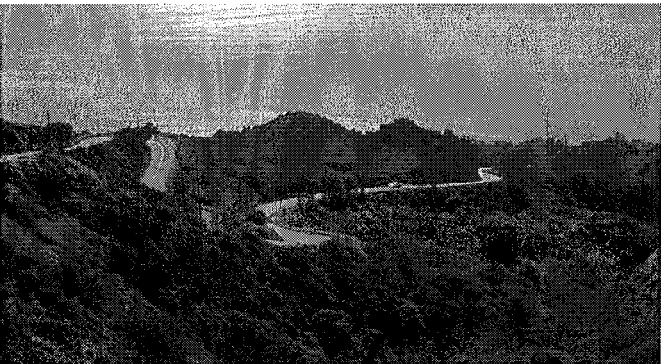
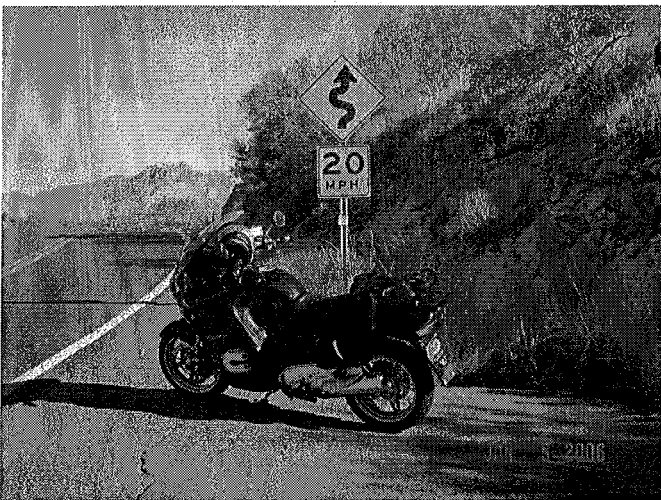
At Weekstown, instead of heading south towards Cape May, we turned right at CR-643 to CR-612, Elwood, CR-623, over Makepeace Reservoir/Wildlife Reserve, past the Weymouth Furnace ruins, through legendary Gigantic City (which you might not have known you were riding through), Mizpah, and Estell & Landis Avenues to the Five Points.

As we arrived, the skies cleared, and we enjoyed the relative warmth of the January sun. We chatted with several New Sweden members and Glenn Morgan while Alex, Joe, and I were preparing to depart.

Arrived home at 1:30 P.M., in time to see the Giants' football season crash in flames.

## Mike Mulroy's trip west – a few photos:

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## NYC Javits Motorcycle Show, January 21<sup>st</sup>

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*Dennis Swanson*

It was that time again. The time when riding is limited and the time to dream about the rides to come. So you make the trip to the big city to walk around and see what's new in motorcycling. It's also fun to see all the people in all sorts of costumes that identify them (at

titles of "The High Water Mark," "The Trail West," "Mountaineer Country" and the like divide the book. In each of these chapters there are three to six day rides described, mapped and pictured. They begin and end in the same place. Each ride then connects with the last ride and enables the rider to plan a continuous route.

Amazing you say! I thought so too.

Most of the distances are between 100 and 200 miles, so allow for an easy pace, time to see the sights, rest and recreate, and smell the roses. This allows time to run the curves, twisties, sweepers and if they are really good, to go back and try them again. Restaurants and points of interest are noted and described, parks and historic sites included. The author describes the roads, paved and otherwise and the scenic views. He does mention places to stay in some of these rides, but most often does not. This shouldn't be problem for the rider with internet connections.

I'm thinking about putting a 5 or 6 day ride together sometime in the spring based on this book. It could be a really pleasant alternative to the rally scene. Interested?

**Editors note:** *I'm up for this – but knowing Dennis.. 100-200 miles a day? Forgeddaboutit.. I'll start the pool that Dennis takes off on us before we cross the Delaware Memorial Bridge and hit the back roads – any takers?*

## **Javitts Show Thanks Letter**

*Michael Friedle, MOA Ambassador and Rally Chair  
2006 MOA National Rally*

Hello All,

Once again please let me offer everyone a huge THANK YOU for stepping up to the plate and volunteering your time, enthusiasm and energy to the BMW MOA at the Cycle World Show. Without your efforts, such an undertaking would not be possible.

This year we generated 58 membership applications for a total of 89 member years AND one lifetime membership!!! None of the other shows has ever signed up a lifetime membership, a fact I was not above pointing out to the rest of the MOA Board of Directors at the St Louis meeting this past weekend. Once again New York sets the pace for the rest of the MOA to follow.

The Cycle World show has been a very successful part of the MOA recruitment drive at all the venues where we participate. The BoD has directed the MOA to add two additional CW shows to our schedule for 2007. We will be analyzing show attendance and using a figure of approximately 40,000 attendees as a base qualifier. We are also investigating producing a promotional DVD to be shown at the shows and upgrading of our booth and display material. We are also looking into special T

shirts to be given to new members who sign up at a CW show.

Thanks again for all your help. I'll see you on the road this season and surely in Vermont.

Michael

PS Many of you also asked me about the subject of club liability insurance through the MOA. It was discussed at length at the BoD meeting, but many questions still exist. The Chartered Club Coordinator was charged with contacting the clubs to obtain more information about their concerns and coverages sought. A representative of the insurance agency considering issuing the coverage will be attending our next BoD meeting in April to hopefully present the entire BoD a sample policy and costs developed in conjunction with Ray Zimmerman, MOA Executive Director.

For those most interested, you might want to contact Robert "Koop" Cooper, MOA Club Liaison directly with your input: [k12koop@gmail.com](mailto:k12koop@gmail.com) Koop can't really answer questions about the program, but he can centrally gather your concerns and questions to present to Ray for incorporation into the formation of a useful program.

## **Upcoming Rides and Events**

*Skip Palmer*

The following rides and events are sponsored by the AMA or other organizations and are not NJSBMWR's sponsored. Please feel free to personally arrange rides with your friends and attend.

Feb. 5<sup>th</sup> 11 AM ~ AMA Polar Bear ~ The Exchange,  
160 East Main St., Rockaway, NJ 07866

Feb. 6<sup>th</sup> 7 PM ~ Skylands Monthly Meeting ~ The  
Warrenside Tavern, Rt. #173, Bloomsbury, NJ

Feb. 8<sup>th</sup> 7 PM ~ Monthly meeting at Schneider's

## **Strange but True.. Found on the Web..**

*Glenn Martin*

### **Schwarzenegger Hurt in Motorcycle Mishap**

from <http://www.breitbart.com>

He'll be back...

Gov. Arnold Schwarzenegger received 15 stitches in his lip Sunday after he and his 12-year-old son were involved in a motorcycle accident near their Los Angeles home, his spokeswoman said.

Schwarzenegger was riding a Harley Davidson

were four times as likely to get into a crash that could cause injuries serious enough to land them in the hospital.

But the study, conducted by the Virginia-based Insurance Institute for Highway Safety, suggested that using a handsfree device instead of a hand-held phone may not necessarily improve safety. Researchers found that both phone types increased the risk.

Industry officials contend cell phones are just one form of distraction: many drivers eat fast food, push buttons on their stereo, apply makeup or talk to other passengers.

"Talking on a cell phone is one of many possible distractions and by narrowly focusing on just this one could create a false sense of security with drivers," said John Walls, spokesman for CTIA - The Wireless Association.

Matt Sundeen of the National Conference of State Legislatures said state lawmakers have lacked the kind of conclusive data that was used in the past to bolster arguments for tougher drunken driving or seat belt laws.

"You don't have that wide body of accepted evidence yet on the driver distraction debate," Sundeen said.

The NHTSA survey was conducted between June 6 and June 25 at 1,200 road sites across the nation. Trained observers watched vehicles go by and charted what the driver was doing. The ages of drivers are estimates based on their observations.

The survey found that 10 percent of drivers between 16 and 24 were holding cell phones to their ears, compared with 8 percent in 2004. Only 1 percent of drivers ages 70 and above were using handheld cell phones.

Many states have sought restrictions for young drivers using cell phones. Ten states and the District of Columbia carry the prohibitions, with many of the laws approved in the past year.

The National Transportation Safety Board, meanwhile, voted in September to recommend that all states make it illegal for teenagers and new drivers to talk on the phone while driving.

Brian Schaffner, 24, who works for a political consulting firm in Washington, D.C., said his cell phone is "almost a part of me" and admits using it behind the wheel. But he doesn't think it affects his driving.

"I'm probably young and arrogant, thinking that I can't hurt myself, but for the most part I feel perfectly safe using when I drive," Schaffner said.

Women were more likely than men to use handheld phones behind the wheel, with 8 percent of women

driving and talking into their cell phone, compared with 5 percent of men.

For the first time, the government examined drivers manipulating hand-held devices at the wheel, including dialing, typing a text message or playing a video game. Only 0.2 percent of drivers were observed fiddling with the gadgets.

Richard Roy, a state legislator in Connecticut who sponsored the state's ban on handheld devices, predicted the new data would help states pursuing similar laws.

"It will make it easier for other lawmakers to get a law passed," Roy said.

### **And don't forget this...**

February 13, 1997 - BOSTON -- The risk of having a traffic accident while using a cellular phone is the same as that while driving drunk, according to a study appearing in Thursday's New England Journal of Medicine. University of Toronto researchers found cell phone users four to five times more likely to get into traffic accidents than those who do not use them.

### **Or this...**

July 23, 2003 - Talking on a cell phone behind the wheel is more dangerous than driving drunk, researchers from the University of Utah conclude in a new study.

## **Useless Filler**

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**Right..**

Requirements	Garmin 2610	Garmin 2720	TomTom Rider	IWay 500C
<b>High Priorities</b>				
<b>Waterproof</b>	YES	YES	YES	YES
<b>Large Color Screen</b>	3.3x1.7" 305x160pixels night/day LED change via time of day clock	3.3x1.7" 454x240pixels night/day LED change via photo sensor	3.5" diag 320x240 Pixels	5" diag 320x240 Pixels
<b>Fully loaded detailed maps</b>	Basic highway map preloaded; User loaded detail maps from CD; Partial US detail map with 128M CF card included, full US & Canada with 2 M card (\$150)	Preloaded in flash memory (no hard drive); approx 750M extra memory for additional maps	Preloaded SD Card + 32 M for additional storage.	20 GB Hard drive Designed for off road use, preloaded maps in half, room for MP3s in half.
<b>Automatic off route recal</b>	YES	YES	YES	YES
<b>PC Routes and waypoints uploadable to GPS</b>	YES with supplied mapping software	YES but you must call Garmin for a free disk of mapping software	NO	NO
<b>Available at Costco w/lifetime guarantee</b>	YES \$500 as of 12/2005 w/100 in-store rebate; Web \$489-1058	YES \$750 as of 12/2005 w/50 in-store rebate; Web \$737-1159	YES \$1100 as of 12/2005; Web \$1089-1117	NO Web \$539-999 w/100 mail rebate included
<b>MED PRIORITY</b>				
<b>Battery operation when not on bike</b>	NO Includes AC adapter	NO Includes AC adapter	YES Includes AC adapter/charger	YES Includes AC adapter/charger
<b>Buttons to select</b>	YES – 4 functional + touch screen menu	YES-4 functional + touch screen menu	NO – all menu touch screen driven	YES- 5 buttons plus touch screen menu
<b>3D view</b>	NO 2D North Up 2D Track UP	YES 2D North Up 2D Track UP 3D Track Up	YES 2D North Up 2D Track UP 3D Track Up	YES 2D North Up 2D Track UP 3D Track Up
<b>Audio Connector e.g., for Autocomm</b>	\$30 OR \$50 See note below; also need additional Active 7 Autocomm cable for extra Y input with MP3 player \$50	\$30 OR \$50 See note below; ; also need additional Active 7 Autocomm cable for extra Y input with MP3 player \$50	Included see note below. Might be able to use cell phone input on Active 7 Autocomm therefore no added cable cost	Included. Can connect GPS audio to Active 7 Autocomm audio/music input to hear GPS voice & music. No Y cable required
<b>Lower Priorities</b>				
<b>Motorcycle mount &amp; power cables... All units include 12 VDC Power connector cable w/speaker; (can't use speaker on MC)</b>	MC mount not supplied; \$50 for OEM one with pwr battery cable/audio output; \$115 for Touratech locking metal mount plus \$30 for power/audio out cable	MC Mount not supplied; \$50 for OEM one with pwr battery cable/audio output; \$115 for Touratech locking metal mount plus \$30 for power/audio out cable	MC Mount included to fit most bikes; ~\$50 for optional auto mount; Audio output via Bluetooth (interface connector to Autocomm unknown); 12V pwr lead to battery included..	MC Mount not supplied; about \$50 for RAM base and holder; 12V Pwr outlet adapter includes speaker and stereo jack output connector; Includes 12V pwr lead to battery.
<b>USB Interface</b>	USB 1.1 format w/cable	USB 2.0 w/cable & POI and map update driver; and other PC uploads	USB 2.0 w/cable	USB 1.1 w/ cable
<b>MISC</b>	-	Optional Accessory for traffic input (\$150)	Includes Bluetooth to helmet w/headset and capability for cell phone Bluetooth to GPS; Also traffic capability w/ 1 mo free trial	Integrated MP3 player
<b>Voice</b>	Voice directions	Voice directions and voice POIs and Road/address names	Voice directions; Voice volume changes according to speed	Voice directions and voice POIs and Road/address names
<b>TOTAL COST w/o Tax or shipping</b>	\$500+150+50+50= <b>\$750</b> (Unit + 2Gig CF card + optional OEM Garmin mounting w/pwr cable & audio output+ Autocomm Y cable)	\$750+50+50= <b>\$850</b> (Unit + optional OEM Garmin mounting w/pwr cable & audio output + Autocomm Y cable)	\$1100 + 50= <b>\$1150</b> (Unit using included OEM MC mount + auto mount)	\$539+50= <b>\$589</b> (Unit + MC mount)