

# May 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

Events in the past may be roughly divided into those which probably never happened and those which do not matter.

**William Ralph Inge** *English author & Anglican prelate (1860 - 1954)*

I may not have gone where I intended to go, but I think I have ended up where I needed to be.

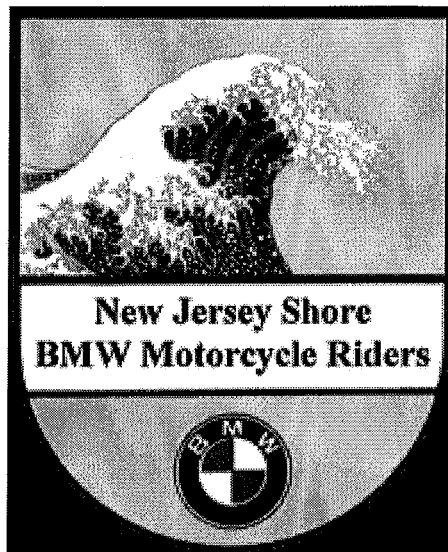
**Douglas Adams** *English humorist & science fiction novelist (1952 - 2001)*

## President's Message

Well, May is upon us and BMW MOA has set the challenge once again. Be sure to fill out your MOA mileage contest application and get it signed and mailed in by May 15<sup>th</sup>. As gas prices surge to new highs, I am sure there will be more commuting miles being racked up on everyone's odometers. Having challenged myself to beat my own mileage record for 6 months, although I have to admit, riding to Spokane and back only took two weeks, I plan on riding my RT whenever possible.

On another note, I would like to thank everyone who volunteered for registration duties at the MOA Rally, July 20-23, in Vermont. I will e-mail updates of any information that Marlene, Registration Chairperson, sends my way. Remember if you committed to volunteer on Friday between 12 noon and 4 p.m., they are counting on you. If there is anyone else who did not sign up, but would like to participate, I have been assured; No one will be turned away.

Speaking of volunteering, if any of the NJSBMW committees have anything they want included in the meeting agenda for the May meeting, please email them to me, use my yahoo address:  
[dadada63@yahoo.com](mailto:dadada63@yahoo.com).



And while we are thinking about the May meeting, I would to remind everyone, that we will be having a suspension seminar given by Duane and Klaus.

I did get out to CCBMWs Open House in April despite the rain. I, Doug Covert and Colin Thompson made the trek, only to be disappointed by no demo rides. I guess everyone is concerned about liability.

So we planned our next cycle purchases, had a little lunch, made the obligatory visit to the Honda dealer, Colin needs to dream a little about the dirt bikes, and said hello to everyone we knew, A list that is to long for this newsletter.

See you out on the road,

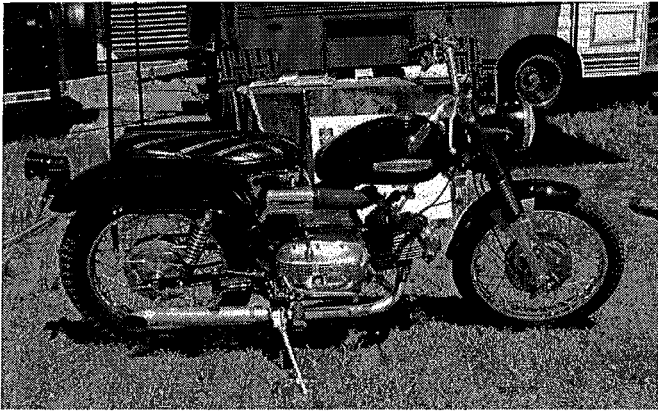
Ride Safe  
Prez. Dan

## Hermy's and Oley, April 29th

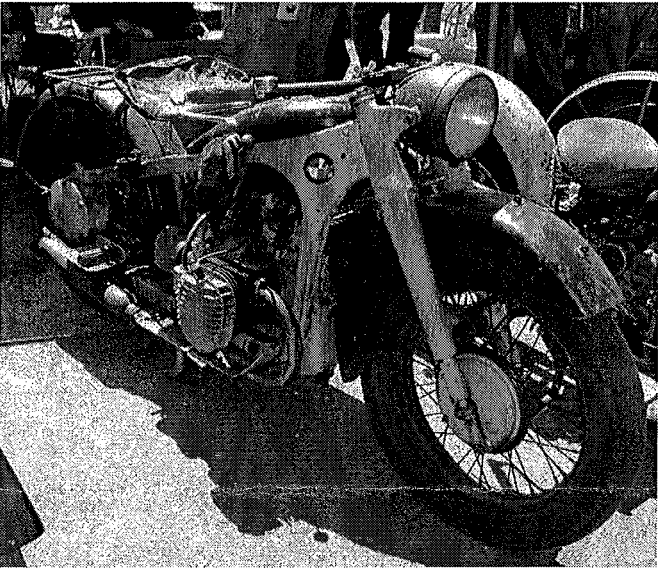
*Dennis Swanson*

Captain Don called me to see if I wanted to go to Bob's BMW open house in Maryland. I was OK with that if he wanted to drive. I would even contribute toward gasoline, no minor item these days. He has a new M3 convertible. This would be a nice ride.

After we got going, however, Don decided he would rather go to Hermy's and Oley. This was OK with me. The only problem was that he had a cheesy GPS and computer generated maps lacking detail and he expected me to navigate. Generally I just figure the position of the sun and try to head in an approximate direction. It usually works quite nicely, but Don insisted I use his maps. This caused us to take the wrong roads most of the time. It took us twice as long as it should have to reach Port Clinton and Hermy's, but I think Don



**Capt Don's First Bike**



**Seen at Oley**

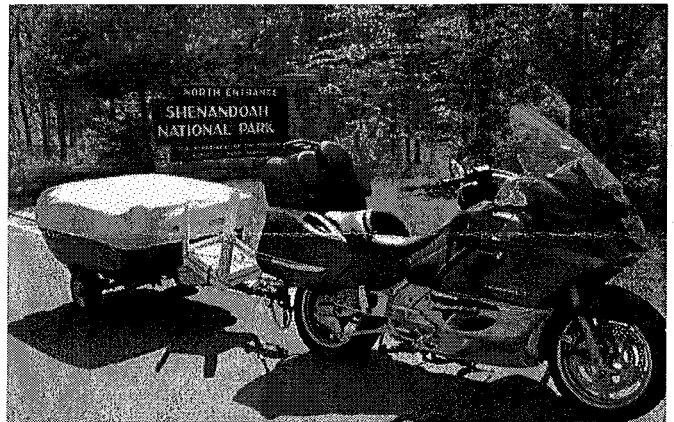


Still lacking proper maps or GPS we figured it would be easy to find Jersey by just going east. Not so! But this wasn't so bad. It was a nice day and Don had the roof down, so I just relaxed and enjoyed the ride until we got stuck in a massive traffic jam outside Philadelphia. Don said not to worry, he knew the territory. This is when I got the architectural tour of downtown Philly. Round and round we went and I just marvelled at the Ben Franklin statue, the city hall, the train station, the zoo, the Betsy Ross house, the Liberty Bell, Independence Hall, the ghetto, the waterfront, the battleship NJ, Wanamakers, Strawbridge and Clothiers, the Reading Terminal Market, and other assorted wonders. I could go on, but you get the idea. We couldn't find the way to the Ben Franklin Bridge for the longest time.

All and all, we finally did get out of Pennsylvania and made it back to the Shore.<sup>3</sup> Actually it was a lot of fun.

## **Babblings of Biker Tom**

*Dr. Tom Spader*



The picture confirms the beginning of this trip into the mountains with the mid-Spring colors....e.g., the lighter greens, flowering trees and plenty of mountain flowers. If you've never been along the Skyline Drive and Blue Ridge Parkway, it's worth the effort. The numerous viewing areas provide beautiful vistas of the Shenandoah Valley below and Appalachian Mountains to the west. Although the 35 – 40 MPH speed limit keeps the pace nice, easy, and restful, it's certainly not conducive to the riding style of Dennis, Grant or Nancy...but great for the ol' geezers.

The first person to stop at my campsite was a 23 year old recent graduate of Bates College in Maine. Adam's grad gift to himself was a new '06 GS and enough cash for a three month trip around the country. Nice. My 'gift' to myself for graduating was trying to find a job with enough moola to purchase enough pabulum to keep the first child from squawking. Today's youth have great values.

<sup>3</sup> **Directions** – see the quotes on page 1 – knowing where you're going is vastly overrated.

logo on for a while. Awful bike actually, with the one really peculiar feature of the sidestand on the right side, which actually was quite a bit more convenient for parallel parking than the left-side sidestand. What Dennis didn't mention – I'd sold it for a pittance (I seem to remember \$250) apparently even awful bikes go up in value if they get old enough, they were asking \$2,500 for it. It was still an awful bike at \$2,500 (and still had the terrible slab-chopper seat on it that was all I could afford at the time..) It looked as if someone had sealed it in a bubble for 25 years – it appeared exactly like I'd sold it. Weird.

old. From that moment he knew it was what he wanted to do with his life. At the age of 11, he started racing motocross competitively and carried on until he was 17.

"After six years of racing in motocross I began to feel burnt-out," Jimmy confessed. "So I started doing enduros and desert races and hit it off straight away. I was fairly good at motocross but was much better at enduro and I knew I'd found my thing. Within six-months I was winning events."



As a desert racer living in California in the early '90s it was inevitable that Jimmy would end up competing in the infamous and gruelling Baja races sooner or later.

"They're crazy races and really dangerous," said Jimmy. "But the accomplishment of just finishing either the Baja 500 or 1000 is immense. At that time in California you just had to do the Baja races if you were serious about your off-road racing."

In 1996 Jimmy not only realised his dream of finishing the 1000 but he came home in second place. Two years later he went one better by actually winning the event. But by this time, Jimmy had been bitten by another bug - the dream of competing in the Dakar Rally.

"I got the chance to compete in my first Dakar in '96 but nearly died from dehydration," he recalls. "I went back in '97 with the aim of just finishing but ended up fourth overall. I love that race because it's like nothing else on earth. It's not all about crazy riding; instead it's about riding smart and navigating extremely well. The map reading is one of the things I really enjoyed."

Jimmy's obvious talent was recognised by BMW Motorrad, who offered Jimmy the chance of riding the amazing BMW R 900 RR factory rally bike in the 2000 Paris-Dakar-Cairo Rally. He rewarded them by finishing in a fantastic third place. A year later, he rode for the same team in the Paris-Dakar Rally and finished in an impressive seventh; just behind team mate John Deacon on the other factory boxer.

After this, BMW withdrew from desert racing, as the company had already achieved its objectives. And perhaps it was no coincidence that a lightweight, stripped-down, ready to race, high performance production enduro boxer appeared just a couple of years later.

"When I first rode the HP2 Enduro it immediately reminded me of my twin-cylinder Rally bike," explained Jimmy. "In fact it's a better machine; it's lighter and the suspension is easily as good - if not better. It's such an awesome piece of kit. We first rode a prototype version of the HP2 Enduro at Baja in 2004. Despite it being a standard spec bike it took all the punishment we gave out and we finished the race. In 2005 we went back with a full race specification HP2 Enduro and we finished third. It really is an amazing bike to compete on and constantly surprises us with what it is capable of doing."

Jimmy's race calendar this year includes the fearsome Erzberg Iron Road Prologue and both the 500 and 1000 Baja races. But another event has caught his eye already: "I saw the pictures from this year's Snow Speedhill event where Simo and Chris competed and that has got to be on my list next year, it looked incredible."

But despite his many amazing achievements on an off-road bike Jimmy doesn't like to call himself a full time racer. "I have other things away from racing and I only like to choose the really challenging races to compete in," he said. Those "other things" include a full-time job as the Editor of the American Dirt Rider magazine, and running the Jimmy Lewis Off-Road school. The Nevada-based courses are designed so Jimmy can offer the benefit of many years of off-road experience to riders and help them get the most out of their machines.

When asked what he does to relax away from bikes Jimmy gives a simple answer.

"I don't relax, I'm always doing something. I love mountain biking and surfing but my big thing at the moment is ultra marathons. I'm currently training to run a 100-mile (160 km) race."

It's immediately obvious that whatever Jimmy does is always going to be extreme, as he definitely doesn't believe in doing things in small measures. On that basis his performances for BMW Motorrad this year should be pretty spectacular. Don't be surprised if he takes the HP2 Enduro to the top step of the podium this year.

#### **You can see Jimmy in action at the following events.**

Erzberg Prologue 25-28 May  
Baja 500 2-4 June  
Baja 1000 15-18 November