

November 2006 NEW JERSEY SHORE BMW RIDERS Inc

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John Malaska, Ride Co-Chair

Modern politics today requires a mastery of television. I've never really warmed up to television and, in fairness to television, it's never warmed up to me.

After losing presidential election; in NY Times, 8 Nov 1984. Walter F. Mondale

President's Message

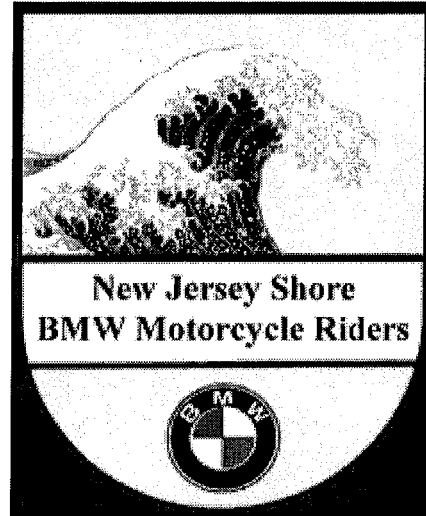
This is a guest ex-President's message this month (Ghost-Prez so to speak..)

Who, what, where and when.. the four basic requirements for an interesting newsletter article. We have quite a few this month – and thanks to the club members, we have who, what, where and when in spades. Lots of interesting events and rides went on this past month, and more is in store for the next few months.

This month we have our officer's election. The nominating committee has nominated two excellent candidates for President and Vice-President, the current Bookkeeper has offered to continue in that position, so there was no need for a nomination.

The club will only be as good as your participation makes it. It's the members who make the club strong, the members who go on rides, participate in events like the Three-Club-Rumble, members who attend meetings when possible, contribute to our support for the Children's Specialized Hospital.

Your support and active participation is welcomed in anything the club does – and your thoughts on what else the club might do would also be very welcome.



We look forward to seeing everyone at the next meeting for our elections and at our annual holiday party, and at the Children's Specialized Hospital Toy Run.

Come out and play with us – it's fun.

Ride safe
Ex. Prez. Don for the Executive Committee

Warren County Hot-Dog Ride Sept 6th

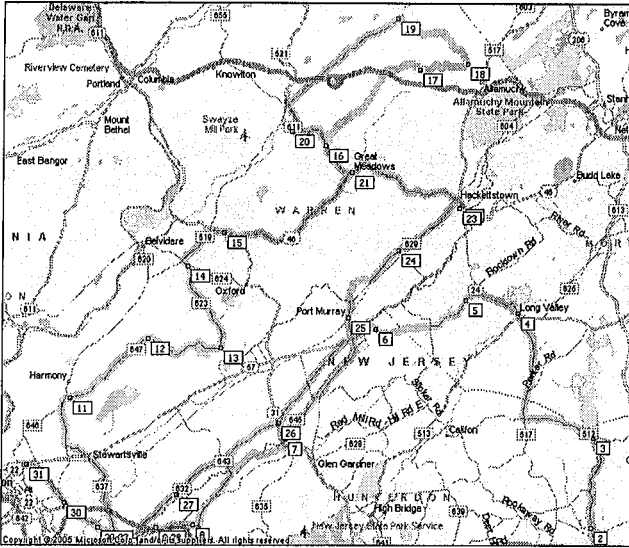
John Malaska

Editors note: This should have appeared in last month's newsletter... but due to an editorial brain fart – it got missed. It's too good to not share – so here it is, a bit later, but still well worth reading.

The weekend after Labor Day, I had considered riding down to watch Nate Kern participate at the WERA road races at Summit Point, WV. Due to several reasons, I decided not to attend. Instead, I called a group ride to northwestern NJ on Saturday the 9th. As an added enticement, I mentioned that we'd be stopping at several of the area's more renowned hot dog joints as part of the ride.

Under brilliant skies, seven of us (DoubleJack Dennis, Prez Dan, Jim Thomasey, B-I-L Alex Edly, Mike Mulroy, Jerry Rouvais, and yours truly) departed the Cheesequake rest area on the GSP, and headed north, then west via the GSP, I-287, and I-78. We exited at Rattlesnake Bridge Road and headed generally northward through Lamington, Pottersville, Fairmont, Long Valley (baaah! Sheep!), and Schooley's Mountain. Following the route we took to the Polar Bear Landslide Inn gathering in 2005, we headed southwest down the Musconetcong River Valley via Pleasant Grove, Penwell, Butler's Park, Hampton, Asbury, and West

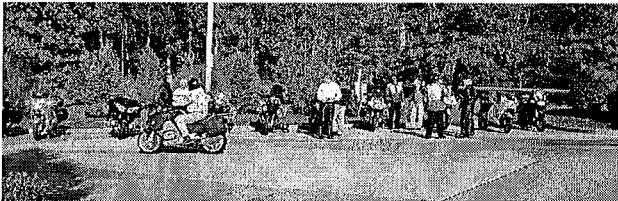
Here's where we went.



I counted approximately 65 motorcycles, but the actual number would have been greater because riders were coming and going. Riders from Skylands, New Sweden and our club all had a chance to renew friendships, compare rides and plan future events. A group picture was taken and a count indicated 22 to 25 Shore Riders, 26 or 27 Skylanders and about 10 to 15 New Swedeners. We will have to do better next year.

Big Rumble, AKA Max Monaco Memorial Three Club Ride, Oct 22nd

Dennis Swanson



We gathered at "Our Wawa" for a 10 am departure. We had about 25. Don led one group and I led the other. Guess which group arrived first. A highlight of the ride north was passing about 50 Hardly Ablesons on 195.

As you probably know, this year's gathering was named in honor of Max Monaco, the originator of this annual event first held about 5 years ago. Max died just a year ago after a short illness. Don Gordon again hosted the event at his hanger at Sky Manor Airport and provided coffee and donuts.



Don Eilenberger collected \$300 for a camera raffle to benefit the Children's Specialized Hospital. George Hickman had the winning ticket.



Bruce Kenney led a ride of 25 to 30 on a great tour of Hunterdon County after the gathering. We managed to stay together by blocking intersections. It's "Cheeky" and probably illegal, but it works. It was a really good ride on the sweepers and twisties we don't have in the south. The foliage was just past peek and the weather a little brisk, but it kept one awake. We ended at the cemetery where Max is buried. For some reason, a lot of riders took little walks into the woods, paused and

Children's Specialized Hospital Toy Run, December 2nd

Roger Trendowski

For several years our club together with support from the Skylands Riders and New Sweden BMW clubs have provided holiday gifts to the Children's Specialized Hospital in Toms River NJ.
<http://www.childrens-specialized.org>

Our visit to the hospital has always brought smiles to the kids as well as a heartfelt "thank you" from the staff. They enjoyed the personal gifts that we brought as well as the club gifts of a PC, digital camera, software, and money donation for switches and controllers.

We have organized another club ride this year on December 2, and as in the past, have invited Skylands and New Sweden members to join us.

DATE: Saturday, 12/2/06

TIME: 10am meet at DMV, Arrive at Hospital by 11am.

WHERE: Meet at the Division of Motor Vehicles on Route 70 just west of the GSP and leave just after 10am to ride to the hospital; arrive by 11am.

Children's Specialized Hospital, 94 Stevens Road, Toms River, New Jersey 08755-1237
Phone: 1-888-CHILDREN (1-888-244-5373)
<http://www.childrens-specialized.org/help/ocean.asp>

For individual gifts, almost anything goes... electronic toys, MP3 players, headsets, puzzles, toy cars, motorcycles, etc. The children's ages range from very young to late teens. They prefer not to have furry or stuffed animals because of the problem of keeping them clean.

Laurel Leithauser, the hospital contact person has given us a list of items that we may consider for our club gift. We'll discuss this at our next meeting.

Let's have a great showing of support on the club ride. (There's no rain date.) Contact me if you have any questions - rtrendowski@att.net.

Dues are OVER-Due!

It's that time of year again! Check your mailing label – if it's marked as "Dues Overdue" – Carl doesn't have any record of your payment. That means he either doesn't have it – or has lost it – or – gasp – you haven't sent it in. PLEASE take care of this little issue NOW. The last newsletter had the renewal form – please use it. Or – come to our November meeting where someone will have an envelope and a pad to collect your dues!

"GEEZERY RIDER?"

NY Times Sunday Magazine, October 29, 2006

Double-Jack Swanson



Some of this article is of passing interest, so I thought I'd share it.

Did you know? "In 1980, half of riders were 24 or younger, nowadays not even 4% are under 18. Roughly half are over 40, and more than a quarter are over 50....The typical Harley buyer is 47....Since bottoming out at just more than 2,000 deaths nationwide in 1997, motorcycle deaths have roughly doubled in the last decade...and older bikers the bulk of them. Only about 5% of the 3,888 deaths in 2004 were teenagers. Nearly half were riders over 40....Sales of motorcycles have risen every year since 1993 and there are almost 25 million bikers in the country.

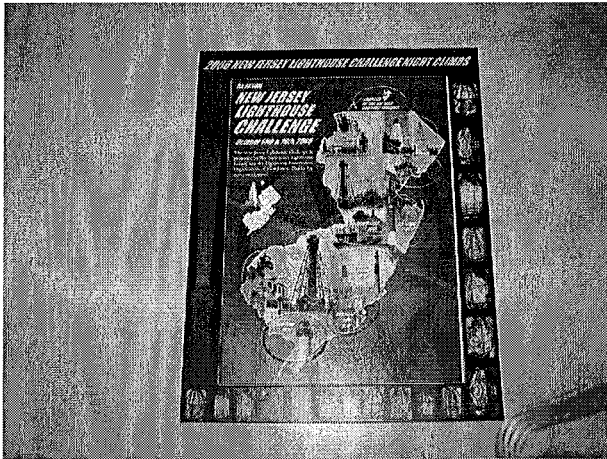
The author's message in this article seems to be that the "baby-boom" generation is hanging-on a bit too long. "...if there is one area in which older bikers stand out, it is recklessness." Citing the declining sales of Levi jeans and the company's inability to hold on to the baby-boom market, he says, "To keep wearing Levis, you have to maintain the physique you had when you were 20...To keep riding a Harley, all you have to hang on to is the ideas you had when you were 20. Anyone can do that."

The author also speculates that younger riders are being driven away from the motorcycle market because of the expense and "various picayune requirements for insurance and special licenses, mandated safety courses and inspections and helmets."

He's probably not a rider and probably doesn't know the difference between a biker and a rider. If he had taken the trouble to interview some BMW riders, he would have discovered that we are a bunch of prudent individuals who don't like to cut grass, like to get away from the wife, like the free food at dealer's open houses, and never ride very fast. He would have



Our final destination is #11, Sandy Hook Lighthouse at Fort Hancock. 4:45PM. We're told that we are the 2nd group to complete the Challenge, just behind a truckdriver & his SO. We get our Lighthouse Challenge completion tokens, which allow us to complete the Lighthouse Challenge "jigsaw puzzle." Alex is especially pleased with the generosity of one of the volunteer staff at Sandy Hook, since she gave her Cape May token to him because he lost his back in Cape May.



Alex departed for New York City. I head home, 412 miles start-to-finish.

In hindsight, we could have taken a more efficient route, mostly by starting at Paulsboro, and riding the "J" in reverse. But I didn't want to risk riding down there for the 8:00AM start, when deer are out in force on I-195 in the nighttime.

My Garmin GPS 2610 performed very well, especially since I was able to use Google Earth to locate some of the more-reclusive lighthouses beforehand, program their locations in to the 2610, and basically tell it to "go fetch." Alex agreed that we would have had difficulty finding a few of the lesser-known lighthouses (such as Finns Point or Hereford Inlet) without the GPS.

As I mentioned when I first posted my intention to try the Challenge, it was an aggressive ride. No lunch stops, other than bottled water & some trail mix. John Ryan, my helmet's off to the riding you do (of which I merely scratched the surface with this ride.)

Babblings of Biker Tom

Tom Spader

While the 'real riders' were doing the NJ Lighthouse Challenge, Roger T and I were doing the "Over 50 NJ Lighthouse Challenge." So even though I was at the Wall service area of the GSP at 3:30 AM to catch John and Alex...I still missed the 'First Team.

So be it!

Roger and I visited three lighthouses...vs eleven. Sea Girt, Twin Lights and Sandy Hook personnel welcomed us sorta like Ike was welcomed in France on D-Day.



Of course these visits were after lunch at Barr's Landing...cool Coors, clam/corn/fish/? chowder and more. Mystery ride along the coast, past road closed barriers, closed hot dog stands and who knows what else...we met up with the 'First Team' (Johnny M and B-I-L Alex) at Twin Lights.



series and the classic R 90 S.

The R 100 RS was the first motorcycle to have an integrated fairing that was designed using a wind tunnel. The RS was also the first BMW motorcycle to use new Computer-Aided Design technology. This was not a cheap exercise, as the Pinninfarina wind tunnel was hired for the costly sum of \$5,000 !

The result was a stunning model that took motorcycle design to a new level - a bike that captured the essence of the increasingly successful sporting BMW cars and delivered performance, elegance and style as never before seen in a motorcycle.

The fairing with its Integrated Cockpit not only gave protection from the elements but also increased stability by increasing downforce by 17.4 per cent and reducing air resistance by 5.4 per cent. The R 100 RS with its 980cc M65 motor produced 70 hp and was capable of 200 km/h with absolute reliability.

Understandably, the R 100 RS was the outstanding motorcycle at the Cologne show. The BMW stand was mobbed by eager members of the public anxious to get a look at this new concept in motorcycles. Under the lights the distinctive Silver Blue RS with the sporting 'three-quarter' seat ignited the interest in BMW. It was not just the fairing that set the R 100 RS apart. The blue pin striping on the wheels and the blue ATE calipers on the front brakes highlighted the distinctive colour scheme.

The R 100 RS was fast and stylish with that hint of exclusivity. It took BMW into a new market and in so doing created a new genre - the Sports Tourer. It was voted the 1976 'Motorcycle of The Year' by readers of German magazine Motorrad and went on to win many other similar awards.

The R 100 RS continued in production until 1984 when the last of the 33,648 machines produced was delivered to its proud owner and the era of the 'big Boxer' came to an end. The largest-capacity Boxer would now be 800cc, while the debut of the new 1000cc four-cylinder K 100 heralded another new era in BMW motorcycle development.

However, the BMW riding public had other ideas and pressure was placed on the company to bring back its larger-capacity twins and in particular the RS. In 1986 the RS was returned, albeit with reduced power due to legislative requirements. There was a slightly different look with smaller 18-inch wheels and the Monolever equipped frame from the R 80. This machine continued in production until 1992 with 6,081 machines produced overall.

Today the R 100 RS is a true BMW classic and a much sought-after model. Many have been kept pristine since new and in recent times an increasing number have undergone complete restoration. Thirty years ago the R 100 RS stunned the motorcycling world, yet the elegant Hans A Muth design has stood the test of time. It is one of the all-time great BMW motorcycles.

HOLIDAY PARTY

Date: December 9th, **Time:** 12:30-5:00PM **Place:** Piancones in Bradley Beach, Main St (RT 71) just up from Schneiders. **Cost:** \$30 per person, CASH bar. Piancones is one of the best restaurants' in Monmouth County, and they've promised un-ending food for as long as we can stuff our faces.

The club is underwriting participation in the party. The club will pay \$20 towards the member's dinner, and \$10 towards a member's 1st guest. And no - coming by yourself doesn't get you both - the idea is to encourage family participation:

- Cost per single member attending: \$10
- Cost per 1st guest of the member: \$20
- Cost for a member and 1st guest: \$30
- Value received: PRICELESS

Pre-registration is REQUIRED for this event! Send your check (or bring it to the November meeting) to:

Jim Thomasey
13 Oaktree Lane
Ocean Twsp, NJ 07712

Make the check payable to: NJ Shore BMW Riders Inc.

Mark your calendars - this is always a great event, and good to see the friends, SO's and guests of the members!

Member Name _____

Number Attending _____ Amount enclosed \$: _____ Date: _____ 2006