

# May 2007 NEW JERSEY SHORE BMW RIDERS Inc

Tom Spader, President, 732-295-2603  
Jerry Rouvais, VP 732-870-8440  
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  
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Club Membership Application at:  
[http://www.njsbmwr.org/NJSBMWR\\_Application.pdf](http://www.njsbmwr.org/NJSBMWR_Application.pdf)

By three methods we may learn wisdom:  
First, by reflection which is noblest;  
second, by imitation, which is the easiest;  
and third, by experience, which is the bitterest.

*Personalities, Confucius*

May Mackenzie: Charlie, hand me the paper.

Charlie Mackenzie: Mom, I find it interesting that you call The Weekly World News "the paper." A paper contains facts.  
*Movies, So I Married an Axe Murderer*

Every year, back comes Spring,  
with nasty little birds yapping  
their fool heads off and the ground  
all mucked up with plants.

*Literature, Dorothy Parker*

So we shall let the reader answer this question for himself: Who is the happier man, he who has braved the storm of life and lived, or he who has stayed securely on shore and merely existed?

*The Proud Highway, Hunter S. Thompson*

## President's Message



The guy on the left is Tom Spader, Pres. Extraordinaire.. Who hasn't been seen or heard from since this photo was taken.

We think he was abducted by aliens.

Tom Spader

*(if you see him let us know..)*

732-295-2603  
[harleeetom@yahoo.com](mailto:harleeetom@yahoo.com)

Editors note – I can only print and edit what I receive. This month seems just a bit short on content mostly because I didn't receive a lot. I'd apologize – but it wasn't really my fault, I think it's the fault of Spring.

## Ride to Centralia PA, April 22nd

*Rich Reidinger (Skylands BMW Club)*

During the Norton Bike meet that occurred on Sunday, April 22<sup>nd</sup> a bunch of us decided to go on a ride to Centralia, PA. For those of you that don't know of this place, this is the town that has the eternal coal fire burning underneath it. I've heard of the place but never visited and even heard stories of my Dad and his brothers passing through there when they were kids and the fire was burning then! So this sounds something like Chernobyl (albeit, non-nuclear) and was chomping at the bit to see it.

So it was me, Roger Trendowski, Susan Quitzau, Kenny Maas, George Panichas, Jay Zaremba and his son, George Roulson, John Dreher and Randy Enterline that wanted to go.



Now I'm terrible with roads but most of us know where Washington's Crossing Park is (on south 32 just passed New Hope, Pa) and Centralia is pretty much northwest from there. Just think where Hermy's BMW/Triumph is in PA but north of that off of Route 61.

Now getting there was a bit different. We had Kenny Maas lead the ride a bit but I think it was at our stop for some fuel that Roger mentioned that it was 84 miles to get to Centralia from Washington's Crossing park and we rode for about an hour, and we were 89 miles away after that. So we were generally getting there, but taking longer than usual.

I saw numbers fly by like 412 west (nice road by the way) and 309 north. In fact I saw 309 north several times as we got off of it and then back on again, several times! Kenny later mentioned he was trying to find a decent hamburger place, but he never did. We ended up stopping at a diner about 30 miles outside of Centralia (this is about 2 hours later).

It was unfortunate but being we took so long to find a decent place for lunch, many people decided to go home after that as it was getting late. I however, still

was excited to see it. There were 5 of us left after lunch. Me, John Dreher, Roger Trendowski, Susan Quitzau and Kenny Maas were all that was left.

This time Roger took the lead and with GPS in hand it took us about 45 minutes to find Centralia...in fact, Kenny spotted the smoldering dirt piles first. We parked the bikes in this area just off the road and took a look around. It was just mostly piles of dirt mixed with coal and you could actually see smoke coming up from the ground! Kenny started to kick the dirt with his boot and you could start to see it smoke even more. Then if you put your hand on it, it definitely had some heat to it...I was just hoping we weren't opening up a new sink hole! So from what I gather, the fire started in the 1960's after some residents were burning some leaves, trash etc and a coal vein caught fire. They thought they put the fire out but it was still burning and burns to this day. So now most of the 1,100 residents are gone as this posts a health hazard (deadly gases are coming out of the ground) making it unfit to live. There are still a few stragglers left but they are dwindling. Most of the buildings are all but gone with only a few still standing.



Roger led us around the town and up to a point where a dirt embankment was located (and also where a sign said "DANGEROUS GASES PRESENT"). Behind it was a deserted 2 lane road that looked like it hadn't been used for some time. It was wavy and warped. I'm not sure if the fire had warped it to the high temperature or is this what happens to roads generally over time that are not maintained. So we all took our turns riding our bikes over this dirt embankment to get to the other side...this embankment looked like it would be fun for dirt bikes, but for street bikes? I'm not sure....but even Kenny Maas with his big black Goldwing made it, so it was fair game for the FJR. We all made it with no mishaps.



On the other side was a lot of broken glass in the road and it was not even straight. Ken took his Wing and road it a few hundred feet ahead of us to see what was up there, he informed us that it was some big potholes but that was about it.



Eventually, we rode back over the embankment and we're getting ready to start our journey homeward. It was definitely interesting to see though. Its perhaps our closest event to Russia's Chernobyl that we've experienced so far in our short history and could serve as a reminder of what can happen when we abuse our environment. I was glad I made the trip.

## Gathering of the Nortons, Washington's Crossing PA, April 22nd

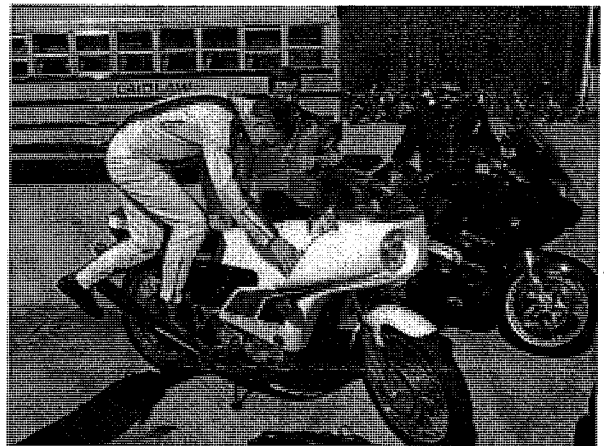
*Skip Palmer*

This annual rally was actually scheduled for April 15, but cancelled because of heavy rain. It wasn't just the rain of the 15th, it was also the rain that never seemed to end. So when the weather forecast predicted near

perfect temps and clear skies for the 22nd, there were plenty of eager riders ready to ride out into Buck's County to view the Nortons, grab some lunch and do some riding in the country.

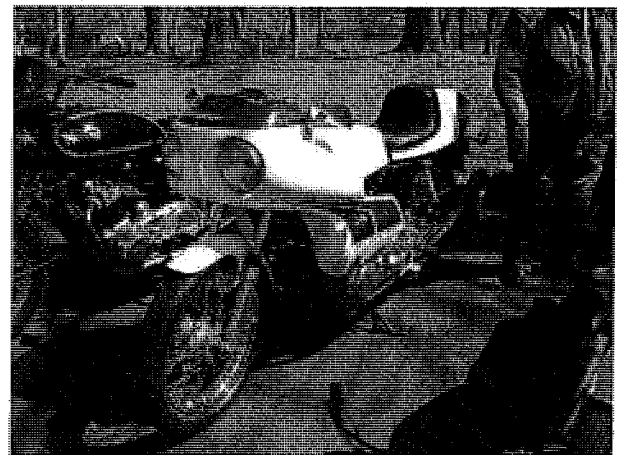
Skip and John Malaska led one group of about 15 riders from "Our Wawa" at 9:30 and Capt. Don led another group of 7 riders at 10.

I was in the later group that included J. Grant, Mike, George Roberts, Prez. Tom and Klaus on his vintage Norton and wearing his Norton leathers. The ride was uneventful since Don was leading. We were there in about an hour. The parking lot at the park on the Pennsylvania side as almost full when we arrived and soon did fill with a wide assortment of motorcycles. I think, however, there were more BMW's than any other brand.



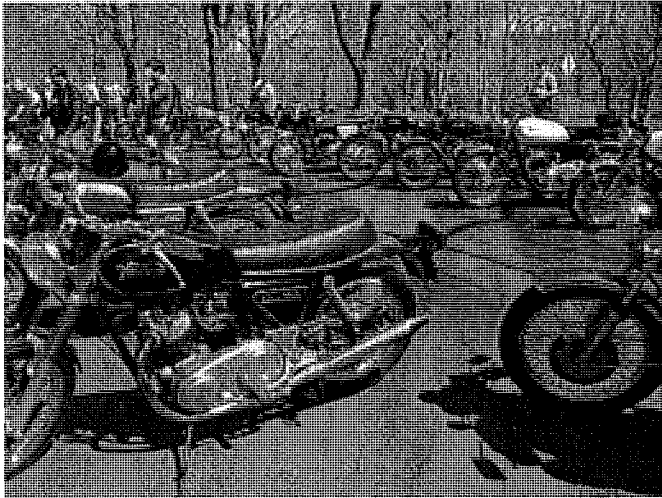
**Klaus exercising his Norton starting technique in  
OUR WAWA Parking Lot.  
Capt. Don and J. Grant look on..**

The Nortons were all parked in one row for easy viewing. They really had some beauties, but I think Klaus's was the best in show. They were also selling hot dogs and etc. at reasonable prices. There were a smaller number of other vintage brands and I was particularly attracted to the Triumphs.

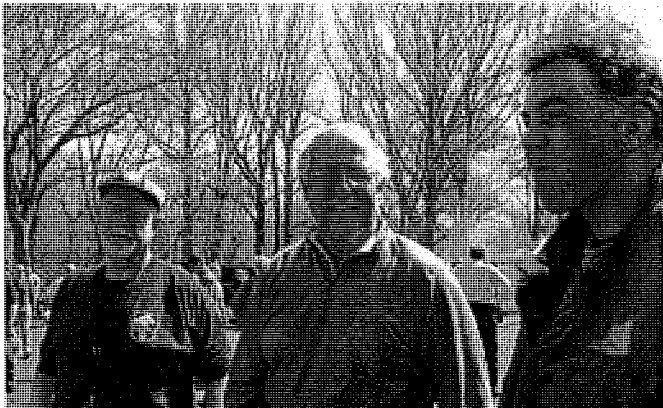


**Winner of Best in Show  
Hmmm... looks like Klaus's**

So after you see the Nortons, it's time to see all your riding friends from around the state and kick tires. I think Shore Riders had the largest representation, but then I'm biased. Prez. Wayne Kerzic and Treas. George Panichas of Skylands were in the mix. There were also a bunch of New Sweden riders. If I started naming everyone it would be a long list, so I won't.



Roger led a group from the rally out to some town in Pennsylvania to smell the poisonous gasses. Others left early to reach home in time to mow the lawn. Skip and John led that group. Grant and I decided to do some exploration on back roads, break some rules and stop for a lunch. Cap Don and Prez Tom took a leisurely ride back and had a gourmet lunch at Stewart's.

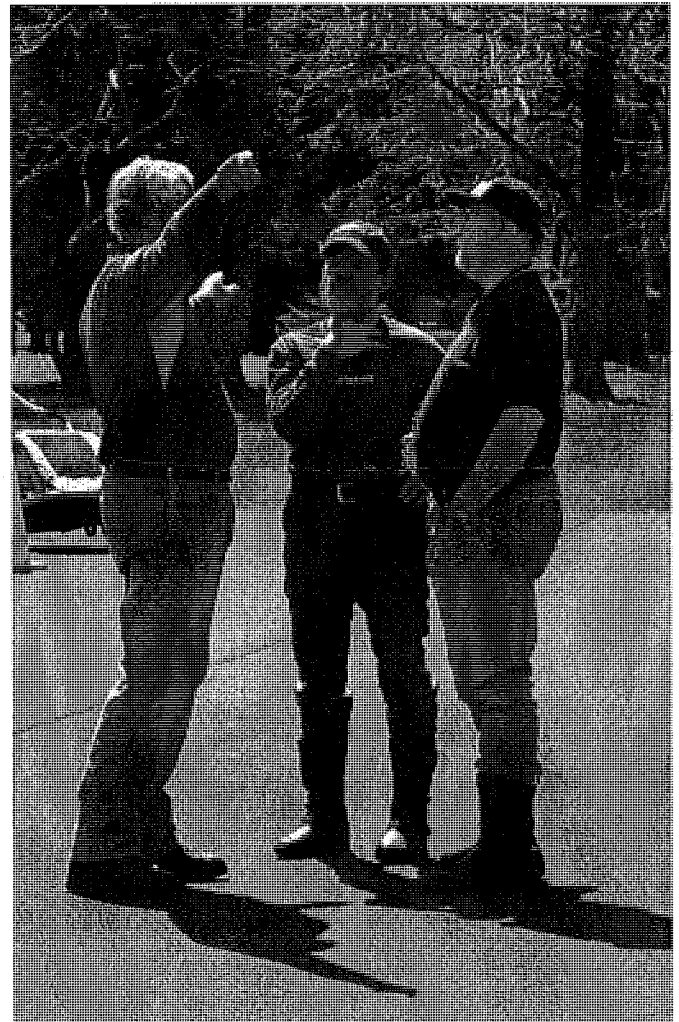


**Roger, Skip and John R..**

All in all in was a good day, excepting the heavy traffic that seemed to be everywhere. I guess everyone wanted to get out and enjoy the first really fine day after a long and rainy winter. I certainly did!



**George, unknown, Alex and unknown**



**Skip telling someone where to go...**

## Norton Rally and Centralia PA Ride – another viewpoint

Roger T..

We started early Saturday morning by meeting at the Breakfast Club in Farmingdale at 8am.

A new comer to our club ride was Leonard Lipman a friend of Mike Kowal's. Leonard, who lives in the Navasink area of Middletown, met me at the Lincroft Inn to drive to Farmingdale... he on his immaculate Toaster Tank R75 /5 and me on my R1150 GS Adventure

Mike K. and Skip P. met us around 8:15 and we enjoyed the ambiance of this hidden restaurant. Our foursome took off around 9 to meet the others at OWW (our WaWa) near Great Adventure.

Other than being displaced from our usual parking lot gathering space, it was enjoyable to see about 10 others arrive for our 9:30 ride. We left WAWA out the back door and traveled county roads to Allentown where we picked up I195 then Rt 29 through Trenton.

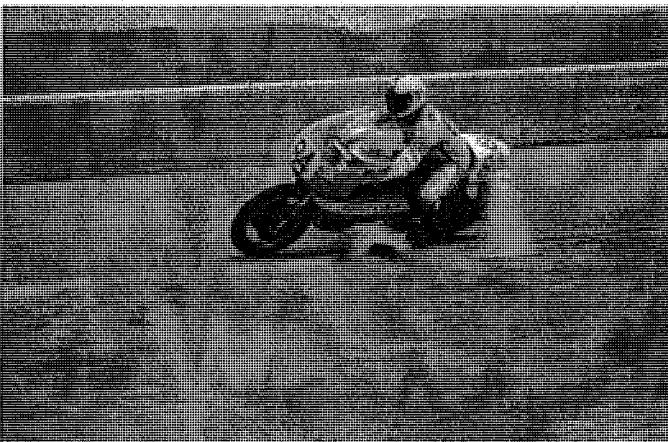
After taking the old Calhoun Street bridge over to PA, we headed North along the river to Washington Crossing State Park.

About 11:30am several friends from the Skylands Club wanted to join me on a ride to Centralia, PA to see the results of 40 years of underground coal fires..... about 85 miles north and west. My total mileage for the day was 345 miles, 12 ½ hours. Refer to Richard Reidinger's article and pictures. More on Centralia can be found at

[http://en.wikipedia.org/wiki/Centralia,\\_Pennsylvania](http://en.wikipedia.org/wiki/Centralia,_Pennsylvania) and <http://www.offroaders.com/album/centralia/the-story.htm>

## Bike Memories

John Malaska



Fast-forwarding from my pic in last month's newsletter, here's another one of "Reg-O" riding the Butler & Smith #84 750cc BMW at the Pocono AMA "National" in

August 1973 (also referred to then as the "Pocono Cycle-Jam"). My brother Tom wandered out into the Pocono infield with his Nikon, and took this pic (as well as several others) without being hassled. A different time. If I recall correctly, Kurt Liebmann also rode a B&S BMW at Pocono that year.

The BMW's were under classed, compared to the Yamaha's & Kawasaki's of Roberts and Nixon, as were the factory Nortons, Beezumphs (for you newbies, that's a BSA & Triumph racer, combined), and Harleys.

Still, in hindsight, what I was watching was the Golden-age of AMA road racing, where so many manufacturers participated .... and with so many talented riders.

Interestingly, during Friday of the Cycle-Jam weekend, the AMA ran a demonstration event called the Superbike race, based on production motorcycles. Yvon DuHamel won it on a 750cc H2 Kawasaki, but lurking back there was a BMW.

*To be continued ...*

## DeSimone Open House, April 28th

*RD Swanson who doesn't own a GS – yet.. but he will..*

Owner Mike DeSimone, Randy Esposito and the guys and gals at this large dealership were generous and welcoming hosts on this nice early Spring day.

Prices were marked down, demo rides were offered, food and beverages served and door prizes raffled off on this open house at their new facility. They offer BMW, Ducati and Victory motorcycles and an ample assortment of clothing, parts and accessories.

Capt. Don and I rode down early in the morning and got there at about 11am (that's early for Don). At a moderate pace most Shore Riders can be there in under an hour. Grant can do it in half an hour.



Dennis never saw a hat or sunglasses he could pass up..

Shore Riders and New Sweden had a table set up with newsletters, applications and etc. to solicit new members (actually, I don't think New Sweden has a newsletter). Both club's membership was amply represented and since we all generally know each other, it was a good time to swap stories and anecdotes. They have a large deck in the rear with tables, so it's nice to just sit there, have a bite to eat and chat.



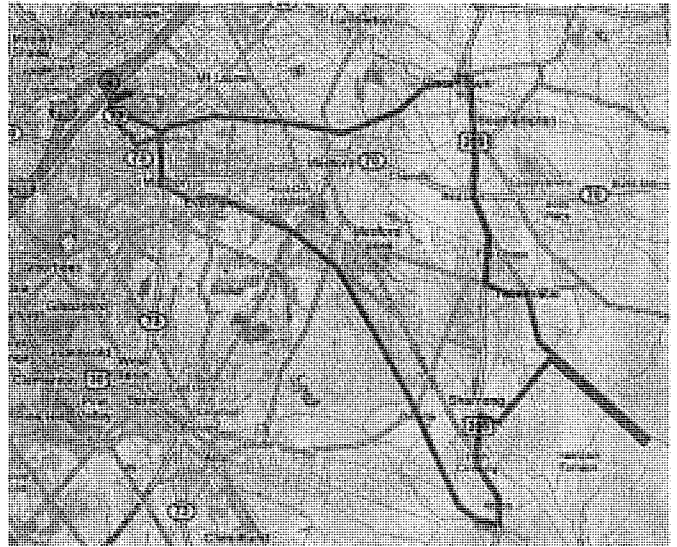
**Arnie Cohen, and Nancy G – both dual club members**

Capt. Don took a demo ride on an R1200R and almost bought one\*. The ride took about an hour and a half and covered some really nice roads.

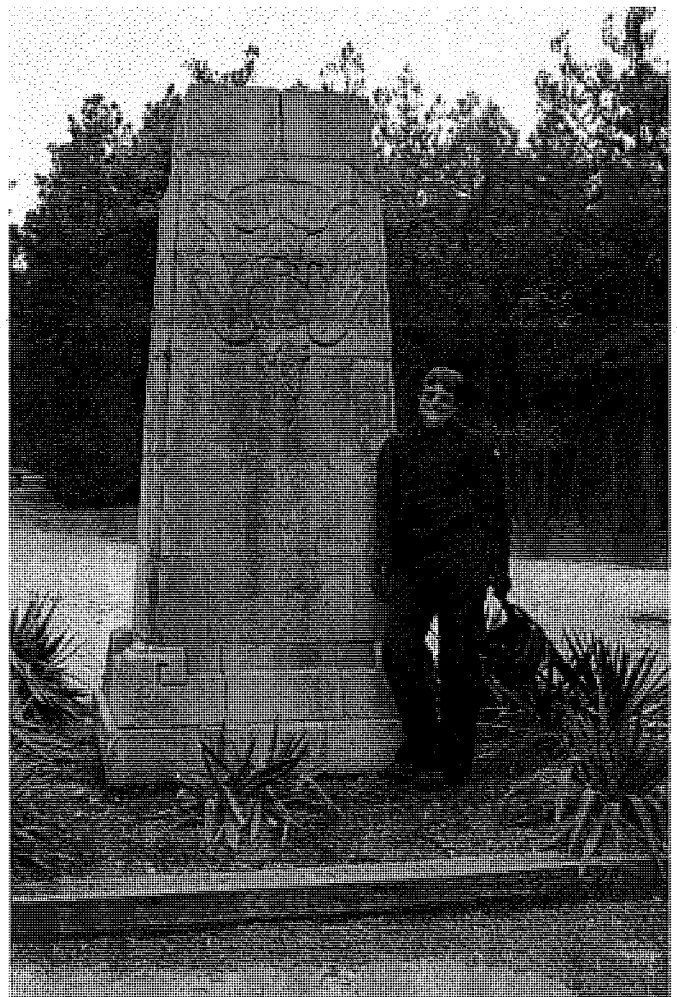
I signed up to ride an R1200GS, but missed the departure. This was probably a good thing because I probably would have been tempted to buy one.



**The turnaround point on the test ride – the Carranza memorial in the middle of the pines. Dennis missed a WONDERFUL ride.**



**The test ride route – thanks to Harold Gantz who know the roads**



**The memorial – to a pioneer Mexican flyer who was lost in the pines**

*Note: This text originally appeared in Good Food Zine, Issue 4*

On a particular Saturday in July, hidden among the trees of the Pine Barrens of New Jersey, a few hundred people gather in a small clearing to honor a man all but forgotten by history. The attention is focused on a rather unimposing granite obelisk, paid for with the pocket money of hundreds of children, a memorial to a fallen hero. A dignitary from Mexico speaks, as well as representatives of the United States military and of Mount Holly Legion Post #11.

It was near this point on July 13, 1928 that Mexican aviator Captain Emilio Carranza in his plane the Mexico Excelsior crashed to his death, the victim of a lightning strike. Scarcely a month before, he had completed a historic goodwill flight from Mexico City to Washington D.C. in bad weather, making only one stop to refuel. He had no instruments aboard other than a compass, a map, and a flashlight. It was one of the longest flights made to date (only Carranza's friend Charles Lindbergh had flown further, in his historic trip across the Atlantic), and the longest by a Mexican aviator.

Carranza was hailed as a hero in both nations, and greatly honored, even meeting the President and reviewing the troops at West Point, the lowest ranked foreign officer ever to do so. He made plans to leave on July 3rd, hoping to arrive back in Mexico City on July 4th, the United States' Independence Day. However, his flight was cancelled due to bad weather. He rescheduled for July 12, but was again grounded due to poor weather conditions. He returned to his hotel and was eating dinner when he received a telegram from the Mexican military. He immediately returned to his plane and took off, despite the pleas of those around him.

Pieces of his plane were found the next day by a child named John Carr and his mother while picking blueberries. Carranza's body was discovered still clutching his flashlight by members of Mt Holly American Legion Post #11 later that day. Newspaper headlines across the world cried out the death of the young hero of the Mexican people. Meanwhile, his body was shipped back to his family. Two years later, the Carranza Memorial was erected on the spot that the young heroes body had been discovered, paid for with the donations of the children of Mexico.

Since Don was dickering over price and trade, I left with Skip. This was a challenging ride because we wanted it to be. It brought smiles to my face as we tried to stay within moderate speeds and keep strictly to the right lane. At one point we were being followed by a trooper for some unexplained reason. Well we did have fun.

*\* Editors note – Dennis left early. He didn't know what transpired after he left..*

## Don't do this

Don Eilenberger



**Me and an R1200R – and boy, gotta take some of that crap out of the Aerostitch pockets.. it almost makes me look.. plump..**

I made the mistake of breaking Eilenberger's Law of Test Rides "**Never ride a bike you can't afford**".

I went and rode an R1200R.

Not the usual dealer test ride of 10 minutes around the block and now "buy it" - but a real GOOD test ride. About 65 miles (which more than doubled the miles on the bike) and about 90 minutes. Mostly back roads traversed at a reasonable speed. The ride was SERIOUS fun - and I found I really didn't want to get off the bike.

Now I'm in a quandary. I \*love\* the hex-head motor.

It has gobs of torque at any RPM, and no vibes at any reasonable speed - it's almost as smooth as a K75 motor (which is the gold standard for smooth.) I knew the engine was there - but unlike my RS - the subtle vibration NEVER bothered me... it was just enough to tell me when to shift (up or down). I really didn't need the tach at all - but I did NEED the gear indicator - the engine is really that good... you can ask for power at any RPM and it's THERE. Gobs and gobs of power at whatever RPM you want it at.

The loss of about 125lbs vs my RS is also noticeable - the bike feels very nimble. The brakes are amazingly good - they put the whizzy brakes in the "why'd they bother" category. They feel just as powerful if not more so, and are very linear and predictable.

The seat on the Roadster was actually still comfortable after 90 minutes of riding. THAT is a first for me on a BMW motorcycle (most of the seats are about 30 minute seats for me.)

The reason for the quandary - I didn't think I find a model using that engine that rings my chimes. The Roadster is a very sweet ride - but optioned up (ABS, centerstand, on-board-computer, heated grips, tiny windshield) - it's approaching \$15.5k. That puts it into the serious bike money - and while it's a really great bike - it's not a long-distance touring bike without another \$1,500 worth of stuff (like bags, tank bag, a bigger windshield and mounts, more lights, and all the other good stuff.)

So I thought - and I'd thought of it before - an ST. Then I went to BMW's website and the photos just scared the crap outta me again. I can't get my head around the front end of the bike. The rest of it - fine (well - the back end isn't great - but it's passable..) A friend warned me that the riding position is more extreme than the RS - so the ST was dismissed on ugly/uncomfortable.

How about a GS - lots of people love them. People recommended them to me. People with inseams longer than 27". And the GS starts to pack on some weight, especially if you fill up the huge gas tank. Plus - it's expensive, and sorta like a Hummer - more capability than 99% of the owners will ever use or need.

*Damn, damn, damn.*

On the way home - back on my RS - I found myself thinking about what I liked on the RS. The weather protection is better. I'm not being blown off it when doing 70-80MPH. I like the ride since I put Wilbers suspension on it (it is superior to even brand new R1200R suspension..)

The RS handling is good, perhaps not "nimble" - but fun and very predictable. I even find the whizzy brakes just fine (but not actually as good OR powerful as the non-whizzy ABS brakes they now are using..)

I like everything on it but the engine and the weight, and maybe the riding position. And what I dislike about the engine is the buzz.

I've gotten the RS buzz down to what is probably as good as anyone is going to get it. I found a loose fairing bracket bolt a week ago - that made a big difference, and then I found the rubber bar isolation wasn't isolating. I fixed that - that also made a really noticeable difference. I went over every bolt on the bike - no more loose ones. I put in the Internet recommended Autolite plugs - which might have made a tiny difference - but not a big difference.

It still buzzes and my hands still hurt when riding it. It's a combination of the vibration, my arthritis, and the riding position. I'm not a kid anymore is the lesson here.

*Damn, damn. Damn*

I started thinking about what would have to be done to the Roadster to make it be what I wanted it to be - a great everyday bike that can once a year or so be taken on tour. Well - all it REALLY lacked was a bigger windshield. And that can be solved. BMW makes a bigger one for it - that is roughly the size of the one on the K75S that I liked riding. If that isn't big enough, there are several aftermarket shields available for it in various sizes, and even two fairings that are made to bolt up to it.

It's doable. I can ride the Roadster, and I believe I might just enjoy the heck out of it.

I'd suggest that no one here make the same mistake I did. Do not go for a R1200R test ride - *Hey kid! Try somma this crack.. you'll love it..*

### Followup..

The quandary was resolved. I put a deposit on the roadster today - the same silver-gray one I test rode - in the photo..

Did I want to enjoy riding again or continue trying to fit a 60 year old body on a bike made for 30 year olds? The decision was simple.

Everyone should buy a brand new bike every 30 years or so.. the last one I bought was in 1976.. a Norton.

*BTW - thanks MUCH to DeSimone for the exceptional test ride - and the great deal they're giving me on the Roadster and trading in the RS. I wish whoever buys the RS a lot of luck with it - it is running as well as one could ever make one - but its not the bike for an old dude with arthritis.*

## **Vendor Kudos - RoadGear**

*Your editor - Don*

At the New York MC show - I purchased a set of RoadGear H2O-Tec gloves. These are a textile/leather combo glove with a waterproof inner liner. They have proven particularly comfortable and very nice in cooler temps - they allowed the heated grip heat to get to my hands and insulated the back side.

I had one small problem with them - the inner liner on the thumb on one glove started pulling out with my thumb. According to their website - this wasn't supposed to happen... so I emailed them and asked if there was some way this could be fixed.

The reply from them was immediate - and very satisfying. They were sending me out a brand new pair of the gloves - overnight express - at no charge at all. They suggested I keep the first pair as spares or toss them as I desired.

RoadGear has done right by me before. I won one of the bigger door-prizes at the MOA rally in Charleston WV. It was a RoadGear jacket. The owner of RoadGear, Mansoor, couldn't have been more gracious about making sure I got one that fit properly.

I'm a RoadGear fan for life. You hear a lot of complaints about people in business – in this case – it's a real thumbs up for the service RoadGear provides. HIGHLY recommended!

## Weekend Overnight Rides

*Skip Palmer – Ride co-chair*

The voting is in – the Endless Mountain Trip appears to be the winner for the first weekend overnight trip. Plans have been made, 12 people have paid, and the trip is going forward on May 19<sup>th</sup>.

## Upcoming Rides and Events

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.

- May 6<sup>th</sup> ~ The First Sunday Gathering at Ephrata, PA
- May 7<sup>th</sup> ~ 7 PM ~ Skylands BMR Riders Monthly Meeting ~ The Warrenside Tavern, Rt. #173, Bloomsbury, NJ
- May 9<sup>th</sup> ~ 7 PM ~ Shore BMW Riders Monthly Meeting at Schneider's Restaurant, Main St. Avon NJ
- May 19<sup>th</sup> ~ Ride to the Endless Mountains, PA
- May 19<sup>th</sup> ~ Motorcycle Concours d'Elegance, World Golf Village, North Saint Augustine, FL.
- May 20<sup>th</sup> ~ British/European Classic M/C Day (BMW featured marque), Germantown, MD
- May 23<sup>th</sup> ~ 7 PM ~ New Sweden BMW Riders Monthly Meeting ~ Casa Carollo, Rt. #73, Marlton, NJ
- June 1-3rd ~ BMWBMW Square Route Rally, Thurmont, MD
- June 3rd ~ AMA SuperMoto, Raceway Park, Englishtown, NJ
- Jun. 7<sup>th</sup> - 10<sup>th</sup> ~ BMW Riders Association National Rally @ Biltmore Estate, Asheville, NC
- Jun, 13<sup>th</sup> ~ 6 PM ~ Matheny School Children's Ride, Gladstone/Peapack, NJ
- Jun. 13<sup>th</sup> ~ 7 PM ~ Shore BMW Riders Monthly Meeting at Schneider's Restaurant, Main St. Avon NJ
- Jun. 30<sup>th</sup> ~ NJBMW Shore Rider's Picnic @ Allaire Village, Rt. #524, Allaire, NJ
- Jul. 12<sup>th</sup> - 15<sup>th</sup> ~ BMW Motorcycle Owners Association National Rally @ Washington County Fair Park, West Bend, WI
- September 7-9th ~ Radnor Hunt Concours, Radnor, PA

- Oct. 5<sup>th</sup> – 7th ~ Last Chance Rally with New Sweden Riders (w/ NJSBMWR Para-Site Rally), Elmer, NJ

## For Sale

- For Sale: Chatterbox, person to person sports communication system for motorcycles. \$50. or B/O
- First Gear mesh jacket w/ padded shoulders and elbows, worn only once, size medium, color gray and black, good for hot weather riding. \$50. or B/O.
- Hein Gericke black leather jacket, size 44 reg, worn many times, but in good shape. Those with big bellies need not apply. \$100. or B/O.

Contact: 732 899 7652 or rds112@verizon.net. Will bring to may meeting if requested.

## True Stuff - Found on the Web

*Glenn Martin*

**BMW XPLOR the Pines,  
4/20-22, 2007, Chatsworth, NJ**

from [http://www.bmwexplor.com/events/show\\_event/138](http://www.bmwexplor.com/events/show_event/138)

The dust is probably still settling out there on the trail. Yes, the first XPLOR event, 'XPLOR the Pines' dual sport ride is now over. Over seventy five riders hit the trail and motored through New Jersey's Pine Barrens, barreling over and through everything from wide gravel roads, deep sandy tracks, whooped out fire cuts, and cylinder-deep puddles that looked more like miniature lakes.

The highlight of the weekend was getting expert off-road riding tips from Paris Dakar third place finisher Jimmy Lewis and his wife Heather. There was also a catered dinner Saturday night where several prized were raffled off, including a Garmin BMW Navigator III GPS, a set of Pirelli tires, several copies of "The Long Way Round" DVD and book, as well as a BMW Rallye enduro suit. Jack O'Connor and his crew from the Pine Barons Enduro Riders provided logistical support, guide services, and downloadable GPS coordinates which made everyone's ride go smoothly. Thanks to them and everyone else who made this event so successful!

Check back on XPLOR to see when and where the next XPLOR event will happen and happy trails to all!

See photo's at  
<http://www.bmwexplor.com/galleries/show/1087>

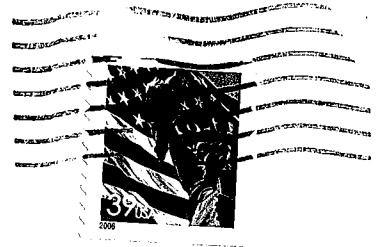
Get event highlights/pictures at  
<http://www.advriders.com/forums/showthread.php?t=216515>

New Jersey Shore BMW Riders

c/o Carl Cangelosi  
20 Beechtree Lane  
Plainsboro, NJ 08536

(Postmaster: Address Service Requested!)

TO:



*Dues OK until 11/01/2007*

**Don Eilenberger**  
1213 Pond Rd  
Spring Lk Hts NJ 07762-1962

**Club Meeting – Weds, May 9th, 7PM**  
**Schneider's German-American Restaurant, Rt 71, Avon**

07762+1962-13 0006

# DeSimone MotorSport



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