

Sept 2007 NEW JERSEY SHORE BMW RIDERS Inc

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John Malaska, Publisher
John Malaska, Ride Co-Chair

Club Membership Application at:
http://www.njsbmwr.org/NJSBMWR_Application.pdf

Too late, I found you can't wait to become perfect, you got to go out and fall down and get up again with everybody else.

Ray Bradbury, Something Wicked This Way Comes

It is not the critic who counts, not the man who points out how the strong man stumbled, or where the doer of deeds could have done better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood, who strives valiantly, who errs and comes short again and again, who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause, who at best knows achievement and who at the worst if he fails at least fails while daring greatly so his place shall never be with those cold and timid souls who know neither victory nor defeat.

Theodore Roosevelt"

President's Message

Finally the fall riding season has arrived with cooler temperatures and less humidity...in addition to less vacation traffic...which makes for more pleasant riding opportunities. The Polar Bear winter riding scheduled is posted on the club's website calendar so take a look and join in. These events usually attract a half dozen members enjoying a couple hundred mile Sunday ride carefully planned by one of our ride coordinators, a great lunch stop, camaraderie and just plan fun so join in.



While on the website, take a few minutes to follow the exploits of our own John Ryan. Postings of the 'RyanButt' event provided by Jim Shaw are funny, informative; contain links to sponsors and other tidbits from Team Hobo. Worth a read!

Calendar correction: The New Sweden Last Chance Rally is listed in Sept but is actually scheduled for Oct 5 – 7 in beautiful Elmer, NJ. If you haven't signed up for our sister club's biggest rally endeavor to date, do it today. The leadership down there tells me of a 'well organized event', plenty to do and eat plus very comfy facilities. Please support this rally.
<http://www.lastchancerally.com/>

Earlier this year we experienced our first 'overnighter' with a trip into the Endless Mountains of central PA. We will unveil plans for the next overnight ride at our meeting on Sept 13 and postings on the website. Open dates are difficult this time of year and this might turn out to be more of a spontaneous event into Vermont so stay tuned and join in.

Speaking of our next meeting, please make an effort to invite at least one of the riders that you've met over the summer...whether on a ride, at a party or just tire-kicking with a riding neighbor down the block. We need new members and this is a perfect way to introduce some new blood into the club.

See you on Wednesday evening the 12th at Schneider's German/American Restaurant, Avon. BS starts at 6:30 PM with the meeting to follow. Ride on over...

Tom Spader C-732-275-2536
harleetom@yahoo.com

Four-Winds Rally – August 16th-18th

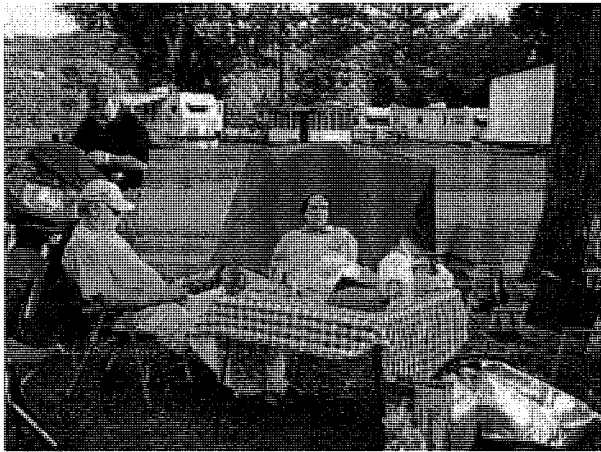
Al Peirson

The Four Winds 41st Rally is the longest continually held BMW rally in the U.S. The latest location is Redbank Municipal Park, 18 miles south of I-80, near New Bethlehem, PA which is 70 mile NE of Pittsburgh, the base city of the Four Winds BMW Riders.

We presumed that they must be doing something right, or the rally wouldn't have lasted 41 consecutive years, so Pete Stone, George Hickman, myself, and a couple of New Sweden riders decided to investigate.

The presumption held up.....the rally was first rate.

But first we had to traverse 350 miles of super slab to get there. The N.E. Extension of the PA Turnpike to I-80, then 200 miles on I-80.



Once there, we found Redbank Municipal Park, which also serves as a fairgrounds, to be suitable, in our opinion, for a BMWRA National rally regarding the size and quality of the facility. The campground has clean, hot showers, shaded tent sites, and other amenities. There were various tours, scheduled and self-guided, field events on Saturday, and seminars. The sole vendor was our own George Hickman.



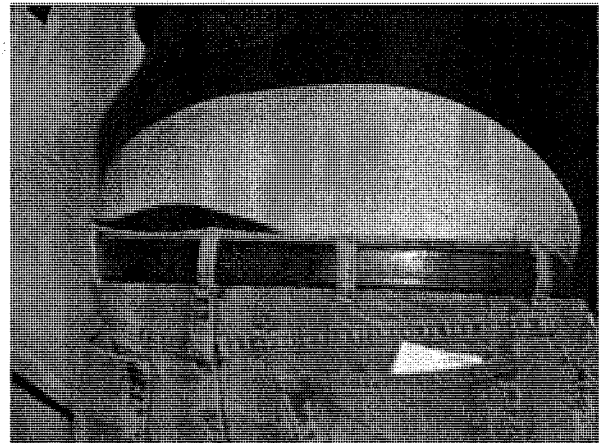
George mostly hung out at the rally, as he drove to the rally in George's Vendmobile.



Pete Stone, Paul Doan, myself, and Wayne Reiss did a 225 mile loop around the green, rolling hills of Western Pennsylvania on Saturday. We had lunch at a nice, little restaurant with interesting waitresses.



Dinner was provided at the rally by a local caterer, and featured chicken or barbecue pork or both. Food was good, and plenty of it. After consuming most of George's beer, Pete Stone mooned us, for no apparent reason.



There was too much super slab going to the rally, so we decided to forego I-80 and instead, we traveled 100 miles southeast on the hills and curves of PA422, in nice weather, to the west-east PA Turnpike, where we droned away the remaining miles in a light rain, to arrive home at around 3:00pm.

Ride to PJ and Beyond.. August 18th

John Malaska

On August 18, brother-in-law Alex met me at the Cheesequake rest area on the GSP. Seeing no other invitees (meaning YOU!) there, we departed at 8:00AM, with our destination being the Upper Delaware Scenic and Recreation area. A cold front had dropped down the day before, and we were accompanied by initially cool (then later cold) temps, some strong breezes, and very sunny skies.

The first part of our route slabbed via the GSP, I-280, I-80, and NJ-15 (gotta watch for LEO's there) to Ross Corner, north of Newton, NJ. CR-565 took us into Sussex, and NJ-23 took us over Kittatinny Ridge at High Point, and down into Port Jervis, NY. We refueled on the NJ side of the border, as were many New Yorkers who were seeking cheaper gas prices.

We departed "PJ" via NY-97 along the northern bank of the Delaware River. Just outside of PJ, we drove up into Elks-Brox Park. The park road climbs to a plateau which offers scenic vistas of Port Jervis below, the confluence of the Delaware and Neversink Rivers, and High Point monument atop Kittatinny Ridge.

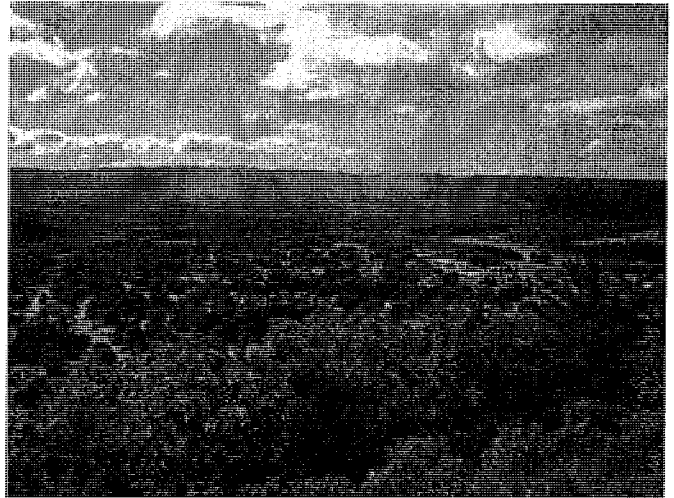
Retracing our route, our next stop was the fabled "Hawks Nest" section of 97, which winds along a cliff face for a couple of miles, with the Delaware R. far below.



We continued further north along 97, passing through the villages of Pond Eddy, Barryville, and Minisink Ford. Despite the chilly air (which bottomed at 55 degrees), the local outfitters was very busy, as was evident by the clusters of rafters bobbing down the Delaware R. We encountered only one deer along our route, and that annoyance was offset by the impressive sight of a bald eagle soaring just above us. 97 was lightly traveled as we headed north, and Alex & I quickly dispatched any vehicular sightseers that we encountered. Spotted only one LEO along the way.

I now regret not pulling over to take a snapshot as we approached Callicoon. This village is built on a bluff above the Delaware R., and is dominated by a massive cathedral-like structure that once was a seminary, but now houses the local job corps.

Our 80-mile trip up 97 ended in Hancock, NY. Being that it was noon, Alex & I had a tasty lunch at the newly-opened ... as in 1-day old ... Hancock House Hotel. Afterwards, Alex briefly explored this bustling community, while I helped a wayward M-G rider from Long Island find a route to Montrose, PA.



It was time to start heading back, so we crossed into Pennsylvania via PA-191, which paralleled the Delaware R. for a while, then climbed into the hills of the northern Poconos. We passed through Lookout, PA and the campground where the Black Diamond Beemers will host their September rally. This section of 191 was nicely paved with little traffic. Unfortunately, that changed once we got south of Honesdale. The going got slower at times, possibly from traffic originating from I-84 or Lake Wallenpaupack. In hindsight, I should have exited 191 for other roads such as PA-407, 447, or 196. On one occasion, my Escort (radar detector that is; not some bimette) screamed a Laser-warning while I passed a cage at a somewhat-spirited pace. I resigned myself to accept a performance award, but no LEO appeared to interrupt our progress. A big Whew!

Once through Stroudsburg, however, 191 promised an invigorating ride over Blue Mountain, which is the PA extension of the Kittatinny's for you geographically-challenged readers, at Fox Gap. That promise was delayed to negotiate a 10-mile detour, but the approach up Fox Gap via 191 offered some nicely-paved ascending switchbacks. We descended into Bangor and a much needed refueling, then departed 191 for a route to Martins Creek and PA-611, which took us along the Delaware R. to Easton.

I intended to follow 611 to PA-32, and cross the Delaware R. over to Frenchtown, NJ at Uhlerstown. But another detour led us onto I-78. We exited at

Bloomsbury, and followed the always-nice CR-579 to NJ-31. WingMan Alex split for home in Pennington, while I took I-295 & 195 back to the Shore. Arrived home at 5:00PM. 403 miles for the day.

I'll call another less-ambitious ride after Labor Day.

Mike Visits the Fatherland July-August 2007

*RD Swanson, Cub Reporter – from Mike Kowal
Interview*

Capt Don and I took a ride over to Mike's place to view the treasure and the junk. Sometimes it's not clear which is which. It was also a good time to get the lowdown on his recent trip to the other side. If the details get a little confused, it's because I wrote a few notes on the back of an envelope and mixed them up.

In any event, we begin on Friday July 19 when Mikey, Manfred and Joseph took the ICE train from Frankfurt to Cologne. Mike met these guys a couple of years ago when he went to the motorcycle races on the Isle of Mann, had an accident and received their much needed assistance with his disabled motorcycle. They hit it off and invited Mike back for a visit and some riding. On Saturday they toured the red light district of Cologne (only kidding). They really visited the cathedral (awesome) took the 520 steps to the top (a workout!) and the Frah Brewery across the street for Kolsche, a light beer (refreshing).

Next day, Sunday, they drove to Nurbergring to watch the amateur motorcyclists do the course--the test course for Mercedes, Metzeler, BMW and others. It's 14 miles long. They met Helmut Danna who held the BMW motorcycle speed record for the course for many years. On Monday they walked around Cologne but only looked at the red light district. They didn't go there. The visit was strictly cultural.

The real adventure began on Tuesday when Mike picked up his EN 6 Kawasaki motorcycle. (Mike's wife said he was too cheap to rent a BMW.) He told the rental agent he had never ridden a moto before. On Wednesday they rode 350km to the outskirts of Cologne. Mike said it was an unbelievable ride through sweepers, twisties and with little traffic. The roads were "spotless" and the drivers respectful toward motorcyclists. Next day they relaxed, ate the best schnitzel ever (except for Schneider's), tasted the brew and avoided the red light district.

On Friday they left Cologne on a ride to Rothenburg, a distance of about 450km. It's a medieval village with old shops, castles and churches. Mike bought some anti-aging elixers from an alchemist, but it's clear they don't work. The ride was again great and included about 50 mile on the autobahn. Stay out of the left lane if you are riding under 100mph! He said they peaked at about

120 to 130 mph. The Kawasaki groaned. Lodging just outside the town was about \$30 to \$40 per night but they were three to a bed over the barn. But they did get porridge and beer for breakfast from a "fresh as dew" maiden in the morning.

On Sat. they were off to Spangau and Schwanstein Castle, home of the mad King Ludwig. Mike said he wasn't there. They took the tour of this magnificent structure and stayed the night.

Next day they rode 500km into Austria and Italy, and stayed in Schenna, Italy for seven days. They did the mountain passes which included the famous Timmeljock. One bad memory was the constant smell of diesel fumes from the trucks and buses. In addition to the riding, they did some hiking in the Alps. Mike said the hikes were 15 to 20 miles. They had one day of rain and so went to see the 5000 year-old "ice man" at Balanza. Mike said he looked like Don.

Other adventures were a close call by Manfred when he almost became a hood ornament on a Mercedes and being passed by bicyclists going downhill (did I get that right?). Mike said the food was terrific but that Italian pizza "stunk". Seems I've heard that before, but then all suffers when compared to Jersey pizza.

At the end of the magnificent seven days they left Italy to return to the Fatherland and Triburg in the Black Forest. Mike said it is really not black and not in very good condition due to recent storms. On the way they got nailed for a fine of about \$85 on the Austrian autobahn. They didn't have the necessary permit. The return to Cologne was marred by rain, but still a good time.

On Wednesday Mike returned the faithful Kawasaki with 3700km posted on the odometer. So until the following Monday they were bikeless and did some more touring, attended the vintage auto races at Nurburgring (approx. 150 Ferrari's, 700 Porsches and etc.). Mike insists they stayed away from the red light district. I believe him, don't you?

On Monday August 13 Mike left Frankfurt at 11:30am and arrived at Newark at 2:30pm. You want to hear more of Mike's adventure? Come to the next meeting when he won't do a slide show.

The Trip of a Lifetime – Mike's Version of the Story

Mike Kowal – free association text edited just a bit..

Day one July 19 .I was at Newark Airport to get a red eye to Frankfurt Germany.

Arrived Frankfurt on the 20th. Got on the ICE train that goes to Cologne and was at the Cologne train station in about one hour to be picked up by some

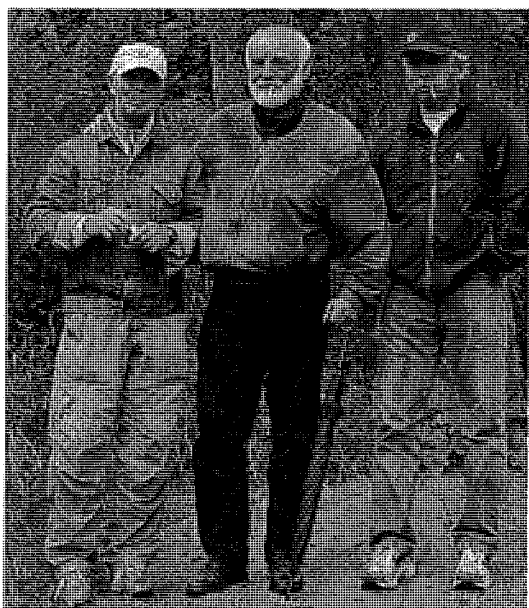
friends that live in Cologne. I had met these guys three year's ago on a trip to the Isle of Man when I went to Germany the last time with Klaus.

Day 3 we went into the city of Cologne to do a little sight seeing. One of the most beautiful places is called the Dome. It is the cathedral that was built in 1253. Three hundred years later it was finished. 500 plus steps up a spiral staircase we saw a grand view of the Rhine River and the city of Cologne.



Koln – view from the Dome

After that hike we needed some refreshments so a hike down the steeple to the Fruh Tavern. Every area makes their own beer and this area makes Kolsch - a lite beer. *Boy did they go down good.*



Manfred, Joseph and Wally – Mike's riding companions

Day 4 was a get together with some other biker's for a breakfast at my friend's cabin outside of Cologne. Joseph and his wife put out a spread that you could feed an army with and had to lick your plates when you were done. *Boy did they go down good.*

Met a person called Dieter Wolf that owns a bike shop that works mainly on British bikes. Later on when I got back to the states I got a phone call that he was involved in an accident on his birth day. Doesn't look good for his outcome for recovery.

Day 5 was raining so we took a ride by car to the Nurburgring - a race track known all over the world.

The day that we went they had a track day for bikes. Toured the museum and later stopped at a bike dealer across the road to see some bikes and get some lunch. Did some more sight seeing and back towards Cologne.

On the way back to Cologne we took a ferry that crossed the river Rhine we asked the man that was a deck hand on the boat where the bridge at Remagen. This bridge was blown up during WW-II so the allied forces could not cross the Rhine. The two towers still stand on either side of the river with US and German flags on the towers. Well - the answer to the location of the bridge was that the bridge to Remagen was in Remagen - and that was it.

Day 6 was to pick up my rental bike. It was a Kawasaki ER-6n. 600 cc 2 cylinder 73HP 393 lb. bike. For the riding I did it was great. Then we went back to Koln to park the bike till the trip started.

Day 7 they decided I need to get used to the roads so Joseph, Manfred and I went on a 200 mile ride around the area. This was just a warm up.

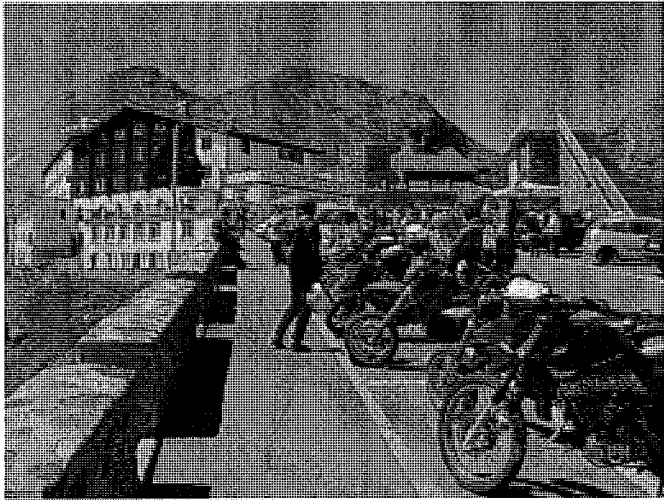
Day 8 did a little more sight seeing and packed for the trip.

Day 9 we were off. Joseph, Manfred, Wally and I left Koln that morning at 7:00am. First stop 440 kilometers later was a small town called Colmberg. Bed and breakfast plus some dinner and beer. *Boy did they go down good.* The area was very beautiful with a castle just above where we stayed.

Day 10 was to Schwangau - a town where a king called Mad Ludwig built a castle. A big castle. Walt Disney copied this castle and is in California and Florida.

Day 11 - We hiked to the top and took a tour of the castle. From there we were off to Northern Italy. Each day we rode between 450 and 500 kilometers - about 10 to 12 hours a day.

Our next stop was Shenna in Northern Italy. We ate and made merry for the next 7 days.



Bikes near the top of Stilferjoch

About 20 passes were crossed, hiked about 50 miles saw Otiz the Iceman in Bolanzo. He was found in 1991 by some hiker's. Some 5,500 year's ago he died and was buried under the ice. Now on display in this museum with all his tools and clothing.



Wally, Joseph, me and Manfred on top of the pass

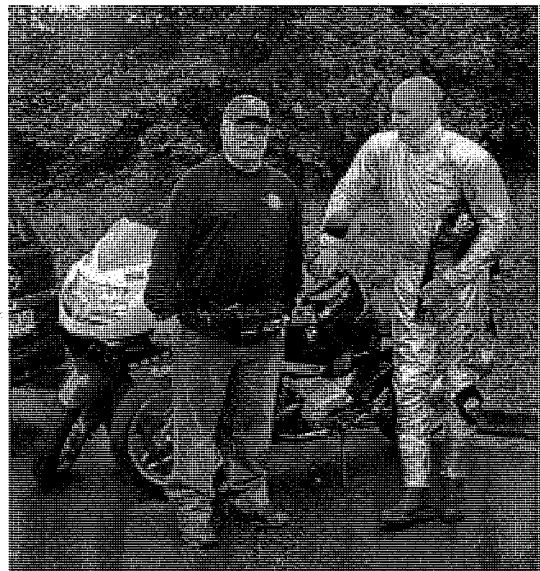


We spent seven days in northern Italy and finally crossed into Austria and back to Germany.

Our next stop was the Black Forest where we stopped in a small town called Todnau to eat and sleep. *Boy did they go down good.*

Next day was to the village of Bann outside of Landstuhl. In this town I tried to get some information on my father and half sister. They lived there during WW-II and a little after that. That was the only day it rained very hard. We took a nice ride up the river Rhine and then made a beeline drive back to Koln for a nice hot shower.

I returned the bike the next day after I cleaned it up and the owner asked me how it handled. All I did was grin. The next few day's we did some sight seeing by car. The day before I left they had a show at the Nurburgring. Vintage car races were being held. The event was for 3 day's and we decided to go. About 200 pictures later we left.



Mike and Helmut Dana – holder of the motorcycle lap record for years at the ring..

That night we all got together for the last supper. This was at a converted a restored coach house and inn. There I said by goodbyes to the 4 families that treated like I was family for the last 3 1/2 weeks.

Next morning I was on the ICE train back to Frankfurt and to the airport. Nine hours later I was back in New Jersey. This was the best trip I ever had. The guy's planned it out to the T.

Still have some Euros' left over. Maybe there will be a next time. The riding was grand, the scenery was unreal. Gas was\$ 2.25 a liter (about \$8.00 a gallon.)

We stayed in bed and breakfasts and the cost was about \$30.00 to \$40.00 including breakfast. Still can't get the grin off my face.

Now back to fixing bikes in New Jersey. Ugggh.

Catskill Caper – AKA Blackthorne Weekend – August 3rd-5th

Don Eilenberger

Despite the interest shown by club members for weekend trips in our early polls this spring – only two members joined me going to the “UnRally” put on by the Dutch Country Riders of PA.

The DCR club had attended the UnRally our club held at the Blackthorne Irish Resort a few years ago and liked the idea enough to do it themselves. The Blackthorne is located in the upper reaches of the Catskill Mountains – in East Durham NY. This area is home to some very fine riding, making the Blackthorne a great home-base for a weekend of riding fun.



Willie and Emily Egerter joined me for the weekend – leaving on Friday AM from my house. After crossing the state via the usual I-195 grind – we went up the west edge of NJ by all backroads – Rt 32, 519, 521, 206, 521 and into Port Jervis. Despite the threatening forecast for Friday – we didn't experience any weather until we were on our way north out of PJ on NY Rt-209. We were caught for about an hour in a thunder/lightening storm – the worst of which we sat out in a local store/deli having our lunch. We ran into a few more sprinkles on the way up – but we eventually out-ran the weather and arrived safely at the Blackthorne at about 4:30PM - where we met up with the DCR club members in attendance. Their club could only roust up four members.



Fred Hugarir (DCR) Willy and Emily at dinner

Drinks and dinner and more drinks took up Friday evening. After an amazing buffet dinner and a number of Irish Coffees we retired to the pub at the Blackthorne – where it was debatable whether the audience or band was more entertaining. I think it may have been a combination of both. A number of Guinness' later – we all toddled off to bed.

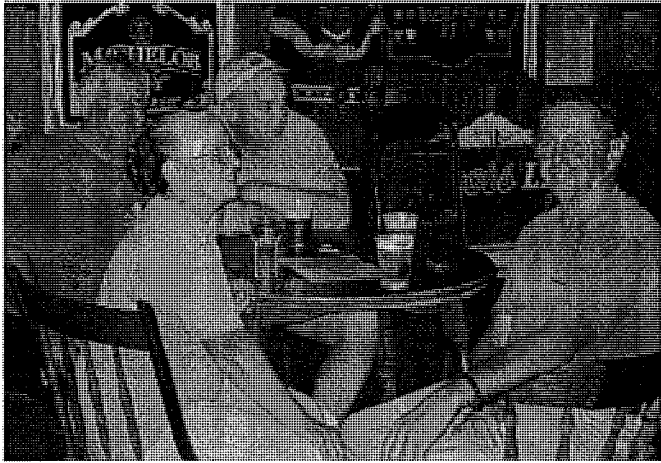
Saturday was wonderful weather – in the mid 70's to lower 80's – while NJ was still suffering in oppressive heat. Nice enough that I decided it might be interesting to visit one of the bigger dealers in the North East – Max BMW in Troy NY. Willie and Emily decided to join me.

Our ride took us through some wonderful backroads heading towards Albany NY – the GPS was in “shortest distance” mode – which then took us through the very ummm.... scenic downtown Troy NY (think Camden..) and eventually to Max's BMW. Max's is an impressive shop. They are an exclusive BMW shop – and appeared to have at least one of every model BMW offers on the floor – along with a large selection of used BMW's. If I had to guess – Max's had over 30 bikes displayed in the showroom – and more were outside. They also had the complete BMW accessory lineup on the floor for fondling - everything from BMW clothing to bike accessories. The showroom was crowded with customers – I'd estimate about 40 people were talking to salesmen, sitting on bikes, and looking at the BMW goodies. After a free cup of coffee – and a few photos, we headed back on the road again.



Since the ride through Troy would be hard to repeat – I decided we might head a bit east and pickup NY Rt-22 to head south, and then back west across the Hudson at the Rip Van Winkle Bridge. We continued out NY Rt-7 which got progressively nicer as we headed east – it became a great rural 2 lane highway winding between mountains. When we got to the intersection of Rt 22 and Rt 7 – I realized we were only a few miles away from Vermont – and perhaps Willie and Emily might like a visit – so off we went to Bennington. On the way – we had a large HD ride of some sort headed in the other direction.. it took about 20 minutes to pass all the bikes – with them doing about 40MPH and us doing about 50MPH. My arm got tired of waving.

After a quick visit to the Bennington War Memorial – we headed back towards Rt 22 to head south through NY. This was a much nicer ride than our ride through Troy – and we did all back roads to the Blackthorne – arriving in ample time for an afternoon nap, a pre-dinner cocktail and dinner itself. Saturday night was much a repeat of the festivities on Friday night. Good friends, good Guinness, good time.



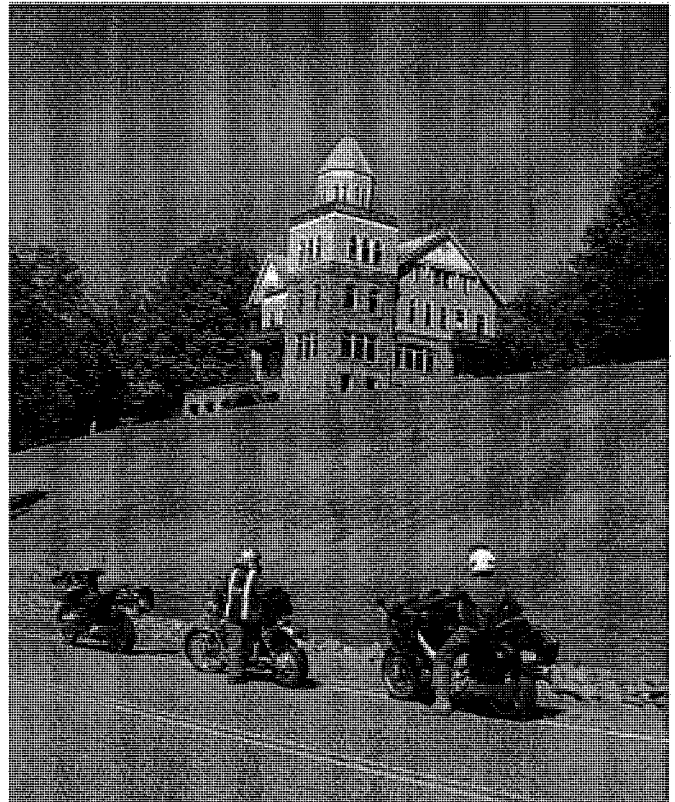
Evening in the pub – Fred, Emily, Lee Hetrick (DCR) and Willy – and a lot of Guinness



Emily, Fred, Lee and me – and a lot more Guinness – we were keeping Lee up apparently..

Sunday we woke early – and had a very quick breakfast at the Blackthorne before a bit chilly taking off. I plotted a route on the GPS that took us through some of the best roads the Catskills have to offer.

We headed south-west on Rt 32 to 23A into the Catskill Forest Preserve – then onto Rt 214 down to Rt 28 to Big-Indian, where I'm sure Willie and Emily thought I was nuts since I took them on a barely one lane backroad up over a mountain (Slide Mountain) and into Frost Valley – where we stopped at a YMCA camp I'd worked at more than 40 years ago. We then wandered more backroads to Rt 42 into Monticello NY where we rode what is probably the finest motorcycle road in NY state – Rt 42 from Monticello to Sparrow Bush NY. This is the road that if I only could ride one road for the rest of my life – would be my choice... it has wide open sweepers, elevation changes, wonderful pavement and sight lines – a real motorcycle delight.



Frost Valley – Forstman's Castle at the YMCA Camp

We eventually ended up going through Port Jervis again, and this time we headed south on PA-209 on the PA side of the river. The ride was great through the Delaware Water-Gap National Recreation area – and then turned to a perpetual traffic jam from the end of the park to the crossing of the river at the Gap on Rt-80. Once in NJ – we quickly ducked off onto Rt 46 – now a pleasant motorcycle road since Rt-80 took all the traffic off it. After a quick stop for a late lunch, we went to where 46 meets with 519, and headed back home via 519 to Rt 32 to I-195.

Total weekend – a bit more than 700 miles.. Lots of smiles, great food, good friends and some terrific riding. **For all those people who didn't go – you really missed a good one.**

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.

- Sept. 12th ~ 7 PM ~ Shore BMW Riders Monthly Meeting at Schneider's Restaurant, Main St. Avon NJ
- Sept. 14th ~ 16th ~ Green Mountain Rally in Middlebury, VT
- Sept. 21st ~ 23rd ~ Black Diamond Rally in the Poconos – contact Don for details on a ride to it.
- Sept. 26th ~ 7 PM ~ New Sweden BMW Riders Monthly Meeting ~ Casa Carollo, Rt. #73, Marlton, NJ. The food sucks but the people are great.

- Oct. 1st ~ 7 PM ~ Skylands BMR Riders Monthly Meeting ~ The Warrenside Tavern, Rt. #173, Bloomsbury, NJ
- Oct. 5th - 7th ~ Last Chance Rally in Elmer, NJ with New Sweden Riders - this is OUR rally also - plan to attend!
- Oct. 7th ~ The First Sunday Gathering at Ephrata, PA
- Oct. 12th ~ 7 PM ~ Shore BMW Riders Monthly Meeting at Schneider's Restaurant, Main St. Avon NJ
- Oct. 14th ~ Annual Max Monaco Gathering of the NJ BMW Clubs, AKA 3-Club-Rumble - to be held at Schneider's. Casual lunch will be done (more to come on this at the September meeting!)
- Oct. 28th ~ AMA Polar Bear Ride to Cape May

Officer Nominations are due!

RD Swanson, Nominating Committee

Stout Fellows Needed - Sept. 2007

Stout fellows are those who answer the call of a damsel in distress or rescue the heroine from the dastardly villain. Stout fellows step up to the plate a save the game or grasp the wheel of the foundering ship and save it from sinking. Get the idea?

Well, now you are needed. We need officers for 2008.

We need stout fellows who will carry the club into new realms of adventure and riding excitement. We need stout fellows who will answer the call of duty and take the helm of our swift craft. Are you a stout fellow? Will you take the helm? Will you run for office? Let Prez. Tom know of your willingness to serve.

August Meeting - August 8th

Double-Jack

Prez Tom was back from travels to national rallies and presided over a lively meeting of about 26 riders. The Chancellor of the Exchequer reported a balance of \$2,100 and 79 current members. There were no accounts receivables. Various members gave reports of recent rides and malfunctions.

Klaus announced he was the new distributor of a BMW Motorcycle magazine heretofore only available in German and in Germany. Now available in English and in the USA, a subscription can be arranged by Klaus. It's a nice publication.

Prez Tom told us of the sad departure of the "condo" and the subsequent purchase of the "bunkhouse." See Tom for details.

Skip reported on his trip to the MOA national and the mechanical problems he experienced with the GS Adventure.

Sir Don reported that the "Un-Rally" at the Blackthorne in the Catskills was a blast. He attended with Willie and Emily Egerter.

Prez Tom and Klaus disagreed slightly on the MOA national. Tom thought it splendid and Klaus said it was the worst in eight years. Tom did say that our club's assistance with registration at both the RA and MOA rallies was well supported by members and much appreciated by the national organizations.

About 15 members indicated they would be attending next year's MOA national in Gillette, Wyoming. We will be exploring suitable accommodations for members to make reservations.

Jim Thomasey was the "member of recognition."

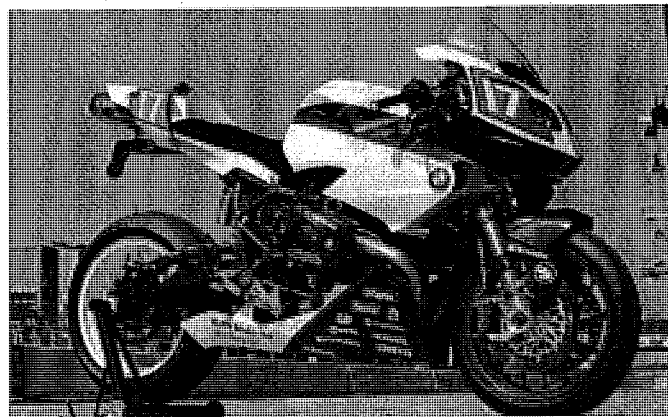
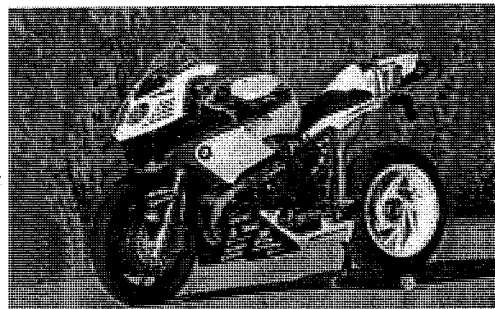
Found on the Web - True STUFF..

Glenn Martin

BMW HP2 Sport is in production

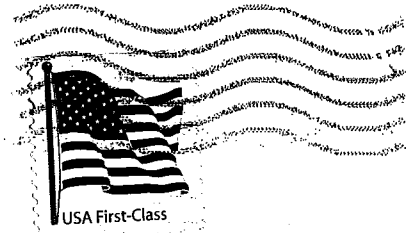
from <http://www.motorcyclenews.com>

Take a look at some images of BMW's upcoming HP2 Sport. The sportiest BMW ever made is set to be released within weeks and it has been confirmed by an internal dealership document that it will be called the BMW HP2 Sport.



KILMER P&DC NJ 088

06 SEP 2007 PM 2:03



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 – September 12th – 7PM Schneider’s German–American Restaurant, Rt 71, Avon

0776261962

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