

**February 2009**

# **NEW JERSEY SHORE BMW RIDERS Inc**

**Skip Palmer, President, [pres@njsbmwr.org](mailto:pres@njsbmwr.org)**

**Joe Karol, Vice President**

**Roger Trendowski, Secty/Treasurer**

*secretary@njsbmwr.org*

**Dennis Swanson, Trustee and Cub Reporter**

**Don Eilenberger, Trustee and Newsletter Editor**

**John Welch, Trustee**

**John Malaska, Newsletter Publisher**

Club Membership Application at: [http://www.njsbmwr.org/](http://www.njsbmwr.org/NJSBMWR_Application.pdf)

*NJSBMWR\_Application.pdf*

## **PRESIDENT'S MESSAGE**

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This past month the NJ Shore BMW Riders have worked diligently to put together several changes in the way we manage and operate our club. On January 21st, ten of your club's leaders met to assign responsibilities for membership growth, additional activities, as well as construct a calendar of rides and events that will include the interests of everyone.

Joe Karol is going to serve as Membership Chairman. We have started discussions with DeSimone BMW to help them with their corporate growth. In return they will provide a membership package to every buyer of a BMW that lives in Central Jersey. We are hoping to soon include Cross Country BMW in a similar partnership, which is dedicated to our mutual growth.

The membership package will include a complimentary membership for the remainder of the year. We are doing this to "grow" the club with some new (and perhaps younger) members.

Klaus Huenecke, club member and owner of Run-n-Lites, has pledged to help support the quality and growth of your club, by sponsoring a membership for any BMW owner who has their shocks installed at his Tenant facility.

John Malaska, Tom Spader, and Bob Truex each have an interest in the racing side of our sport. They will provide details on race schedules in the area, the



teams, their results, and new developments in technology that will ultimately improve the machines we ride.

Dennis Swanson is going to serve as our Rides & Events Coordinator. He will facilitate the availability of several ride leaders, help assign event chairmen, and announce when individuals are planning personal trips or events that may be of interest to the club. We want anyone interested in an event to contact Dennis in order to promote the active participation of our members and friends.

The 2009 Calendar already has 134 rides or events posted on the Yahoo Group site for the remaining eleven months. Almost one-third of these are multi-day rides, rallies, and trips. This year we have five overnight club rides planned.

On May 2nd & 3rd there is a weekend ride to Central Maryland, Lancaster County, and the Gathering at Ephrata, PA.

You can count on many opportunities to participate in a full year of riding activities. Your job is to simply ride with us and share these experiences with your friends.

Your friend on the road,  
*Skip Palmer, President*

## NY CITY MOTO SHOW – OR 4 SLOBS LIVIN' BIG..

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Don Eilenberger

I made my annual pilgrimage to the NY Moto show. On a scale of 1-10, I'd give it a 6, perhaps 7 (but that's stretching it a bit..)

The Friday trip to NYC was Art Goldberg, Jerry Schreiber, and myself. We went on the luxurious coast-snail train.

One sign of the current economic times was the availability of executive stretch limos for a pittance to haul our butts from and to Penn Station. Three of us arrived at Penn Station by the luxury NJ Transit Coast Snail train, to be greeted by a uniformed chauffeur offering us the use of his 30' long limo and his services for pennies. We arrived at Javitts looking like movie stars.



**Limo Life – it doesn't get better..**

I did a quick survey of the show - and it appeared smaller than last years, with some significant absences - like Triumph. Small vendors were also down in number, although a few of my favs were there (TwistedThrottle, RKA, Roc-Straps, RoadGear, YSS.) The usual selection of chrome, fringe, tank painting was there to tempt the leather fringe crowd.. and the usual anti-fog "Let me clean your glasses.." guys were there. There were some lovely ladies from Progressive Insurance with painted on clothing offering nice cloth carry bags at the entrance.

I wandered over to the MOA booth, running into Josh Asher on the way, and we both headed over to say HI to Michael Friedle. I then headed off to YSS's booth to see and say HI to Tom Cutter, and Klaus Hueneke (Mr. Hyperpro-YSS). Bumped into NJ Shore Club member and Iron Butt legend John Ryan, who of course rode to the show (it wasn't too cold - about 12F.. and most of the snow, well some of the snow was gone..)

It was then nearing 1:30PM, and I thought I'd head for O'Farrels since I promised some people we'd be there about that time.

There was a small gathering at O'Farrels - where we all had the Shepard's Pie..

Tony from The Bronx (capitalized correctly, as one who was born in The Bronx..), Jack Riepe and his good friend and "sidekick" Dick Bregstein from the MacPac, and Mike Kowal and Jerry Schreiber.

Jack as usual kept us in stitches, describing his new saddle Russell is making – using the top off a Steinway grand piano.



Dick and Jack

Returning to the show - I spent some time at the BMW exhibit. I sort of wonder why BMW bothered

going if they weren't going to bring all their bikes to show.

BMW did have the new overhead-cam hexhead engine in a cutaway model to look at, and some things struck me - the alternator and starter are MUCH smaller than what's used on the current hexhead engines.. also the transmission looked smaller (perhaps it wasn't.. but it looked it..) It appeared BMW had gone all out in designing for lightness and compact design. They hadn't provided for sliding the cam-follower-finger aside to change shims, so dunno how much complexity this will add to valve adjustments.

I understand the new K1300 was on display somewhere, didn't notice (doesn't interest me - I'm capable of ignoring almost anything I'm not interested in.) They did have a "low chassis" version of the F650GS there - I sat it - and I was very close to flatfoot in sneakers. In my riding boots - I believe I'd be flatfoot.. and I have a 27" inseam.

Lots of GS's to be seen - the 650 and 800, and it appeared these were the focus of the BMW effort.

When we were ready to leave Javitts, we went to head back to the station via taxi, BUT who should be outside Javitts waiting for us - our limo. The limo cast changed slightly since we lost Art and picked up Mike K.. we were rapidly transported in sublime luxury back to Pennsylvania Station.



**Jerry and Mike heckling the common people**

We didn't ask who the driver worked for last year, but he did mutter something about missing the stock tips from "Mr. Bernie" as he held the door open for us.

Playing rich was a lot of fun, but I don't understand how people get in and out of the stretch limo gracefully, since 3 slightly rotund BMW riders found it necessary to crawl around on our knees in the cavernous interior, just to get to the bar.. Apparently the people who are supposed to use these transportation barges have some advanced training (or waists under 30"..)

Another luxurious train ride, and we were all home by 7PM. A fine day.

## **TORONTO BIKE SHOW**

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*Dave Mason*

The bike show in Toronto is held every year around New Year's weekend. It is billed as the largest show in North America.

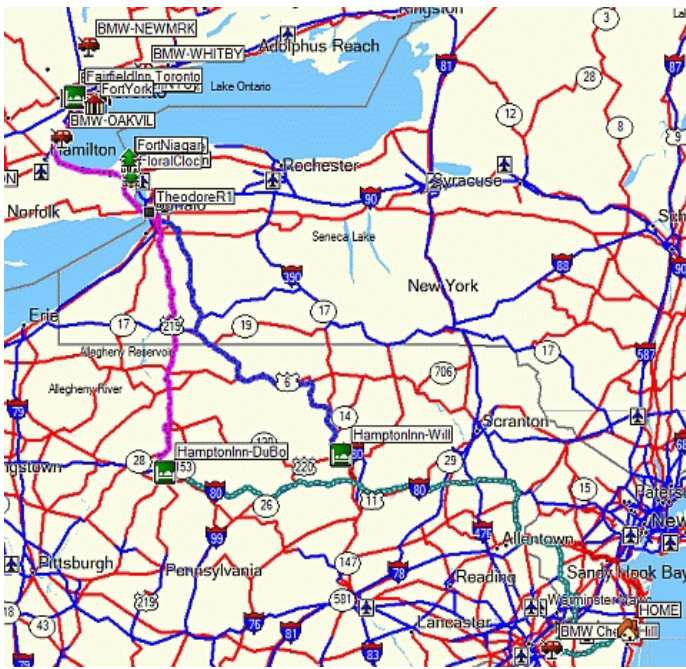
I went last year and decided to go again this year. There were some things I wanted to buy, some things I wanted to look at and the government said I should take some time off because I had worked more hours than they were willing to pay me for.

The weather going up was a little chilly but not bad. The road was a little slushy but the left wheel track stayed reasonably clear. (Note to those who don't ride as much in winter weather - wheel tracks are clearer and the left one doesn't have as much stuff drug out into it from people entering the road.)

The first day out (New Years), the heating in my coat failed but I was well insulated so that was no big deal. It turns out that one of the short cords I use near the connector on the coat had gone bad. I intentionally keep a short cord where the cord comes out from under the coat as a cheap point of failure and there is a "Y" connector that allows me to power the coat and the gloves. The "Y" connector was the one that had failed so I wore some other heavy gloves and relied on the heated grips as supplements.

I did dress well for the weather, incase of failures. Levis and riding pants with liners. Up top, in the wind, I started with a long sleeve t-shirt and then a riding hood. Next came the Gerbring jacket followed by a BMW under jacket. After that comes a BMW wind cheater collar and then my riding jacket with its liner. Finish it off with a helmet and gloves. I have heated pants and socks but the only time I have worn the pants was Alaska and I never have needed the

socks.



I went across on I-195 to I-295 and then some US 31 (with a little US 202 mixed in) up to I-78. I got off that and onto highway 33, up to I-80. From 80, I took the Marine Corps Memorial Highway up to Williamsport, PA.

I spent the first night at the Hampton Inn-Williamsport, where I discovered a slight planning error. The hotels were all free for points accumulated while working too much. However, somehow I managed to book them all a too day early. One of the advantages of being a very good customer is that I was able to fix it all in about twenty minutes on the phone with all the hotels

The second day the weather was about the same but the heat was working full time. I continued on up the Marine Corps Memorial Highway to US 6. This was some of the same road as the endless mountains ride. (When I was a younger kid, we owned a pet shop on US 6 in California.) The first place the GPS suggested turning North off 6 was a road that soon had too much white, slick stuff on it. Back on 6 and a little farther up the way was highway 16.

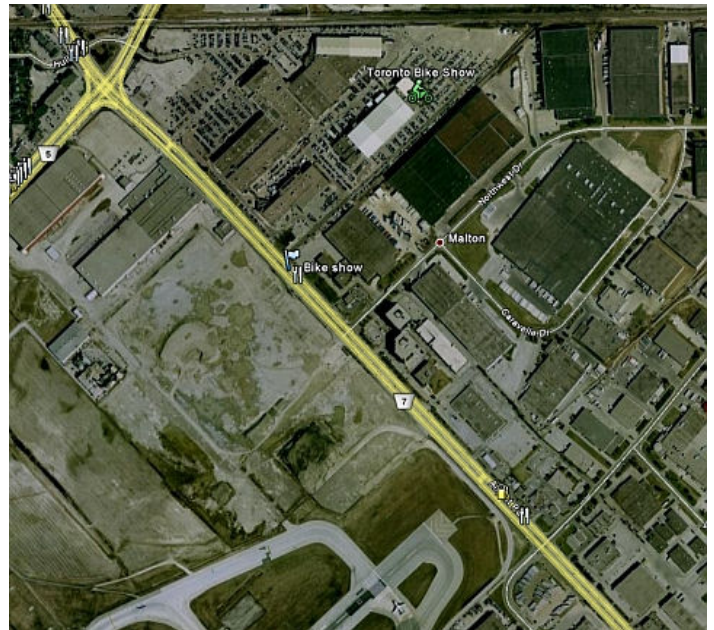
I rode 16 on up to Buffalo and then across the Freedom Bridge into Canada. There were several places that I had planned to stop and see on the other side of the river but it was chilly away from the bike and a lot of work getting out of full riding gear into walking around gear. One of these days I want to stop and look at several forts where they fought off

invaders from the South, both in 1776 and 1812. (The British burned Washington because we had burned Toronto.)

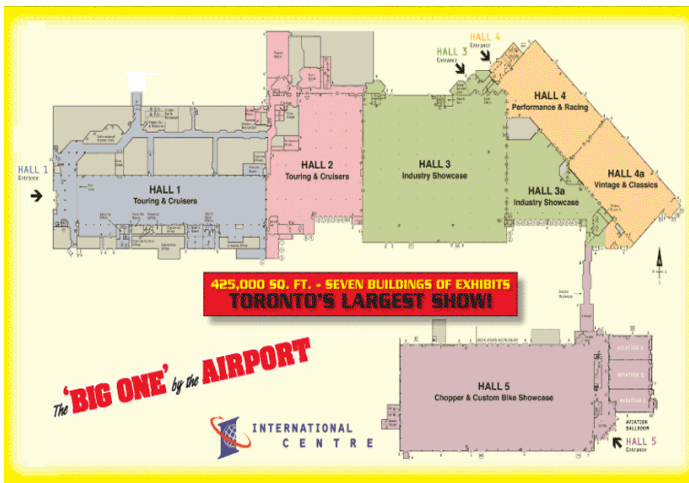
The ride was easy and I got to the Fairfield Inn in Toronto in the early afternoon. They even had indoor parking. If I was paying for a hotel, the best one would probably be the Econolodge, right down the street from the show with a couple of restaurants and a bar co-located.

I got to the show early the next morning. Just like last year, there only seemed to be one motorcycle rider at the show. I would think that at least a few Toronto riders would come but mine was the only bike. It didn't even snow much and the temperature never got below -10 Canadian. That is 14 of our degrees and it was colder than that the week before down here.

Below is a picture of the area. The show consists of most of the building space in the triangle at the top of the picture. The area at the bottom of the picture that looks like part of a big international airport is.



This is the hall layout. Hall 5 is almost as big as the whole show in New York. Things are a lot more spread out than at the Javits so there is maybe only twice to three times the stuff. There are dealer displays but none of the motorcycle manufacturers using up lots of space. Halls 2, 4a and 5 each have large café areas, plus there are a number of small stands and booths selling things like jerky or dried sausage. The MOA booth was in Hall 2.



There were a lot of interesting vintage bikes from the motorcycle museum. It looks empty because I got there early and someone let me in thinking I was a vendor.



There were several interesting three wheelers. This one is a Messerschmitt. It is not the front opening one that you normally see.



This bike is a stream liner that just recently tried to set a record at the Salt Flats. It is owned by the guy

who puts on this show. You remove the red panel on top to insert the driver. The piece lying on top of the driver entry panel is the periscope that the driver looks out through to steer. He didn't set a new record. Instead, he caught a cross wind and lost it at a couple of hundred miles an hour. The driver was bruised by the seven point harness but nothing broken. That is part of why the body is not on the bike. I asked and the Coors can is not the standard drip catcher. They just didn't want to drip on the floor at the show.



And this is an interesting delivery side car rig.



I bought a couple of things at the show. One was a new Frog Tog rain suit. My old one has a hole in the leg and is getting beat up. (My Olympia suit is waterproof, meaning it only leaks at the front zipper and the two sleeve zippers. The Frog Tog leaks at the front zipper for the same reason – snaps instead of Velcro let the water blow in. The two together work pretty well.)

I also bought a new helmet. I bought one there last

year and mostly like it. It is called a G-Max. For me, it has several advantages. It is modular (flip front) and comes in XXXL. That means I can put it on. It is also has a rounder profile which means it doesn't ride on my ears and the corners of my head. This year they came out with one that has a secondary tinted visor. That way I don't have to carry a second visor and switch them out at night. It is on the outside of the main visor which would not be my first choice but fits without giving me a headache takes precedence over a lot of things. They didn't have any available yet but shipped me one, along with a conversion kit for my old one. They also have double visors and heated visors for use when snowmobiling for the same helmet. Hey, I ride in the snow.

Funny thing for a sunny place like Toronto, there was only one person carrying Gerbing and they had sold their last one the day before so I couldn't buy the "Y" adapter. I did talk to a lot of interesting people and look at a lot of interesting stuff. I bought some little junk as well. Another funny thing is that Canadians still get three years with unlimited mileage. However they are German spec so they would be difficult to import into the U.S.

That evening it had warmed up to almost nothing (0) so I didn't need to suit all the way up to ride over to a Steak and Ale that the hotel recommended. When I got there, I broke the key off in the saddlebag lock.

Dinner was great but I was a little distracted. When I got back to the hotel, they called their lock guy who recommended a guy. When he didn't show up as promised, the hotel called him back and had words. Then they called someone else. He said he would come right out and square me away for \$200 Canadian. Not really bad for 11:00 road call on Saturday night. He extracted the broken key, picked the locks and made me two new keys. When I tried to tip him, he said that the price is what it is and he wouldn't take any more. Crazy Canucks.

I left to come back Sunday morning. It was colder but clearer on the way back. I left out the BMW under-jacket, turned down the heat and wore my new Frog Tog jacket over everything. The extra wind break is better than the insulation. Layers really work.

I rode as far as DuBois, PA on Sunday night. Monday I stopped at Cherry Hill to get a Gerbing connector. The lady in sales said the dealers in Canada don't know what they are talking about and

get the same thing we get. Funny thing is I talked to a guy there with the same bike as my old one, except it came with 42 mm carbs and a kick starter. He probably didn't know what he was talking about either. I got back home about sunset.

## **CHILLY-CHILI MOTORCYCLE RUN**

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*Roger Trendowski*

Like clockwork, the New Year's Day - January 1 Chilly-Chili motorcycle run was held at the Ogdensburg NJ Fire House.



It was hosted again by the Harley Blue Knights Chapter IX, however there were many different bike brands represented with only 3 BMWs that I saw.



The bike run raises money for the Karen Ann Quinlan

memorial foundation and Hospice in Newton NJ. For those that don't know or remember... Karen Ann was a teenager who, back in the late 70's mixed alcohol and drugs and went into a coma. With no hope to come out of it, there was a lawsuit to disconnect her from life support. After the highest court finally ruled to allow it... life support devices were withdrawn but she unexpectedly continued to breath on her own. I believe she lived 8 or 10 years after that in the hospice. The Harley group has been raising money for the hospice since the late 80's.



Approximately 60 bikes showed up on New Years day with 300+ attendees. All enjoyed their trademarked Chili as well as endless coffee and donuts.

I spoke to the president of the hosting Harley group... he said that most of the food was donated and all of the \$20 registration fee will be donated to the hospice. They ran a 50/50 with \$720 going to the guy at the table behind me.. then the drew the year-long raffle ticket for an \$18,000 Harley... and a guy from the table in front of me won that. I guess I needed to bring my wife to the event as she usually wins our club raffle when she attends.

As mentioned in my Yahoo group email event announcement, I waited at the Cheesequake rest area until 9am A cop parked near our meeting place was clearly watching me for 15 minutes. Was I a suspicious character who was staking out the gas station operations... or just a motorcycle fool who was sitting around in 18 degree weather?

I took the GSP north up to I 280 then west to Rt 15 north (near Dover) to Sparta area , then east to Ogdensburg. Roads were clear with only white salt on the surface... no black ice. The temperature in

Ogdensburg was 14 degrees when I arrived. I returned roughly the same way except I took Rt 24 from Morristown to Union then the GPS home. I felt considerably warmer on the way back with temperatures approaching 30. I stuck to the main highways as they are much better condition than secondary (more interesting) roads.

Total trip = 140 miles, home at 2pm.

## **RECENT RIDES**

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*Skip Palmer*

### **Ride to Sir Johns, North Brunswick ~ Jan. 11<sup>th</sup>**

The weather this past weekend was a complete sampling of all that our fine winters have to offer. Saturday, we experienced snow, ice, and rain with temperatures from the twenties to mid thirties.

Sunday, the Polar Bear Ride was to Sir Johns in North Brunswick. The rain cleared the snow from the roads and left them wet with below freezing temperatures. They were not icy, but at twenty-nine degrees they should have been.

No one met me a Crown, so I rode the back roads through Howell and Jackson to the Wawa. Out of respect for the wet roads, I was taking my time and paying extra attention to the curves and staying clear of the painted, traffic lines. As I got closer to the Wawa, there was more accumulated snow on the sides of the roads. While I waited, a light dusting of snow fell on my windshield. When no one arrived, I decided to call it a day and take the Interstate, I-195, back to Crown. Forty miles of cautious riding was enough for one day.

### **Ride to Flying "W" Airport, Medford ~ Jan. 18<sup>th</sup>**

A light blanket of snow fell overnight and covered the driveways and neighborhood streets. I drove the truck to Crown on mostly wet roads with a steady light snow falling. Since the Flying "W" is south, there would logically be better riding conditions down there.

I waited for some time and when John Ryan and Dave Mason didn't arrive, I got the message that this might be a good day to just alphabetize a case of Yuengling and turn the labels facing the front. No, I am not obsessive or compulsive!

### **Ride to the Exchange, Rockaway ~ Jan. 25<sup>th</sup>**

I left Crown at 9:30 with the temperature in the mid-teens and a solid cloud cover. By the time I arrived

at the Cheesequake Rest Area, I had a pretty good chill. This was the first cold ride of the year and I had to dig in my bags for the gaiters, glove liners, warmer gloves, and a windbreaker.

There were three other groups of riders meeting there as well, the Raritan Road Runners (a Harley Club) and two Honda groups each being led by a BMW rider. They all left promptly at 10.

After waiting another fifteen minutes, I left alone riding north on the Parkway and soon passed the three groups. The Interstates were to be my route for this ride taking I-280 to I-80 west and arriving at eleven to a crowd of about two-hundred bikes. There were a surprising number of trikes. The weather stayed about the same most of the day. Any improvement in the temperature was offset by traveling north. The extra layer of clothes kept me comfortable for the rest of the day.

I left before the large crowds arrived and rode south on Rte. #513 for a short while to Dover. The pavement had some snow and ice so I decided to stay on the larger roads. From Dover, Rte. #46 took me west to Lake Hopatcong then on Rte. #206 straight south to Bedminster and I-287. I crossed the Raritan River and took the Parkway back to Farmingdale.

### **Ride to Sandy Hook ~ Feb. 1<sup>st</sup>**

What a difference a week can make. The weather was sunny with the temperature approaching 35F at 10 AM. Joe Karol and Don Eilenberger met me at Crown. We decided not to go to the Polar Bear event at Fort Dix with Bob Truex because of the security hassle.

Don suggested we stay local so he led the way through Colts Neck and Holmdel to Keyport. We then followed the bayshore on Rte. #36 to Sandy Hook. The state is replacing the Highlands Bridge with a new high-span that boasts a 68 foot clearance, similar to the new bridges on Rtes. #9 & #35 over the Raritan River. The projected construction time will be four years!

Our lunch stop was the Windmill in Long Branch for some dogs, slippery-sticks (aka fries), and a squeak (paper cup with a plastic lid and a plastic straw that goes squeak when inserted in the top). This is America's nutritious culinary contribution to health food!

With the temperature now climbing into the mid-fifties, we rode the back roads through Monmouth Beach, Oceanport, Little Silver, Shrewsbury, Tinton Falls, Colts Neck, and Howell back to Crown. We could not have had any better weather.

### **Ride to East Windsor - Plus ~ Feb. 2<sup>nd</sup>**

I had to inspect a building in East Windsor Township and since the weather was even better than the day before, I took the bike. With temperatures in the mid-fifties and sunny for the second day, I decided to ride only the smaller country roads. I passed the Manasquan Reservoir toward Charleston Springs and Ely to Perrineville. From there, I took CR. #1 west as far as Etra around Disbrow Lake to Twin Rivers and my building inspection.

After a few hours work, I was free to continue my ride. The new Hightstown by-pass, Rte. 133, took me to Millstone Road past Beechtree Lane (home of our own Carl Cangelosi) and into Plainsboro. Next, I would follow Carnegie Lake through Kingston, then on to Rocky Hill and Rte. #518 west. In Hopewell, Greenwood Road took me past Hillbilly Hall and over the ridge on CR. #607. I turned left on Old Saddle Shop Road simply because it looked too good to not explore. However, the road quickly narrowed to a small lane and in several places dipped into the shadows where the snow had not melted yet.

After a few tense moments, I emerged on CR. #602 near Unionville and Ringoes. Now that I was headed north and the snow was covering the sides of the roads, I decided to stay on the main county roads. Route #579 led me to Pittstown where I turned west on Rte. #513 as far as Everittstown. At the crossroads, I turned north again on Rte. #519 which soon drops into the Delaware River Valley at Milford.

It was time to start home on a more direct route so I followed the river south to Trenton and I-195. At Allentown, I like to take Rte. #524 east past Clarksburg and turn right onto Ely Harmony Road, which continues east toward Farmingdale.

## **UPCOMING RIDES AND EVENTS**

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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. 7<sup>th</sup> ~ 92<sup>nd</sup>** Crotona Midnight Run starts at Nathan's, Central Ave. Rt. #100, Yonkers, NYC
- **Feb. 8<sup>th</sup> ~** AMA Polar Bear Ride to Landslide Saloon, 1090 Rt. #173. Pattenburg, NJ



- **Feb. 11<sup>th</sup>** ~ 7 PM Shore BMW Riders Monthly Meeting at Schneider's Restaurant, Main St. Avon NJ
- **Feb. 13<sup>th</sup> – 15<sup>th</sup>** ~ NE Florida BMW Owners Rally, Camp Blanding, FL
- **Feb, 13<sup>th</sup> – 15<sup>th</sup>** ~ Southeastern Wildlife Exposition, Charleston, SC
- **Feb. 15<sup>th</sup>** ~ AMA Polar Bear Ride to Hooters, South Wayne, NJ
- **Feb. 18<sup>th</sup>** ~ 7 PM Movie Night at Crown Engineering, 550 Squankum-Yellowbrook Rd, Farmingdale, 07727
- **Feb. 22<sup>nd</sup>** ~ AMA Polar Bear Ride to Bahr's Landing, Highlands, NJ
- **Feb. 25<sup>th</sup>** ~ 7 PM New Sweden BMW Riders Monthly Meeting at El Azteca, 1155 Rte. #73 (Across from the old DeSimone Dealership), Marlton, NJ 08053
- **Feb. 26<sup>th</sup>** ~ Mail-in registration to the Down East Rally (May 15<sup>th</sup> – 17<sup>th</sup>) Phippsburg, ME
- **Mar. 1<sup>st</sup>** ~ 7 AM the Gathering @ Ephrata, PA
- **Mar. 2<sup>nd</sup>** ~ 7 PM Skylands BMR Riders Monthly Meeting ~ the Lamp Lighter, 190 West Main (Rt. #24), Chester, NJ
- **Mar. 2<sup>nd</sup>** – 7<sup>th</sup> ~ Daytona Speed Week, FL
- **Mar. 4<sup>th</sup>** – 7<sup>th</sup> ~ DeLand Motorcycle Auction, DeLand, FL
- **Mar. 4<sup>th</sup>** ~ 12:30 PM Moribundi Lunch location TBA
- **Mar. 8<sup>th</sup>** ~ AMA Polar Bear Ride to Long Valley Pub, Long Valley, NJ
- **Mar. 11<sup>th</sup>** ~ 7 PM Shore BMW Riders Monthly Meeting at Schneider's Restaurant, Main St. Avon NJ
- **Mar. 15<sup>th</sup>** ~ Amelia Island Concours d'Elegance, Ritz Carlton, Amelia Isl., FL
- **July 16<sup>th</sup> - 19<sup>th</sup>** ~ MOA National Rally @ Appalachian Fairgrounds, Grey, TN
- **July 23<sup>rd</sup> - 26<sup>th</sup>** ~ RA National Rally @ Canaan Valley State Park, WV
- **July 24<sup>th</sup> – 26<sup>th</sup>** ~ AMA Vintage Motorcycle Days Mid-Ohio Sports Car Course, Lexington, OH
- **Sept. 25<sup>th</sup> – 27<sup>th</sup>** ~ Last Chance Rally, New Sweden BMW Riders, Appel Farms, Elmer, NJ

## BMW-RELATED RACING NEWS AND STORIES

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By John Malaska

As some of you may be aware, BMW essentially has abandoned support of most road-racing efforts, in order to focus on the World Sportbike (aka "WSB") campaign for 2009. WSB isn't in the spotlight as much as MotoGP is

(although there have been some memorable WSB seasons). However, I think it is a good indication that BMW Motorrad has jumped into this with their S1000RR (supposedly to be available at your local BMW dealer, if you're so inclined ... and reasonably, price too Double Jack.)

Anyway, pre-season testing just wrapped up in Portugal, and BMW is doing "OK". (They have a lot of catching-up to do with the Japanese & Ducati.)

1. Byrne S. (GBR) Ducati 1098R 1min:43 sec;
2. Spies B. (USA) Yamaha YZF R1 1:43;
11. Corser T. (AUS) BMW S1000 RR 1:44;
- Xaus R. (ESP) BMW S1000 RR 1:46;

Both Troy Corser & Reuben Xaus should do well as the season progresses. Stay tuned. (And nice to see that Yank Spies is doing well in his 1st season.) And, FYI, if anyone is into a road-trip, WSB has a round this year in the USA in Salt Lake City.

The advertisement features a vertical stack of logos and text on a purple background with yellow borders at the top and bottom. From top to bottom: a large yellow 'H' with 'HYPERPRO' in a stylized font below it; the 'WILBERS' logo in a black oval; the 'YSS RACING' logo in a red oval with 'WORLD CLASS SHOCK ABSORBER' written below it; and the 'RUN-N-LITES' logo in a black oval with 'BE SAFE' above and 'BE SEEN' below it. At the bottom, the text reads: 'High performance suspension sales & service LED turn signal and tail light conversion kits'.



# In Stock Now...

...the All New 2009 BMW K1300GT



..the All New 2009 BMW K1300S !!  
The Most Powerful,  
Sophisticated BMW's EVER !!

A banner for DeSimone MotorSport. It features a red motorcycle and a rider. The text includes the website [www.desimonemotorsport.com](http://www.desimonemotorsport.com), the company name "DeSimone MotorSport", and the address "1315 Route 73 North | Mount Laurel, NJ 08054 | Ph. (856) 840-1580". There are vertical logos for "Motorsport" and "DeSimone" on the right side.

Contact the Sales Dept. for more info.

## CLUB MEETING – Schneider's – February 11<sup>th</sup> 7PM!

NJ Shore BMW Riders Inc  
c/o Roger Trendowski  
18 Hillyer Lane  
Middletown, NJ 07748

Postmaster – Address Correction Service Requested!