



New Sweden BMW Riders, INC.

FEBRUARY 2008

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<http://autos.groups.yahoo.com/groups/nsbmwr>

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JANUARY MEETING

Our January meeting was ably run by VP Joe, since Pres. Herb was in Tahiti! Damn, the President's position must pay a heck of a lot better than that of the newsletter editor!

Our 26th annual Last Chance Rally was discussed. After several years as co-chair of the food committee during which time he made our salad bar legendary in rally circles (last year we had an amazing 42 items on the salad bar!), Wayne Reiss has decided to step down. Paul Sauers gamely volunteered to step in as our new food co-chair. Of course, he'll get lots of help from Pete Stone and the rest of the able kitchen staff. We were contacted by the Black Diamond Beemers, who wanted to confirm our rally date before they scheduled theirs. It looks like their rally will be the weekend after Last Chance. We need a theme for this year so start thinking about one.

A complimentary membership has been given to Hass Chapman, our newest member. He's actually from "old" Sweden and found us on the internet. Much to my delight, he's even already written something for the newsletter!

In news about our local dealership, it was reported that DeSimone Motorsport has a new service manager. He's the ex-assistant manager from the BMW car dealership. Although Hollman now owns the property, there is evidently no pressure on the cycle dealership to move. DeSimone has also recently started carrying Victory trikes. Good news for those of us who tend to fall over every time we stop? At the moment, DeSimone is not interested in hosting a tech night for the club.

Harold brought the 2008 schedule of events for the new Thunderbolt Raceway being built in Millville. The first event is scheduled for July 11th and there are several motor-cycle club and school events on the calendar. For more information, check out www.njmotorsportspark.com.

Don Eilenberger presented Pete Stone with a "solid gold" trophy for his service as "Rumble Chef Extraordinaire."

Chris Alberto won the 50/50.

CASANOVA GRILL

Our January meeting was held at the Casanova Grill. This location was suggested by Harold Gantz as an alternative to Casa Carollo after several people complained about the food and the service there. The owner of Casanova is a rider himself and is very anxious to have us meet at his establishment.

There was much discussion on our Yahoo site after the meeting. There were a few complaints that will be addressed: 1) The tables need to be set up differently so that everyone can hear what's going on. *I'm sure the restaurant will accommodate that request and it would help if everyone would pay a little more attention to whoever happens to have the floor during the meeting.* 2) The sandwich menu should be expanded. *This shouldn't be a problem.* 3) The waiter/waitress needs to provide our checks more quickly. *As I see it, the service staff was merely being polite by not interrupting our meeting to ask if anyone wanted coffee and/or dessert. Once they are made aware of our preferences, I'm sure they'll be happy to prepare our checks more quickly.* 4) The food wasn't all that good. *Okay, I'm not the best judge of this since I'll eat just about*

anything, but the last time I checked this was a pizza but the focus of the meeting was NOT food. Rather, it was the camaraderie of meeting with other riders, reliving good times and planning future rides and other events.

At any rate, Harold has addressed the group's complaints and suggestions with the owner of Casanova and we're going to meet there again this month. We'll decide then where we'll be meeting in March.

RIDE ETIQUETTE

-- by Joe Molinaro as posted on our Yahoo site
Since we left two of our group behind on our post breakfast, back roads ride last Sunday, I would like to present a simple procedure used by most riding groups I have ever ridden with.

All that is required is for you to keep a casual awareness of the bike immediately behind you. If that bike stops or gets stuck, pull over to the side of the road. This action would then daisy-chain up the line and all the forward bikes would eventually stop and wait for the bike or bikes having the problem.

This is good ride etiquette and easy to accomplish even in larger riding groups. We would never want to leave someone, having a serious problem, to fend for themselves with no help.

AN INTRODUCTION FROM THE "MOTHERLAND"

Hi, my name is Hass Chapman (Hass is a nickname that I got when I was about 18 and which I have subsequently taken as my legal name). Although born an Englishman I moved to Sweden almost 13 years ago and am now a Swedish citizen. I did this despite the long, dark, cold winters (which incidentally aren't as cold anymore - even I can tell a difference in the time I've lived here - but they are still long and dark) as I said. I did this because I met my wife, Annika, who was on vacation in the UK.

Anyhow, I was born in 1966 which is the same year as the last time England won the World Cup in the only sport that REALLY matters - FOOTBALL!!! Although you North Americans insist on calling it soccer for some obscure reason. Actually, since moving to Sweden I have also become somewhat interested in hockey (hard to avoid really) and must admit it is a very exciting sport. Had I grown up in Sweden it is conceivable that hockey would occupy top spot in my very own private sports ranking table and not football/soccer. But I digress... So, I am currently 41 years old, I live in Stock-

MOTORCYCLE club, not a fine dining group. For many years we met at a small dealership and sat on the bikes during meet-

holm (the capital of Sweden) and I am employed by one of Sweden's largest pension companies (with investments totaling about \$69Billion) as a Solution Architect / Team Leader.

Oh, and I also have a beard - which kind of makes me the stereotypical BMW rider I guess...

I started riding about 16 years ago and passed my test on a MZ125. From that I graduated to an old Honda CB250 from 83. After moving to Sweden I took a short break from owning a bike (though I rented a few for various holidays including a Suzuki Bandit, Yamaha Diversion and Triumph Trophy) then in 2001 I bought my first BMW; a 98 K1200RS.

After two three-four week vacations riding down to and around the Swiss Alps, and one vacation back in the UK, my wife was not at all pleased when in 2005 I sold my K1200RS to buy an Aprilia RSV1000R Factory sports bike! Looking back on it I guess this was some kind of midlife crisis! I just had to own a sports bike before I got too old! Ten months and one small crash later I proved my wife right when I traded the Aprilia for an almost new 2005 K1200S. The KS was an amazing bike; everything I wished the K1200RS had been. It was lighter, faster, more aggressive. It did of course have the famous fueling issues but even those couldn't put me off - I was absolutely certain I had found "my" bike! Annika on the other hand, though pleased that I had sold the Aprilia (especially after my slide), was less impressed...

Then, last summer, I took the afternoon off to test ride some new bikes. I had planned to test the R1200ST and the R1200GS just for fun. I was not planning to sell my KS (though the salesman didn't know this) and was definitely not interested in a boxer as they didn't have anywhere near the 163hp of my KS.

Both the GS and the ST, though good bikes, failed to impress or inspire me (I'll be happy to write a very brief review at some later date if anyone is interested) (*Yes, please! - ed.*) and after chatting with the salesman for 20 minutes or so I reluctantly added the R1200R to the afternoon's rides. Even if I had been shopping for a new bike a fairing was very high on my list of requirements so I had absolutely no intentions of buying a naked bike (despite a rather fun test ride I'd recently had on a Buell).

However, the R12R was absolutely fantastic; incredibly light handling, perfect fueling, quick and light. I had a wonderful time and the ride home on my KS just didn't excite me like it usually did. I was done for... three days later I had a shiny new R1200R sitting in my garage. Sure, it doesn't have the warp-drive of the KS but it more than makes up for that in handling. Plus, 163HP means

you have to have much more exact throttle control which makes bumpy roads somewhat scary. The 109HP of the R12R are more than sufficient once you get used to opening the throttle past 50% again (not something I did very often on my KS).

Amazingly, I have found that I am slightly faster (and a lot smoother = safer) riding the R12R on my local back roads than I was on either the KS or the Aprilia. It is such an easy bike to ride! I use my bike for commuting in the spring/summer/autumn, weekend carving, and a couple of longer trips with Annika and a bunch of camping gear on the back. It really is an amazing bike and I often feel as though I have three bikes in one; a weekend carver, a weekday commuter, and a vacation tourer, all for the price of one!

FOR SALE

2002 BMW K1200RS. Silver and red. 46,000 miles. Very good condition. BMW hard bags painted silver, Sergeant seat, Run-n-Lights, new tires, clutch and brakes. \$7300. Contact Hans at 856-728-9535 (home) or 856-404-7301 (cell).

MEMBERSHIP UPDATE

New member:

Hass Chapman
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New address:

A. Brooke Peterson
810 E. Basin Rd., Apt. A-8
New Castle, DE 19720

New E-mail address:

R.dipalo@precisionspecialistsinc.com

COMING EVENTS

June 19-22 – BMW RA National Rally, Houghton, MI.

July 17-20 – BMW MOA National Rally, Gillette, WY.

Sept. 19-21 – 26th ANNUAL LAST CHANCE RALLY!

**NEXT MEETING
WEDNESDAY, FEB. 27
6:30 pm – KICK TIRES & EAT
MEETING STARTS AT 7:30
PM
CASANOVA GRILL
230 N. MAPLE AVE.
MARLTON**

“When you’re riding lead,
don’t spit.”