

# *NJ Shore BMW Riders - Club News - January 1999*

## Tearoffs

This new column will be penned on a semi-regular basis to chronicle the rides we've recently taken and to float any new ideas for future events. Why "Tearoffs" you ask? Well, you know what a tearoff is -- its one of those thin-film covering thingies racers put over their shield so they can remove the physical memory of where they have been, and return to a clear forward view. So too here: we have the bug-splattered memories of our past rides, but always need to have a clear view of where we're going.

Where have we been? The Sunday ride meeting place appears to have evolved to be the Wawa on Rt. 537 near Great Adventure, at least for now. This seems to offer everyone a fairly central meeting point from which we can go either north or south, and do so on some interesting roads. We've gone south into the Pine Barrens and its cranberry bogs, breakfasted at Lucielle's (a PB icon), toured the lighthouse on LBI, discovered lots of new, smooth, pavement, and generally set the stage for some fine winter rides. The PB tends to have very little traffic in the winter and is generally warmer than going north.

From the "money for nuthin" store (although the chicks do not appear to be free) we've also traveled north to play in the 579/519/29 corridor and, more specifically, on the 600 routes that circuitously connect these main arteries. Kent Seydell led a breakfast ride to Mothers in Ringoes, followed by a run up to the Skylands Airport, where we watched the pilots struggle with 30 mph cross-winds while we relaxed and enjoyed a pleasant lunch. This was so much fun we went back a week later for breakfast and saw some pretty cool planes, including one of those homebuilt experimental jobs made infamous by the late John Denver. Look at this bird up close and personal and you're left with the impression that it's a sports car for the sky - very sleek with a racy cockpit, kind of like a mini-Concorde. It even runs a boxer engine, albeit water-cooled and made by Subaru! Special thanks also go to Bob Lonergan who extended his hospitality on short notice (a.k.a. "Hey, you home?") to the group, and gave a tour of his shop and collection, including 2 beautiful sidecar rigs and an R69S he's restored.

With the extraordinarily warm weather, we would have shirked our responsibility to rid the planet of dead dino juice if we didn't do an overnight, so a preview version of the Drop-of-a-Helmet Maryland Eastern Shore ride took place December 5th and 6th. Our esteemed ex-El Presidente, yours truly and two of my non-BMW riding buddies (Bill Schroeder on a Honda and Gerard Leo on a Ducati) departed the Wawa (59.9 cents for regular gas!) 8:15 Saturday morning and rode down through the Pine Barren backroads to the Cape May ferry. Glenn and Gerard had to head back, so Bill and I booked passage and rode onto the 10:20 ferry with exactly 3 minutes to spare. After an uninspired, but edible, Ferry McMuffin on board, we disembarked at Lewis, Delaware and headed for the scenic Maryland backroads. These are thoughtfully identified by signs with the Maryland state flower -- the black-eyed Susan. The route was fun, with nice open sweepers and great sight lines now that the fields are devoid of crops. Plus, how can you beat sunshine and 74 degrees in December? We hoteled it in St. Michaels, near Tilghman Island, then backtracked on Sunday. The ride home was actually open-the-vents hot, with sunbathing on the ferry a definite option. Overall, a fun place to go that extends the overnight trip riding season.

Where are we going? As always, that's up to you. Elsewhere in the Newsletter\* you'll find a list of the planned 1999 Club Overnights. If you'd like to share your favorite roads, participate in the weekend Breakfast Club rides, or have any other ride ideas, just call me. We're always looking for places to tearoff to.

Mike from Cranbury

**Urgently Wanted: Newsletter Editor, must have PC & e-mail at home.** You've noticed by now,

Don E. has retired from this post. Now it's time for someone else to have some fun with this. Dennis Swanson, Mike Logalbo, and I (Glenn Martin) will assist, as always. Please call or e-mail me @ 732-583-3945 / Gmartin928@aol.com Format is your choice. I miss the pictures already. We have over 80 members, someone out there really wants this job, don't they?

## Calendar

**Meeting Wednesday, January 13<sup>th</sup>, 7PM, Bedrock Café, Rte 71, Bradley Beach, NJ**, Dave Davidson will show Western trip video, his R11RT leads Wisconsin Iron to Sturgis.

**Pridmore C.L.A.S.S.** Several members plan to ride the Pocono School, Monday, June 28<sup>th</sup>  
Call a.s.a.p. to reserve a spot - 805-933-9936 (CA) or [classrides.com](http://classrides.com)

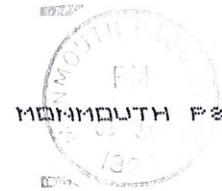
**NYC Bike Show, Javitts Hall, Jan 15,16,17.** Ways to go: Port Imperial Ferry, Weehawkin, NJ, 1-800-53-FERRY, Directions from NJ Turnpike: Exit NJ Turnpike at 16E. follow signs to the Lincoln Tunnel (Route 495). exit at Weehawkin (last exit in NJ). At the traffic light, keep right of ramp and continue through traffic light and bear right. At the light (Baldwin Avenue) near the Lincoln Tunnel make a left. Proceed over the train tracks and make an immediate left. Follow road to ferry terminal. Round trip ferry & Show ticket \$20.00, Parking: \$5.00 per day. Or catch Express Navigation Ferry from 1<sup>st</sup> Ave, Atlantic Highlands, 732-872-2628. R/t fare \$22.00 no show ticket included, free parking.

Glenn Martin, ex-Presidente, temporary Editor

\* Next Month, Mike.



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