

March 2017

NEW JERSEY SHORE BMW RIDERS Inc

Don Eilenberger, president@njsbmwr.org

Jerry Schreiber, Vice President

Art Goldberg, Treasurer

Jim Thomasey, Secretary, Newsletter Publisher

Dennis Swanson, Trustee and Instructor General

Don Eilenberger, Newsletter Editor

Joe Karol, Trustee; Roger Trendowski, Trustee; Bill Dudley, Trustee; Dave Rosen, Trustee, Dan Thompson, Trustee

The greater danger for most of us lies not in setting our aim too high and falling short; but in setting our aim too low, and achieving our mark. *Michelangelo*

Whatever course you decide upon, there is always someone to tell you that you are wrong. There are always difficulties arising which tempt you to believe that your critics are right. To map out a course of action and follow it to an end requires courage. *Ralph Waldo Emerson*

Don't wait. The time will never be just right.
Napoleon Hill

When a man asks himself what is meant by action he proves that he isn't a man of action. Action is a lack of balance. In order to act you must be somewhat insane. A reasonably sensible man is satisfied with thinking. *Georges Clemenceau*

Action conquers fear. *Peter Nivio Zarlenga*

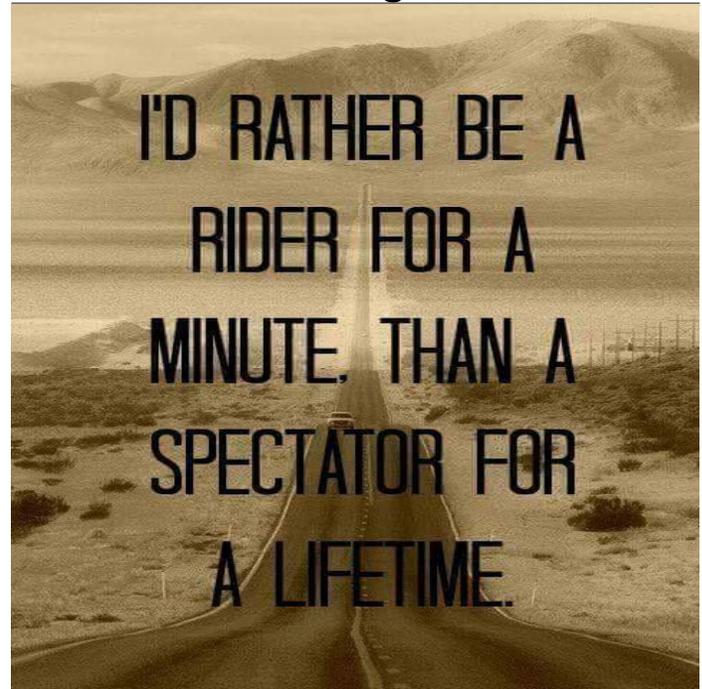
It is better to wear out than to rust out. *Cicero*
(Marcus Tullius Cicero)

I find the great thing in this world is not so much where we stand, as in what direction we are moving: To reach the port of heaven, we must sail sometimes with the wind and sometimes against it, but we must sail, and not drift, nor lie at anchor.
Oliver Wendell Holmes

BMW Club
New Jersey Shore Riders



President's Message:



There is a bit of a theme to both this column, and the quotes to the left, and perhaps to an article or two in this newsletter.

It's the time of year when ideas of rides for the coming season start rattling around a lot of people's heads.. problem is – those ideas often come to naught. Not happening because of a multitude of great reasons.

Instead of letting the multitude of great reasons stop you – I'll suggest you read the quotes to the left and take them to heart.

There is a saying "Just do it.." (originally an advertising slogan from Nike) – but I'd suggest it's quite valid for motorcyclists.

Stop finding excuses why you can't do the rides

you dream of – and instead – make them happen.

This summer there are people heading out to the MOA National rally in Salt Lake City. The same people may be visiting the RA Rally in Michigan. Join them. Do the ride. Join the groups heading down to the annual Spring Fling in Natural Bridge VA. It's a delightful 2 day ride down to the rally via backroads (once out of NJ). **Just do it..**

On another note – you'll find in this newsletter a new-member application for a free membership. I ask that you remove this application from the newsletter and carry it with you on your bike, or in your riding gear. When you find yourself explaining about the club to a potential new member – **HAND THEM THE APPLICATION.** Ask them to fill it out right there and then. Take it back and give it to Jim Thomasey.

The club population is aging, as are most BMW riders demographics.. that means the BMW organizations will be in a steady decline unless some effort is taken to grow the organization. Use the free-membership application form to help grow our club!

And finally – I'll be looking for a few volunteers to help man a table at Cross-Country's Open House on March 24th-25th. We'll be offering free memberships once again – and no better way to do it than having a few enthusiastic club members manning the table.

Ride on..
Don Eilenberger (Recycled President)

February 8th Meeting Minutes

Don

Meeting was called to order at 7:30 PM

Don welcomed new/returning members - although none were present.

Treasurer's Report (Art G) - Art was not present, but Don reported we are adequately funded, in excess of \$1,000.



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Secretary's Report on Membership and renewals (Jim T) - 47 paid members.

OLD BUSINESS

- Breakfast Club - has continued. Suggestions are welcome - let Don know.
- Website (Bill D) and Yahoo, Blog (Don) - Bill updated the calendar
- FluffyButt-III (Roger) - Roger has been out trying to catch the other contestants.
- Report on Planning Session - a good session was held - the result of which can be seen in the newsletter calendar of activities.

NEW BUSINESS

- Movie night - February 15th, Crown Engineering - pizza? Yea/nea? - Pizza was voted YEA!
- Fall Isle of Man Trip - A discussion on doing a fall Isle of Man Trip took place. Abe wanted to go, but Klaus/Dud pointed out that room reservations generally need to be made a year in advance. Klaus and Dud are going this year. Abe is now thinking of the next TT..
- 3-Club Rumble - Leader and location needed - Don reported locations are being scouted. Shark River Park was considered. We'll be doing it more or less on a pot-luck basis. Club members will commit to coming with some item of food. Bill Dudley refused to take condiments.
- Roger Trendowski is running for MOA Board. He's seeking club members support.

- Don reported on conversation with NJ Motorsports Park dude: Motorsports dude was vague about what they were looking for. It appears they were looking for people to buy condos on the race course. Or something like that.
- Don reported on Harold Gantz's recent health issues and his request for blood donations. Don passed along Harold's request that club members consider donating blood since he feels he's alive due to blood transfusions.

The 50/50 was drawn, meeting adjourned and people stood outside chatting, kicking tires since the weather was warmish.



BMW's new land-yacht

February Weather – Feb 9th

RD Swanson

Just walked the dog. The snow is still falling without much accumulation. The ground is white. The slop is turning to ice and my backside is freezing. The temperature is 28 degrees. And it was just yesterday that the temp hovered around 60 degrees and we rode out for lunch at the Mastoris Diner in West Jersey, not far from Bordentown.

No electrics were necessary as Capt. Don and I headed west to meet some Shore Riders and some New Sweden riders. We took a circuitous route on some of the less-travelled roads still left. Yes, there are some.

Who was there? George and Al, Herb, Dud and

wife, and Roger, Don and I. The food there is good and very ample. My meatloaf special could have fed me for three days.

After lunch we directed east and decided to visit Capt. Mike. When we arrived he was asleep under a tree in his front yard. (The Trump sign was gone.) I had ordered a helmet lock for the R Nine t from China and Mike installed it for me. It's actually quite nice.

This gets us to what was the highlight of day for me. Mike invited us into the house to view his recently restored 1955 BMW trials bike. It blew me away! What a beautiful job he did and what a beautiful bike it is! He even had a copy made of the original NY license plate. He also has a photo of the original owner and the bike in 1955. It looks the same.

If you are among the more fortunate BMW riders you may get to see it someday. Don offered that I would pay \$5,000 for it and I even upped it to \$6,000, but Mike just chuckled. Realistically we weren't even close on the price.

Mike has a few really beautiful restorations. I suggested they really should be seen and appreciated by more people.

Renting and riding in Australia

Bill Dudley

In September, Zhao and I flew to Melbourne, Australia to visit with my cousin and do tourist stuff. I had pre-booked a rental bike with Garner's Motorcycles, who is a dealer that also rents bikes. I rented an R1150RT for a week; cost was, as you'd expect, pretty close to \$150/day (it was \$1078 AU aka \$828 US for the week).

Garner's threw in the loan of helmets and riding gear, though we brought our own gloves and boots and waterproofs, and I brought an old First Gear Kilimanjaro jacket. The borrowed gear was quite good; they have good stuff down there in Australia.

We rented a GPS, though I ended up using my phone for most of the trip as the GPS was harder to use. I brought an assortment of RAM

mounts with me so I could mount a RAM ball on the handlebars. The Powerlet outlet under the edge of the seat powered my phone via an extension cable that I brought.



Garner's doesn't rent or supply a tank bag, which I missed but managed to live without.

The bags on the R1150RT are not huge, but we were only out a week, so we managed, between them and the top box.

If you've never ridden on the "wrong" side of the road, it does take some adjustment. After a couple of days it was almost easy, but then I've ridden in England and Ireland on a few different trips so I think I adapt faster now than on my first time.



The 12 Apostles on the Great Ocean Road

We visited Australia the second half of September,

and this was probably too early in the season; it's early spring there, and it was cool and rainy. We were fortunate to only have one day of actual rain, the rest of the trip was overcast, but the weeks before we arrived they had had record rains and bits of "The Great Ocean Road" were washed away (or covered in mud/rock slides, same result). Those detours were still in place when we did our ride the third week in September.

Prices are higher in Australia; you won't find a \$7 lunch special there. On the other hand, there's no tipping expected in restaurants, because the staff make a decent wage: the minimum wage in Australia is \$17.70 AU per hour. We chose to save money by buying food at grocery stores and making sandwiches, etc when on the road, to avoid eating out every meal.



The "Lady Nelson" in front of a museum

We did a lap around Victoria; Melbourne is located at the eastern end of Victoria. Our mileage for the week was about 1000 miles, so this wasn't an "Iron Butt" ride; easy 100 to 150 mile days. But mileage wasn't the point; the point was seeing some of the sights in Australia, from the saddle of a bike.

I realize that we've only seen a tiny portion of Australia; Our lap around Victoria is comparable to riding a lap of California; there's a lot more to see in Australia, which is roughly the size of the United States. All of which says we will need to go back.

My recommendation: **do this**. Australians are

friendly, the culture isn't so weird that you'll be in shock, prices are a little high but not unmanageable, and there's cool stuff to see here, and great roads to ride.



*The Umpherston Sinkhole,
and English Garden in a sinkhole.*

Annual Schedule of Events – 2017!

Please send additions and corrections to the editor!

March

- March 1st - Moribundi Lunch
- March 4th - Modern Classics Show, Martin Motorsports, Boyertown PA
- March 5th - Polar Bear - Long Valley Pub & Brewery, Long Valley NJ
- March 8th - Meeting
- March 10th to 19th - Daytona
- March 12th - Polar Bear, Lighthouse Tavern, Waretown NJ
- March 15th - Tech session – Installing a fuse-block – location TBD??
- March 19th - Polar Bear – Long Valley Pub & Brewery, Long Valley NJ
- March 24th - 25th – Cross Country BMW Open House. Recruiters needed!
- March 26th – Polar Bear – Chatterbox, Augusta, NJ

April

- April 2nd - Polar Bear – Brian's Harley-Davidson, Langhorne PA
- April 5th - Moribundi Lunch
- April 9th - Polar Bear – Hickory BBQ Smokehouse, Kingston, NY

- April 12th - Meeting
- April 23rd - Gathering of the Norton's Ride
- April 23rd – Polar Bear – Cheeburger Cheeburger, Easton PA
- April 30th – Polar Bear Final – Cape May VFW, Cape May NJ

May

- May 3rd - Moribundi Lunch
- May 5th - 7th - Georgia Mountain Rally, Georgia (See Grant and Greg)
- May 10th - Meeting
- May 17th - Evening Ice Cream Ride - destination to be announced- Ben P
- May 19th-21st - Morton's Spring Fling, Natural Bridge VA - See Dave Rosen
- May 20th-21st – New Sweden's NS450, Cycle Gear, Cherry Hill NJ

June

- June 5th-10th Americade, Lake George NY
- June 7th - Moribundi Lunch
- June 10th-11th – Race of Gentlemen, Wildwood NJ
- June 14^Y – Meeting
- June 17th – Sunday Brunch, RD Swanson in charge
- June 21st - Evening Ice Cream Ride - destination to be announced – Ben P
- June 24th - Don's birthday
- June ??? - Airheads at the Aerodrome - Date to be announced June ?? - Ride to work day

July

- July 5th - Moribundi Lunch
- July 5th-9th, RA National Rally - Michigan
- July 13th-16th - MOA Rally – Salt Lake City – (Roger T)
- July 14th - Afternoon - Club registration shift at MOA Rally (Roger T)
- July 14th - Evening - Club dinner at MOA Rally
- July 19th - Meeting - rescheduled due to MOA Rally (someone tell Schneiders!)
- July 20th-23rd – Top of the Rockies Rally (Roger T)

August

- August 2nd - Moribundi Lunch
- August 9th - Meeting
- August 16th - Evening Ice Cream Ride - destination to be announced – (Ben P)
- August 19th - Club Picnic – Tom Spader's

September

- September 1st-4th – Finger Lakes, Finger Lakes NY (Roger T)

- September 6th - Moribundi Lunch
- September 8th-10th - AMA Racing @ NJ Motorsports Park (Millville) - (Dave Rosen)
- September 10th – Sunday Brunch – Location TBD – Grant D in charge
- September 13th - Meeting
- **September 15th-17th - Oktoberfest, Catskills - Don, Dan and ALL the club!**
- September 20th - FINAL - Evening Ice Cream Ride - destination to be announced – Thanks to Ben P!
- September ?? - New Sweden's Last Chance Rally, in not too Buena, NJ

October

- October 4th - Moribundi Lunch
- October 6th - 8th - Barber Vintage Festival
- October 7th- Three Club Rumble – **It's US this year.** Location TBD
- October 11th - Meeting
- October 15th – Sunday Brunch – Jerry R in charge

November

- November 1st - Moribundi Lunch
- November 4th – Flemings Punkin Run – Mays Landing NJ (Rain date 11th)
- November 8th - Meeting (nominations)
- November 19th – Sunday Brunch – Jerry S in charge

December

- December 6th - Moribundi Lunch
- December 9th - Club Dinner - RD Swanson
- December 10th - Toy Run, Children's Hospital - Jim Thomasey
- December 13th - Meeting (elections)

Polar-Bear club group rides will be announced weather permitting via the Yahoo group list.

There are also the regular Saturday morning "Breakfast Club" meetings, also announced via the Yahoo group list.

Moribundi lunch locations are announced via Yahoo, and are at 12:30PM, the first Wednesday of every month.

We've added monthly "Sunday Brunch" rides for the warmer months – with a different person picking the location each month.

Shopping for A Cold Weather Jacket

Ben P

Motorcycle gear selection is a daunting task.

Most BMW riders have a collection of gear to provide comfort and protection for the many weather conditions we face. Our choices reflect the compromises that we can live with and accept. Our riding habits and budgets probably screen out the majority of the candidates. Fair weather riders, all-weather riders, all-season riders and hot/warm weather riders have different requirements. I'm sure style or image, brand loyalty, temperature tolerance and perceived safety play into the selection process.

I'll start with the reason I wanted to buy a new cool weather jacket. I wear a Tourmaster Transition jacket, a pretty good, feature-rich jacket for only \$185 when I bought it 7 years ago. It still works well but usage has started to make the light grey areas a bit dingy, the Velcro closures aren't as secure and it's just starting to look old.

My biggest complaint about the original Transition jacket concerned the built-in waterproof liner: it doesn't allow direct air venting to the body even with the numerous vents on the jacket.

Once temperatures reach about 80 degrees F, it gets quite warm even with the thermal liner removed. So this jacket begins to fail me during days that start off cool/cold and end warm/hot during spring and fall.

Another big drawback to this jacket is the unavailability of back protector upgrades to its foam "protector" because Tourmaster insists on using a proprietary shape incompatible with other brands. Tourmaster also makes jackets with a generous "American cut", fine for adding layers during cold weather but making for a loose fit when liners are taken out. The jacket can be snugged up in the sleeves to help the armor stay in place during a get-off but the armor still moves around quite a bit.

What am I looking for in a replacement jacket? Better ventilation, better protection, waterproofness, some measure of style, and must be dark colored to show less dirt over the years (I wear

hi-viz vests over my jackets). And being a savvy shopper (read cheapskate), I'm not about to entertain thoughts of wearing Motoport, Held, Klim, Aerostich, Rukka and BMW.



My wife/accountant also does not want me entertaining such thoughts.

As I was roaming the vendors at the NY motorcycle show, I came upon an Alpinestar Valparaiso on closeout at the Cycle Gear display. It was about

\$309 (\$430 originally). It had removable waterproof and thermal liners. There were huge vent panels on the chest and on the back (about one square foot) and a long zippered vent along the forearm. It looked quite nice but the arms were a bit too snug even in an XL size. The Valparaiso got the ball rolling on my search.

Other candidates with mostly similar features were the Rev'it Sand, Firstgear Kilimanjaro (waterproof, vented, no thermal liner, 3DO armor), RS Taichi Drymaster Prime (waterproof, TONS of venting, high quality materials but lightweight armor) and various Olympia jackets. The Valparaiso, Kilimanjaro and the RS Taichi jackets also offered a very nice bonus: chest armor. Some of the jackets only had foam padding in the back but optional CE rated back armor are available for a small premium.

All the candidates were quite good and all met my wants and needs. The jackets ranged in price from \$280 (RS Taichi) to \$399 for the Firstgear. Time to make a choice and live with my decision.

I'll let you know my choice in next month's newsletter.

Bike to Bike Communications

Roger Trendowski

I've just started to look into bike-to-bike communicators to ready myself for the long ride to Salt Lake City this summer. Clearly other forms of communicating with a riding buddy do work... but have their limitations. Using hand signals are OK unless you're in mixed company... you know, e.g., pointing toward your gas tank or toward body parts. Of course it may be too late if you are last man in-line and have to pass 6 other riders in order to communicate to the lead rider.

You can also agree with your buddies to just stop every hour and therefore no electronic com is required. It's hard to make any miles with this approach but your kidneys will be happy.

I found a comparison of communications systems in a recent Cycle Gear catalog. It begins to answer questions about communications range, speaker quality, # riders supported. The Sena and Scala Rider units I have heard of... but not the UClear unit.

All units are installable on variable types of helmets and all are multi brand compatible.*

Cycle Gear prices for a signal-unit list from \$179 (UClear AMP) to \$280 for both Scala Rider and Sena 105 units. I'm sure prices vary between independent sellers like Cycle Gear, dealers, Amazon, and other sources.

Maybe we can ask members of our club to present on their different systems at a scheduled club meeting. Hearing input from member's experiences would be great.

* "Multi-brand compatible" is an elusive thing. Despite the claims of compatibility, unless the two systems are made by the same manufacturer the claim is dubious at best. Even when they are made by the same manufacturer, things go amiss.. BTD, Don

Brand	SENA			UCLEAR			SCALA RIDER
Model	10S	20S	10C (camera)	AMP	AMP Plus	AMP Pro	PackTalk
No. of Riders	4	8	4	2	6	10+ (unlimited)	15
Range (meters)	1600	2000	1600	700 per rider	700 per rider	700 per rider	Up to 8000
Bluetooth® Version	4.1	4.1	4.1	4.2	4.2	4.2	4.0
Speaker Quality	HD-Quality	HD-Quality	Standard	HD with Bass Boost, 30mm drivers	HD with Bass Boost, 30mm drivers	Hi-Fi Studio Sound, 40mm drivers	HD-Quality, Replaceable
Automated Noise Control	Yes						
Fits	Full Face, Open Face, Half Helmet*, Modular						
Multi Brand Compatible	Yes						
Special Usage	Easy Jog Dial	Easy Jog Dial	Built-In HD Video Camera	Boomless, Mobile App Support	Boomless, Mobile App Support	Boomless, Mobile App Support	DMC Adaptive Connectivity

All helmets vary by type and most require "ear covers" to support Bluetooth® communication speakers; see associate for recommendations on fitment specific to your helmet.

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Communicator Comparison Chart

Safer Travels - WSJ, February.25

RDS

The article tells us that nearly 5000 people died in motorcycle crashes in 2015, an 8.3% increase from the previous year.

So anything to make the ride safer is a good thing. Here are a few of the the new developments:

New helmets like the Reevu MSX1 (\$400, Revzilla.com) and the coming Intelligent Cranium (intelligentcraniumhelmets.com) will offer rear view camera and jet fighter style heads-up display projected inside the helmet visor and the latter helmet with vibration warnings alerting the rider to intruding vehicles.

"Staying Upright", something to which we all aspire. "Keep the shiny-side up." We've all heard that. Then there is the maxim about two types of riders, those who have gone down and those who will go down. Bosch's stability system tracks wheel speed, throttle position, brake pressure and the bike's position to instantly adjust the brakes and throttle to prevent the tires from losing grip. It's available on high-end KTM's, Ducati's and BMW's in a modified form.

The counterpart to an auto's airbag system is inflatable gear. Alpinestar recently introduced its Tech-Air vest (Alpinestars.com). The vest inflates automatically when its accelerometers detect an impending collision. It's algorithms can detect the difference from a panic stop and a near-miss and an unavoidable crash, deploying only for the latter. Dianese (Dainese.com) has a series of jackets that rely on accelerometers, GPS and gyroscope sensors to determine when to inflate.

For better night vision J.W. Speaker's Adaptive Motorcycle Headlight (from \$400, jwspeaker.com) incorporates an array of disparately focused LED's. A sensor detects the angle of your lean and focuses where needed to make it appear the beam is transitioning seamlessly as you corner.

So boys and girls you may need to make some new acquisitions or at least consider them.

For me the inflatable gear is most interesting. And I have been thinking about getting a new helmet.

We might even be able to get these product's reps out to one of our meetings. *(All of this article is shamelessly lifted and condensed from the Wall StreetJournal).*

BMW Motorcycle Club
New Jersey Shore



An Invitation!

The NJ Shore BMW Riders Inc would like to invite all BMW owners to a 6 month free membership in our club. There is no obligation on your part.

As a member you'll receive (via email) our monthly newsletter, invitations to join us on group rides, notices of local motorcycle events (with a BMW focus) and invitations to club only events (picnics, holiday parties, toy runs, etc.)

The NJ Shore BMW Riders was founded 20 years ago with the goal of encouraging BMW ownership and riding in the central NJ area. We meet at Schneider's German-American Restaurant in Avon NJ at 6PM on the 2nd Wednesday of every month. Membership will enhance your BMW ownership experience by expanding your riding opportunities. The club participates and attends the two national BMW owners organization rallies, runs day and overnight rides to interesting destinations, and usually has at least one international ride per year.

All that's required is the following information:

Your name: _____

Street address: _____

City: _____ State: _____ ZIP Code: _____ - _____

Home Phone: _____ Cell Phone: _____

Email Address: _____

By signing this application, **you** accept full responsibility for any injuries you or any guests may incur during a NJS-BMW-Riders Inc. club activity. You accept that motorcycling is inherently dangerous, and that the club officers and members are not expected to accept any liability for injuries suffered by you or any guest you invite to an activity!

I've read the above paragraph and agree to hold harmless all members and officers of NJS-BMW-Riders Inc. Yes [] No []

Date: _____ **Signed:** _____

Please mail this to:

Jim Thomasey (Secretary)
NJ Shore BMW Riders Inc.
13 Oaktree Lane
Ocean Twsp, NJ 07712

Or bring it to a meeting at:

Schneider's German-American Restaurant
Rt 71 (Main Street) Avon, NJ

We meet the 2nd Wednesday of every month, 6PM dinner, 7:30 business meeting

Motorcycle Insurance from a fellow rider and club member



Contact Greg Wright for all your motorcycle and other insurance needs. Greg is a club member, fellow rider, and club supporter.

The Wright Agency can provide at least 3 competitive quotes while making sure you're protected!

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800-224-6693

Monthly Meeting – March 8th

Schneiders German-American Restaurant
Main St (Rt 71) Avon NJ

Eat @ 6PM

Meeting starts at 7:30PM

