

**August 2019**

# NEW JERSEY SHORE BMW RIDERS Inc

Roger Trendowski & Bill Dudley – co-presidents,  
[president@njsbmwr.org](mailto:president@njsbmwr.org)

Joe Karol, Treasurer & Trustee

Jim Thomasey, Secretary, Newsletter Publisher

Dennis Swanson, Trustee and Instructor General

Don Eilenberger, Newsletter Editor, Trustee

Roger Trendowski, Trustee; Bill Dudley, Trustee;

Dave Rosen, Trustee, Dan Thompson, Trustee

There is no expedient to which a man will not go to avoid the labor of thinking. *Thomas A. Edison (1847 - 1931)*

It is no good to try to stop knowledge from going forward. Ignorance is never better than knowledge. *Enrico Fermi (1901 - 1954)*

Horse sense is the thing a horse has which keeps it from betting on people. *W. C. Fields (1880 - 1946)*

That best portion of a good man's life, His little, nameless, unremembered acts of kindness and of love. *William Wordsworth (1770 - 1850)*

The greatest enemy of knowledge is not ignorance, it is the illusion of knowledge. *Stephen Hawking (1942 - 2018)*

Those are my principles, and if you don't like them... well, I have others. *Groucho Marx (1890 - 1977)*

Forget injuries, never forget kindnesses. *Confucius (551 BC - 479 BC)*

Sometimes when we are generous in small, barely detectable ways it can change someone else's life forever. *Margaret Cho, weblog, 03-11-04*

If a man empties his purse into his head no one can take it away from him. An investment in knowledge always pays the best interest. *Benjamin Franklin (1706 - 1790)*

I would rather have my ignorance than another man's knowledge, because I have got so much more of it. *Mark Twain (1835 - 1910)*

A man thinks that by mouthing hard words he understands hard things. *Herman Melville (1819 - 1891)*

Do not accustom yourself to use big words for little matters. *Samuel Johnson (1709 - 1784)*



## CO-President's Message

*Roger Trendowski – August Prez*



I saw this graphic somewhere and love it... maybe because I identify with it in some way. By now you all should be riding your heart out.

At the writing of this column (July 25), Bill Dudley, our alternate monthly prez, is riding somewhere out west for a few months; Joe Karol finished a week long to ride to Maggie's Valley; Mike Kowal said he couldn't work on my old R100RT for a week because he was at an Ohio BMW parts flea market (hopefully not riding the pink purple R100GS he's caring for me).

Richie Candrilli and I just returned from an 850 mile ride to Syracuse, Poconos and Mt Holly (Chris Aker's bikes). While at the Poconos MOA get-a-way rally, we also saw Henning von der Wroge and Rick Shapiro. Several of our club members attended the

Acker's bike exhibit.

August and September holds several excellent riding opportunities, both local and long distance.

Check out our club calendar for details. The first one coming up Aug1-11th is the NJ Ride for the Cure. Go to <https://njridefortheure.org> to donate and register. To link up with someone for a ride just send a club email. We have two other things we're still trying to schedule: Art Goldberg is looking for a picnic venue and I've asked the Skylands folks for the "Three Club Rumble" date. Stay tuned.

I am headed to Maggie Valley NC on July 31 - Aug 5 for an MOA meeting and then to the Finger Lakes BMW Club rally Aug 29- Sept 3. Some time in between, Ginna and I will be celebrating our 50th. (I wonder if the dog in the picture has a dog-house to rent? i.e., Airedale B&B)

The weather is: hot and sometimes rainy, but so what. Riding cures everything... sad, ugly, and more. Good riding!

Roger T.

## Schedule of Events – 2019

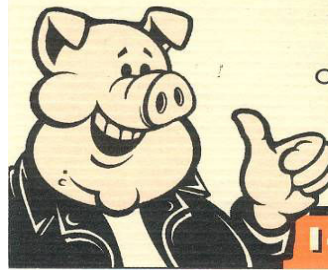
*Please send additions and corrections to the editor!*

**NOTE: Various repeating events, such as the weekly breakfast will be announced via our Email list. One can assume the weekly breakfast takes place every Saturday AM when we're in town, usually around 9:45AM. Watch your email for announcements of where!**

- **August 7** Moribundi lunch at 12:30PM, location TBD
- **August 11 NJ Ride for the Cure! Cross-Country Motorsports**
- **August 14** club meeting at 6PM to eat, 7:30 meeting, location Our House Restaurant, 420 Adelpia Road, Farmingdale
- **August 21** Evening Ice Cream Ride, Ben P at 6PM, location TBD
- **August 30** Fingerlakes Rally, all day, location Watkins Glen, NY

- **September 1-2** Finger Lakes Rally, all day, location Watkins Glen, NY
- **September 4** Moribundi lunch at 12:30PM,

SERVING THE MOTORCYCLE COMMUNITY SINCE 1977



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**1-800-LAW-4-HOGS**

location TBD

- **September 5-8** BMW RA National Rally, all day, location Woodstock, VA
- **September 11** club meeting at 6PM to eat, 7:30 meeting, location Our House Restaurant, 420 Adelpia Road, Farmingdale
- **September 18** Evening Ice Cream Ride, Ben P at 6PM, location TBD
- **September 20-22** New Sweden BMW Club's Last Chance Rally, all day, location Buena NJ
- **September 20-22** Oktoberfest, Catskills - Don, Dan and ALL the club! More Info Here, all day, location Crystal Brook Resort, Round Top, NY

- **October 2** Moribundi lunch at 12:30PM, location TBD
- **October 9** club meeting at 6PM to eat, 7:30 meeting, location Our House Restaurant, 420 Adelpia Road, Farmingdale

- **November 6** Moribundi lunch at 12:30PM, location TBD
- **November 13** club meeting at 6PM to eat, 7:30 meeting, location Our House Restaurant, 420 Adelpia Road, Farmingdale

- **December 4** Moribundi lunch at 12:30PM, location TBD
- **December 11** club meeting at 6PM to eat, 7:30 meeting, location Our House Restaurant, 420 Adelpia Road, Farmingdale
- **Date to be determined** – Club Holiday Party, more to come.
- **Date to be determined** – Club Toy Run, Children's Hospital, Toms River. More to come!

*The calendar is also available here, with more*

detail: [www.njsbmwr.org/calendar.cgi](http://www.njsbmwr.org/calendar.cgi)

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

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

## August 2019 Meeting Agenda

- 1 - Call to order (7:30 – Roger?)
  - 2 - Welcome new/returning members (Joe K)
  - 3 - Treasurer's Report (Joe K)
  - 4 - Secretary's Report on Membership and renewals (Jim T)
  - 5 - OLD and CONTINUING BUSINESS
    - a) PCa Fundraiser Report (Don)
    - b)
  - 6 - NEW BUSINESS
    - a) Ice cream night August 21<sup>st</sup> – Ben
    - b)
  - 7 - Open Floor – Anyone?
  - 8 - 50/50 drawing (Joe K)
- END - Adjourn and stand around talking for 30 minutes or so.

## July Meeting Notes

*Jim Thomasey, Secty.*

With a good portion of the members attending the rally in Tennessee the monthly meeting was held for a select few. The regular agenda items indicated we have about \$1350 in the treasury and 67 paid members. Rick Shapiro, Andy Daniele and Henning von der Wroge were the new members welcomed to their first meeting.

The topics around the tables included spark plug gaps, fish and chip choices, car shows in the area, wet clutch issues, Zero motorcycles and their acceleration abilities and the recent purchase by one of the members of a new Honda NX.

The conversation then drifted to food and more specifically ice cream. Point Creamery in Pt. Pleasant was chosen for the following week and four members attended which was a good turnout considering the rain that evening. The ice cream was very good and this venue will be visited again under sunny skies.

Don E. spoke about the upcoming Ride for a

Cure event to raise money for Prostate Cancer research. On August 1st all signed up participants will be given the list of places to visit and photograph which will put them in the running for door prizes to be awarded Sunday August 11 at Cross Country Motors BMW in Metuchen.NJ Ride for the Cure is now a 501(c)(3) tax entity for this event as we raise money for two groups researching and battling this cancer. This designation by the IRS means donations to the NJ Ride for the Cure are tax deductible.

## Save up to \$750 on New BMW Motorcycles

*Roger T. (reporting as an MOA Board member)*

If you are an MOA member, you probably already know this. If you're not, then here is a good reason to join.... BMW MOA members are now included in the BMW Motorrad Appreciation Program for 2019, offering current MOA members up to \$750 off the purchase of a new, untitled BMW motorcycle.

The new incentive offers active BMW MOA members, who have been a member for one year or longer, \$250 off C-series and G-series motorcycles, \$500 off F-series and R-series motorcycles and \$750 off K-series and S-series motorcycles. And, the new Motorrad Appreciation Program discount can be combined with other seasonal incentives or sales offers.

Members are eligible for one purchase incentive during the 2019 calendar year for any new 2018, 2019 or 2020 qualifying model, which is defined as any new, previously unregistered BMW motorcycle.

The new incentive **may be combined with other sales offers or incentives**, except other BMW Motorrad Appreciation group discounts such as the Military Purchase Offer or Emergency Services Purchase Offer.

Read the details on the [BMWMOA.ORG](http://BMWMOA.ORG) website for how to get it.



## Club Member Featured in August AMA Magazine

Editor

**RIDING**

**DOROTHY GULLA**  
FORT MYERS, FLA.  
CURRENT RIDE:  
2018 BMW S 1000 XR  
YEARS RIDING: 10

Growing up in an Italian household, I never expected to be riding a motorcycle! My only experience was riding as a passenger, which I found very boring and often fell asleep.

One day, I decided to try out the "rider's" seat. Wow! A light overcame me! I felt in control and had a sparkle in my eyes. Needless to say, I was hooked.

Over the next few months, I got my motorcycle endorsement and immediately joined the AMA.

I started riding on a blue ZZR600 Kawasaki, followed by a 675 Daytona Triumph and 848 Ducati.

My love of the BMW S 1000 RR began in June 2013, when I walked into the Max BMW dealership in Brookfield, Connecticut. At that time, I was living in Danbury.

The moment I laid eyes on the red/ blue/white S 1000 RR, I knew it was going home with me. Luckily, Max had one available, and I rode off with a big smile on my face!

Fast forward to June 2016. Now living in Fort Myers, Fla., I connected with new friends and joined a few motorcycle groups/clubs. One of my friends convinced me to join her and her boyfriend to ride from Fort Myers to Hamburg, N.Y. Our destination was the 2016 BMW MOA International Rally.

Needless to say, I was a bit nervous, since this would be my first long-distance motorcycle journey.

However, before departing, I realized that my calendar had a few other "adventures" coming up in the fall. I decided another motorcycle was in my future.

One June 30, 2016, I bought my 2016 S 1000 RR (red) from Gulf Coast Motorcycles in Fort Myers.

After the BMW MOA rally, my friends had plans to continue on to Nova Scotia. Due to work commitments, I needed to

get back home. The only obstacle: this would be my first solo motorcycle trip. Could I do it?

I looked at my S 1000 RR and decided to go for it. Friends of mine in Syracuse invited me to stop by on the return trip. I was amazed. I had fallen in love with solo motorcycle traveling.

As I was reading my May 2017 American Motorcyclist magazine, I noticed an article about the LongRider Program and decided to participate. This program is a great inspiration for me, because I look forward to achieving the 250,000 mile goal.

I have traveled extensively since the 2016 BMW MOA International Rally on my two RRs. One of my favorite ride destinations is the Americade Motorcycle Touring Rally in Lake George, N.Y.

I met up with some of my friends at the rally in 2017, riding solo from Florida. My intention was to return in 2018.

However, my plans had to be altered. I was on a women's motorcycle tour and got hit from behind by another rider, throwing me off my 2016 S 1000 RR. I was hospitalized in North Carolina with serious injuries. Thankfully, my gear saved my life.

My faithful traveling companion (just shy of 50,000 miles) was totaled. This broke my heart.

My plan was to get on the healing path and back to riding as soon as possible. In the interim, I traded my 2013 S 1000 RR (\$4,143 miles) for a 2018 S 1000 XR.

In July 2018, I set out on another journey on my XR. This included stops in West Gap, Va.; Little Switzerland, N.C.; Johnson City, Tenn.; and Charlotte, N.C. From there, I set out for the BMW Rally in Wellsboro, Pa., and then the return trip to Fort Myers, Fla.

I enjoy all types of solo riding: to destinations, as well as loops to experience the roads and countryside. I also travel with friends and various motorcycle groups or clubs.

I am looking forward to the availability of the 2020 BMW S 1000 RR, my dream bike.

I ride because I want to live in the moment, experience freedom, be my true self, knowing that I can do whatever I set my heart upon. Result: pure bliss!

18 AmericanMotorcyclist.com

Club member Dorothy Gulla was a featured rider in the August AMA magazine. Dorothy attended our Oktoberfest last fall, and we hope she'll be back for the 2019 one!

## BMW-MOA National Rally, Lebanon TN

Roger T

The turnout was excellent as were the facilities for the "Scoot Boot'n Boogie" MOA Rally June

13-16 in Lebanon TN. The weather played along too... good during rally days, a little wet on the way down there. Here are some of the statistics:

- 6018 attendees including vendors
- 124 Vendors set up inside a spacious air conditioned building and outdoors (tire changers, parts installation companies)
- Over 100 seminars on subjects including worldwide tours, bike maintenance, medical emergency, bike packing....
- 78% attendees men; 22% women
- 40% of attendees were age 66+; 38% were 55-66, 16% were 45-54 and total of 7% were 16-44. As you might expect, these percentages have climbed a percentage point or two year after year.

Several members from the New Jersey BMW clubs volunteered to do registration on Friday afternoon. Registration was actually light during that time even though there were over 6000 attendees. Electronic ticket scanning, iPad cash registers, and over 4000 preregistrations helped make the process quick and painless. We encountered a network outage during our shift due to an attendee walking in to the building with their cell phone hotspot turned on... it interfered with our on-line registration internet connection.



Registration

The Airheads BMW Club hosted their traditional large tent, set up with couches, lounge chairs, tables, refreshments and food.... and a plywood floor work area where bikes could be repaired. They welcomed all visitors to come by. Tenting areas were spread throughout the huge fairgrounds. The RV area was packed and seemed

like much larger than previous years. A shuttle circled the entire fair grounds making it easier for folks to move around the large area.



*Hans Muellers, Richie and Roger ran the Peoples Choice bike judging event*

The MOA website (BMWMOA.ORG) will be putting up Rally pictures shortly. The New Sweden Riders club rented a large 20'x20" tent for club gathering space (and refreshments). Nice!

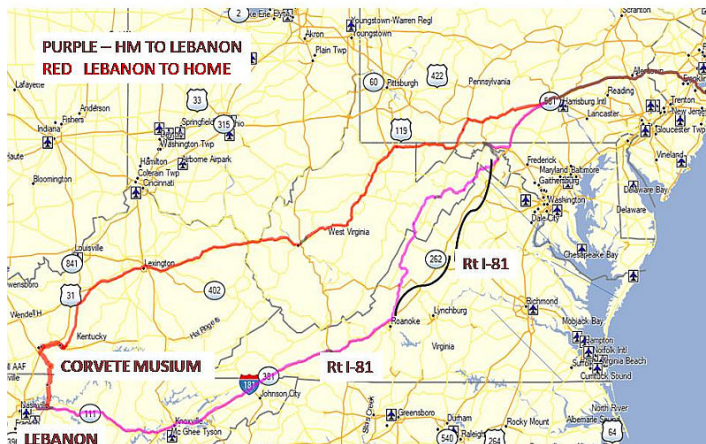
Rally attendees stopped by our covered-open air building to vote on the best bike in each of 10 classes and best-in-show category.

Besides the traditional bike classes such as Air-heads, Oil heads, K's we had three unique classes: Most Farkled, Mud and Bugs, Greatest Deviant (most customized). Awards were given to 1st-3rd places per class and also to best-in-show.



Following the Rally, Richie and I traveled approx 80 miles north to Bowling Green KY to the Corvette Museum...then split in different directions. I rode a total of 2523 miles over 10 days and hit only 1 day of rain on the way down to the Rally.

### Lebanon TN MOA 2019 National Rally 10 days June 8 – June 17 2523 Miles



As opposed to most rally riding that I do, I rode a lot of secondary roads in WV, KY, VA and TN.

## NJ to SFO 2019 trip notes

*Bill Dudley*

Zhao and I left NJ Monday July 8, in light rain.

Weather radar made it look like we'd be out of the rain in an hour or so, but this was not to be. We spent all day in light rain. Because riding across Eastern PA on 2 lane roads is a drag, I elected to take Interstates most of the way. The Northeast Extension, between about mile 70-ish and 85-ish, was a bumpy awful mess. I should get a refund on my toll for that section. No museum stop today.

Zhao thinks she left her nighty in the first night's motel, the Days Inn in Lewisburg, PA. Can't get the motel staff to actually look for the thing and call me back with a result. Several days of calls to them and they still "can't find it". We bought a new nighty in Chinatown, San Francisco.

July 9, Tuesday. The Debence Antique Musical instrument museum was a success. The planned motel, a Days Inn in Meadville, PA, doesn't exist, but we found an EconoLodge for similar money.

China Buffet within easy walking distance.

July 10, Wednesday. Rode into Ohio. Stopped at the “International Women’s Air and Space Museum” in Cleveland. It’s right on the shore of the lake, at the small airport there that services company jets, sports team jets, etc. The museum was interesting though limited; good for about an hour-ish. Parking free right in front of the airport (where can you say \*that\* ?) We leave and head west for a half hour or so to find lunch. Our motel is the Days Inn, Wauseon, OH. There was an antique car event going on at the fairgrounds, apparently “Wauseon” is a big deal. The little diner nearly across the street was good. Outdoor pool, blazing hot temps meant that Zhao went for a swim. (A week or so later, Mike Kowal was in Wauseon for the Antique Motorcycle Club of America meet.)

I booked the next day’s motel and the ferry boat from the motel Wed night. I delayed booking because if the weather was awful, I could route us through Chicago rather than take the ferry boat across a choppy lake Michigan. No need for that, weather promises to be perfect for the crossing.

July 11, Thursday. Wauseon, OH to the ferry terminus in Ludington, MI. Museum stop mid-day at the Grand Rapids Public Museum, which had a very mixed collection. Lots of kid-friendly displays, sadly the furniture collection was closed for renovations. The “turn of the century” street was fun, though we’ve seen that sort of thing before. Parking was sketchy, in that the meter for our parking space decided to break when I put a quarter in it. I gambled that a cop checking the meter would understand that the meter failed (“FAIL” error message on the display was a clue!) and not ticket us. I brought the tank bag into the museum but left the red dry-bags out on the bike. No problems, nothing vandalized or stolen, no ticket. We decided to ride west for a bit on the interstate and find a place to eat. We eventually stopped at a 7-11, and had lunch, but it wasn’t optimal -- no place to sit down!

Checked into the Ventura Motel in Ludington without event. It’s only about a mile from the ferry terminal. Easy ½ km walk to “downtown” where we had dinner in a diner-like restaurant. Decent non-annoying wi-fi, cable tv with an ac-

tual accurate listing of channels. Motel office had diet pepsi cans for \$1 each, I took advantage of that to bring two on the ferry ride the next day.

July 12, Friday. Woke up way too early at 5:15, got all packed, and then sat around for an hour killing time (reading email etc.) until time to leave for the boat at 7:45. Got on the boat, bike tied down by 8:45 or so. Ferry left precisely on time. Crossing takes 4 hours, for 1PM (Eastern time) arrival, but Wisconsin is in Central time, so we’ll get off the boat a bit after 12PM. Plan is to ride 25 miles or so, fill up with gas and have some lunch. Then ride about 170 miles for the day. “Museum” stop is some folk art installation (Forevertron), and maybe a parked airplane right near the motel.

The Forevertron was fabulous. Dinner choices in Dodgeville are limited to chains, except for one lone restaurant that closes at 8 on Friday, and a China buffet that was closed until August for family vacation. At least I could fill my soda bottle at the burger chain restaurant.

**Note:** Taliesen (Frank Lloyd Wright’s place) is right near the Forevertron. We should try to visit that on the return trip.

July 13 Saturday. A long day, 300 miles. 200 miles from motel to the Hobo Museum, which was closed! Another hundred to the night’s Super 8. Roads were fast and straight, but I really need to look into the front suspension. It’s murder on my hands when running over expansion joints. Update July 31: Mark at Moto Guzzi Classics in Long Beach has made some changes to the front forks, we’ll see how much better it is on the return trip.

July 14 Sunday. Iowa to Valentine, Nebraska. This was a 300 mile day, mostly on US 20. Tried to visit the fossil fields State park in NE, but they require that I buy a NE State Park pass in **addition** to the admission Tickets for Zhao and I, so I bailed on it. We’ve seen fossils before anyway, so screw ‘em.

The front engine cover fell off on the way to the fossil beds. We stopped and picked it up,

And there was an open (on a Sunday) hardware store near our lunch stop, where I sourced re-

placement stainless metric bolts to hold the cover on. And lock washers, this time.

Had some rain, wind, and even a bit of hail during the evening at the Super 8 in Valentine, NE. Pea sized hail didn't damage anything, fortunately. Several busloads of kids are staying with us at the Super 8, a church group sponsored outing to repair the homes of poor people.

I moved Monday's hotel stop 40 miles closer to this stop, to equalize the mileage for Monday and Tuesday. Now both are about 270. We can do more miles per day out west where there are fewer stop lights, less traffic, and fewer slow (i.e. twisty) sections.

July 15, Monday. An easy ride from Valentine, NE to Douglas, WY. Crossed into Mountain time zone, so our early start (8AM) meant we arrived at the Fur Trappers Museum a little after 9AM. That's a good museum, lots of great artifacts with explanations. Lunch was at a funky "modern" sandwich shop in Lusk, WY. Arrived in Douglas a bit after 3 local time. The morning weather was great, then we passed through a long cloudy section, then sunny again, and then, right in the last 20 miles, we narrowly missed some weather. No restaurant within walking distance, so we settled on Subway, the best of the chain choices presented.

July 16, Tuesday. Douglas, WY to Cody, WY. No "museum stop" today.

July 17, Wednesday, Cody, WY to Driggs, ID, via Yellowstone National Park. I was worried about the visit to YNP. I researched "things to see in a 1 day visit to YNP" and found a good article that had some suggestions. We left "early-ish" from the Super 8, and that wasn't really early enough to "beat the crowds", as it took more than 2 hours to get well into YNP from Cody. Fortunately, on a Wednesday, the crowds weren't too bad; It was still difficult to find parking at most of the viewing points we visited.

There are gas stations scattered around YNP, which relieved that anxiety, as the days mileage was more than the comfortable range of the Moto Guzzi.

There was serious road construction on some of

the YNP roads, which added probably a half hour of delays to the trip. At one point we were in a line of cars on a dirt section (all the paving had been stripped -- why???) The cars were moving more slowly than usual -- it turned out that a buffalo was wandering down the line of cars, threading between them, and just generally noodling about in traffic. He walked right by us (on our Guzzi), which was a relief.

July 18, Thursday, Driggs, ID to Nampa, ID. There are some long stretches without fuel opportunities on this route. We stopped at Craters of the Moon National Monument. It's an amazing place. The lava fields are immense. I can imagine early explorers finding one of these lava fields and despairing of having to trek across this difficult terrain.

July 19, Friday, Nampa, ID to Bend, OR. Bend is fantastically popular as a weekend retreat (think Jersey Shore in the summer) so I couldn't get a reservation at a real hotel. The best I could find turned out to be a "youth hostel". This was expensive, especially considering what we got for our money: a room with a bed, WiFi, a \*shared\* bathroom, and not much in the way of breakfast.

**Note to self:** if you ever want to visit Bend again, get reservations a long time in advance. Bend itself is clearly a "hip, happening" city, with lots of nightlife (i.e bars and breweries).

July 20, Saturday. Bend, OR to Crescent City, CA. I had been getting worried about the rear tire on the Guzzi, as the tire was wearing pretty quickly. I had bought a tread depth gauge a few days earlier so I could measure the depth every evening. Friday night and Saturday morning, I got serious about the tire problem. Many phone calls later, I ended up heading for Hanson's BMW in Medford, OR, who had the tire in stock and were willing to do a tire change on an ancient Moto Guzzi on a Saturday. When we got there (3:20 travel time from Bend), the Hanson's person suggested that the front tire was no prize, either, and I decided to have them replace both tires. The Hanson's people could not have been friendlier or more accommodating.

If you ever need BMW service in southern Oregon . . .

We got out of there about 3PM, and about 3 hours later, we arrived in Crescent City, CA. That was a fun ride, and of particular note is the last bit, US 199 that runs from the Oregon border to Crescent City, CA. Lots of twisties through the mountains, enough passing zones, and good road surface.

Crescent City is right on the Pacific Ocean, and has lots of hotels and restaurants, as it's obviously a vacation destination. US101 is just a two-lane road here (not the multi-lane super highway it becomes further south).

July 21, Sunday, Crescent City, CA to Fort Bragg, CA, in which we ride the Avenue of the Giants and visit the drive-thru Redwood. Well, one of the drive-thru Redwoods. CA 1 from Leggett to Fort Bragg is amazing and tiring. Think "Tail of the Dragon" with elevation changes. The Redwoods are just plain amazing. The Super 8 has an ocean view, in that I can see the Pacific about a quarter mile away. Still . . .

July 22, Monday, Fort Bragg CA to San Francisco, CA. CA 1 along the coast, with a stop at Fort Ross, the reproduction/restored Russian Fort. The Fort was predictable and as expected.

The surprise was lunch, at the "Russia House #1", in Jenner, CA. Google Maps said this was an "inexpensive" restaurant. We arrived; place was open (door open, lights on) but nobody was visible. However, there was food out (buffet style, Sterno cans etc.) and a sign that said "help yourself, pay us back with your wisdom". We helped ourselves -- food was good. Not sure what I was eating -- chicken marsala-like dish, maybe a barley dish, potatoes, a cabbage salad. Eventually two young women appeared out of a back room, and both said they "didn't want money". As we were finishing up, Zhao asked "the food is free?", and this is when, finally, one of the women said "nothing is free. It's very expensive to live here" and some other words that I don't remember. So I asked: is there a jar for collecting contributions? Yes, over here, by the front door. By the jar, I see the credit card processing machine. Can I pay by credit card? Yes, how much, etc. etc. So the whole hippy dippy "we don't want money" thing was really, what, a misdirection? Was it a scam? To what end? I still don't know. I paid them \$20, as this was

what I figured a self service lunch was worth. A very weird experience to be sure.

After that, the ride to San Francisco was perfectly normal, though we did have some pucker inducing moments with strong side winds as we approached the Golden Gate bridge.

July 23, Tuesday, touring about San Francisco. Zhao chose to spend time in Chinatown and the Conservatory of Flowers in Golden Gate Park. We left the Guzzi in the motel parking lot and bought "Muni" bus passes using our smartphones -- very 21st century. That was a good way to get around SF; the bus routes are excellent and buses arrive about every 15 to 20 minutes. The motel handed out free tourist maps, and that was excellent, too, with enough detail that it clearly showed the bus routes and major bus stops.

July 24, Wednesday San Francisco to San Simeone, CA. The plan is to ride CA 1 all the way to San Simeone. We stopped at a place for lunch along the way, and got to pay \$18 for a turkey sandwich (a good sandwich, but still . . .) We passed the beach where the sea lions and elephant seals hang out, and stopped there for a quick visit. We met a couple from Italy touring North America on a Honda TransAlp, and also a guy who remarked that he had the same Aeros-tich Darien suit that I was wearing. He expressed an interest in the air bag vests, and I gave him a coupon.

The Days Inn San Simeon is nice, except the wifi stopped working with my Chromebook, and the motel management had no support phone number for guest wifi problems. I'm tethered to my phone. Breakfast was not much to speak of, either -- no protein, no baked goods other than white and raisin bread.

July 25 Thursday, San Simeone<sup>1</sup> to San Pedro. This was mostly on US 101. When we got near LA, Google put us on the 405, which was a parking lot. Thank heaven for lane-splitting! We would have arrived around 2:45, beating Google's estimate by 15 minutes, except the shifter linkage decided to pop apart about a mile from John's house. A bolted connection had come apart; the nut gone, the bolt present but

*1 Both spellings are correct according to the great God Google. Simeone or Simeon. (Editor)*



not connecting the linkage to the transmission. I managed to get the bolt back in place, and stuffed a bit of old newspaper behind the bolt so it wouldn't back out, and then we completed the last mile of the trip.

July 26 Friday, I took the Guzzi to Mark's shop in Long Beach, for a fluid change, and replacement of the nut on the shift linkage, some other tune-up stuff, and tuning of the front fork damping.

August 1 Saturday, we got the Guzzi back from Mark, and Saturday, August 3, we start riding east.

## **Ride for the Cure! A Moto-Fundraiser for Prostate Cancer Research – Final Update**

*Don Eilenberger*

Our event is **this weekend**. The date is Sunday, August 11<sup>th</sup> at **Cross Country**.

**Update:** To date – we have approximately \$5,000 door prizes donated to us. We never received anything from BMW-Motorrad US despite a lot of back and forth emails. It appears no one can actually make a decision there.

**The Event:** We need helping hands to set up everything. There is no ability to setup the night before since it will be held outdoors. I'd ask that everyone make an effort to arrive at Cross Country no later than 10AM.

A few people have been asked to lead up certain functions at the event, they will need help. Please pitch in and make the event a success.

As far as getting there – a bike would be great just for keeping more lot space open for guests. If you do find it necessary to 4-wheel it, please try to carpool with others coming up. The event isn't about riding to CC – it's about getting other people to ride there, and have parking for them.

### **See you ALL Sunday!**

## **MOA Getaway Pocono Manor 2019 (7/12/2019 to 7/14/2019)**

*Rick Shapiro*

The Pocono Manor Getaway was a new event location for the MOA and was the first MOA Getaway attended by me and my wife (riding pillion). I thought the getaway would be the perfect destination for our first event as it is only a few hours away from our Central NJ home. This trip was also the first extended trip we've taken on our 2018 RT and the longest ride my wife has joined me on.

This was also a perfect weather weekend to get away as NJ was dealing with unpleasant 95+ degree days and Mount Pocono was tracking about 10 degrees cooler.

We rode a wonderful back-road route that took us up the New Jersey side of the Delaware River and crossed into Pennsylvania at the Delaware Water-Gap where we had wonderful cliff-side views.

The entry road to the Pocono Manor Resort brings one past their beautiful golf-course and stables and then up to the manor which is an beautiful historical building which looked well maintained for a centenarian.



Upon our arrival, we immediately went to the MOA registration desk and received our welcome package which included goodies, the itinerary and recommended area rides. Five rides were provided ranging from 108-189 miles. Maps and turn-by-turn directions were provided and the GXP files were available on-line for download.

The folks at the registration desk were extremely

efficient, friendly and answered our many newbie questions.

Dinner on the first night was catered outside on the beautiful patio behind the Manor. Burgers, hot dogs, sausage, chicken and salads were on the menu. On the agenda that evening was a conversation (recording of a podcast) between Wes Fleming of the "Chasing the Horizon" claim to fame, and author/comedian/provocateur Jack Riepe. Jack Riepe is an endless sea of interesting and funny stories. His favoritism for the K and bashing of R bikes almost had me considering dumping by R!

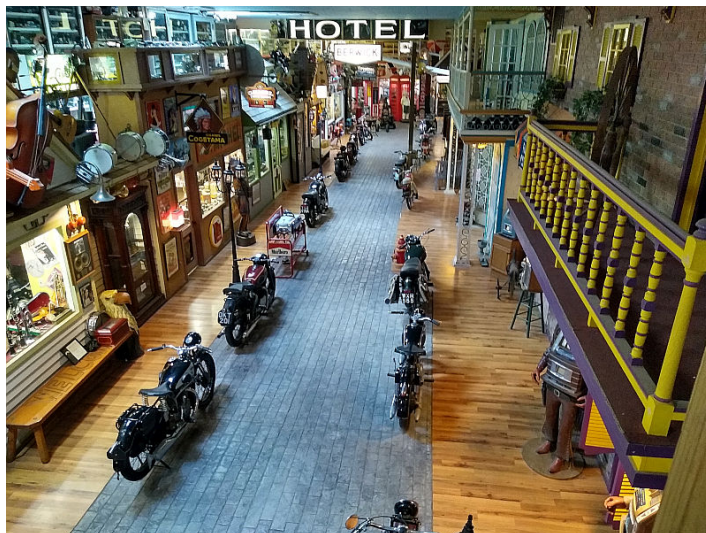
Saturday was a day for riding! I started the day with a buffet breakfast at the Manor restaurant before saying goodbye to my wife who could not resist the opportunity to deplete our retirement funds at the Mount Airy Casino which was a few miles away.

My first destination was to meet Roger Trendowski, Richie Candrilli, Henning von der Wroge and others at Bill's Old Bike Barn in Bloomsburg PA. Bill has a wonderful collection of the old, unusual and just plain odd... and just not bikes. There are collections of vintage phones, radio equipment, animal snares, dental equipment, beauty apparatus, matchbox cars, fire-fighting equipment, and the categories go on and on.



This is definitely a place I want to return to when I can spend a full-day. This place is highly recommended.

After tire-inspector general Roger identified an issue with Henning's tire, Henning took off on his



adventure to Hermy's BMW to get his tire replaced. A fellow rider was kind enough to escort Henning there. Kudos to Hermy's for taking care of a rider in need so quickly.

The next destination was to Graffiti Highway in Centralia PA. The highway is a one-mile stretch of abandoned highway in a mostly abandon town. In 1962, after purposely setting a 300 foot landfill ablaze, the smoldering fire spread to an old coal seam in the mine which started a fire that would last for decades. The integrity of the highway was affected by the fire and the road was eventually closed. The road is now an open canvas for graffiti artist and some not-so-artist. We took off on-foot to find any remnants of the fire as rumors have it the steam can still be seen rising around the area. There was no steam to be found but the graffiti was pretty amazing!

Our final destination was Pottsville PA, to the Yuengling brewery. The ride there took us through some wonderful country roads. As we got closer, we saw signs advertising a Yuengling festival. Yuengling was celebrating its 190th anniversary. We tried to navigate to the festival but as we got closer, all roads were blocked off, parking was full, our only option would have been to park outside of town and take a shuttle. Somethings are not meant to be. It was getting latter in the afternoon and time to head back to the manor.

Before heading back, we played dueling GPS units. Each of us set our respective GPS to curvy road mode and plotted a course. Each GPS varied significantly in route and duration. Roger

would lead first and then at some point down the road we would switch. We stopped for what was an unusually good cheesy pizza. We hit small town after small town. I loved that these towns have banners hanging from the street lights, each with a picture and name of locals that have served the nation in the armed forces.

Saturday's night dinner was more formal (not clothing-wise of-course) but was held in a ball-room with a wonderful view of the property. Roast beef and mashed potatoes were the main faire. A ticket drawing was conducted with many prizes, with the largest prizes being a Cardo intercom system and set of tires. For some unexplained reason our Canadian brethren ran away with the majority of the prizes.

This was a great first experience for me and my wife. We are already planning on attending a number of other MOA Getaways. We hope the MOA sees fit to make the Pocono Manor Get-away a regular event.

And for those who are wondering, my wife paid for our trip with her penny-slot winnings!

## **BMW C Evolution: 1700 mile report**

*Ben P (resident E-Vehicle tester..)*

*In physics,  **jerk**  is the rate of change of acceleration; that is, the time derivative of acceleration, and as such the second derivative of velocity, or the third time derivative of position.*



I finally bit the bullet and bought an electric 2-wheeler. I've ridden the Zero alphabet soup (FXS, DS, DSR, S, SR, SR/F), and the prototype HD Livewire, sat on the Energicas at the NY In-

ternational Motorcycle Show and crossed off the Lightning and the Mission (now defunct). I'm not in love with the new production Harley Livewire and the \$30k price is a disincentive. My pick: the BMW C Evolution scooter.

The C Evolution's electric internals are familiar to me since they are based on the BMW i3 electric car, a car I currently own and love. The bike's propulsion dynamics mimics that of the i3 so there are no surprises that the C Evo will lowball its anticipated range and adjust during the ride. Speaking of dynamics, this bike has jerk. Not scary, uncontrolled jerk but soul-satisfying jerk. I always win stoplight drags. The space that I give oncoming traffic to make safe passes keeps getting shorter. There is a quick buildup of speed in Road mode but acceleration is instantaneous in Dynamic mode.

Headroom a term used in audio to help describe one of the characteristics of amplifier power. I think of headroom when I ride the C Evo. The C Evolution has its top speed limited to an indicated 85mph. It is very relaxing to ride the scooter at 40-55mph knowing that you can add 30-45mph on top of that in an instant, just in case you need it. I've ridden on the interstate but I don't have much headroom if I'm already going 75mph. It does fine on the interstate despite the short windshield but elevated speeds will consume electrons much faster.

Low speed handling and parking is very easy despite the tall and wide seat. The center of gravity is very low. The bike weighs 606 pounds but taking it off the side stand and maneuvering on tip-toes is easy. There is a reverse assist. Hold down the R button and twist the throttle a little to back up inclines. Putting down the side stand activates the parking brake. By the way, no heat is generated while sitting in traffic.

High speed handling is marvelous. It is very eager to change direction. The small 15 inch wheel size helps give it a lively manner. The long wheelbase does give it stability at speed.

The range is rated at 99 miles. Sometimes the bike will show 76 miles of range at 100% battery but I know better. I routinely get about 110 miles when I cruise on back roads at no more than 60 mph.

Bike cleaning is very easy as it has very few nooks and crannies.

**Dislikes:** Only has halogen headlights although it does throw a good amount of light and the beam pattern is very nice. Storage capacity is low for a scooter. My helmet would fit but not much more. No cruise control although not such a bad omission in a bike that mandates a stop to charge at 100 miles. Brakes don't seem that powerful. Suspension could be better but I just recently reduced the rear preload which resulted in improvements. Metzeler tires suffered enough punctures in 800 miles to need replacement (this is not the bike's fault but still a dislike).

**Likes:** Silence. Power. Easy to ride. Cheap to operate. Only added \$4/year to my motorcycle insurance (seriously). Destabilizes the pirate crowd when I park it next to their Harleys at the local Wawa.

## **BMW-MOA Pocono Get-A-Way Rally**

*Roger T*

There are 12 get-a-way rallies hosted by the BMW MOA group this year across the U.S.. The Pocono rally, the 6th, started on July 12th. It was held at Pocono Manor, an excellent Spa facility located in the heart of the Poconos near the I-80 and I-380 intersection in PA. We had 96 attendees.

Richie Candrilli and I volunteered the day before opening to setup the registration site and prepare bags of gifts for attendees. Then on Friday, Richie help Jackie Hughes (MOA Staff) do registration. I greeted attendees and discussed the five proposed Pocono ride routes and which locations to visit and places to eat lunch.

The routes, prepared with the help of Black Diamond BMW Riders, showed complex and interesting paths in all directions from Pocono Manor. They touched Scranton (for coal mine tours and Steam town museum) to Port Jarvis to Stroudsburg, to Bloomsburg, Pottsville, and beyond. A long list of places to visit and eat was provided with many more recommended locations. Both the Black Diamond Riders and Skylands BMW Riders folks provided inputs to this list. Some of the unusual target locations included: Bills Old

Cycle Barn, Centralia, Martin Guitar Company, Shohola Civil War Train Wreck (where 833 Confederate soldiers died on way to Elmira NY prison), and Yuengling Brewery.



Our special guest for both evenings was Jack Riepe. On Friday night Jack and Wes Flemming did a podcast for over an hour. Rather than the typical Question/Answer format of a podcast,, Wes simply asked an open-ended question, allowing Jack to take off in any direction he wanted to. Jack was hilarious and the crowd love him. As usual, his discussion hit K bikes, R bikes, and beautiful brunettes (disparaging R bikes of course).



On Saturday, Henning Von Der Wroge, Rick Shapio, Richie, me and a couple other rally goers too off early to head west to Bills Old Cycle Barn museum.



After eating breakfast near Bill's, Henning checked out his rear tire and found a small strip of tire cord showing. (Hey.... 90% of the center of the tire was black... only a little was white. What's the problem?) So Henning headed down to Hermey's BMW about an hour and a quarter away. ( He said they had the correct R1200adventure tire; they took him right in and he was done in an hour). Richie, Rick and I rode to Centralia and then Yuenglings.



Two disappointments for me: 1) Centralia had no open burning coal pits on their abandoned road like in the past, and 2) Yuengling's brewery tours were canceled due to a large Festival celebrating their anniversary. We stopped in Pottsville only long enough to GPS our way around the traffic and crowd. We plotted in a

course back to Pocono Manor via "GPS Shortest Route."

Very interesting roads when you do this. Sunday morning, Richie and I headed to Chris Aker's bike exhibit in Mt. Holly. Rick and Henning headed off in different, but separate directions.

## Balloon Festival 7/27/19

Roger T

It was held over three days at Solberg Airport near Readington, NJ. This well known festival included several dozen hot air balloons (launched 2 times per day) as well as balloon rides, food, entertainment, trinkets and more. Rick and Debbie Shapiro and I headed there on late Saturday afternoon a few hours before the 6:30pm launch time.

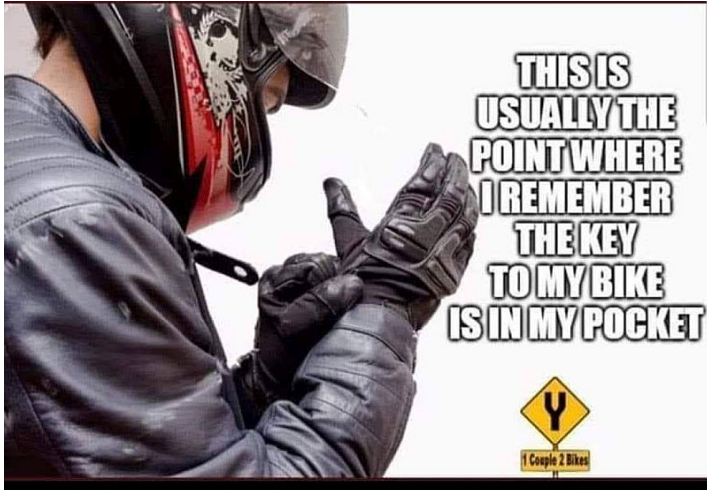
Most of the adjoining airport roads were closed-off because of the large amount of traffic/people wanting to see the balloons from a distance (for free). After a couple forced turn-arounds, we entered the paid parking lot (which had thousands of cars) and biked to the front row for a great view.



We weren't interested in the festival activities so we sat in front of our motorcycles to watch the hour-long balloon inflation and launching .



We weren't prepared for the rush-to-exit and took 20 minutes or so to work our way around the outskirts of the grass parking lot to finally hit asphalt. To further avoid exiting traffic on main roads, we wove through residential streets and country roads until hitting Rt 22.



Monthly Meeting – August 14th

**Our House Restaurant**

420 Adelpia Road (Rt 524), Farmingdale, NJ

**Our House Restaurant : 420 Adelpia Rd., Farmingdale, New Jersey 07727 . Tel # [732.938.5159](tel:732.938.5159)**



Eat @ 6PM

Business meeting starts at 7:30PM