

September 2019

NEW JERSEY SHORE BMW RIDERS Inc

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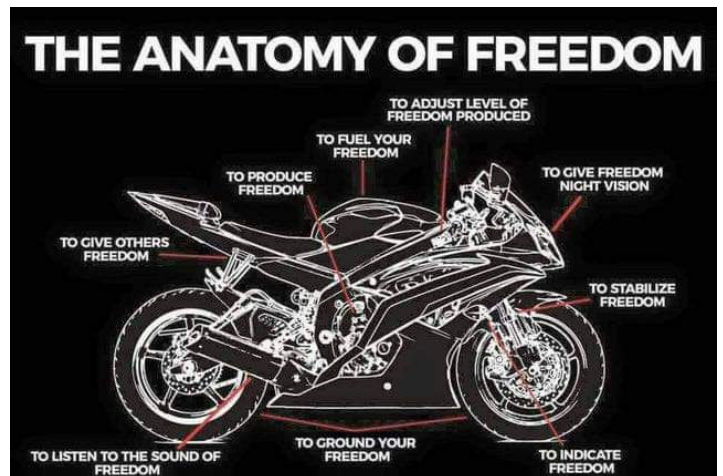
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CO-President's Message

Bill Dudley, September President

I write this as Hurricane Dorian is just off the coast of Florida, and predicted to turn right and head north along the Atlantic coast. The prediction I just looked at shows Dorian off the coast of Virginia Friday morning, and out to sea off the Jersey Coast by Friday night. The big question for Zhao and I and others heading to the RA Rally in Woodstock, VA is "how much rain will we get Thursday and Friday along the route to Woodstock"? Obviously, all we can do is wait until Wednesday and make the decision to ride or not (or skip the rally entirely). Also, should we worry about flooding, or high winds, in addition to the more mundane "do we need rain suits" ? Decisions, decisions.

When I was preparing for our annual "big ride" to the west coast and back, I had originally been planning on taking the 1993 Moto Guzzi SP3. Unfortunately, it started making bad noises from the drive train, and we ended up taking the 1971 Moto Guzzi instead. But in that final week before we left, I was thrashing about trying to decide which bike to take on the trip; considerations were: how good were the tires, did it have enough luggage capacity, and was it comfortable enough for the two of us for 3 weeks of riding? That's why the old Guzzi won out; relatively fresh tires, good luggage, it's very comfortable. But I was also working on plan 'C', 'D', etc. at the same time.

September tries its best to have us forget summer. *Bern Williams*

We are none of us infallible--not even the youngest of us. *W. H. Thompson*

Fallacies do not cease to be fallacies because they become fashions. *G. K. Chesterton*

That is the greatest fallacy, the wisdom of old men. They do not grow wise. They grow careful. *Ernest Hemingway*

Fall seven times, stand up eight. *Japanese Proverb*

Almost everything--all external expectations, all pride, all fear of embarrassment or failure--these things just fall away in the face of death, leaving only what is truly important. Remembering that you are going to die is the best way I know to avoid the trap of thinking you have something to lose. You are already naked. There is no reason not to follow your heart. *Steve Jobs*

Little by little, one travels far. *J. R. R. Tolkien*

The traveler must, of course, always be cautious of the overly broad generalization. But I am an American, and a paucity of data does not stop me from making sweeping, vague, conceptual statements and, if necessary, following these statements up with troops. *George Saunders*

A common mistake people make when trying to design something completely foolproof is to underestimate the ingenuity of complete fools. *Douglas Adams*

Make something foolproof and along comes a greater fool. *The Greater Fool Theory - me.*

Some people are very fond of thinking, but not very good at it. *Anonymous*

So it was that I ordered a "Reynolds rack system" from Duncan's Beemers (via eBay). The Reynolds rack was an alternative to the BMW factory saddlebag mounts for the Airhead BMW motorcycles; In addition to mounts for the factory saddlebags, the Reynolds rack includes a rear rack. I say "includes", but it's really a case of "requires", as the saddlebag mounts are useless without the rear rack; the rear rack is the key component. Sadly, the Reynolds rack system arrived too late for me to install it, test it, and take the bike on the trip, so that's another reason we ended up on the 1971 Guzzi.

But now that we're home, I had the time to experiment, so Saturday, August 31, I installed the Reynolds rack on the 1971 R100RS. It was more or less a bolt-on affair, though I did use a file to open a bolt hole a tiny bit. I had also purchased a Givi mounting plate, and I had an extra Givi 45 liter "top case", so that went on as well. Sunday, Sept 1 we took the "new, improved" R100RS on it's maiden voyage, all the way to Cycle Gear Edison, where I bought a riding jacket for my son-in-law who lives in Beijing. The rack system worked fine, none of the bags fell off, handling wasn't messed up, etc. So it looks like it's a keeper.

My "grand plan" is to take the Reynolds rack off this 1977 BMW and revert to the stock saddlebag mounts, and ship the Reynolds system and Givi top box out to Albuquerque, where I'll mount it on my 1978 R100RS that I keep at my son's house. That way, when next year we take the train to Albuquerque (that's the plan, anyway), we can ride the 78 RS around the western USA with plenty of luggage capacity.

Enjoy your September. I hope to see (many) of you at the meeting on September 11.

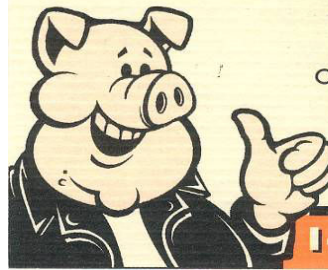
Schedule of Events – 2019

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!

- **September 4** Moribundi lunch at 12:30PM, 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

SERVING THE MOTORCYCLE COMMUNITY SINCE 1977



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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

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- **October 2** Moribundi lunch at 12:30PM, location TBD
 - **October 6** 3-Club Rumble location to be announced!
 - **October 9** club meeting at 6PM to eat, 7:30 meeting, location Our House Restaurant, 420 Adelpia Road, Farmingdale
 - **October 13th** – Club picnic, Ed Gerber's, 1PM-??

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- **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

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- **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

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

Annual Club Picnic – October 13th

Roger T

Our annual Club picnic is scheduled for Sunday October 13th. Ed Gerber has graciously offered to host our event at his home.

Date: Sunday October 13, 2019
Where: 110 Bridlemere Ave, Interlaken, NJ 07712, on street parking.
When: 1pm to 5?

1) Send in your money and attendance form to Mike Kowal before Oct 7. Check to be written to NJSBMW. You can also give him the form and money at a club meeting or elsewhere. Use the form in this newsletter. **Cost: \$10 per person which will be refunded to you when you show up.**

2) Bring a "dish to pass," and your own special beverage.

3) Be prepared to volunteer to help; setup, clean up, etc. Talk to Mike.

The club-provided picnic food will include: hot dogs, hamburgers, condiments, soda, water.

Please make sure you give Mike your attendance form and money so we will have an accurate count (when we go to purchase the food).

Three Club Rumble – October 6th

This is where three of the NJ BMW Clubs get together to "RUMBLE." Actually it is more to claim bragging rights for which club attends with the most members. (It's a picnic between clubs.)

The event will be hosted by the Skylands BMW Riders club this year, somewhere in their territory (north & west NJ). They will provide food, drinks and enough of their members (and spouses) to overshadow the attendance by our Club and New Sweden's.

Food is great as is the comradely.

LOCATION: TBA
TIME: TBA, usually early afternoon.
DATE: October 6th (rain or shine) (they usually hold it under a covered picnic shelter)
I just talked to Skylands Prez and they are working on the details.

Make sure you reserve the date. We need lots of members with good appetites of course.

Club Shirt Orders

Apparently some of our newer members have been envious of the attractive club shirts that longer-term members wear on occasion. Realizing that – the club officers asked J. Grant Duncan if he could handle (once again) the ordering of a new batch of shirts. He agreed to despite swearing he'd never do it again after the last few go-arounds.

There is a form in this issue that will make ordering the shirts EASY. Please fill it in, and bring it with money (or a check made out to NJSBMW Inc.) to the next meeting. Or you can mail it to Grant. The firm shutoff date is September 30th.

The shirts are very high quality, as is the embroidery of the club logo on the shirt.

Fill it out NOW before you forget!

Oktoberfest – Sept 20th -22nd Crystal Brook Resort, Round Top NY

In what has become a tradition with the NJS club – we're gathering once again at the Crystal Brook Resort in Round Top NY for a long weekend of food, riding and beer!

The Crystal Brook is an all inclusive resort – all meals from Friday dinner to Sunday lunch are provided. Hearty and tasty German food, served family style, and basically all you can eat.

Riding in the area is superb. It's called the German Alps for a reason. There is an authentic German Brauhaus (beer-hall) with Austrian and German bands and beers for your enjoyment.

Cost is per-person, around \$200/weekend/pp (exact cost depends on the room you select) and includes air-conditioned rooms with tellies and all the great food.

The club does nothing and gains nothing from this event – we just like having fun with club members. To register you must make a small deposit with the Crystal Brook

Call Wendy at (518) 622-3751 - call now.

LA to NJ 2019 notes

Bill Dudley

Saturday, August 3. San Pedro, CA to Needles, AZ. Left San Pedro (LA) about 8AM, temp high 60s. Stopped for a pee break just before Victorville; it's getting warm. Stopped for gas about 30 miles east of Barstow; 43mpg for the 157 miles on this tank. I put on the evap cooling vest. It's about 130 miles to Needles. After about 90 minutes, the vest is dry again, and we're getting really hot. We arrive Needles about 1PM, and it's about 115F, and we are absolutely cooked. We stopped at the first restaurant I saw, the Wagon Wheel. A good place; decent menu, service, and most importantly, air-conditioning.

After lunch we just hung about until 2PM, and then reluctantly saddled up again for the 1.6 mile ride to the Days Inn. We settled in and hid from the heat until dinner time. In my opinion, the best dinner option is the Chinese restaurant, about 1 mile west of us. We walked to it last time we stayed here, but it's way too hot (110 at 7PM), so we elect to ride over. We put on just the air-bag vests and our helmets and gloves, otherwise we were wearing our street clothes. Dinner was good; better than many little Chinese restaurants that we try in our travels. Mileage for the day about 290.

Sunday, August 4. Needles CA to Holbrook, AZ. It was "down" to 95F by 5AM in Needles.

We awoke 5:30-ish and got packed and out on the road by 6:45AM. We had about 125 miles on the tank from yesterday, so I elected to ride the 60 miles to Kingman, AZ and fill up there. I was surprised to have to switch the gas to reserve about 30 miles short of Kingman; gas mileage on the last tank was only about 35mpg. The reason for the low mileage is (a) trying to keep a speed near 70MPH, and (b) riding at the higher altitude, which means I'm down on power and have to give the bike more throttle (than I would at sea-level) to maintain highway speed.

We filled up a few miles before Kingman, ran that tank out, and I filled again in Winslow, AZ.

Mileage on that tank was about 38mpg, because I was keeping the speed down near 60 (even though the I-40 speed limit was 75). We arrived in Holbrook about 1PM and found a restaurant

(non-trivial to find a non-chain restaurant in this town.) Mileage for the day about 300.

After lunch, we checked into the Super 8 without event. Looks like chain restaurant food for dinner tonight; there's nothing non-chain within walking distance.

Monday, August 5. Holbrook, AZ to Albuquerque, NM. This will be a short day, about 240 miles. We stayed on I-40 the entire way, even though I really would have liked to ride some of old Rt 66.

One week spent in Albuquerque.

Monday, August 12. Albuquerque, NM to Trinidad, CO. The plan is to take I-25 to Santa Fe, and then 2 lane roads the rest of the way to Trinidad. US 64 from Taos east is a great road; twisty, climbs over mountains, etc. US 64 passes through the town of Eagle's Nest, which altitude is 8900 ft above sea level. The Guzzi is really out of steam at that altitude. We had lunch at the Oasis Motel Restaurant in Raton, NM. The ride from Raton to Trinidad was on I-25 and was uneventful.

Tuesday, August 13. Trinidad, CO to Colby, KS with "museum" stop at "Bent's Old Fort" near La Junta, Colorado. Bent's Old Fort was surprisingly interesting; It's an accurately re-produced trading post from the early 19th century. It sits just north of the Arkansas river, which was, at the time, the border between Mexico and the United States. William Bent was not only the creator of the fort, he was also named the first governor of New Mexico (territory).



After Bent's Old Fort, we rode east/north/east/

north until we got to Colby, KS. I was worried during the final 19 mile approach to Colby, from the south via KS 25, as I could see the entire sky ahead of us was dark and threatening. We arrived at the motel without incident, and not 20 minutes after we moved into the room, the storm arrived. It was pretty violent; strong winds threatened to blow the Moto Guzzi over, though they didn't. Power went out in the town for about 30 minutes, and eventually, the storm moved to the south-east, and power was restored. Dinner was at a China Buffet that was across the street from the motel.

Wednesday, August 14. Colby, KS to Manhattan, KS. The culture stop is "Bowl Plaza" in Lucas, KS. Bowl Plaza is an outdoor art installation, including a public restroom that has been made to look like a large toilet, complete with a huge roll of toilet paper. The walls of the men's room (and I assume the woman's room) are adorned with glass, beads, toys, mirrors, etc. The entire thing is quite interesting. There is also other art spread out around the (little) city, but sadly we didn't have time to investigate further.



The ride to Manhattan, KS was uneventful, ex-

cept for Google Maps trying to route us through Fort Riley, an active military base. I have submitted corrections to Google Maps to let them know that the roads they tried to route me on are blocked to civilian traffic.

Thursday, August 15. Manhattan, KS to Kirksville, MO. The culture stop is the Pony Express National Museum in St Joseph, MO. We left Manhattan without event, and arrived at the Museum. What wasn't clear until we'd finished the tour is that the museum building IS THE actual location where the Pony Express riders started. The building is re-constructed, but on the original footprint (more or less.) The museum itself was good, worth about an hour of your time.

After leaving the museum, Google routed us east on Mitchell Avenue, which was fine until the road turned into washboard dirt for the last mile and a half. I didn't like that at all. From there on, we just got on US36, which is a four lane highway that is almost built to interstate standards. A few tens of miles east of St Joseph (the museum city) we got off 36 and visited Cameron, where we got lunch at Dino's Diner, and then gas. Surprisingly, there's no quick way back on US 36 from Cameron so Google sent us east on Old Rt 36 for a few miles, which was OK, and then left on ANOTHER dirt road to get to US 36. That dirt road was only ½ mile, and also not all washboard like Mitchell Avenue.

The next 100 miles was an uneventful grind on US 36, and then we got off on road 'F'. That led to Missouri 11, which was a wild ride. Imagine the "Tail of the Dragon", except turned on it's side, and stretched out so it's 30 miles long. MO 11 was a real roller coaster, except it took a lot longer to finish the ride.

Friday, August 16. Kirksville, MO to McLean, IL. No museum stop today. We'd already visited some of the best candidates in this area on previous trips. The Weather Channel, as usual, prediction doom, DOOOOM, and the overcast skies made me fret that we'd see major rain on the trip, but -- no rain. Overcast, yes, but even that went away by the time we got further east.

Saturday, August 17. McLean, IL to Cincinnati, OH. Awoke to clouds, with imminent rain. The rain started before we left, and continued until we were about 45 minutes from Cincinnati. I had

planned a "museum stop", but I decided to skip that due to the rain. At times the rain was torrential and I slowed to 45 or 50 in 3rd gear. We were mostly dry in our rain suits, and my boots even managed to be truly waterproof; not so much Zhao's boots. No real harm done, though, but it was a bit scary out on the interstate, counting the seconds between the lightning and the thunder to determine how close the lightning strikes were to us. In Cincinnati, we stayed with an old friend of mine.

Sunday, August 18. Cincinnati, OH to Clairsville, OH. Google routed us mostly on US route 22. Our culture stop for the day was a "Vasehenge", which is a small outdoor art installation in Zanesville, OH, right next to the famous "Y" bridge (a bridge where three roads meet at an intersection in the middle of the river). Vasehenge is a dozen or more person-sized vases, arranged in a vaguely "Stonehenge-like" circle in a field. Kinda silly, really, but I got a kick out of the name, and it gave us an excuse to get off the bike for a few minutes.



Monday, August 19. Clairsville, OH to Chambersburg, PA. Another day mostly spent on two lane roads. The "culture stop" for today was Fort Bedford, in Bedford, PA. Fort Bedford is a museum near the site of the old fort, which was a "French and Indian War" fortress built by the British. The museum was better than I expected (I have low expectations for tiny museums in out of the way places). We had stayed in Bedford, PA several times in the past, so we were always in town after the museum closed; this time we would visit mid-day.

The ride to Chambersburg from Bedford was uneventful. The Days Inn in Chambersburg was surprising; the first floor of the motel was mostly one enormous room, containing the check-in desk, the breakfast area, the indoor pool, a bar, and more. This place was more like a "destination hotel" used for big events, than the usual "overnight stay for truckers" that we were used to.

Tuesday, August 20. Chambersburg, PA to Jackson, NJ (home). The challenge for the last bit is to avoid the Philadelphia traffic, and to avoid as much nasty toll road as possible, and still get home in a reasonable time. I found the following combination worked, if you're curious: I-81, PA283, US30, US202, I-276, US1, NJ29, I-195. On a four lane stretch of US30, there was a plastic chair in the roadway, and I clipped it with Zhao's ankle (because I didn't see it until we were almost on top of it). Zhao didn't complain at the time, so I thought we'd missed it entirely.

She got a bruise from it, but no serious damage.

Finally, there was a huge truck overturned on the exit ramp from I-276 at Bensalem, which was a tiny bit exciting. Home early afternoon.

Total trip mileage since leaving home on July 8 was 7426. The Guzzi's odometer is at 99292.

Ride for the Cure! August 11th.

Don Eilenberger



I want to thank EVERYONE who helped out with the ride. It was totally a success – we managed to collect and donate more than our goal of \$10,000 to the two prostate cancer foundations. The event at Cross County went off surprisingly smoothly, considering none of us really had any experience in doing something like this. The people gathered got to meet and hear Harold Gantz's extended family, from his sister Arlene,

to his wife Sara, son Jay and all of his many grandchildren.



Harold's Family

I particularly wanted to thank Dan and Lois Notte of Cross Country and their web-advertising manager Jon Giacchi. We had two "Thank You" wal-



nut/metal plaques made up that Ed Gerber and I presented to Dan Notte and Jon about a week ago.



I don't want to start listing club members here – since I'm sure I'd forget one – but all of your efforts were appreciated, from members cooking the food for the event, keeping parking orderly,

helping in registration and scoring of the scavenger hunt, and distribution of the many door-prizes we had and helping to clean up at the end of the event. And of course thanks to the members of the other NJ clubs who turned out to help and make the event a success. I THANK YOU ALL



Harold's sister Arlene addresses the crowd

What's next? The non-profit corporation we created still exists. I'd like to discuss possibly doing another "Ride for the Cure" in 2020.

Product Review: Rigid Industries Ignite LED Auxiliary Lights

Ben P

I was contemplating how to add a measure of safety to my riding. Since the number one hazard seems to be the dreaded vehicle turning left in front of a motorcycle, I decided that adding a triangle of light out in front is even better than just wearing hi viz gear. Since my scooter does not come equipped with a traditional alternator to power farkles, I had to be judicious in choosing appropriate lights.

The usual sources for such lights are Twisted Throttle with their Denali lineup and Clearwater. Both produce high quality products but are expensive. Neither wanted to commit to saying that their products would work on my bike. There was also Baja Designs, Monster ADV, Cyclops, Rigid, KC HiLites, etc. I hunted in Amazon, Alien Express and eBay but they were all compromises.



Then I stumbled upon an obscure light in the Rigid lineup: the Ignite LED light.

The Rigid Ignites are rated at 12

watts, draw only 0.85 amps, and emits 1000 lumens. The Ignites are available in spot, flood and diffused beam patterns (I chose the spots). The light is roughly the size of two 9-volt batteries and has a GoPro style mounting system. The kit I bought from Amazon for \$149 included 2 lights and mounts, a wiring harness with an inline fuse and a waterproof switch with a green LED indicator. It turns out that the Ignites have 2 power levels, a 200 lumen low setting and a 1000 lumen high setting done internally by the light's electronics, not the switch. A relay was not needed because of the low amp draw.

Cosmetically, the Ignites can be unnoticed on the forks. They are small and light though the cases are solid metal. I pointed the lights into the woods in my backyard and the illumination penetrates well. I still have to fine-tune how I aim them but, on the road, they can light things up at least 250 yards. I spotted a deer crossing in front of me at dusk that I would have missed with just my halogen headlights. I noticed that vehicles with their turn signals on stay put instead of turning in front of me. Since these are mounted low on the fork, they are not optimized for the best road surface lighting but they still help. I did notice that these lights do not produce the annoyingly strong glare from reflective road signs that usually afflict LED lights. The low setting is still very visible during daytime and the high setting works well while riding in the Pine Barrens at night. Overall, I would rate it is a success.

By the way, I have to mention Ken's Hardware Store on Fischer Blvd. in Toms River who sells every imaginable metric or English nut and bolt. This project would have been dead in the water if not for them.

Mt. Washington Auto Road July 4th Weekend

Jonathan Blair

Ever since my friend told me about Mt. Washington and the Auto Road, I've been itching to go there. Mt. Washington is the highest peak in the northeastern US at 6288 feet. The highest ever recorded wind speed was obtained atop the mountain, 231mph. I had a couple of free days the weekend of July 4 and decided to try and make it up there, without taking highways the entire time. Vermont route 100 is frequently listed as a great motorcycling road, so I figured out a route that took it where it begins, just North of the MA border near a nice little town called North Adams.

I started from NJ up the Garden State Parkway and then into NY, getting on the Taconic State Parkway north of The City. It's more pleasant than the Interstates. Just watch out for troopers. I took that up to I-90, I-787, and then NY-2 which took me to North Adams, MA. Well, I think it was at least close to that route, anyway.

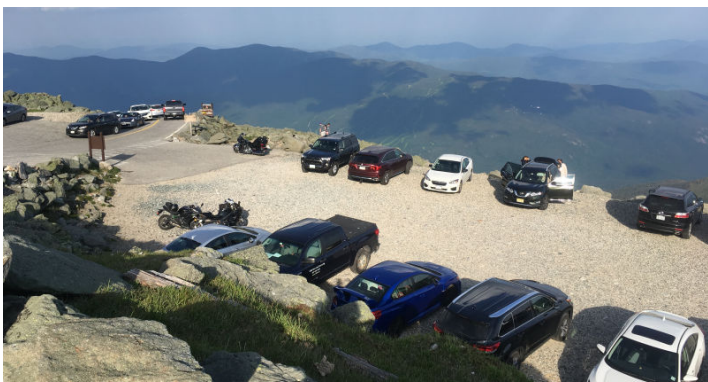
VT-100, I must say, was rather disappointing. Yes, it is scenic. There are many streams and pastoral views along its path. For me, though, it gets tedious, as the road isn't very challenging or particularly twisty. There are many sections without passing opportunities to bypass slower moving vehicles. I wouldn't say that I'm a speedy rider, but some people take a little too much time enjoying the scenery! I felt no need to change my ESA settings from 'comfort' the entire time. NJ has many superior roads.

I stayed on VT-100 all the way up to I-89, then to VT-2 to NH-2 and finally to NH-16. In between those my GPS routed me on some random dirt roads. One of them went up a steep hill, was super soft, and had a grader working on it! Not the best time on worn pretend-off-road tires. I couldn't pass the grader because of the width of the road, a large berm that was on the left side of the road, and my poor off road skills. Finally a neighbor living on the road saw me waiting behind, stopped the grader operator, and got him to let me pass. Whew. Did I mention it was really hot and humid? I hadn't been sure if I would make it all the way to Mt. Washington the first day, but the Auto Road was open until 6pm so I headed south on NH-16 to the entrance where I

paid my \$17 and started up.



The Auto Road lived up to its reputation as a steep, narrow, twisty path. Part of it is even gravel/dirt. On the way up, my temperature gauge hit the max in the "normal" range. It takes about 30 minutes or so to ride up. It's quite something to be riding so high up with no guard rail or anything to stop you from falling off the mountain. I highly recommend it!



It was a pretty clear day, with visibility of about 20 miles. There is an eatery, gift shop, and some other sights to view. There was a 15-20 degree temperature difference between the foot of the mountain and the summit, so it was quite comfortable at the top. If one doesn't want to ride up the road to the top, there are other options including an auto-coach (van) and a cog railway

that looks really interesting. I appreciated that there were some things to entertain yourself with, instead of just riding up and then down the road.

The next day I headed home from my hotel in North Conway on some much nicer roads. I started out on NH-112 which is the Kancamagus Highway and runs through White Mountain National Forest. This is a beautiful road with some nice twists and turns.

From there I made my way on some boring Interstates, I-90 and then I-87, to head west and south. I got off at Kingston, NY where I ate some ice cream at the Ice Cream Castle. It was a wonderful respite from the high heat and humidity of the day.

Next I turned onto route 28 and then turned off onto route 28a. This is another great road that winds its way to and around the Ashokan Reservoir. Make a right turn onto Watson Hollow Road which turns into Peakamoose Road. This then turns into Sundown Road, another nice road I traveled. Eventually I took route 55 to route 17 south and back to the Garden State Parkway and home.



In all, I did over a thousand miles in those two days.

They were long days, but it was worth it to finally ride up to Mt. Washington and get my own "This bike climbed Mt. Washington" sticker.

Picnic Registration

Our annual picnic this year will be held on October 13th at Ed Gerber's home in Interlaken. Ed has a nice backyard, right across from Deal Lake, with a patio and deck. This is a member, wives, SO's, children event. Arriving by motorcycle isn't expected.

Since our treasury is unusually flush this year – the club voted to sponsor the picnic by paying for the hot-dogs, hamburgers, rolls, condiments, soda, water, snacks. We are asking that people attending help out bringing appetizers, deserts, side dishes, and if they desire a specific beverage bring that.

To ensure the club isn't spending money and people don't show up for some reason, we do require a \$10/per/person attending deposit in order to register for the picnic. Once you arrive at the picnic that deposit will be refunded to you. If you don't arrive we keep your money to make up for the food we bought for you.

Please fill in the form below and bring it to a meeting, or mail or give it to Mike Kowal (40 Vienna Rd, Howell NJ 07731) If mailing it, include a CHECK made out to NJSBMWWR Inc in the amount of \$10/each for the people you're registering.

Member Name _____ Number of Guests _____ @ \$10/each

Total Enclosed: \$ _____

Thanks and we're looking forward to seeing everyone!

Alps Switchback Challenge

Matt Scamardella



Through Ayres Adventures myself and two other friends from Staten Island as well as an additional 15 folks from the States and Canada rode very exciting routes in Europe .

It was called the Switchback Challenge. Its called

that for a reason - the routes were switchbacks.

Or riding began in Munich, we then traveled to Austria through Southern Bavaria passing beautiful lakes and hills. We stayed in a base hotel in Austria and spend the next days riding switchback loops in Switzerland, Italy and Austria.



Our fiirst stop was Walchensee. During WWII at

08/20/19

NJSBMWWR SHIRT ORDER (2019)

(shirts with NJ Shore BMW Rider's Club Logo on front)

Send or give shirt order and check to:

Grant Duncan 112 Broad St Manasquan, NJ 08736	Email: Gr8grantini@gmail.com
--------------------------------------------------------------------------	-------------------------------------

Make check to: NJ Shore BMW Riders

DEADLINE FOR ORDER: September 30 to Grant

NAME _____

CELL _____ EMAIL _____

ADDRESS _____

SHIRT -- LONG SLEEVE \$45 each (plus \$3 for XXL or \$4 for XXXL); \$4 for longer sleeves)

1) QTY _____ COLOR: Black or Stone (Circle one) SIZE: Sm, Med Large, XL, XXL XXXL (Circle One)

TOTAL COST: _____

2) QTY _____ COLOR: Black or Stone (Circle one) SIZE: Sm, Med Large, XL, XXL XXXL (Circle One)

TOTAL COST: _____

POLO -- SHORT SLEEVE \$35 each (plus \$3 for XXL or \$4 for XXXL)

1) QTY _____ COLOR: Black or Gray (Circle one) SIZE: Sm, Med Large, XL, XXL XXXL (CircleOne)

TOTAL COST: _____

2) QTY _____ COLOR: Black or Gray (Circle one) SIZE: Sm, Med Large, XL, XXL XXXL (CircleOne)

TOTAL COST: _____

CLUB USE ONLY

CHK NUMBER: _____ Date Receive: _____ Amt Recvd: _____

least two aircraft ditched and sank into Lake Walchen.. one of the deepest and largest Alpine lakes in Germany Then we continued to Hotel Tyrol in Pfunds Austria for the night.

We went the next day to Switzerland Davos... St Moritz to 7818 Fluela Pass..next to Passo di Stelvio in Italy (the most famous mountain crossing in Europe) Then to Bormio and Livigno.. and back to Pfunds.

Next day in Northern Tyrol Austria and South Tyrol Italy then to Brennerpass to Italy Jaufenpass to Timmelsjoch PASSO DI ROMBO

Then to one of the most exciting motorcycle museums in the world

Next day back to MunichLech Valley through Namlos toward Lake Plansee..... finally back to Munich.



Monthly Meeting – September 11th

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