

December 2020

NEW JERSEY SHORE BMW RIDERS Inc

Ed Gerber, President (president@njsbmwr.org)
Ben Paraan, Vice President
Joe Karol, Treasurer & Trustee
Jim Thomasey, Secretary, Newsletter Publisher
Don Eilenberger, Newsletter Editor; Trustee;
Dennis Swanson, Trustee; Trustee; Roger Trendowski, Trustee; Bill Dudley, Trustee; Dave Rosen, Trustee; Dan Thompson, Trustee; Joe Karol, Trustee.



President's Message

Ed Gerber

PROPOSED DONATION TO THE SPECIAL CHILDREN'S HOSPITAL

Unfortunately, we cannot have a Christmas Toy Run to the Children's Specialized Hospital this year due to Covid.

Club Trustees Don Eilenberger and Roger Trendowski have recommended that in lieu of the toy ride, the Club donate money to the Hospital. We've done this annually for almost 20 years, usually a sum around \$300.

They note that since we were never able to hold any club events funded by our treasury this past year our club treasury is flush with cash and we are already collecting dues for next year.

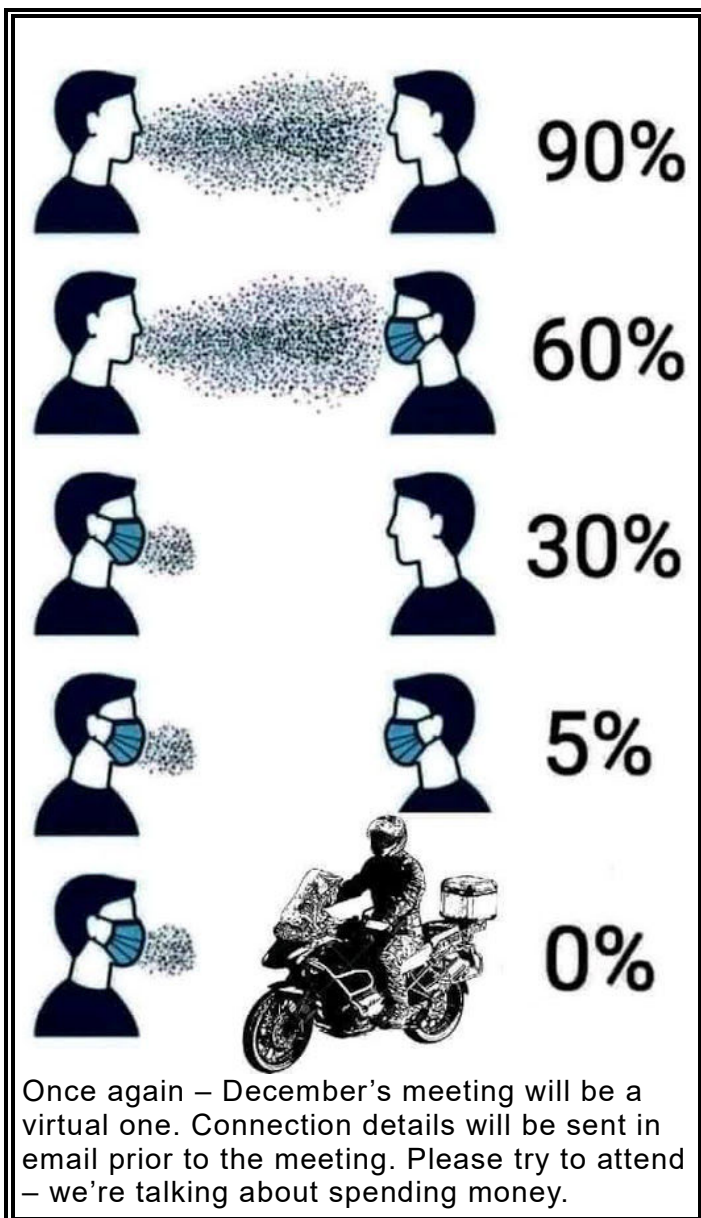
Therefore it is suggested that we donate \$500 to the Hospital for 2020.

I think this is a great idea and at our December Zoom meeting on December 9, 2020 meeting we will put this proposal to a vote.

Looking back at this past year, although my riding was greatly curtailed I still have been able to get out once or twice a week for shorter rides, often to meet friends for lunch.

There is nothing quite like the sheer fun of riding: whether its leaning into and then accelerating out of a turn, or simply just riding along, there is nothing else that I can do where I am so in the moment. These short rides elevate my spirits and help me cope with the limitations imposed by the pandemic.

Don't leave your bike sitting in the garage be-



cause you can't take that epic ride. Get out for an hour and enjoy yourself.

Ride Safe,
Ed Gerber

New 2021 Officer Elected!

Since there is no recount being demanded, or searching for mythical ballots – we can announce our officer slate for 2021 (which HAS to be a better year than 2020):

- ◆ **Rick Shapiro** has agreed to serve as President for 2021.
- ◆ **Ben Paran** has agreed to continue as Vice President
- ◆ **Joe Karol** is continuing as our Treasurer
- ◆ **Jim Thomasey** is continuing as Secretary

Thanks to all the people who help keep the club going.

Schedule of Events – 2020

Due to the Covid-19 Virus and the limitations on any gatherings that has resulted – chances are a lot of these events won't be happening. We can hope that June July August Fall Winter brings a lessening of the danger of the virus – but there is no guarantee.

Keep track of announcements on the club email list to find out what's actually happening in 2020.

- **December 2** Moribundi Lunch at 12:30PM, loc. Four Winds Restaurant, 1316 Jefferson Ave, Manasquan
- **December 5** club breakfast at approximately 9:45AM, loc. TBD
- **December 9** club meeting virtual meeting details will be on the email list.

Note on the Club Calendar – obviously all items listed on the calendar are subject to change thanks to Covid-19. We can only hope a working vaccine is found before we draw up next years calendars.

SERVING THE MOTORCYCLE COMMUNITY SINCE 1977



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Minutes of the NJ Shore BMW Riders Meeting, November 2020

Jim Thomasey, Secretary

Our November meeting was a virtual one with light attendance. We still have money in the treasury – too much money actually, and the officer candidates for 2021 were nominated and elected.

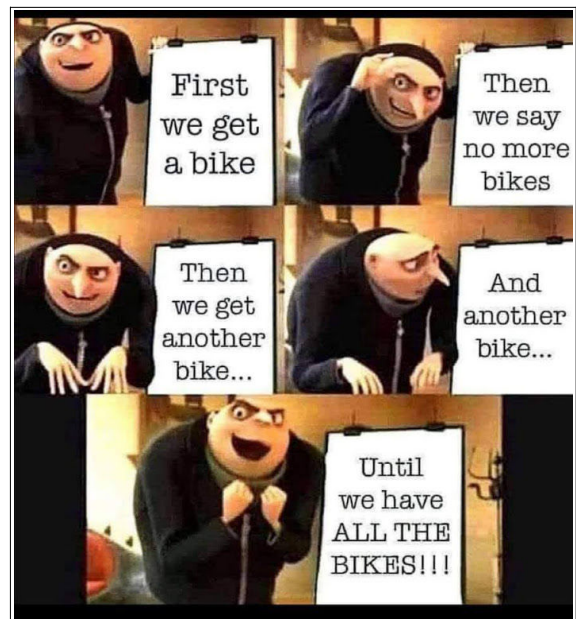
Dues are Due

It's that time of year. Dues are due for 2021 in November of 2020.

There is an attached form for renewal (that should be mailed to our club Secretary Jim Thomasey,) or you can go on-line and do it at:

<https://www.njsbmwr.org/Membership/application.html>

Please do it soon so we don't have to nag you!



A trip in the late 1970's

Bill Dudley

Back in the late 70's, my "motorcycle" was a Volkswagen trike. My best bud had a first year Honda Gold Wing (no fairing, no panniers). We decided to take a "long" trip and ride from Raleigh, NC, where we lived, to Cincinnati, Ohio, where I had friends who would put us up.

In between Raleigh and Cincinnati were the Appalachians, which we would have to cross.

We set out, wearing what passed for riding gear in those days: denim jacket (if too cold for just a t-shirt), 3/4 helmet, gloves if it was cold, cheap plastic rain suit, engineer boots, jeans.

We got into the Appalachians, and ascended into a cloud, which manifested as the thickest, pea-soupiest fog I have (and had) ever seen. We couldn't see 20 feet. We ended up following cars over the mountain, tailgating them so we could keep their tail lights in sight. If one of them had driven over the edge of a cliff, we would have followed them. I was so relieved when we finally descended out of the cloud/fog on the other side of the mountain.

The other thing that happened on this trip was when we rode through a little town. The locals were amused/threatened/upset at our presence, and followed us through the town, I assume to make sure we didn't stop riding and begin raping and pillaging. We were sure we were being followed because several times, a vehicle would pull out after us, follow us for a while, and then pull off and turn around and head back the other way. All the vehicles were big pickup trucks, of course. I was glad we didn't need fuel right at that time. Of course, we were young enough that we almost never needed to stop to pee.

Our big ride from Raleigh to Cincinnati took us a whole day (on 2 lane roads), and exposed us to some of the less prosperous places in the US. It was my first "big" motorcycle ride (well, first to cross a state line) and I've loved touring ever since.



\$10 - 726 Mile Breakfast

Roger T..



The news on my Nov 6-8 ride is not that I spent only \$10 for breakfast on a ride to Rochester NY, but is that I finally rode like Don E has always promoted. For years, Don has said that riding on secondary roads is far superior to 4-laners. I agree but on long distance rides, I like to get to the area where I'm going and then meander.

The weekend of Nov 6-8 was excellent... warm throughout the Northeast, not wet, cool enough not to sweat and warm enough not to wear "electrics." I escaped NJ Friday morning heading to Binghamton NY to see Ginna where she is caring for her 98 year old mother. After a few hours I continued from Binghamton to our cottage on Otisco Lake, the eastern most Finger Lake south of Syracuse. What was different about my entire ride is that I rode 100% "without touching an interstate." My whole ride this weekend was on secondary roads.

The most difficult routing was getting from my home in Middletown to the Poconos without riding normal roads such as the Garden State Parkway, 287, 78 or 80. I rode on Route 18 and crossed I287, but had to zig zag through back roads in Bound Brook in order to hit Route 22 West. In Clinton, Route 22 converges onto I78 for a quarter mile before Rt 31 heads north. To avoid I78, I exited Route 22 and went through Annandale, a 2 mile detour to get onto Rt 31. Of course Route 31 leads North to Hot Dog Johnny's where breakfast dogs are as good as afternoon dogs. IT WAS CLOSED until November 9th. No reason only Closed Signs with lots of people driving up and leaving extreme discontent in their eyes.



From Hot Dog Johnny's, I rode a few miles West to Belvedere, crossed the Delaware on the 1½ lane metal grid bridge and turned up River Road. After a few miles in PA, I turned West to with a goal of hitting Rt 191.

This route took me across I80 in Stroudsburg and Northwest through the Poconos across I84 to Hamlin PA (btw there is a great local restaurant called Lori's Kitchen). Just North of Hamlin I turn off of Rt 191 onto Rt 196 North which, if you view a map, skirts to the East around Scranton and neighboring towns and I81). Ultimately, after a few more back road turns I ran by East Clifford (where the rescue squad resides that pulled me out of my MC accident back in 2014).

I attained my goal to reach Bingham's Restaurant by 1pm in Lenox PA. (normally 3 hour ride via interstates... but now 6 hours on back roads.) They have great home-made food and GREAT Pies (strawberry, raspberry, apple, blackberry, straw-

berry-rhubarb, etc etc) all year round.

From Lenox I followed back roads and US Route 11 to Binghamton and a few miles to Ginna's mother's home.

After a few hour "reunion" I continued to our cottage in near Syracuse in the Finger Lakes region following back roads to get onto Rt 11 again and then more familiar roads to our cottage. For the last hour and half, it was pretty dark and saw only two deer. BTW, US Rt 11 parallels Interstate 81 all the way from Canada to Knoxville TN and then follows Interstates 75 and 59 to New Orleans. Someday I would like to try doing the Rt 11 1645 mile ride from end to end like I did with US Rt 20 coast to coast. It would take at least a couple weeks because of routing through cities like Syracuse, Scranton, Harrisburg. Chattanooga...



Saturday morning I headed out to a diner in Henrietta, NY (South of Rochester). Because of the 9:30 am eating time, I started my journey at 7:30am following US Route 20. Rt 20 is only 5 miles from our cottage and runs within 5 miles of the Lehigh Diner, Henrietta. Out of 70+ Finger Lakes Club members, only Faith and Harry were there to greet me. Great conversation, little noise, very reasonable breakfast (thereby my article title, 726 mile, \$10 breakfast.) Only BMW riders would understand and appreciate a long ride for a cheap meal. I guess that the F.L. Club is a lot like ours... only a few members participate unless it's a major club meeting or event. (The weather was also excellent in the Rochester area.)

US Route 20 is of course one of the pre-interstate system roads that cross the entire United States. It starts in Boston, crosses the Northern tips of the Finger Lakes, in Buffalo area dips south to Erie & Cleveland; then below Chicago US 20 turns North to Rockford Ill and turns straight West. It is the main East-West road through Yellowstone National Park... and eventually ends of at the Pacific Ocean in Newport OR. It is the longest US Highway at 3,365 miles coast to coast. My claim to personal fame is that I have traveled the entire length of US Rt 20 over the years... by motorcycle. The last chunk of it from Boise to Newport OR, I rode with friend and ex-club member Mike Lamberti on our way to Bend OR MOA Rally.

Anyway, back to my 726 mile weekend trip.... From the Rochester area, I retraced my path back to Seneca Lake on Rt 20 then turned south on secondary roads toward Ithaca on the south end of Cayuga Lake.

Ithaca is a bustling city because of Cornell University.... lots of traffic, a lot of open shops and restaurants, and not many "masks." My goal was still to meet Ginna at her mother's home near Binghamton so I put the GPS on shortest route to quickly get there. Dufuss (the GPS as Don E refers to it) took me on back roads I had never been on. I think I rode 2 or 3 miles on dirt roads until I found the "avoid dirt" setting on Dufuss. After spending the night with Ginna, I headed south from Binghamton on old US Rt 11 again where I visited the old (unused but still standing) railroad bridge.



The Tunkhannock Viaduct (also known as the Nicholson Bridge) is a concrete deck arch bridge, 2,375 feet across and 34 feet wide spanning Tunkhannock Creek in Nicholson Pa. It's located on US Route 11 just north of Scranton and was constructed from 1912 to 1915. As part of a major improvement to the Delaware, Lackawanna and Western Railroad it was the world's largest concrete railroad bridge at the time. My future goal is to explore a way to the top of one end of the bridge... there must be access somewhere. It will be interesting to take pictures both down and across its span. (Although 34 feet wide sounds pretty safe doesn't it? I can't be the first to think of this adventure, can I?)

From Scranton I rode East on US, Rt 6 and eventually Routes 590 and 206 to NJ and home.

Overall my non-interstates trip was 726 miles, 3 days, no flats, no close-calls, beautiful riding in 60-70 degrees, and three excellent meals at restaurants I know.



Lesson Learned

Roger T

My "lesson learned" is really a "lesson re-learned." You know how you learn something by following the same procedure repetitively. You keep doing the same thing over the years and most of the time things "don't go wrong." That's because you have learned correctness through trial and error.

It's the same thing with motorcycling. When you are going on a long ride, you unpack and repack all the garbage in your panniers, trunk, and tank

bag. Do you have all the tools you'll need?... flashlights, first aid kit, spare key, phone/comm. system chargers, spare gloves, etc etc... and importantly a tire repair kit.

The same activity should be true when you change or buy a new bike. You unload the accumulated contents of the old bike, throw out superfluous stuff, and repack the new one.



Here is my lesson learned: When I bought my 2019 F850GSA in December last year, I unpacked/repacked my trunks. There was a bunch of unusable items that I threw out like Slim Jims with expiration of 2009, 2 year old water, ancient MOA membership cards and Anonymous Book, several paper maps which were still soggy in my tank bag. I'm glad I checked my tools because the F850 uses different axle wrenches & sockets vs. my F800 and R1150 GSs.

The one thing that I didn't look at but just moved it over to the new bike was the tire repair kit. I carry a small air pump (which I found several years ago didn't have a BMW European electric plug). My F800 had tubes so I no longer needed tube patches. My F850 with tubeless tires needed tire repair strips (worms), glue and T-tools for a road repair. But in December I grabbed the old tire repair supplies from my R1150GSA days (2006 – 2015) and put them in my pannier. I felt satisfied when I did all this 11 months ago.... until a few days ago.

On a short Delaware River ride the tire pressure monitoring system (F850 has it built in) showed 5 pounds lower on the front tire. After attempting to use two gas station "pay for air" pumps (which

didn't work except for taking \$\$) I headed to Mike K's. The front tire didn't seem to be leaking much but we found a nice shiny Phillips head screw tightly embedded in the middle of the tread.

At Mike's I pulled out my tire fixing supplies (except for the air pump which he had readily available). We found the gummy worms were old and very hard to separate from the plastic wrapping. My glue/cement was dried out. Luckily Mikey had everything as you might expect, and best of all he could find them.

So, my lesson learned: "get new tire repair supplies and check all tools/fit" when you change bikes. Better yet, check your equipment at the start of the riding season. Make sure you have everything you will need to fix/repair essential items when you're on the road.

Here are extras I carry when going cross-country: first aid kit, small rolls of electrical tape and gray duck tape, epoxy, owners manual, MOA Anonymous Book, MOA tow service info, list of BMW dealers (it's now in my GPS Nav VI), new bottle of water, Slim Jims & nuts, emergency contact lists (one stuck onto back of my helmet, one in trunk w/ medical info, and one recorded in my Cell Phone), iPhone "Find my Friends" turned ON (so Ginna can see if I'm still moving (alive) or not), spare key hidden on the bike, Dunk'n Donuts box-o-coffee liner (Bill Dudley's idea... carries about a gallon of gas and collapses flat), and (obviously) a fresh tire repair kit and pump w/ correct BMW plug.

More Winter Moto "Activity"

Ben P.

Last month, I briefly described a winter project that is inexpensive and not terribly hard: vinyl wrapping. This month, we try another winter activity: watching someone else go through the trials and tribulations of adventures on two wheels.

We already discussed Ewan MacGregor and Charley Boorman during the October club meeting. Their series "Long Way Up" is currently on Apple TV. It features the pair riding modified Harley Davidson Livewire electric motorcycles.

The bikes could be considered prototypes with mods for longer travel suspension and charging

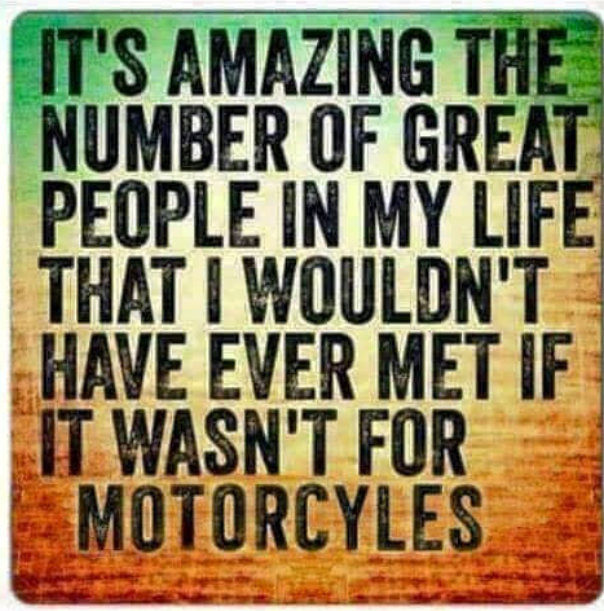
electronics adapted to the electrical systems of south and central America. While the bikes' idiosyncrasies were limiting, they had a support crew and a direct line to HD.

I've also been following c90adventures on Youtube. A Brit, Ed March, on a Honda C90 motorcycle, was traveling from Alaska down to Argentina. The initial episodes I watched had him and his girlfriend going across the Trans-Canada Highway during winter, camping out and trying to cook frozen provisions. Then they go across the USA mostly on the Trans America Trail, an off road trail from Missouri to Oregon. Ed and his girlfriend do most of the roadside repairs and modifications and shoot their own videos.

Another moto adventurer is Noraly aka Itchy Boots. She's a Dutch rider with a big following on YouTube. She goes solo and unsupported on some very sketchy routes. She went on a South American trip through the Atacama desert. Eventually, she got stuck in Peru due to the Covid19 lock-down. She was riding a Royal Enfield Himalayan which got held up in customs. She made it back to the Netherlands and recently got herself a Honda CB500X for her latest European trips.

You can follow EdMarch on the c90adventures channel on Youtube or on <https://c90adventures.co.uk/>.

You can follow Noraly on <https://www.itchyboots.com> or on Youtube.



**YOU DROP SOMETHING
WHEN YOU WERE YOUNGER,
YOU JUST PICK IT UP.

WHEN YOU'RE OLDER AND
YOU DROP SOMETHING, YOU
STARE AT IT FOR A BIT
CONTEMPLATING IF YOU
ACTUALLY NEED IT
ANYMORE.**



Covid-19 Safety Shield under study by Roger, Patent Pending

**I wanna be
14 again and
ruin my life
differently.
I have new
ideas.**

I've been saving some of these for over a year...
Happy New Year Everyone! Don

New Jersey Shore BMW Riders Inc.

Membership/Renewal Application – 2021

Name: _____

Address: _____

City: _____ ST: _____ ZIP: _____ - _____

Significant Others Name: _____

Home Phone: (_____) _____

Cell Phone: (_____) _____

E-Mail Address: _____ Changed?: []

BMW-MOA Member? Yes [] No [] If yes - membership number: _____

BMW-RA Member? Yes [] No [] If yes - membership number: _____

The club runs a private mailing list – only open to paid club members..It is used to arrange spontaneous and planned rides, announce club events, remind you of meetings and any other club functions. The list is not used for idle chat, and you can select to receive no email from the list with the exception of administrative email (which is infrequent). You can select to get the email as single messages (recommended since the volume of mail is very low) or in a daily digest. In order to be a member of this list you must REQUEST to be on it – **and have a good Email address.**

I would like to be on the NJSBMW email list: **Yes [] No []**

I'm interested in: Overnight Rally's [] Longer Distance Touring [] Tech Sessions [] Day Rides [] Other _____ (Select as many as you want)

*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
Yes [] No []

Date: _____ Signed: _____

There are three options for newsletter delivery The amount of your dues are dependent on what you select:
(1) mail only \$25/year (2) mail and email \$25/year (3) email only \$20/year/

I want: Mail only \$25/year [] Mail and email delivery \$25/year [] Email only delivery \$20/year []
(Pick one)

Please forward this application **with** a check for **\$20 or \$25** made out to NJ Shore BMW Riders Inc. or bring it to a meeting.

SEND TO: Jim Thomasey
13 OakTree Lane
Ocean Twsp, NJ 07712