

**December 2021**

# NEW JERSEY SHORE BMW RIDERS Inc

**Rick Shapiro, President** ([president@njsbmwr.org](mailto:president@njsbmwr.org))

**Ben Paraan, Vice President**

**Joe Karol, Treasurer & Trustee**

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**Trustee; Bill Dudley, Trustee; Dave Rosen, Trustee;**

**Dan Thompson, Trustee; Joe Karol, Trustee; Ed Ger-**

**ber, Trustee.**



## **President's Message**

I hope everyone had a wonderful Thanksgiving!

Although I had family in for five days, I did sneak out for a quick ride, with the wife's blessing of course, and rode up the Jersey shore from Manasquan to Sandy Hook, NJ. It was a balmy 36 degrees with very little traffic.

I've been hankering to try out my new Gerbing electric gloves. I've been riding with a Gerbing electric jacket for a few years, and it has been perfect, and the gloves are a great edition. The heated gear is a game-changer, although with all the wires running between the battery, controller, jacket, and gloves, I look like a 3-year-old's attempt at building a Radio Shack short-wave radio kit.

I am usually not too preachy, but many know I am a big fan of winter riding and will proselytize whenever I encounter seasonal riders. Snow, ice, and excess road salt will keep me at home, but Jersey winters can often be mild with long stretches of dry weather. Rides up the PA and NJ sides of the Delaware River are glorious during the winter. Many of the NJ Shore roads that I wouldn't dare ride in the summer are traffic-free, and in many places, traffic lights are configured just to be amber. I hope to lead some winter rides and share my favorite spots.

For 2022, I will be handing the reins over to Mike Palmer. He needs no introduction as he has been a club member for over 20+ years. I am sure he will do an excellent job!

It has been an honor to serve as your President, and I am looking forward to continuing my engagement as your VP. I want to thank Club Secretary James Thomasey, and Treasurer Joe Karol for reupping for 2020. A special thanks goes to

"Time present and time past  
Are both perhaps present in time future  
And time future contained in time past."

— *T.S. Eliot, Four Quartets*

"Time moves in one direction, memory another. We are that strange species that constructs artifacts intended to counter the natural flow of forgetting." — *William Gibson, Distrust That Particular Flavor*

"Time is more precious than gold, more precious than diamonds, more precious than oil or any valuable treasures. It is time that we do not have enough of; it is time that causes the war within our hearts, and so we must spend it wisely." — *Cecelia Ahern, The Gift*

"There is no present or future-only the past, happening over and over again-now." — *Eugene O'Neill, A Moon for the Misbegotten*

Mr. Praline: "It's not pining, it's passed on! This parrot is no more! It has ceased to be! It's expired and gone to meet its maker! This is a late parrot! It's a stiff! Bereft of life, it rests in peace! If you hadn't nailed it to the perch, it would be pushing up the daisies! It's run down the curtain and joined the choir invisible! This is an ex-parrot!" -- *Monty Python - Dead Parrot Sketch*

And with that – I'm becoming an ex-Editor!  
Thanks for reading for 25 years, it's time for some new thoughts here.. Don

Don Eilenberger for his years of dedication as Chief Editor and Story Wrangler of the Club Newsletter.

It appears we are going to have excellent attendance for the club Holiday party. As a reminder, the party will be on December 11 at the Wharfside, Point Pleasant Beach.

**December 12 is the Toy Run** to benefit the Children's Specialized Hospital located at 94 Stevens Rd. in Toms River, NJ 08755. We will meet Sunday, December 12 at the DMV Inspection Center on Rt 70 West and Towbin Ave. at 10 am for coffee and donuts, then leave there about 11 am for the ride to the Hospital. If you wish to send a personal check, it can be tendered to: Children's Specialized Hospital with a notation in the "notes" section (lower left of check) saying Toms River Long Term Care or TRLTC

Our monthly Club meeting will be Wednesday, December 8 at Woody's Roadside Tavern – Farmingdale NJ. I look forward to seeing you all there!

Regards,  
Rick

## **November Club Meeting Minutes**

*Jim Thomasey, Secretary*

The meeting was called to order by Joe Karol standing in for the ill President, Rick Shapiro. The treasury stands at \$1820 with current paid membership at 31 including the folks signing up at the meeting.

Our annual Toy Run to benefit the Children's Specialized Hospital will be held Sunday, Dec. 12 with riders asked to meet at the DMV Inspection station located at Rt. 70 West and Towbin Ave. Those gathering in the parking lot will be rewarded with delicious coffee and donuts beginning at 10am. We will then ride to the hospital for an 11am get together. If you would like to go directly to the hospital it is located at 94 Stevens Rd., Toms River NJ 08755. The club approved a generous donation to the hospital.

The Holiday dinner will be held the evening before the Toy Run, this year at The Wharfside in Point Pleasant NJ. As of this writing the yearly mileage figures are being tabulated and the etch-



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ing machine is hard at work printing out the prestigious and highly desired special recognition awards which will be given out at the dinner.

The new slate of officers were approved at the meeting and we are happy to announce the results.

President: Mike Palmer Vice President: Rick Shapiro Treasurer Joe Karol Secretary Jim Thomasey.

This is the last newsletter being assembled and formatted by Don Eilenberger and we would like to thank him the many years of seeking, sorting and paginating the comings and goings of all the members. It is a monthly job always taking place at the end of the month and always with a deadline. All the readers of this newsletter pass along a great thanks to Don for his efforts. Going forward the editor tasks will be split between Bill Dudley, Paul Cooke and Ben Paraan.

Greg Berger spoke about his ride to Vermont with some members of the Sport Touring Motorcycle Club. He cited the beautiful roads, some paved and some not.

Roger T. and Joe K spoke in great detail about their ride to Rochester NY and near and around Lake Ontario. They also alluded to their too close encounter with some of the NY deer population. Glad all were safe.

The next meeting is Wednesday December 8 and I hope to see you there.

## **Club Calendar**

### **December**

- **December 1**, Moribundi Lunch @ 12:30
- **December 8**, Club Meeting, 6 PM Dinner, Meeting 7:30 Woody's Farmingdale

- **December 11**, Holiday Party, Wharfside, Point Pleasant Beach, 6PM
- **December 12**, Toy Run
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## January 2022

- **January 1** - Annual NewYear ride to dine with New Sweden members – at the Oyster-Creek Inn. Details will be on our email list!
- January 5<sup>th</sup> – Moribundi Lunch, TBD.
- January 12<sup>th</sup> – Annual club planning meeting – Woody’s Farmingdale

## February

- February 2<sup>nd</sup> – Moribundi Lunch, TBD
- February 7<sup>th</sup> - Club Meeting - Woody’s Farmingdale
- April
- April 6<sup>th</sup> – Moribundi Lunch, TBD
- April 13<sup>th</sup> – Club Meeting - Woody’s Farmingdale

## New Member Intros

### Gary Shunk

As a new member I have been asked to introduce myself and add a little bit of my motorcycle history with everyone.

I was born and raised in Scotch Plains, NJ and ended up in Asbury Park after college and other training.

Worked at Jersey Shore Medical Center for 10 years before transferring to Oyster Creek nuclear Generating Station in Lacy Township.

I'm getting ahead of myself so I will digress to include my motorcycling infancy. While in high school I got a summer job as a carpenters helper and needed transportation back and forth. I had learned to ride a 1965 Honda 305 scrambler that a friend had bought. I was hooked and decided to try to convince my parents to let me get a small bike for my commuting. Bingo! Dad said OK and I was off to the Courier News classifieds.

Found an ad for a new Yamaha 125 Enduro by a private party. When my dad drove me to the house I was greeted by a little old lady who led me to her first floor family room. There in the middle of the room was a shiny new white AT1. She said she had won it in a contest and had no use for it. Think I paid \$325 for it. Used the bike mostly for getting to work but I remember driving it up to the Catskills one weekend to visit a

friend working at a summer camp. I remember stopping at a rest area to check the fluids and found my reservoir for the 2 cycle oil was empty. I was screwed as this rest area had no services and I had no oil.

Amazingly, a motorist came over to me and asked if I needed some help and I told him my predicament. He motioned me over to his car and opened up the trunk. There in a bag was a quart of Yamalube! I was saved. Finished the trip with no other screw-ups and learned a lesson.

Kept that Yamaha for a few years and moved up to a new Yamaha R5C 350 street bike. From there I moved up to a Yamaha 500 4 stroke twin for a few more years. Then a Yamaha 750 Seca, which ended up being the last new bike I ever owned. From then it was a 900 Kawasaki then a Honda CBR 1000, then another Kowoy this time an 1100.

Did without a motorcycle while my kids were young so they would have a father to grow up with.

Picked up a used BMW K1200GT 10 years ago. Many of my motorcycling friends dropped out of motorcycling or moved away and with them my motorcycling went also. Sold the 1200, went a few years without a bike and just recently got the urge to bike again.

Two months ago I picked up a 2009 BMW F800ST.

Wife doesn't care to ride so I figured a smaller bike would suit me fine so here I am looking to ride again into the sunset...

### Sands Ritchie

I ride a 2008 BMW R1200RT , purchased new in 2008, and rode a Honda before that. Much of my day riding has been in northwest NJ, New York State and Pennsylvania. I've ridden with a group of friends for many years, typically on multi day trips since they are scattered across several states. Recently retired, there is now time for more riding.

In June we did the RT66 trip, which they did round-trip by bike (2 BMWs and a Victory) from their homes in Ohio, PA, and Mass, starting at the beginning in Chicago , ending on the Santa Monica Pier, and then back home. I joined in southern Illinois, trailered my bike as a sort of support vehicle to Amarillo, then rode with them to Santa Fe, the Grand Canyon, at which point I

looped back through New Mexico and Colorado, while they continued on.

This is a good example of my riding style – day rides locally, with one or two longer trips a year, trailering to a meeting place a day or two out, then riding multi-day loops or camping out of the bike trailer to explore a region.

Thank you again for reaching out to me, and look forward to being a more active member next year.

Editors Note – *Sands is his first name. Old family name sort of thing.*



## New Study Finds That Every Gas Station Has One Old Man Who 'Used To Ride'

### Seat Cushion

*Roger T*

When you go to MC shows and rallies or even look at our club members' bikes, you see a lot of farkles. Some look interesting and others are ones you wish you had. That's the way it eventually turned out when I eye-balled Joe Karol's cushion seat.

Joe and I rode a lot this year... to NC/Tenn in April for the MOA get-a-way rally and to Great Falls MT for the MOA National Rally. These trips alone were over 7000 miles. All that time I noticed but didn't really pay attention to Joe's seat.

He uses an air seat cushion and seat-beads stuffed inside the blow-up cushion. I just use a

beaded seat and loved it. My personal butt cushion has enough padding (a.k.a. muscle/fat), so I don't need any more.

Then in late October we went to Rochester NY for a Finger Lakes Club cookout. Weather, roads, scenery,... all were great but my physical ride was terrible. My butt hurt all the way up there and back... to the point where I could hardly lift my right leg. It turns out that my sciatic nerve became inflamed causing stabbing pains down my right leg and a very sore butt.

Now, over four weeks post ride, I am still receiving treatments for the problem and the doctor is trying to determine the root cause for the nerve issue. (compressed disk, arthritis encapsulating the nerve where it comes out of the spine, or "old fartiness,"

So back to my original story line. On the way back from Rochester, I paid very close attention to Joe's seat. He says it is comfortable, adjustable (pressure), durable, and inexpensive. It provides a lot of relief from the stock R1200RT seat and that the beaded cushion inside gives a little messaging action as he rides. Since we returned from the ride, Joe bought a replacement.

Apparently the air modules inside are not impervious to an occasional blowout, usually from a sharp rather than overinflated butt pressure. He purchased a generic replacement cushion on eBay where there are many identical and variations available. They are all in roughly the same price range \$30-40. A branded seat wearing the AirHawk moniker is about \$90.

The key criteria in my mind are: 1) size (too small is not good, too large overlaps your seat is not good either.) 2) whether the seat is blow-up or is a piece of foam, 3) how it is pumped up and deflated (hand valve to deflate/soften the cushion is good), and 4) price.

I purchased a similar one to Joe's through Amazon for a couple dollars more. It was delivered quickly and if I need to return it, it can be shipped back to Amazon at my local Whole Foods store. Mine was \$36 plus tax. I'm now waiting until my sciatic nerve problem goes away so I can try it (in 25 degree weather?).



Generic brand auxiliary seat cushion with bladder removed. Top seat material is porous to allow air to circulate (monkey butt prevention) and small air pump to inflate the bladder. You won't be able to pump up your tire with this one but it does an adequate job on the cushion.



Underside of Seat cushion . Shows (at bottom of pix) Shraeder valve for inflating and deflating unit and two

adjustable securing straps.

## **More on inflatable seat cushions..**

*Editor*

I'll be interested in Roger's after-use review. I see a few issues with the cushion he bought.

It only has one fill point, meaning ALL the little inflated cushions are linked. What happens when that design is used – two things: – Rocking – air will tend to go to one side of the cushion, leaving the other side basically empty. As you go down the road you'll rock from side to side. BTDT.

To counter that – you must over-inflate the cushion (as in the photo), which makes it much less effective at providing comfort for your butt. It's use of a Shraeder valve to fill it – means it's not easy to play with the pressure in the seat. A bet-

ter design is twisting brass valves that you blow into. No pump needed and easy to change on the fly.

Ideally – you also want two fill valves, one for the left side and one for the right side. This allows the manufacturer to have left and right chambers, and eliminate the tendency for rocking side to side motion that the single chamber ones exhibit.

I've been the cheap route – and I tossed it away.

There were two higher-cost options, AirHawk and FreedomAir. I tried both and settled on the FreedomAir.

I bought an AirHawk used at a rally where my butt was really hurting, and thought I'd solved the problem, until I rode with it. The problem was all the chambers interconnect, so if you put more pressure on one side of it – all the air runs to the other side, causing a rocking motion. The other issue was the shape – it caused intense pain in "the boys" since it compressed them.

The FreedomAir cost more – but it works. It has a cutout in the front for the "boys", it has left and right chambers, it has mouth-air-valves. It was designed by someone who rides – a lot (I met him, I stopped at their factory once on one of my coast-to-coast rides..) It appears they no longer offer the FreedomAir – a shame IMHO. Ebay will likely turn up a used one.



### **FreedomAir Cushion**

That leaves you with the AirHawk - <https://airhawk.net/>

Airhawk copied the cutout in the front shortly after FreedomAir released their products. It appears they didn't copy the split-chambers design, so rocking (quite unsettling when riding) still will happen. Best bet IMHO – look for a used FreedomAir and treasure it. There are still replacement covers available for it.

**A note on inflation.** If the cushion makes your legs shorter (lifts you in the seat) it's over-inflated. Ideally the big outer air-chambers should almost compress to nothing when correctly inflated. The idea is to provide wider support that conforms to the shape of the seat and the shape of your butt. If it's over-inflated that won't happen and you'll be an unhappy rider.

Roger – I have a spare FreedomAir (I use it on the bike at the gym) – when you're ready to try yours, contact me and I'll loan you my spare. Try both. I think the difference will be evident.

## **BMW-MOA Premier Training Class**

*Hennig Von Der Wroge*

When I received an email from the MOA sometime in February, I initially procrastinated. The email was about BMW's Premier Training Classes in Greenville, South Carolina.

Each class was for one full day of training at BMW's Performance Center, half a day on-road, half a day off-road. I always had wanted to take this training class, and this was my chance! I had never had any formal motorcycle training, other than six hours that I needed to take in order to get my motorcycle license some forty years ago in Germany. Attending a training class just made sense, but I didn't act on that email until a week later. At that time, almost all classes were fully booked, but I was still able to register for the last, mid-November class.

The classes are sponsored by the MOA Foundation. Total cost was \$995, this is including two nights at the Greenville Marriott, with breakfast, lunch on the training day at the Performance Center, and two dinners included. The best thing: BMW provides you with a bike of your choice for the training (as long as it is an ADV bike) – you don't crash or trash your own bike... There are no additional discounts from the Paul B training fund, as the training classes already receive funding from the MOA Foundation. I was able to find flights between Newark and Greenville-Spartanburg on United Airlines, for less than \$300. A great deal, and both flights are direct, without layovers! Well, it didn't take long to get the first email from United that my itinerary had changed. Covid related or not, the flights were changed two more times, and I finally had to take a connection through Washington DC to fly home.

I had a very early Friday morning flight to Greenville and was able to check in at the hotel early for a well-deserved nap. The Greenville Marriott has a convenient shuttle service to the airport, no rental car necessary! In the afternoon I met Walton Rogers from the BMW-MOA Foundation at the registration desk. Walton had all paperwork ready. Both the MOA and BMW's Performance Center require that you sign liability waivers. We went through the agenda and he handed me a little goody bag with welcome gifts.

Our group had 12 participants. Some came by bike, some by car, and some by plane, but we all opted to take advantage of using the bikes provided by BMW.

In the evening we went from the hotel to the BMW-MOA offices which are inside the BMW Car Club building. We were welcomed by Bob and Sue Aldridge – Bob is Ted Moyer's predecessor and was the MOA's Executive Director for many years. Bob and Sue were the best hosts and had great food (including excellent bratwursts!) and drinks (including Hacker Pschorr Oktoberfest beer) for us. What a start! We then met with our chief instructors Richie and Michael who gave us the rider orientation and answered any questions. The group was split into two smaller groups of six so we could alternate with on-road and off-road classes during training day.



**Bob Aldridge welcoming us on Day 1**

The next morning it finally was time for "Training Day". The first exercise was to show us how to get a downed bike up. Our trainers didn't hesitate for a second and put one of the bikes down and then proceeded to teach us how to lift up a bike by yourself.



***A seat is a seat because you sit on it...  
Even if the bike is dropped...***

We were given our assigned bikes; I had requested a R1250GS ADV with regular seat height. The bikes were current model year bikes, all with knobby tires because of the on-road/off-road combination. For good reason, all the bikes had the mirrors removed... My ride at home is a 2006 R1200GS ADV. I had plenty of opportunity (mostly in 1st gear...) to experience how much BMW has changed this bike model over the years. Before heading out with our groups, the instructors made sure we all had proper gear (no open skin allowed).



***Ready for class...***

My group started with on-road training. We were taught how to climb over the bike while riding the training course. Left leg on right peg, right leg up in the air. Then switch sides. Right leg on left peg, left leg up in the air. All in first gear. I was glad I didn't bring my own bike to class...

Our instructors escalated training... Tight turns, U-turns, braking, emergency braking with rear

ABS disabled and with ABS fully functional, avoidance maneuvers, etc., etc. All with plenty of one-on-one feedback and water breaks. "Keep your head up, look ahead." The class went by in no time. The instructors made me ride with two fingers on the clutch and two fingers on the brake lever. After almost 40 years of riding, can an old dog still learn a new trick?

When lunch time came around we rode back to the Performance Center. I thought we were exhausted and in need of a good break but when the other group came back from its off-road morning class they appeared to top our exhaustion level quite a bit. Hmm... Should that be of concern? Lunch was excellent. The chef stopped by himself and shared with us what he had prepared.

I met with Bill Weigand, Managing Editor for the ON Magazine. Bill is going to write an article for the ON about the Premier Training program. He brought a camera with a long lens and took photos all through the day – I can't wait to get the February magazine into my hands. The gift store was open and the \$30 coupon BMW had given to the participants was put to good use. Time to get back on the bike and go off-road!

The next hours were spent standing on the bike. Standing. Period. I'm six foot four. I'm a big guy. Standing? Yes. Standing.

We rode to the off-road training area behind the large course. Standing. We started on dirt. Tight turns, on leg kneeling on the crash bar "jug handle" of the ADV bike, the butt moved out onto the opposite side. Don't sit down... Then a parcourse with railroad ties, bumps, gravel, dirt, a 40 ft long water-filled pit, and more fun sections. Always standing.

I put the bike on its side in the water pit. The pit is deep enough so that the bike is leaning to the left on the crash bar, with the engine still running. I'm standing next to the bike. The instructor tells me to get back on the bike and ride it out standing. I finally manage to get it out, almost like a running start, jumping on the bike. At that point, I'm hurting. I'm sore. My ham strings are killing me. We are not done yet.

Now we ride into the woods. Standing. Over a narrow bridge. Turning between boulders. Tree branches hitting my helmet. I need a break. We

all do. I take my helmet off and the inside is soaking wet. It's not even a hot day. How would the training feel during a hot and muggy South Carolina summer day???

Next braking exercises on dirt. First, in Enduro Pro mode with rear ABS turned off, only using the rear brake, with blocked rear tire and until full stop. Then, with ABS turned on and rear brake only – much more control, but not much shorter brake distance. Now with front and rear brakes, both with ABS. Wow. A completely different braking experience, and a much shorter braking distance. ABS technology is amazing.

By this time, I think we all had dropped our bikes once or twice. We are okay but sore. Very sore. I'm glad we are done but can't admit this to anyone. Time to head back. We enjoy the ride back to the Performance Center with a fun loop on the paved race course. Time to turn in the bikes next to the bike/car wash and to gather in the class room for a debriefing. We all agree that our instructors are excellent, top notch. They are true Pros, they train long-time motorcycle owners as well as newbies, and they also provide authority training, e.g. for law enforcement.

Finally, we receive our Certificate of Completion which can be beneficial to get a discount for your motorcycle insurance policy.



***I did it! Certificate of Completion :-)***

On the way back to the hotel it seems to be more quiet in the bus. We are drained. One of us even forgets his helmet on the bus. The shower waits.

We get together for dinner in town, at Bacon Bros. Public House. The menu includes bacon as appetizer, bacon in almost all entrees, and bacon for dessert. All cooked from scratch, very enjoyable. Walton, Bill, Bob and Sue are great hosts and excellent representatives for the MOA. We share our stories and exchange contact info. We all had fun, we learned a lot, time went by fast. I'm certain that I'll do it again.

## **Your dues ARE due!**

Dues are due on 11/01 of every year. So – they're due NOW. You can renew on-line at:

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

Note that if you attend the holiday party – a paid member receives \$20 subsidy toward the party, basically refunding their dues. Bring a guest and your 2X ahead of the game.

## **Holiday Party Returns. YEA!**

*RD Swanson*

**Sat., Dec. 11th 6PM,** Wharfside, Point Pleasant Beach

Yes bunkie, you shall again be able to join the festivities of the fabled Shore Riders at the annual dinner. Not only that, you will have your cost subsidized.

And then, hard to believe, you might be awarded a trophy. On top of that you might qualify for a parchment certificate attesting to the mileage you completed on your motorcycle. It will be a life-changing event and you won't want to miss it.

So what will you need to do? You will need to send a check to Joe Karol or pay by Pay-Pal. **And it must be received by December 4th. You can pay on-line at:**

[https://www.njsbmwr.org/holiday\\_party/](https://www.njsbmwr.org/holiday_party/)

You will gain entry for \$25. That would be \$50 if you bring one significant other. Actual cost is \$45 each but the club subsidizes \$20 each for two tickets. Any additional guests would cost you \$45. **Your 2012 dues MUST be paid to attend!**

The Wharfside is a nice place with waterfront views. You will be in-for a treat!



## 773 mile Free Steak Ride

Roger T

What excuse have you ever made to ride?

Need groceries, get gas or parts, visit family, go help a friend fix something in another state? I've used them all many times but a new one pops up occasionally. This time it was to accomplish two objectives with a nice long weekend ride in good weather. I needed to "close up" our cottage in the Finger Lakes for winter. This means shutting off the electricity and water, draining everything and filling with RV antifreeze, covering the furniture, etc. Of course the best time to do this 270 mile drive is to link it up with something else.

My Finger Lakes BMW Riders club holds an annual Club Steak Roast in Webster NY (near Rochester). The roast is always held at the State Park across the road from Lake Ontario; nice building with picnic tables inside, fireplace, outside grill. About 30 club members and spouses/friends brought a dish-to-pass and all enjoyed a great Delmonico steak grilled to perfection, and it's FREE. (The club has 90 members and like our club there is a smaller core group that actively participates. They have plenty of money in their coffers from past Rallies to fund this event, holiday party and spring pig roast.)

To share the opportunity to ride the 770+ mile trip (and to help with the cottage chores), I asked Joe Karol to go. Adding a little route variety to the way north, we peeled off the interstate 78 in Clinton and followed secondary roads all the way north to the Penn/New York border on Interstate 81 (Lenox PA).

This part of the route was RT 31 N to Hot Dog Johnny's, then west across the Delaware River at Belvedere, then worked our way Northwest to Rt 191 and Stroudsburg... then straight north on PA 191, PA447 and 191 again to north of I-84. On 447 in the Poconos, I became acquainted with two deer a little more than I wanted too. One passed 10-15 feet in front of me and the other lurched and crossed behind. Now I know why Joe lets me lead a ride! This is the first time I was using forward-looking surveillance camera but by the time we got to the cottage, the file was overwritten.



**Lori's Diner, Hamlin PA.  
Just above I-84 on Rt 191**

The Lunch stop after the deer episode and to clean my pants was at Lori's Diner in Hamlin PA... a place that Henning and I discovered a couple years ago during our MOA Pocono get-away ride. More back roads took us to I-81 in Lenox (which is the location of a great "pie" restaurant called "Binghams." (Whatever you eat, leave room for pie... it's worth it: apple crumb, strawberry/rhubarb, raspberry, blackberry, banana cream...))

Once we got to Binghamton/Johnson City, I stopped to see Ginna, my wife, who is still caring for her 99 year old mother. It was a very unusual meeting as she was running errands so we met in McDonalds parking lot a few miles from her mother's house.

From there Joe and I followed a new route (for me) on very secondary farm roads to Cortland NY. Most of these back roads passed large farms which meant we rode over a lot of cow poop since farmers have to spread the mess in the fields a few miles from the barn. (After returning to NJ from the ride, Joe said that the residue needed to be washed off and still smelled fresh.)



**Cottage on Otisco Lake**

We landed at the cottage in Amber NY on Otisco Lake late Friday afternoon. The ride so far had been about 270 miles but took us 7 hours instead of the normal 5 because of the “secondary’s” route.

Saturday was also an excellent day to ride: 60 degrees, sunny. We rode the area for half the day... to my favorite hole-in-the-wall Cindy’s Diner in Lafayette NY (15 miles); then picked up “cottage closing supplies” about 20 miles away.

Next we hunted for an old Norton/Guzzi repair shop near Syracuse (just in case Bill Dudley needs more parts on his rides north) but didn’t find it. Central NY consists of small towns and a lot of farms. Most of the farms are large dairy farms with 1000+ cows. Smaller farms that can’t compete with large dairies primarily grow crops for resale... cow-corn, wheat, oats, hay. There’s also many small apple/fruit and vegetable stands (and pumpkins this time of year) but we didn’t see any large vegetable farms like you would see in other parts of NY or the country. There are numerous vineyards in the Finger Lakes area because of excellent soil and tempered weather between the 20-60 mile long lakes.



**Joe and Roger chowing down..**

Sunday was the Finger.Lakes. Club steak roast 85 miles west to Webster NY. Again it was a nice ride day in the low 60’s. We traveled US Rt 20 most of the way west (across the tops of 3 finger lakes) then turned north on more (new to me) secondary roads. (By the way, US Rt 20 crosses the entire United States from Boston to Newport OR... it all looks pretty much the same... 2- and sometimes 3-lane roads, plenty of old down-towns, strip malls, gas stations, and stop lights. I’ve ridden 100% of Rt 20 over the years.)

My dish-to-pass for the steak roast was a large buffalo chicken pizza cut into **hors d’oeuvre**-sized bites, and several bags of Gertrude Hawk candy (seconds from their outlet in Scranton). Because of the 30+ people there was plenty of food and great conversations. The event started at 12N and ended about 5pm. Joe and I were able to eat and leave about 4:45 just in time to

get back to the cottage (via NYS I-90 and Rt 20) by dark 6:15.



**Steak Fest from FL club**

Monday, after closing the camp, we headed back to NJ via interstates 81, 380, Rt 33, I-78, etc. with a half hour nutritional pie-stop at Bingham’s restaurant in Lenox Pa. Overall I put on 773 miles from home in Middletown, 4 days with too much to eat.

## Thoughts on being editor..

Yeah, 25 years is a long time. The first newsletter actually was a 2 page sheet I threw together sometime prior to 25 years ago, probably about 26 years ago, before the club was a club.

25 years x 12 months a year = 300 newsletters. I won’t claim to have produced all of them, we once had a member volunteer to take on the job (about 20 years ago) – he lasted through about 4 issues, then it bounced back to me again. In any case – it’s a lot of newsletters. I have most of them on a shelf. It’s about 12” of double-sided print.

It couldn’t have been done without the contributions from the members. I wasn’t about to write all those newsletters – it’s bad enough editing them. For a year I did write the monthly President’s message – in a year I wasn’t President. It was the only way we could get the person to serve as President.

We’ve had some consistent contributors who would always come through if I sent out a scream for materials – and **my thanks to all of them!** I’ve also had fun with the quotes section.. don’t read too much into them, sometimes the monthly theme is based on whatever quote I like first.

I want to wish the incoming editors my very best. It can be a fun job if you don’t take it too seriously. I’ll be around to help out when you get stuck on how to make your word-processing program do what it’s supposed to. - Don

**I'M AT THAT AGE WHERE MY MIND STILL THINKS I'M 29, MY HUMOR SUGGESTS I'M 12 WHILE MY BODY MOSTLY KEEPS ASKING IF I'M SURE I'M NOT DEAD YET.**