

September 2022

NEW JERSEY SHORE BMW RIDERS Inc

Mike Palmer, President (president@njsbmwr.org)

Rick Shapiro, Vice President

Joe Karol, Treasurer & Trustee

Jim Thomasey, Secretary, Newsletter Publisher

Editors: Bill Dudley, Paul Cooke; Don Eilenberger, Trustee; Dennis Swanson, Trustee; Roger Trowski, Trustee; Bill Dudley, Trustee; Dave Rosen, Trustee; Dan Thompson, Trustee; Joe Karol, Trustee; Ed Gerber, Trustee.



President's Message

Mike Palmer, President

Well August is gone and so is the heat I hope. I'm looking forward to the Fall and nice riding weather. I was up in New Hampshire last weekend and they are having crisp, cool nights and warm days. Soon we will too.

Also I hope the traffic near the shore eases up when vacations are done and kids are back in school.

September is known around here as: "Local's Summer". Warm weather and warm Ocean temps.

The new bike is still not delivered, but I heard that Cross Country received their invoice for the bike. So, that means I am getting closer to a new Scooter.

There is still plenty of time to complete more Fluffy Butt rides this Fall. I have 1 more to go.

Don't forget the meeting at Woody's in Farmingdale on September 14th and our monthly ice cream social on the 21st.

Last Month's Club Meeting Minutes

Jim Thomasey

The meeting began on time and a motion was brought up and passed to accept the minutes from the July meeting.

New member Steve Garrett was introduced.

The treasurer's report showed we have \$1,142 and our membership stands at 59 paid members.

"What good is the warmth of summer, without the cold of winter to give it sweetness."

John Steinbeck

"Bees do have a smell, you know, and if they don't they should, for their feet are dusted with spices from a million flowers." *Ray Bradbury*

"But then fall comes, kicking summer out on its treacherous ass as it always does one day sometime after the midpoint of September, it stays awhile like an old friend that you have missed. It settles in the way an old friend will settle into your favorite chair and take out his pipe and light it and then fill the afternoon with stories of places he has been and things he has done since last he saw you." *Stephen King*

"There is something deep within us that sobs at endings. Why, God, does everything have to end? Why does all nature grow old? Why do spring and summer have to go?" *Joe Wheeler*

"A perfect summer day is when the sun is shining, the breeze is blowing, the birds are singing, and the lawn mower is broken." *James Dent*

"If it could only be like this always — always summer, always alone, the fruit always ripe..." *Evelyn Waugh*

"Fall is my favorite season in Los Angeles, when the birds change color and fall from the trees." *David Letterman*

"I believe in an open mind, but not so open that your brains fall out" *Arthur Hays Sulzberger*

The next Ice Cream run was scheduled for August 17th at 6:00PM EDT at Jersey Freeze in Freehold.

Mike Palmer spoke about a memorial that was to take place for Fast Eddie (Ed Fisher). AMA Motorcycle Hall of Famer Ed Fisher was a leading national road racer of the 1950s and World War II veteran, who passed away on August 4. He was 97. If you would like to know more about Ed Fisher follow this link [Ed Fisher AMA Motorcycle Hall of Fame](#) .

Don solicited members to see if there was any interest in the club to have an Oktoberfest getaway the weekend of Sept 17th.

Roger and Henning spoke about their travels to the MOA Getaway in Guelph Ontario. (See *Roger's article in this newsletter*. - Editor)

Club Calendar

Note: Events may be canceled or modified. Check your email or the club website for updates

September

- September 7 Moribundi lunch Federici's, Belmar 12:30PM
- September 9-11 MOA Getaway all day Sugarbush, VT
- September 14 Club meeting 7:30PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- September 16-18 MOA Getaway all day Cedar City, UT
- September 21 Ice cream ride 6:30PM TBD

October

- October 5 Moribundi lunch 12:30PM
- October 12 Club meeting 7:30PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- October 19 Ice cream ride 6:30PM TBD

November

SERVING THE MOTORCYCLE COMMUNITY SINCE 1977



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- November 2 Moribundi lunch 12:30PM
- November 9 Club meeting 7:30PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

December

- December 7 Moribundi lunch 12:30PM
- December 14 Club meeting 7:30PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

MC Transport

Roger T

I've never transported my bike across the country. Like many of us BMW guys, we just RIDE long distances rather than trailer or transport our bikes. If they're running... then we RIDE them. I recently sold a bike,... my barn-find 1976 Honda CB400 Super Sport F4. This was a 400cc 4 cylinder bike I found buried in a garage in January. After spending 4 months cleaning it up and getting help from club members to get it running, it looked and ran pretty good. However after riding it around town for a few months, I realized I would probably kill myself on it. I am a pretty big guy and it was small. The bike's brakes were inadequate vs. ABS on my BMWs, suspension adjustments were nonexistent and I had trouble bending my legs to put my feet on the foot pegs.

So in early June I advertised my bike on Craig's list. Within a few hours I had 8 calls on what I considered a high asking price. A guy in California representing Classic Runners motorcycle company purchased it without any negotiation. He promised quick payment by the next day but said a bike shipping company would pick up in a few weeks. I did my due-diligence on Classic Runners and found their website sold classic bikes and a lot of parts (on eBay). All this confirmed with what he told me. After the sale, he

then told me that if the bike was good enough, they would do some refurbishing and then ship it to either England or Japan where it was worth \$5-6 thousand (several times what he paid). I was satisfied with what I got and he was satisfied with the bike's condition (pictures, questions, and sound recording). Indeed, the money was delivered by UPS the next day by noon.... I deposited it in the bank and it is still there.. it cleared OK.

I received a call from the truck shipping company (www.HaulBikes.com) while I was at the MOA rally in Springfield MO which was about 2 weeks after the sale. I obviously couldn't be at home for the pickup. The next phone call was 10 weeks after purchase. I received a scheduling call the week before pickup and a phone call the night before to confirm. Other than being a couple hours later than scheduled, the long 18 wheeler pulled up in front of our house. With his dog in the driver seat when he got out, the driver lowered a power lift/ramp and then started the process of inspecting/taking pictures of my bike. He said he was picking up 26 bikes in the Northeast and delivering 24 others. From Middletown he was headed to Delaware, Maryland and West Virginia for more pickups... then onto their company location in Harrisburg PA. Here the bikes would be off-loaded, sorted by destination with most of the bikes heading in another 18-wheeler to Las Vegas (their western company location)... after which the bikes would be off-loaded again, sorted, reloaded into regional trucks for delivery. Classic Runners company would get my bike in about 2 weeks. A couple of the bikes were headed to Sturgis since that event is in early August. I looked inside the trailer but couldn't see if they were just Harleys headed to Sturgis ... too many bikes on the load. Overall the process very professional; went smoothly; money was delivered promptly and cleared in Wells Fargo; company was easy to get a hold of and talk to. The only issue was the length of time it took to pick up the bike. I guess if I had been home with the first call, it would have been 2-3 weeks. Selling it to a local person would have been quicker.

On their website, Classic Runners <https://classicrunners.com/> has a list of the unique bikes they are looking for (in any condition). In some cases they will pay a finders-fee for a good lead. The bike doesn't need to be running either. Bikes such as: Z1 (1973~1975), KZ900 (1976), KZ1000 (1977~1980), CBX1000 (1979, 1980), CB400T (1978), GT380 (1973~1976), GT750

(1972~1976).



My 1976 Honda 400 Super Sport F4, prepared for send-off. Destination: Classic Runners in Torrance Ca, a company that buys-sells unique (high-demand) performance motorcycles. The cardboard box contains spare parts.



Loading and saying "good-bye" to my historic Honda 400F.

MOA Get-a-way Guelph, CN

Roger T.

Local riding is fun, especially with buddies to break-fasts, Fluffy-butt sites, and other places. Actually I put on more than half of my annual mileage riding locally. However, long distance is more of an attraction because it's the way I really like to ride. I like both

long distance secondary roads as well as on the slab. Most of my long distance rides are to MOA rallies. In April several of us headed to Fontana BMW MOA get-a-way rally near the Tail-of-the-Dragon. Then in June several of us headed, separately, to the MOA National Rally in Springfield MO. In August Henning and I targeted Guelph Canada MOA Rally. As a week-end event, it provided another long distance opportunity to ride there and back as well as a local Guelph ride. Henning met me at my cottage on the Finger Lakes. I was already at the cottage a few days earlier than Henning to do clean-up and maintenance that's usually required on any second home. The rally started Friday afternoon. On Friday morning we rode from Syracuse area to Buffalo via US Route 20 and NY State Thruway. (By the way, this is the same US Route 20 which stretches from Boston MA to Newport OR, 3365 miles; and I have ridden it the entire length over several years.) Crossing the Niagara River on the Peace Bridge, we encountered NO delay at the Canadian border. Their government process was easy. A week before the rally, I went to a Canada Government website to fill out a form and upload passport and Covid inoculation pictures. Search for "arrivecan" or....

<https://www.canada.ca/en/border-services-agency/services/splash-arrivecan.html>



Overall trip to Guelph CN and Ottawa CN, 1592 miles in 5 days.

Then three days before our border crossing, I completed website input to identify where I would be staying, how many days, date of return... and then answering Covid questions (symptoms in last 24 hours, etc.). The Canadian government then emailed me an approval document with

scannable QR stamp. So when we got to the boarder, the Canadian guard simply scanned my iPhone government document stamp, asked a few questions, and that was all. I don't know what the process would be if I just showed up without the government document.



Henning at Peace Bridge Canadian Boarder stop. It took only 5 minutes since we used the Canadian website for pre-checkin and our cell phones to display their approval document.

From the border we headed to my friends Dutch and Kate Lammers located about an hour due West. I met Kate several years ago through the MOA. She was a board member for the MOA Foundation and I was board member for the MOA. Through her I met Dutch since he travels to most MOA functions and he "restores air-heads." He beautifully restored the two /5s that were raffled at the MOA National Rally in June. They looked perfect. We arrived at their home around noon, just in time for a great lunch prepared by Kate. I was especially interested in seeing Dutch's workshop. Workshop is an under-statement. It is a large; almost warehouse size, all weather, temperature-controlled workshop and storage garage. He had several projects on lifts underway including an excellent R80GS that was displayed in Springfield. This bike when finished will be a future Foundation Raffle bike. It was fully taken apart, heads and cylinders off, and frame stripped. He was doing his typical excellent rebuild-job. The surprising thing to me was the number of perfect-looking restored bikes lined up in a couple rows. In addition he had two classic cars, an early 70's Dodge muscle car and a Mercedes SE. In separate rooms, there was a small but complete paint shop, a room full of Air-

head gauges & tools, and a stock-room overflowing with parts (all parts sorted and stored neatly on shelves), including mufflers, tanks, seats, dashboards, heads, etc. Henning and I spent more than an hour touring his garage and asking questions.



Taking a tour of Dutch's garage and viewing all of his restored bikes and cars.



Dutch collects unusual air-heads... and has a bunch of them. His garage was more like a BMW dealership showroom.

Dutch then surprised Henning and me by offering to lead us to Guelph about 60 miles North via back roads. We could not have planned such an adventurous route that only a local would know. We only hit one major road when we got about 5 miles from the downtown rally site in Guelph. This was the first MOA rally that I've been to that was located down town. The hotel was a beautiful high-rise located near the middle of town.

The MOA rally welcome table, set up just off the hotel lobby, is where we got our "goody bag." Friday evening was a welcoming social hour and dinner. I met my good friend Marc Souliere at the bar. We have known each other for more than 10 years. We worked together at MOA rally activities: registration, fund raising, and Peoples Choice Bike Judging. In addition we served together on the board of directors.



Marc, Henning and me at a mid-day pit-stop in our loop-around Guelph.

On Saturday morning, Henning, Marc and I Ubered to breakfast before suiting up for a 90 degree ride in the surrounding area. Most of the suggested rally routes were 4-6 hours long. Because we got a late start, we decided to create our own route. Henning, in his typical adventurous way, led us out of town while continuously peeking at his iPhone map. We wound up looping Guelph while hitting a number to small towns along the way.

Saturday evening consisted of hospitality hour followed by another excellent dinner. The main presentation was by James Owen an Iron Butt rider. His interesting talk was on the perils of several of his 11 day 11,000 mile iron butt rides. See <https://www.ironbutt.org> for more information on beginner IBA rides and stats on the long ones.



MOA Get-a-way presentation after dinner. Presentation by James Owen, an experienced iron-butt rider.



Marc and Henning at the Guelph hotel on Sunday morning. Marc and I were heading Northeast to his home in Ottawa. Henning planned to stay around for business meetings for a couple days.

On Sunday 8/7 Henning and I split up. Because he had business meetings nearby, he stayed at the hotel and I headed Northeast to Ottawa with Marc. We could have followed Canada 401, a heavy traffic 4-laner, but instead Marc led us on secondary roads for all 300 miles. I was amazed at how little traffic there was.... of course it was Sunday morning, but still almost no cars in sight in towns or in the boonies. Monday morning was rainy so I suited up preparing for the worse. Of course, 20 miles out of Ottawa the rain quit and I wound up riding in my hot rain suit for an hour to the boarder. I basically slab it from the boarder, through Watertown to Binghamton where I stopped for a few days to visit my wife, Ginna

(who is still caring for her 100 yr old mother). Overall, I put on 1592 miles in 5 days. As with most of my long distance trips, I created a video. See <https://www.youtube.com/watch?v=yVnnLapVp8U>



Tim Horton pit-stop in Canada. Where else would you get Duncan-Donuts-like coffee and maple sugar flavored donuts.

BMW Labor Day Ride

Jeff Dorio

This Labor Day weekend there was an impromptu ride organized at the last minute.

We met at Dune and Donuts in Spring lake on Saturday morning. Jeff selected this local knowing Don was local. But alas Don did not show. I will blame the email as Joe, who did attend, didn't see the email stream until Friday night.

Joe, Jeff, Rahul and Brian Strobe (member in absentia) all met and had coffee and donuts in preparation for the ride.

We rode out 195 to Jackson Mills Road and then south into the pine barrens to Fluffy site #17, which is the Brooksbrae Brick Factory. After taking our obligatory Fluffy photos we walked into the woods to look at the colorful remains of the brick factory.



Brick factory

Final stop was the Hot Diggidy Dog in Chatsworth where we relaxed with a Labor day hot dog, and chatted with the other riders who stopped there as well.



Downtown Chatsworth

It was a very nice day for riding and we wished you all had been able to join.



August Ice-Cream Social



Highly Classifieds

For Sale: Triumph Bonneville 65 w 12 update; has orange 66 tank, professionally reconditioned. \$5000, call Jerry at 908-472-8585

For Sale: 1995 BMW R100RT – call Jerry at 908-472-8585

For Sale: Tom Spader's scooter

History: 2015 650GT was purchased for \$13,300 with many extras by buddy of Dennis Swanson. Had 14 miles on it when delivered by Cross Country and new owner went 80' and top-

pled over...breaking a rib. No damage in the spill...he stopped using front brake and lost balance as he never rode a motorcycle before. He immediately stored it in a specifically made trailer. After three years he pulled it out, put new battery in it and sold to me for \$7,000. I've had it covered in heated garage since and put another 225 miles.

Fully equipped with bag liners, 'rain apron for rider', blinking rondels, security chain, extra running lamps etc. plus all the standard stuff...electric windscreen, heated seats/bars, top box, GPS. Many with price tag still attached. **Bottom line:** Will allow \$1k tire/battery replacement and \$6,000 takes it. Will consider taking to Florida if no buyer claims it...as handy unit to have around.

If interested, email Tom Spader at [inquiry about scooter](#)



We're assuming this person doesn't travel with a passenger.



And Lastly...

