

January 2023

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
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"If running on a treadmill was the only way to recharge our phones, we'd be the healthiest people on the planet"

Unknown

"Honesty may be the best policy, but its important to remember that, apparently, by elimination, dishonesty is the second best policy. Second is not all that bad"

George Carlin

"The gladdest moment in human life is a departure into unknown lands."

Richard Burton

"And then there is the most dangerous risk of all — the risk of spending your life not doing what you want on the bet you can buy yourself the freedom to do it later"

Ray Komisar

"One's destination is never a place, but a new way of seeing things"

Henry Miller

"Reinventing the wheel is sometimes the right thing, when the result is the radial tire"

Jonathan Gilbert

BMW Motorcycle Club
New Jersey Shore



President's Message

Mike Palmer, President

I was thinking about what got me started on bikes. My 1st bike was a 1970 Honda 90 Trail Bike. It taught me how to ride in sand, hit trees and fall a lot. It lasted my 1 year because I burned up the motor.

My next bike was a 1971 Honda 350 Scrambler. I rode that bike all over the east coast. I also took to College in Chicago where I had a night job. You can only imagine what that was like riding in January.



My next bike was a 1975 Honda XL175 dirt bike. That bike got my back to off road riding.

My next bike was a Honda Pacific Coast. It had an 800 cc motor and was designed as commuter bike. It sold OK in California, but not here. It was 1st long distance bike. It was fully enclosed and cleaning it was easy. The trunk was spacious and looked like a car's rear end was closed.

My next bike was 2000 Honda Gold Wing in White. It was a 20th anniversary edition. I took that bike to all lower 48 States.



My next bike was a Gold 2005 Honda Gold Wing. It also saw much of this country.



My next bike was a 2010 BMW 1200 GS. It was great bike for trips



My next bike was a 2011 BMW GS 1200 Adventure. I bought it after I crashed the 2010 GS. This bike took me to Quebec, Labrador and Newfoundland and Nova Scotia. Mostly on muddy spring dirt roads.



My next bike was a 2013 C-650 GT BMW Super Scooter, the bike I traded in this year. It was the longest I ever held on to bike.

And my current bike is "Big Blue" a 2022 K1600 GTL. Now that I'm retired I hope to do a lot of big trips again.



Club Calendar

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

January 2023

- January 4 Moribundi lunch 12:30PM
- January 11 Club meeting 7:30PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

February 2023

- February 1 Moribundi lunch 12:30PM
- February 8 Club meeting 7:30PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

2022 Annual Toy Run

Jim Thomasey

Our annual Toy Run was held December 11 for the benefit of the Children's Specialized Hospital of Toms River.

Cool, murky weather greeted us at the DMV station in Lakewood, the staging area for the event. We had riders from all three clubs who took part in the coffee and donuts offering before riding to the hospital. The damp weather soon become wet during the less than 15-minute ride to the hospital. Once there we brought a sizable number of gifts and check donations indoors and took a tour of the hospital. The tour exhibited all the necessary precautions in place to keep the patients safe during the recent and ongoing Covid conditions.

was a pleasure to see and hear.

Many thanks to all the riders from New Sweden and Skylands who travel to visit us each year for this worthwhile event. The cooperation between the clubs and their gifts and donations are really appreciated.



Some of the children were then suited up in foul weather gear and brought outside to see, hear and sit on the bikes. Many thanks to the riders who stayed outside during the rain to allow the kids a welcome bike visit. More than one of the children was allowed to sit on the bikes while revving the motor and blowing the horn which

Visiting the Hindenburg Crash Site

Bill Dudley

Earlier this year, I became interested in visiting the Hindenburg crash site and seeing the museum on "Joint Base MDL", or as it used to be called, Lakehurst Naval Air Station. A visit became possible once Zhao had her citizenship, as only citizens are allowed on base for the tour.

Quite a bit of Googling eventually led to the email address tours@nlhs.org. NLHS stands for Naval Lakehurst Historical Society. Obvious, huh? Eventually I got the tour schedule, which is:

November through March -

Every Wednesday and the second Saturday of the month from 9:30a.m. to 1p.m.

April through October -

Every Wednesday and the second and fourth Saturday of the month from 9:30a.m. to 1p.m.

One must pre-register for the tours, and present a valid photo-ID (Drivers license preferred) to get on the base. Tour group size is about 20-ish people.

Joe K and Roger T also went on the tour with us.

The tour meets at 9:30am at the "Cathedral of the Air", which is the non-denominational church built in 1932-33 and located just outside the base. Volunteers gave us a tour of the church, pointing out the history of the stained glass and brass artwork in the church. The stained glass windows are primarily about historical figures and airplanes; the brass plaques in the foyer commemorate the crashes of two Navy dirigibles as well as other Navy heroes (the Four Chaplains).



After we toured the church, we got back in our cars for the short drive to the base; We all had to show our photo ID to the soldier at the entrance, who compared us to his list of pre-registered attendees. That done, we drove on to the base proper, and back to the huge field where the Hindenburg crash site is marked with a flag-pole and a plaque.

At the crash site, volunteer guides talked about the Hindenburg, about the crash, and about airship operations at the base in the 30's. The men tasked with "mooring" airships consisted of men who lived in nearby hamlet of Lakehurst who were paid a few dollars cash (a lot of money during the depression) for their labor.



Part of the presentation at the crash site was the playing of a recording of the radio broadcast that has the newscaster describing the crash and saying "oh the humanity". Despite having heard that recording many times, it was moving to hear it again, standing on the spot where the crash occurred.

After that, we drove the short way back to Hangar 1, which is the one that would house the Hindenburg on it's visits to Lakehurst. Hangar 1 was built in 1921, and the Hindenburg, as originally designed, wouldn't fit into it, so the Hindenburg's design was shortened. Hangar 1 is amazingly big, like the Vehicle Assembly Building at Cape Kennedy in Florida, except Hangar 1 is long, and the VAB is tall.

There are actually two museums in Hangar 1; the original small one, and a much larger one



torical pieces. These are restored to be static displays, not in flyable condition. One docent said that one of the planes was more Bondo than aluminum at this point.

In addition, the movie prop of the control car of the Hindenburg is also parked on the floor of Hangar 1. One cannot go inside, but you can get close enough to peer through the large windows at the insides. This is a prop, but it was used not only for the movie, but also for TV shows (PBS?) about the Hindenburg.

I wish there was a way to visit those museums without being in a tour; it would be interesting to be able to really pour over the exhibits and read the plaques without being in a tour.



built under the deck of the 1/2 size aircraft carrier deck which is built inside the "big room" part of Hangar 1. We spent over two hours in the two museums, and frankly, that wasn't nearly enough time to see everything; it was barely enough time just to walk by everything. The small museum is devoted to the Hindenburg, our Navy's airship program, and history of the Lakehurst (base and town).

The larger museum is divided into sections for each of the four "old" branches of the military, i.e. no Space Force section. Exhibits included uniforms/clothing on mannequins, models of planes and ships, and miscellaneous pieces like guns, helmets, ejection seats, and personal items carried by soldiers and sailors.

Also on the floor of Hangar 1 are several jet planes, which are more or less "restored" his-



7 Days in Portugal & 7 Minutes in Spain

Henning von der Wroge

Part Two

Days 2 and 3 saw me going south across the Tejo river over the “Ponte 25 de Abril” suspension bridge which is 1.5 miles long and very much resembles the Golden Gate Bridge. To no surprise, the bridge in Lisbon was built by the same consortium that had constructed the San Francisco Bay Bridge; and both bridges are in areas with high seismic activity.

Overlooking the bridge and across the river is a large statue called Cristo Rei (“Christ the King”) with its arms opening to the city of Lisbon, similar the iconic Cristo statue in Rio de Janeiro. The idea for Lisbon’s statue came after WWII, intending to thank God for having spared Lisbon from the destruction other European capitals saw.

After about an hour I arrived in Setúbal, a port town with a car ferry to Troia, saving 60 miles of toll road highway traffic. I had checked with Paulo if it was okay to take the ferry with the BMW, and he wholeheartedly recommended my plan. The ferry boat has four lanes, I drove onto the ferry and got pole position – left row, first vehicle. Roll on, roll off, nothing is being tied down, you stay on or with your bike for the 20 minute crossing!

For the next few hours, I was enjoying the most beautiful country roads with little car traffic. I stopped at Vila Nova de Milfontes for traditional Portuguese sweets and coffee – it was after the season and all the touristy food places were closed and the boardwalk folded up. The town has an amazing beach and a lighthouse; I stopped in a no-parking zone near the lighthouse to take pictures of the bay below but decided to move on when I saw cops approaching me with flashing blue lights but, at least, no horn! I guess there must have been a surveillance camera installed at the lighthouse...





Next stop was Cabo de São Vicente, the southwestern tip of Portugal's mainland. Another very scenic point and a "must go" location when touring Portugal. You can see people fishing from the top of the cliff! I took it all in, chatted with other riders, got back on the bike and ended up staying overnight at a little boutique hotel in Lagos.



After an excellent breakfast the next morning it was time to leave the Algarve coast and ride north to Monchique. Finally, a mountainous area! Great riding, not overly challenging, just fun. It started out with lots of sun but as I gained altitude, the cloud cover made the sun disappear and very light rain started. Paulo had warned me that oily droplets from the eucalyptus trees that grow in this area, combined with rain, can make the road surface slippery.



I made it to Monchique, a charming old town in the mountains with cobblestones everywhere. As I looped through down I ended up on a narrow downhill road with a T-stop at the bottom. I almost dropped the bike when I was trying to slow down! I don't think I would have been able to maintain control of the bike without "Rain



Mode” on and the ABS system engaging. From Monchique I rode cross-country north-east to Rosal de la Frontera in Spain. I wanted to add Spain to my list of countries I traveled to on a motorcycle – “España” is now the 6th country on that list. A quick visit, about 7 minutes to fill up the tank with gas which is cheaper in Spain than in Portugal. Back on the saddle and back towards Lisbon



Approaching Lisbon from the south in evening traffic I had a beautiful view of Cristo Rei and the bridge in the evening sun. A Norwegian Cruise Line ship was leaving and headed toward the bridge – what a sight!

Downtown Lisbon I was engulfed in rush hour traffic. Local bikes (mostly scooters or lighter motorcycles) were everywhere. When in Lisbon, do as the Lisbonians! It took me a while, but I followed my fellow riders and carefully started splitting lanes and passing on the center-line, even on the omnipresent cobblestones. If you don't, the motorcyclist behind you will get annoyed and zip by in the opposing traffic lane...

This is riding we are not used to here... But it's fun and everyone is alert and forgiving when needed. There was so much to see – a



beautiful downtown to the left, the Tejo river on the right, and the traffic in front of you!

Another challenge was to find a gas station in downtown Lisbon. There are very occasional individual pumps right at the curb – but they are hard to spot if you don't know where they are, and there is no even ground so you can't get safely off the bike. Did I mention the cobblestones? Well, I did it. I pulled up close enough so that I could lift the nozzle and self-serve while sitting on and balancing the bike.

When done I handed my credit card to the attendant, he disappeared and showed up half a minute later with my receipt. When I finally arrived at IMT's office to return the bike, Paulo was



very happy to see me but he wasn't able to get on the bike – I had moved the seat to the “high” position and adjusted the suspension up to the limit ;-). Final task? Send a text to Roger on Thanksgiving morning to report the 601 miles for our annual competition



Club Mileage Contest Results

Roger T

Here are the results of our 2022 Club Mileage Contest. Thanks to all 26 members who participated.

Overall, 26 members rode 128,636 miles (as a group); this was 7,331 less than last year. Total miles in 2021 was 135,967.

We had 2 fewer participants than last year however several new members participated and replaced members that didn't participate.

The average miles for the group of 26 was 4,948 which was a few more miles, on average than last year's 4,856 miles.

Top 3 riders rode 36,880 miles which was 7,192 less miles than last year. Probably the reason was that the MOA national rally was closer this year in Springfield MO rather than in Montana last year.

Top 3 riders averaged 12,293 miles; 2,398 decrease from previous year's average.

Our lowest mileage 3 riders rode a total of 203 miles with an average of 68 miles per rider; 18 miles less than last year.

Club mileage certificates and commentary on members' accomplishments were given at our December 4th Holiday Dinner as a “thank you” for participation in our 15 year old event. The commentaries were “all in fun” of course. The rest of the coveted certificates for those not at the dinner will be presented at our December and January club meetings. Email me if you want the detailed mileage spreadsheet.

Hope you enjoyed it. We're looking forward to next year where EVERYONE will show drastic improvements to brag about.

Congratulations to all!

2023 NYD Breakfast Gathering

A few pics of the combined NJSBMW, Fossils New Year's Day Breakfast at the Park Nine Dinner. Rt 9, Howell.

Combined attendance was a record breaking 18, with at least one recorded hungover attendee.

Thanks to Bill D for initiating and organizing the event!



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: 1973 R75/5 that has been garaged and covered for almost 30 years since last being ridden. The gentleman's name is Bill Shera and can be reached at 856-745-2031 or wgshera@yahoo.com Bike is located in Gibbsboro,

For Sale: 1996 Triumph Thunderbird. 885cc triple, 5spd. As seen on occasion at club events. Somewhat standardized, original seat, bars etc..available to return it to stock. Contact Paul

And Lastly...

In case you had forgotten with all of the recent warm weather that's supposed to be January...

From 20yrs ago:

