

February 2024

# NEW JERSEY SHORE BMW RIDERS Inc

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## President's Message

*Jeff Diorio, President*

As we near the end of January, I am reflecting on how January was not a great month for riding in NJ.

New year's day saw a nice gathering with New Sweden at the Plumstead Grill. Then there were a few days during the month in the 40's or higher which is my criteria for getting out.

Then we had a lot of rain and snow. Some friends teased me about why I wouldn't ride in the snow, and I was thinking "I should try it at least once", I'm sure some of you have had to ride in the snow. Here is to global warming kicking in and letting us all have more days riding this winter.

Regardless of snow there seems to be more non-riding time. I tuned up my snow blower as a proxy gas powered project in lieu of riding in the rain last weekend. What to do during inclement weather? Tinker with your bike, watch BDR videos and perhaps upgrade your road repair kit.

At breakfast last week we discussed how tire patches and other urgent items can get dried out or go missing. Now might be a good time to make sure your kit is in good shape for the coming year. We also discussed skills prep and I was remembering the acronym TCLOCS from the MSF Rider training courses I took. With the current state of BMW cycle technology, I don't worry so much about pre-ride checklists, but doing a TCLOCS as a way to prepare would probably eliminate the occasional low tire pressure warning.

Also you could consider the small up-

*"Life's biggest tragedy is we get old too soon and wise too late"*

*Liam Neeson*

*"Anyone who has never made a mistake has never tried anything new"*

*Albert Einstein*

*"Keep your fears to yourself but share your inspirations with others"*

*Robert Louis Stevenson*

*"There is more to life than increasing speed"*

*Mahatma Ghandi*

*"Screwdrivers, drills now permitted on Boeing flights to enable passengers to help with maintenance"*

*Anon - c/o Facebook*

grades. I have been thinking of replacing the little 12-volt adapter with the European socket with a dual USB A connector so I can charge all the important items like my helmet, Iphone etc. Realize I am preaching to the choir, but I'm hoping to spur some creative juices and quality bonding time with your ride(s).

There is always the ride planning for the new year. MOA is pretty far away this year in Oregon and at least one of us is going. Please think on rides we as a club should consider this year. Plenty of nice places to go for an extended day ride or perhaps some overnight rides to upstate NY or PA.

A few house keeping notes:

- Roger has sent out the remaining mileage awards to the folks that didn't make the holiday dinner.
- We are working on a FluffyButt challenge for 2024. Please submit your ideas to the email group.
- NJSBMWR is hosting the 3-club rumble this year, so we will need some volunteers to help coordinate it.

I hope February provides us with more riding days and just imagine, winter is about ½ over. See you all that the club meeting on February 14th.

## **January Meeting Minutes**

*Jim Thomasey*

Meeting began on time and was held in our regular dining room meeting area recently re-designed to hold more tables and seats. The jury is out on the efficacy of the new seating plan as it relates to holding a meeting.

With the old business part of the meeting consisting of only approving the old minutes we moved on to new business.

Animated discussion of the intent and focus of the Fluffy Butt competition revealed the committee will contact past event chairman Jonathan Blair for his ideas and how he planned it. Ideas for a new ride will be ready for the April meeting. If you have thoughts about the direction we should take, come to a meeting and voice them.

On New Years Day our club and New Sweden met at the Plumsted Grill on Rt. 539 for a hearty lunch and visit. Participation was very good, and the food was bountiful and tasty.

Roger and Henning spoke of their ride to Ogdensburg NJ to participate in the yearly Karen Quinlan Memorial ride and fund raiser. Over 300 bikes were there and most importantly, it didn't snow.

It was reported that our MOA regional representative Vince Kelley indicates the MOA is looking to have a Regional Coordinator. More details and proper info will be forthcoming.

The enormous 50/50 bounty was won by Ron Sherman.

## **Club Calendar**

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

### **Feb 2024**

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

### **March 2024**

- Mar 6 Moribundi lunch 12:30PM
- Mar 13 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

### **April 2024**

- Apr 3 Moribundi lunch 12:30PM
- Apr 10 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

### **May 2024**

- May 1 Moribundi lunch 12:30PM
- May 8 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- May 15 ice cream ride 6:30PM location TBD

## June 2024

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

## July 2024

- July 3 Moribundi lunch 12:30PM Harri-gan's Pub, 703 Baltimore, Sea Girt
- July 10 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- July 17 ice cream ride 6:30PM location TBD

## CHILLY-CHILI RUN for Karen Ann Quinlan Hospice

*Roger T*

The count wasn't final but early reports indicated that there were 300+ bikes (hopefully with at least that number of riders) at the annual Chilly – Chili Motorcycle Run on Jan 1st. The day was nice and clear with temperatures from 45 degrees at the shore to 35 degrees in Ogdensburg. The event was held again at the Ogdensburg Volunteer Fire Department. Ogdensburg is in North Jersey, just east of Sparta.

All proceeds from this Harley Club event are contributed to the Karen Ann Quinlan Hospice located in Newton NJ. Karen Ann Quinlan was an important figure in the history of the "right to die" controversy in the United States. When she was 21 (in the mid 1970's), she became unconscious after consuming drugs and alcohol and lapsed into a coma. She remained in a coma in a vegetative state. The doctors refused her parents' request to disconnect Karen's respirator. Her parents filed suit to disconnect Karen from life support apparatus which was the first such suit in the U.S. After finally winning the suit in the NJ Supreme court, Karen's respirator was disconnected but she continued to breathe unaided. With only nutrition provided via tubes she lived for 9 more years but never regained consciousness. Read more at: [https://en.wikipedia.org/wiki/Karen\\_Ann\\_Quinlan](https://en.wikipedia.org/wiki/Karen_Ann_Quinlan) and <http://www.karenannquinlanhospice.org/history/>



Henning and me shortly after arriving at Rally site... and before warming up inside. The mass of bikes surround the fire barn on three sides.



Henning and me at the Ogdensburg Fire Department Hall, with coffee and donuts to warm up after cool ride to Ogdensburg.

I put on 155 miles round trip even though Google mileage one-way is 74. I took the most direct route from Middletown/Red Bank to the Rally by heading up the GSP to Route 24 west, then 287N to I80 West, then Route 15N to 517E. I met up with Henning von der Wroge at the Short Hills Mall (on Rt 24) as it was closer to his home. Temperature was much cooler up there in Skyland's territory,, about 10 degrees colder however the sun helped increase the temp by 11am. My F850GSA ran great for the entire trip... with no "starting issues" that it's had over the past few

months. As I got closer to Ogdensburg more



Bikes, mostly Harleys, getting ready for the loop ride. The ride starts at 11am and lasts for about 45 minutes. Chili and hot dogs are served after their return, as well as more coffee of course.



Beautiful specimen of Ural bike and sidecar. One of the few BMWs we saw at the Rally. Other's included R1200GS' and R1200R and our GSAs of course.

bike-traffic appeared and upon by 10am at the Fire Barn, bikes clogged the large parking lot. Unlike past years there wasn't any snow on the ground or piled up in the parking lot. The largest group I had seen over the past 15 years was about 900-1000 attendees in 2012. Several Police cars and an ambulance were parked awaiting the start of the 45 minute loop ride. I counted only about 6 BMWs there but I understand that a few Skylanders showed up late. By the time Henning and I left the temp had improved to 50 which made the ride home comfortable. Henning headed back on Rt 15, 80 and 24 while I rode west on I-80 and south on Rt 206 and I-287/GSP. The event is an excellent opportunity to ride and donate to a great

cause. Donations of \$25 were collected on arrival.... Coffee, donuts and bagels were plentiful as were conversations inside the fire department meeting room. I understand that hot dogs and chili were served after return from the 45 minute loop ride... but we didn't partake.

You can view my YouTube video at: <https://youtu.be/R6h4f36i2Cs>

## The Perils of Nostalgia

*By Mary Wisniewski  
Chicago Tribune, Oct 22, 2017*

When Ron Havens takes a road trip on his Honda Gold Wing motorcycle, he sees a lot of riders like himself — guys over 60 who rode when they were young and are back at it now that they're retired.

And some are not as skilled as they imagine. "The people our age think we're really good riders and we don't take (safety) courses," said Havens, 73, of Springfield. "And the bikes are bigger now than what I rode in the '70s — bigger, faster, with more acceleration." National statistics on motorcycle fatalities show a curious trend: Whereas in 1975, 80 percent of motorcycle fatalities involved riders 29 years old or younger, now the age group with the most fatalities is 50 and older, at 35 percent, according to the Insurance Institute for Highway Safety, a nonprofit highway safety research group funded by auto insurance companies. Ninety-one percent of those killed in 2015 were male.

The total number of motorcycle fatalities also has been rising — it accounted for 14 percent of all deaths on U.S. roads in 2016, with 5,286 fatalities, according to the National Highway Traffic Safety Administration or NHTSA. This was 5 percent higher than 2015 and more than double the number from 20 years ago.

Why is the death toll growing among older people? There are a couple of possible reasons, according to transportation and safety experts. One reason is that they're a big part of the population — there were 76 million U.S. residents born between 1946 and 1964, and they are going to make up a large share of deaths whether it is 1975 or 2015, said Insurance Institute

spokesman Russ Rader. People who once had Steppenwolf's "Born to be Wild" on vinyl have more time and disposable income now, and still like to ride motorcycles.

Rader said the improved economy has meant more overall traffic on the roads, which has meant more crashes for all vehicle types. Another factor could be that some people who stopped riding when they were in their 20s to start families started riding again in their 50s or 60s, not realizing that their skills had eroded, according to state safety experts.

"We have older operators getting on these huge motorcycles and not being able to handle them. They're getting themselves killed," said Terry Redman, manager of the Cycle Rider Safety Training Program, a unit of the Illinois Department of Transportation. In 2015, the age range with the most motorcycle fatalities in Illinois was 50-54, with 23 deaths. Similar trends are being seen in neighboring states.

"We call that age group 'retreads,' " said Sarah Buzzell, who manages the Wisconsin Motorcycle Safety Program, referring to riders who come back to motorcycles after a long break. She said that in 2016, motorcyclists aged 45-65 made up nearly half of the state's motorcycle fatalities. "People don't realize their skills are perishable," Buzzell said. "They get on the road thinking they can do what they did at 20. Grip strength and balance changes, and people tend not to take that into account."

"If you don't ride a bike for 30 years, you can't just jump on a Harley and go," agreed Bill Whitfield, highway safety director at the Missouri Department of Transportation. Operating a two-wheeled motorcycle is generally more hazardous than operating a car, and one way to measure this is to compare actual time on the road.

The Federal Highway Administration collects information about the number of miles traveled by different vehicle types from the states. That number can be compared with fatality numbers to see which vehicle types see the most crashes. Per 100 million vehicle miles traveled, about 25 motorcyclists die and 451 are injured, compared with less than one death and 97 injured among those riding in passenger cars, according to the NHTSA. A motorcyclist is less protected than a car driver, and minor errors can

lead to bad wrecks.

Patrick Salvi, Jr., a personal injury attorney with Salvi, Schostok & Pritchard, said smartphone use has meant more distracted four-wheel vehicle drivers and created a new source of peril for motorcyclists, who are already less visible in traffic. The National Safety Council, an Itasca-based safety advocacy organization, said about 8 percent of motorcycle fatalities in 2016 were related to a distracted operator, but of those only about 17 percent were the fault of the motorcyclist, as opposed to another driver.

Mark Barnes, 57, a Knoxville, Tenn., clinical psychologist, motorcyclist and author of the new book "Why We Ride," said older riders have slower reaction times, among other worries. "They're going to be more vulnerable to things that affect all motorcyclists, like getting overheated, getting dehydrated, blood sugar fluctuations," said Barnes, who writes the column "Cycle Analysis" for Motorcycle Consumer News magazine. "They're also going to be less resilient to injuries." Barnes said riding skills can atrophy even if you just put your motorcycle away for the winter — he had to stop riding for six months while recovering from a brain tumor and had to be careful getting used to the motorcycle again.

Barnes said one problem he sees is that older motorcyclists who realize their skills are lower will not ride as often, which ironically makes them less safe. "When you're riding occasionally, you're always rusty," Barnes said.

Another problem is alcohol. In 2016, 25 percent of motorcycle operators killed had alcohol levels of .08 or higher, compared with 21 percent of passenger car drivers, according to the NHTSA. Unfortunately, drinking is part of the culture of some motorcycle groups, said Havens. "These group rides go from bar to bar, or from winery to winery, or whatever it is they're doing, and then they go home," Havens said.

What can help riders? Transportation experts recommend taking safety classes to get your skills up. Illinois is one of only two states in the nation that offer motorcycle training for free, other than a \$20 refundable registration fee. The program is paid through a portion of motorcycle license plate fees. Redman said about 18,000 people go through the program on a typical year — you can sign up at [startseeingmotorcycles.org](http://startseeingmotorcycles.org).

Redman said it is tough to get some older riders to go. " 'Oh, I know how to ride' is the response you get," Redman said. "The really conservative, the really careful people, they know the value of some training and realize that their skills are not what they used to be."

He encourages group rides to arrange meetups at parks instead of bars — with someone going ahead to bring a cooler full of ice water to ward off dehydration. Redman, 63, went back to riding himself after a hiatus for kids and mortgage, but he rides a three-wheeled model — a Polaris Slingshot. "When we get older, we like to relive our youth," he said. Also crucial for riders of all ages is good, protective gear, including a good helmet, Barnes said. Helmet use, which is not required in Illinois, saved the lives of 1,772 motorcyclists in 2015, according to the NHTSA. If all motorcyclists had worn helmets, another 740 could have been saved, the NHTSA said.

Barnes said older riders should sign up for gym memberships, as well as motorcycle training, since even sedate riding is a very physical activity and riders need to be in shape.

Despite the risks, riding a motorcycle can be a beautiful thing, which is why people want to keep doing it, no matter their age, riders say. "It's exhilarating, it's fun and kind of Zen-like — you're focused," said Havens, who owns four bikes. "It's like a trance." "I love the G-forces of acceleration and cornering and the freedom of being out in the environment, with all the sensory inputs that come with this," Barnes said. "I also love the camaraderie of other motorcyclists."

## Highly Classifieds

**For sale, 1999 BMW K1200LT.** A great bike. 65,788 miles and counting. It's drivable now as it is, however it needs a fair bit of work. This is probably best for someone that's mechanically inclined or is willing to spend a bit. I was still riding it until very recently when I got another GS. In fact, I took it on a multi-state, two-week tour through the northeast this past October and it had no issues. I just don't have the time or funds to invest in it right now to bring it to where it needs to be.

The major repair it needs is a new clutch. It slips when

accelerating hard, mostly when on the highway in a higher gear. This is a big job on the LT.

Contact **Jonathan** simplyabsurd@Gmail.com if you have any questions. I can also provide a Google sheet with my service history.

**Wanted:** - a not quite dead 12V motorcycle battery. One you weren't comfortable with when you were leaving on a big ride, so you replaced it, but it's too good to throw out and you'd feel guilty sneaking over to Mike's to leave it on his pile'o'batteries.. Let me know what'cha got.

Don Eilenberger 908.216.7867 (text)  
[deilenberger@gmail.co](mailto:deilenberger@gmail.co)

## And Finally..

Exclusive NJSBMW paparazzi pic!!

Heavily disguised Club President (fake beard but we've seen the bike before...) caught attempting to head South in Search of >75F.

