

October 2012

NEW JERSEY SHORE BMW RIDERS Inc

Kent Seydell, President, president@njsbmwr.org

Mike Lamberti, Vice President

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Dennis Swanson, Trustee and Instructor General

Don Eilenberger, Trustee and Newsletter Editor

Joe Karol, Trustee

Roger Trendowski, Trustee

John Welch, Skip Palmer - Trustees Emeritus

John Malaska, Secretary, Newsletter Publisher

Posterity is as likely to be wrong as anyone else. *Heywood Broun (1888 - 1939), Sitting on the World, 1924*

My problem lies in reconciling my gross habits with my net income. *Errol Flynn (1909 - 1959)*

Part of the secret of success in life is to eat what you like and let the food fight it out inside. *Mark Twain (1835 - 1910)*

The whole aim of practical politics is to keep the populace alarmed (and hence clamorous to be led to safety) by menacing it with an endless series of hobgoblins, all of them imaginary. *H. L. Mencken (1880 - 1956)*

The follies which a man regrets most, in his life, are those which he didn't commit when he had the opportunity. *Helen Rowland (1876 - 1950), A Guide to Men, 1922*

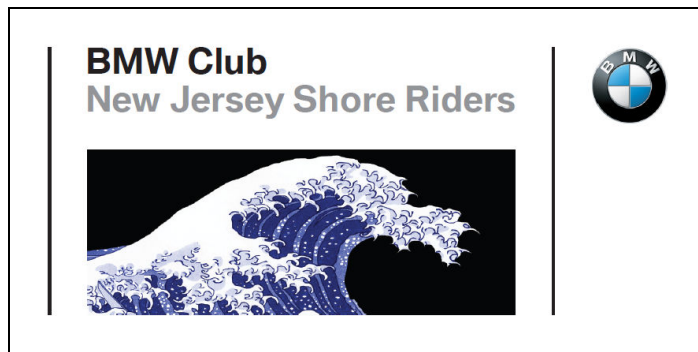
I like long walks, especially when they are taken by people who annoy me. *Noel Coward (1899 - 1973)*

Never attribute to malice that which can be explained by stupidity. *Anon*

President's Message

Back in the saddle again.

Got the Ural sidecar mounted to our 87 K100LT and on the road. Found some problems on our trip down to New Sweden's Last Chance Rally but we got there and back OK.. Did two local runs with the Monmouth County Cruizers this



past week and it's handling good and staying together, Got to see Klaus about a new shock for the sidecar. High on the smiles per mile scale . Don't ride a sidecar rig if you don't want to get noticed everywhere you go. People point and wave, even some Harley riders. FUN!!!

Note from Liz: This message goes to my two friends: Roger and Don! Thanks for the vision of no steering wheel and no brake on the sidecar. I have to say that before our conversation and your graphic details of cartoon characters having no control of their destiny, my ride in the sidecar was one of freedom and daydreams. Now, I realize that I have no control of my destiny and if by chance I break loose from Kenton-well as Bugs Bunny would say...That's all folks. I would like to add that the Last Chance Rally was quite fun. The rain added an interesting touch to great conversations. I can hardly wait for our next rally. *(Editor - I don't think I brought up the cartoon characters..)*

Your 2012 BMW MOA Mileage Contest Ending Forms came out in this months MOA Owners News. Need to be filled out and signed by either: two MOA members; or one MOA chartered club officer; MOA Director; Ambassador; BMW Dealer; or notary public and Postmarked by November 14th, 2012.

Back to Schneider's this month. We discussed and voted on having another meeting at the Princess Maria Diner again next spring to give our members a occasional change of venue. Leaves starting to change color and drop. Enjoy the fall.

Kenton Seydell

Fluffybutt Updates

Don Eilenberger

More FluffyButt photos have arrived, along with some tales – so we've got news to report on!

Wet colors in the Catskills

Pillow-Pants McGee

It was a moist ride up to Hunter Mountain this year. I had the opportunity to lead two other NJSBMWR members and a guest.

Most of the roads were dry but we were riding in a cloud.

We hit the normal roads, the hairpin on 44/55 near Minnewaska State Park, 209, 3, 28A, 28. Brunch in Phoenicia then up 214. The rally seemed much less about motorcycles and much more about Oktoberfest with only one motorcycle related vendor and one dealer. The demo rides and stunt show was worthwhile though.

Shortly after a few hours of mingling we were off again. Without a plan, per se, we found ourselves in Margaretville, NY. We decided to stay in a college town where there would be folks under 60. We hit payday at Legends in Oneonta. Apparently, it was Homecoming which added to the nightlife activity. Foosball, wings, beverages and women younger than yours made the evening interesting.

The night was capped with ice-cream and floats for everyone.



Charles' lunch left unattended..

Headed south early on Sunday. We were successful at avoiding the rain for most of the trip. We were not successful at avoiding fellow NJS-BMWR members. We caught up with a few folks FluffyButting towards High Point. We stopped at three wineries on North Jersey and slabbd it home.



Pillow-Pants is holding, uh what?

Good times, great friends and solid motorcycles. Oh yeah, and I need another rear tire..

ACCOSTED AGAIN.....

Don Gordon

I set forth on another sunny day to gather FB points in the Southern most part of the state. The route from Hunterdon County included all of Int. 295 with a detour into Haddonfield to visit the Indian King Museum. Haddonfield I discovered is an upscale town with some magnificent old homes along Kings Highway, the main thoroughfare through the center of town. I'm sure there is more to see here so I should return and spend more time looking around.

Back on 295 I blew down to Fort Mott. A nice park in the middle of nowhere with interesting bunkers and a nice view of the refinery across the river.

The journey from Fort Mott to the Hancock House was a pleasant one. There is definitely something soothing about riding the flat terrain of South Jersey. It's not as demanding as the curvy, undulating roads found North of Int. 78. Certainly one can devote more attention to the surroundings as opposed to sorting apexes in

the blind curves of the hilly North. It's also pleasing to note that, unlike those found in Hunterdon & Warren County, pick-up trucks can travel at speeds in excess of thirty five MPH.

After a visit to Parvin State Park, home of the outstanding rumble hosted by the New Sweden Club, I ventured off to locate a few more of New Jerseys finest prisons. Arriving at Southwood Prison I took a quick photo without getting off the bike. The place looked big, new and very expensive. Taxpayer dollars at work.



Southwood Prison

Next on my list was Bayside Prison and adjoining Southern State Prison. This is where the trouble began. I parked on the shoulder of the road adjacent to a Bayside Prison sign, got off the bike and removed my camera from the tank bag. At this point two NJDOC vans and two pick-up trucks showed up and disgorged six uniformed guards.

The leader commenced an interrogation of my motives and after noting the data from my drivers license called who knows who to verify it's validity. He then asked to see the pictures in my camera. At this point I told him I would not be subject to search and if he wanted to inspect my pictures he needed a warrant and I needed an attorney. Not happy with my response he instructed one of his guys to contact the lieutenant,

About ten minuets later the lieutenant arrived. He was much more affable and after once again reviewing my mission decided a search of my

photographs was not necessary. He also mentioned a previous encounter with another motorcyclist apparently on the same quest. During this conversation I enquired why all the commotion about photographing a sign and why, if it's illegal to do so, do they erect them so close to the road where they can be photographed from any passing vehicle. His reply was that it's not illegal to photograph the sign you just can't stop when you do it.

So, I got back on my motorcycle and did several passes up and down the road and took lousy pictures of the signs. What a bunch of bullshit!



Bayside Prison – Flying Photo..

Continuing East I went to Belleplane State Park, Cape May Point and Light and then blasted back to Pittstown on the Garden State, Int. 287 and Int. 78 in order not to be too late for dinner.

I have one prison left on the list and you can bet it will be a drive by shot or at least one shot from a distance.

FluffyButt Log, day 962

Bill Dudley

Fatigue has set in. I don't know how much further I can carry on. Supplies running low, and the wolves are getting closer. My only hope is that the snows will come early and I'll lose my pursuers in a white-out.

But, on a lighter note, I did find a new riding "buddy" to visit Fluffy Butt sites (a.k.a. "State Parks") with -- Alice. Alice has the funkiest

Yamaha Maxim you've ever seen, all the aluminum is corroded, the steel is rusting, but it runs. And Alice won *first prize* at the September Toms River Bike Night competition.

Anyhow, Alice and I finished up the last three of the "southern" Fluffy Butt sites that I had missed earlier: Island Beach State Park, Barnegat Lighthouse, and Double Trouble Village.

From Alice's house in Toms River, the ride to Island Beach State Park is short and stupid. I was surprised they were still collecting admission to get into the park a week after Labor Day, but there was nothing for us there anyway, so we just stopped for the photo op and then decided to ride the long way to find lunch.

We got off the barrier island using Rt 528, which becomes Mantoloking Road. This wasn't looking too promising for diners and such, and then we passed a Spanish/Portuguese restaurant, right after Adamston Road branches away from Mantoloking Road.

It was kind of a spendy lunch, and they only offered two lunch specials on top of their normal (expensive) half dozen dishes, but we did have a nice lunch there. I'm not sure I'd recommend the place for our Moribundi lunches; too small for a table for 10 and a bit steeply priced for us retired BMW owners.

After lunch, a loop out to the west and back down to Toms River completed our first outing.

A couple of days later I talked Alice into joining me for a ride to Barnegat Lighthouse. Mis-understanding what google maps was trying to tell me, I elected to take us south on rt 9 from Alice's house in Toms River, which was interminable. How does anybody get anywhere down there with all those lights?

Eventually, we got to the barrier island itself, and started the almost as interminable ride to the northern tip where the lighthouse is. The good news is there aren't many lights. The bad news is the speed limit is 25 to 35 mph, depending on where you are.

We persevered however, and finally arrived at the lighthouse. I was feeling particularly virile (or foolish) and decided to climb the stairs to the

top of the lighthouse. Pictures from the top prove I made it (www.dudley.nu/FluffyButt/index.html). Returned to earth, photo op with the bust of the engineer who designed the lighthouse, and it was time for lunch.



Engineers both..



View from the top..

This being "after the season", lots of stuff is closed. However, this being Friday, Mustache Bill's Diner was open (Friday, Saturday, Sunday during off season). A nice old "railroad car" style diner, in good shape, with a very complete menu. I would recommend this place for a Moribundi Lunch though seating 10 of us together might be challenging. That, and not open on Wednesdays off season. Mustache Bill's Diner is a block or two south of the Lighthouse.

Lunch consumed, it was time to head home. Dreading the return up Route 9, we elected to head west and take 539 up to 70, and then 70

east, for me to 547 in Lakehurst where I turn north, for Alice, further east on 70 to 37, and then east to home.

My final Fluffy Butt point this month was Double Trouble Village, which I had somehow missed even though I had visited Double Trouble State Park previously. This one I did solo -- just a quick run down there and a fast look around, snap a piccie, and home. I did meet a young man there, who was there to "run", whatever that is, but who also rode a dual sport bike occasionally. I told him of the upcoming DEP ruling that would ban dual sport bikes in the state parks, and he promised to write his letters. So one good deed done for the day.

So now I've got the northern NJ Fluffy Butt sites left. Time to grit my teeth and get on with it.

More Prisons Sept.16

RD Swanson

Met Capt. Don and ex-prez Dan at our Wawa on a beautiful September morning for a "FluffyButt" challenge ride. After a long summer of heat and humidity the crisp temperature made riding an absolute delight. So off to Fort Dix for the prison pictures.

It went off without a hitch. No chases, no confrontations, no nothing.



Whitesbog General Store – with Capt. Don

While down there we took a tour of Whitesbog

Village. This is where commercial blueberry cultivation was begun by a Jersey Girl. At one time 600 people lived there for blueberry picking and processing until displaced by machines. There is a general store and a small village of about six houses. They are rented. The store has a few items, most notably blueberry preserves. We all bought some. If you go there be sure to take your receipt, because the lady who runs the store gets upset if you don't. Whitesbog is really nice spot, rustic and really quiet. They also have a lot of activities throughout the year.

Next we stopped at a diner in Browns Mills and had the chicken pot pie. Really good and highly recommended.

Then we went to another state prison facility which isn't on the list but will be added because Alex hasn't been there.

Thence a return home to catch the end of the the Giant's game which they won in the fourth quarter.

Sex in Cape May!

Rev. Mike

Ok my friends I know I have your attention!

After a few weeks of grinding, sweltering heat, humidity and rain we received from the Moto Gods a perfect weekend. To start off in the right gear, Capt. Don, Big Joe, Chris K. and myself filled our bellies with fat, carbs and caffeine. Primed up we were off to our WaWa for gas to to pick up any additional Shore Riders.

At ten o'clock, with no one else on the horizon, the four of us kicked up and off we went into a beautiful run south through the Pinelands and other tire loving back roads. Rt. 643 is really a nice ride and we benefited by Don's excellent navigation and choice of route. The morning air was very comfortable but it did warm up a bit so we encountered a lot of bare armed Harley riders. They seem to be coming out of the wood-work like ants.

Chris K. had to break off just as we closed in on

Cape May, he forgot to cut the grass and had to get home.

Meanwhile, as we approached the Cape May lighthouse I was reminded of how cool it is to be here. Don took the official FluffyButt photo in front of the famous lighthouse and then we were off to find the all important eatery. Not far from the lighthouse was a beach shack serving dogs, burgers and wraps. Although the waitress needed a little, no a lot of hospitality training, the food was very tasty as was the cold Birch Beer.



Dining at Sunset Beach, Cape May Point

We basically took the same route back, which was just as nice. It was one of those days where if you decided not to ride you regretted it by noon time.

A good day was had by all...

Elections - club officers

Don Eilenberger, Trustee

The nominating committee (RD Swanson, Roger Trendowski and myself) have approached candidates for our club officers for 2013. Happily - all have accepted the nomination.

For President we nominate Mike Lamberti (aka Rev. Mike) who is running on a platform of clean living and safe riding.

For Vice President we nominate Bill Dudley who foolishly slept through last month's meeting.

For Treasurer we nominate Jimmy "TB" McFadden who has done an outstanding job keeping the check book balanced.

For Secretary we nominate John Malaska who has finally made some sense out of our club

membership database.

The candidates will be publicly announced (and may have nomination acceptance speeches) at our October club meeting. We also happily accept nominations from the floor at that time. Voting takes place at our November meeting.

To vote a member must be a paid member for 2013 as of the time of the election. If candidates are running unopposed - voting shall be by a showing of hands (aye or nay.) In the case of a contest (it's never happened yet, but we try to provide for all possibilities) voting will be done by ballot. The new or returning officers take office as of 01/01/2013.

Please attend our November meeting - it's an important one for the future of the club.

Holiday Party - December 8th

RDS

Reminder, dear hearts, that our annual bash is in the near future.

You know the one where we humiliate one another with silly trophies, anecdotes, mileage certificates, "Fluffy- butt" awards and the like. It's at Rella's Tavern on route 71 in Brielle. They have good food and we have the upstairs room all to ourselves and with our own bar. We will tell lies and quaff some spirits. You will enjoy it if you come.

We will need to determine how much, if at all, the club will subsidize the cost of this grand affair. Usually it has been to the tune of \$10 per paid member and one significant other. You will need to decide at October's meeting. So get your big "dupa" off the favorite seat in front of the flat screen and come on out.

Dues are DUE!

Our annual club renewal date is November 1st. In order to vote in the elections, or attend the annual Holiday Party – you must be a current member. You'll find a club application form in this newsletter. Please fill it out, bring it to a meeting, or mail it to John Malaska.

New Jersey Shore BMW Riders Inc.

Membership/Renewal Application – 2013

Name: _____

Address: _____

City: _____ ST: _____ ZIP: _____ - _____

Significant Others Name: _____

Home Phone: (_____) _____

Cell Phone: (_____) _____

E-Mail Address: _____

BMW-MOA Member? Yes [] No []

If yes - membership number: _____

BMW-RA Member? Yes [] No []

If yes - membership number: _____

Don E runs a private mailing list – only open to paid club members – on Yahoo. 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 also 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 Yahoo email list: Yes [] No []

EMAIL address for the Yahoo list (only if different from above):

EMAIL: _____

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: _____

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

SEND TO: John Malaska
18 William Lane
Ocean Twsp, NJ 07712

A tale of two Rallies - Last Chance Rally and Colors in the Catskills

Don Eilenberger

It was the best of weather, it was the worst of weather. It was the season of light, it was the season of darkness. It was the hope of spring, it was the despair of winter....

It wasn't worth putting my bike traveling luggage away between the two weekends - September 21st-23rd was the New Sweden Last Chance Rally, and September 28th-30th was Colors in the Catskills. I was planning on riding to both.

Last Chance Rally, September 21st - 23rd

Friday September 21st was one of those perfect almost fall days. Temps just warm enough that I didn't need the heated gear, but cool enough that the air was really refreshing. I took a solo ride via all back roads from my house to Elmer NJ (town motto: "You can't get here from there" and "You're not from around here eh?") and the lovely Yogiville in the pines.

The ride down was uneventful and quite relaxing, at times I purposely tried getting lost a bit to see what new roads I could discover (which became sort of a weekend theme.) My only regret is - the back roads in the area have very little in the way of shoulders, so pulling off to take pics wasn't that possible. There are some great photos just waiting to be taken.

I arrived at the rally site at around 2:30PM, and hung out with the New Sweden officers and rally staff/workers for the afternoon. I was splitting a "Lodge" with two New Sweden members (Herb the Prez, and Pete Lisko), which turned out to be quite comfortable. It even had a TV and a tiny bit of WiFi. Around 5PM other New Sweden members started arriving, Pete Stone's Famous Road-Kill Chilly was served, and Herb Konrad (used to be the President) arrived with some really interesting imported beers to try. Being a club member of New Sweden has one big advantage - beer at the rally is free and available to members only.

At bit into the evening, one of the members started setting up a screen at one end of the pavilion, and a digital projector at the other end. He had the Isle of Man (TT3D : Closer To The Edge) movie on a PC. What a great movie, and the consensus was "those guys are nuts.." The movie follows one racer on his quest to win what has been described as the "most dangerous race in the world." I won't spoil it for you by telling what happens, but the movie has everything from thrilling on-bike camera work, to humor and tragedy. We'll be showing it on a movie night early in 2013. For a preview - visit: http://youtu.be/QldZiR9eQ_0

After the movie, the evening bonfire was started, and the members started gravitating toward it. Great blaze since the wood was recycled oak shipping pallets (dry, uniform size wood.) Before too long, people started heading off to sleep, and I did too.

Next morning donuts and coffee were waiting at the pavilion for rally goers. I got together with Herb Konrad, and we decided to go to lunch at the "Bait Box" in Greenwich NJ (pronounced "Green-witch".) The Bait Box didn't disappoint us, lunch was excellent, service was great, so was the view out over the water.



The Bait Box in Greenwich, NJ, Herb not the President.

After lunch, we decided to play lets get lost for a while, and headed on backroads and detours to Bivalve and Shell Pile (mandatory spots to visit for me when I'm in the area.) Eventually we wandered back to the rally site, arriving just in time for the field games. Weather remained cool and dry - perfect riding and rally weather. Arriving late in the afternoon, another NJSBMW member - Roger Trendowski arrived.



Shellpile Church

That evening, dinner was a catered affair - great chicken breasts in a mushroom gravy, green beans, fried potato slices, desert and some more of Herb's beer. Just as we were putting away the leftover food (and there was more than enough of everything but the dessert) - Kent and Liz arrived with Liz in the sidecar. Despite a torrential downpour around 8PM, more fun and frivolity continued until around 3AM, at which time Herb (the Prez, not the beer supplier) and I admitted defeat on trying to float the keg, and stumbled back to our lodge. It was a difficult battle, and we realized we'd met our match. Only minor injuries were incurred.

Sunday morning I awoke late - looking for coffee - none was to be had, the rally equipment was packed up already. So I got packed, got on my bike and didn't get off until I was in my driveway around 2:30PM (more backroads going home.) Had a great time with great people, bought a rally T, had a slight hangover - what wasn't to like? More club members should give Last Chance a try, unlike Black-Diamond Beemers rally - there were no rock bands keeping people awake at night. And it's a fun group of people in an interesting remote part of NJ that most people never get to.

Colors in the Catskills - September 28th-30th

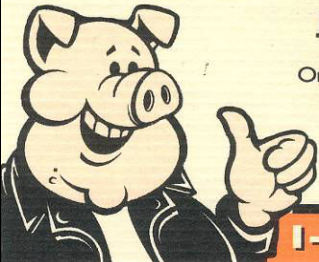
The weather contrast with the weekend before was impressive. Instead of a prediction of dry balmy weather, the prediction was for three days of rain - at times possibilities were 100%. As usual - the day before we left I was obsessing over it (checking multiple weather services

and multiple locations), but finally I just went to sleep knowing whatever the weather was, I was going riding on Friday and I was going to enjoy myself.

A big part of making wet weather riding tolerable (or in some cases - almost enjoyable) is the preparation. Not only the rider must be prepared - the bike should be also. On my R1200R that involves digging out the rain cover for the tank bag, putting anything that can be water damaged into a sidecase or the tankbag, making sure tire pressure is optimal and the suspension is setup for the weight being carried and a multitude of other small things that can make a big difference. I luckily had the foresight to toss in my sidecase a set of Wunderlich grip-mufflers (think Hippo-Hands, with a modern design) although if I had been really smart, they would have been on the grips before it left the garage. My riding gear should have been adequate for wet weather - a Roadcrafter 'stich, H2O gloves from Roadgear, BMW All-Round boots, Schuberth C3 helmet with the pinlock antifog insert.

Greg Wright and Dan Thompson arrived promptly at 9AM, and after some route discussion we were off and riding. The route was going to be I-195 to I-295 to I-95 to Rt 31 North, up to 202, then on back 500 series roads through north west NJ with our intermediate goal being Port Jervis NY, where we'd pick up Rt 209 and take it north up to the upper Catskills. Google gave this route about 250 miles and about 5 hours. It is possible to halve the time and greatly reduce the distance by simply shooting up the GSP to the NY Thruway to Exit 20 and thence to Round Top, but what's the fun in that? Especially when having to deal with truck spray in rain, and somewhat interesting wind gusts. Plus my plan should have run us around west of the bad weather, with a short

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jaunt back east to Round Top NY.

It got a bit damp going across I-195 then it cleared for quite a while.. almost until we got into Port Jervis. As soon as we got on Rt 209, rain started. The rain wasn't fooling around (predicted was 2" of rain in the area, it got there..) The rain never ended. My plan on skirting around the green blob on the radar would have worked IF the blob had kept moving. Instead it stalled over the upper Catskills, staying for an extended weekend.



We arrived, soaked, at the Crystal Brook Resort before dinner time, and got our rooms. The rooms reminded me of growing up in the 1950's-60's. Walls were paper thin (I found myself responding to conversations in the room next door to us), but the beds were comfortable, the bath was clean, water was hot, and towels were adequate. The big spider in the corner left us alone. Not a bad deal for \$84/night per person, including three huge meals a day.

Dinner was a white tablecloth delight. German specialty foods were at lunch and dinner, plus the option of one other non-German choice. Meals were served family style, and it was an "as much as you can eat" sort of quantity. When we were running out of any item, the waiter was right there asking if he could get more. Food was first-rate and really helped make the weekend.

The Crystal Brook also has a beer-hall on the grounds, the "Mountain Brauhaus" - an authentic reproduction of a Bavarian beer-hall. Perfect for the OctoberFest celebrations that were going on while we were there. We had a home for the

weekend, and a great place to hang out every evening. Perfect, even if it was continuing to rain. We stopped in the Brauhaus Friday evening, and tried sampling a few of the many German beers they had on tap. The "house band" was playing, and guests were dancing. The average age of the guests was probably in the mid 70's - with a few outliers - of about 5 years old and 100 years old.



Brauhaus – Friday Night

Saturday we awoke to more rain. Not as heavy as Fridays rain, but equally as persistent. We had one or two sightings of dry pavement, but wet pavement was the rule - making riding interesting as NY counties apparently get a bonus for spreading seam-sealer.

Saturday AM, after a hearty breakfast (completely ruining my diet for the day), we headed out to find Rt 67 - a road I'd discovered a few weeks ago. Country 67 is hard to compare to any other road reachable in a day's ride from NJ. Freshly paved, swooping banked corners with woodpie-do's, from tight stuff to sweeping, it has it all. And no traffic, and great scenery. It took a while purposely getting lost again until we stumbled over it - but once we did, we ran it from end to end, and then back again, enjoying the ride even if it was a bit wet. We managed to get back to the Crystal Brook in time for "lunch" (which was actually dinner) and then took off for Hunter Mountain to visit Color in the Catskills.

The ride to and from Hunter mountain were the highlight of CiC. As we approached Hunter, we realized we were riding up into a cloud - since Hunter is mostly on top of a mountain. This dampened the activities at CiC, with only one vendor in attendance (Roadgear,) and one dealer (Max BMW.) I bumped into some old friends

who were watching bikes arrive. My guess is there were 200-300 bikes parked in the lot when we were there.



Overlook on 23 on the way to Hunter

We didn't stay at CiC too long, but we did find that other NJS members were there. We bumped into Alex Edly, Dave Rosen, Charles Grass, J Grant Duncan, and George Roberts. They'd ridden up on Saturday, and seemed to be having a good time riding, despite the weather.



The single guys club arrived..

We eventually took off - getting lost again on the way back to the Crystal Brook, arriving in time for dinner. During dinner - our hostess/general manager asked us if we wanted reserved seats at the Brauhaus for the evening entertainment. Not knowing why this would be necessary (it wasn't very crowded the night before) we agreed to the reserved seats.

As it turned out - we never took the seats reserved for us, they went to a slightly older family group. We found our place at the bar, where we got to enjoy a completely packed Brauhaus celebrating OctoberFest. Ages were from 5 to 100 again, but the average age probably dropped to around 50, as many local people were arriving.

Thanks to Greg for the beers - and a good time was had by all. We were off to bed around 11PM.



Saturday night at the Brauhaus – packed!

Sunday morning dawned - drizzling. Not a heavy rain, but a steady one again. Combined with some general mist - looking at the radar, the green blob was still circling the Catskills with our location as the center. After another great breakfast (how often do you get to eat Farina?) - we headed south, retracing our route through NY state down to Port Jervis. Around Ellenville the sky started to show some breaks in the clouds, and by Port Jervis there was actual sun to be seen.

We decided to head to High Point State Forest (and monument) for some FluffyButt photos, so we ended up taking a completely different, and sometimes completely new to me route down through NJ. Rt 519 was familiar, but then we branched off onto Rt 94 as we went around Newton (which combined with 519 for a while), wandered over to Rt 206 for gas and lunch, eventually getting on Rt 517 (delightful, and a new road for me) and off to 509 into Flemington, where we hopped on Rt 31 and home. Got home around 4:30 and 240 miles later. Total mileage for the weekend - probably around 700.

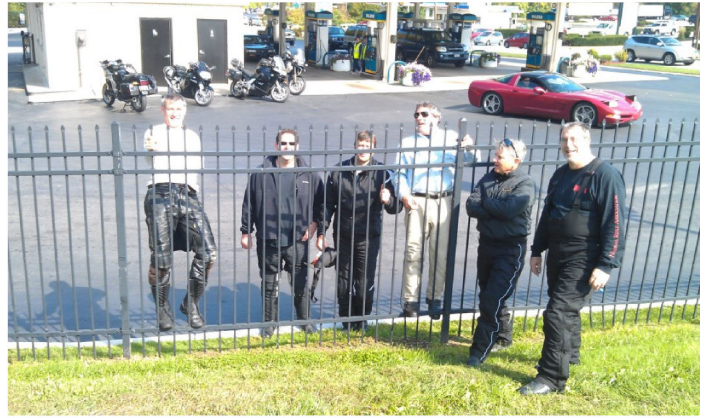
OK - what didn't work for rain? My Aerostich Roadcrafter leaked big time in the downpours. Part of that was my fault (I didn't have the side zippers closed, part of it was simple leakage, probably caused by not having decent Velcro on the flaps over the zippers. It was only a problem on Friday during biblical rains - the rest of the weekend it was fine. The H2O gloves from Roadgear mostly kept H2O in. This might be because I brought the wrong pair. I'd originally

bought a pair at the NY moto show a number of years ago - that leaked. Roadgear replaced them for me, and didn't want the old ones back, so I kept them. Problem is - they all look identical. I suspect I took the leaky ones. Going to have to test this at home before doing any serious rain riding again. My Schuberth C3 helmet - despite the anti-fog insert - showed a problem with fogging at low speeds. As long as we were moving at 50MPH, it was fine, airflow was adequate to keep the inside fog-free. Slowing down a bit going through towns and at lights caused severe fogging, only solved by either speeding up (blindly) or cracking the shield open. Problem is - the C3 shield isn't designed to stay open when moving. I think I'm going to have to modify the design a bit (I won't be the first..)

What did work for rain? The BMW AllRound boots. My feet were perfectly dry all weekend - highly recommended. Also in the "works" category are the Wunderlich grip muffs - I used them for the ride home on Sunday, and my hands were perfectly dry, wearing my Lee Parks deerskin gloves (which are super comfortable.) Good item to have - you just have to remember not to wave to people as you're coming up to a light (getting the left hand back on the clutch in that situation can cause a tiny bit of panic.)

So - two great weekends. Despite rain in the Catskills - the location and great riding roads made it a winner. Many of the roads in the area seriously rival roads in West Virginia, and despite having seam sealer slathered around - there isn't any gravel in the corners to deal with.

Oh - on the way back, we stopped at a MickyD's right over the border on Rt 23 to pee. As we were about to mount up, I glanced into the Valero station next door - where a familiar bike rode up to the back of the building where the mens room was. It was followed by 3 other bikes. The roving single-dude NJS contingent had caught up with us. Once again, Alex, Dave, Grant and Charles were bumped into. Small world for NJS members. Be nice to see more members joining in the overnight rides - they are a lot of fun.



We meet up with the single guys club again..

Club Activity and Events Calendar - 2012

- ◆ **Regular Club Meetings** - 2nd Weds of the month at Schneiders. Meeting starts at 7PM, come earlier to eat.
- ◆ **Moribundi Lunchs** - for the old, infirm, retired, unemployed. It's a chance to get out of the house. 1st Weds of the month, 12:30PM at a restaurant to be decided by the chief Moribund RD Swanson. Input for locations is gratefully accepted.
- ◆ **September 12th** - Regular Club Meeting.
- ◆ **October 3rd** - Moribundi Lunch – Shrimp Box, Point Pleasant Beach
- ◆ **October 10th** - Regular Club Meeting - and nominations for officers for 2013.
- ◆ **November 14th** - Regular Club Meeting - and annual officer election.
- ◆ **December 12th** - Regular Club Meeting.
- ◆ **December 9th** - Annual Toy Run to Children's Specialized Hospital, Toms River, NJ.
- ◆ **December 8th** - Annual holiday party.

Children's Specialized Hospital Ride

Jim Thomasey

The NJSBMW and the other clubs are invited to the annual ride to the Children's Specialized Hospital in Toms River on Sunday December 9,

2012. As we have in the past, we will meet at the MVC (DMV for those riding since the '70's or before) station on Route 70 West in Lakewood. The magic coffee wizard will also make an appearance with delicious hot coffee and donuts. After a respectable amount of time discussing important issues, we will leave and ride the short trip to the hospital. Anyone with a heart is encouraged to come so they can remember what their heart is for. All of us who have made the trip in the past can attest to feeling much better just for going. A tour of the hospital will be provided for those who wish to partake.

After the visit I am sure we will visit a local restaurant where the conversations will continue, now aided by warm food, cold drinks and hot waitresses or some variation of those temperatures and items. You will be regaled with incredible stories, some good and some true; but maybe not both.

I hope to see you there. Save the date on your schedules now for December 9.

New R1200GS introduced at Intermot

From a BMW press release..

The new water/air cooled R1200GS was introduced at Intermot in Colone.



Highlights of the new bike are:

New vertical flow through the cylinder heads, with the intake on top and the exhaust on the bottom.

Fly-by-wire throttle system, allowing for better running and cruise control. The electronic throttle also allows for different engine programs that change how the engine responds to the throttle.

Air-Water cooling. The oil used for cooling has been replaced by a water/glycol mix allowing for precision cooling of the engine. The engine still continues to utilize air cooling in addition to the water cooling system.

The new engine offers 125bhp at 7,700 RPM, and 125 Nm torque at 6,500 RPM.

Semi-active suspension, that responds to the suspension movement, adjusting damping on the fly.

New unique tire sizes of 120/70-R19 in the front and 170/60-R17 at the rear.

ABS is now standard, and a new braking system with monobloc radial mounted front calipers and a larger rear brake rotor are standard.

LED headlight lighting – a first on motorcycles.

Wet clutch – a first on boxer models. And a revised driveline with the driveshaft on the left side (port side) of the bike.

Increased ground clearance (+8mm).

New instrument cluster with OBC as standard (a "PRO" OBC is an option.)

Four paint finishes: Racing Red, Alpine White, Blue Fire and Thunder Grey Metallic.



ForSale – Dr Jerry still has his '95 R100RT for sale. \$5500 for club members. Contact him. 732-822-4340

Motorcycle Insurance from a fellow rider and club member



Greg Wright

greg@johnbwright.com

www.johnbwright.com

800-224-6693

Contact Greg Wright for all your motorcycle and other insurance needs. Greg is a club member, fellow rider, and club supporter.

The Wright Agency can provide at least 3 competitive quotes while making sure you're protected!

More than just buying insurance:

- Face to face personal attention.
- Quick, fair claims processing.
- We're there when you need us.

When it comes to insurance, our philosophy is simple – the broadest coverage at the best price, fast claims response and the advantage of a local agent.

See the difference personal services makes!

MEETING – Weds – October 10th

Schneider's German-American Restaurant, Main St. Avon, NJ

NJS-BMW-Riders Inc.

John Malaska, Secretary

18 William Lane

Wayside, NJ 07712-3728