

**October 2015**  
**NEW JERSEY**  
**SHORE BMW**  
**RIDERS Inc**

Bill Dudley, [president@njsbmwr.org](mailto:president@njsbmwr.org)

Klaus Huenecke, Vice President

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Jim Thomasey, Secretary, Newsletter Publisher

Dennis Swanson, Trustee and Instructor General

Don Eilenberger, Trustee and Newsletter Editor

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*The leaves fall, the wind blows, and the farm country slowly changes from the summer cottons into its winter wools.* Henry Beston, Northern Farm

*You might as well fall flat on your face as lean over too far backward.* James Thurber (1894 - 1961), New Yorker, Apr. 29, 1939 "The Bear Who Let It Alone"

*Oil prices have fallen lately. We include this news for the benefit of gas stations, which otherwise wouldn't learn of it for six months.* Bill Tammeus, in Toronto's National Newspaper, 1991

*If you stand still outside you can hear it... Winter's footsteps, the sound of falling leaves* Takayuki Ikkaku, Arisa Hosaka and Toshihiro Kawabata, Animal Crossing: Wild World, 2005

*That is the greatest fallacy, the wisdom of old men. They do not grow wise. They grow careful.* Ernest Hemingway (1899 - 1961), A Farewell to Arms, 1929

*To accomplish our destiny it is not enough to merely guard prudently against road accidents. We must also cover before nightfall the distance assigned to each of us.* Alexis Carrel (1873 - 1944)

*If you have made mistakes, even serious ones, there is always another chance for you. What we call failure is not the falling down but the staying down.* Mary Pickford (1893 - 1979)

**BMW Club**  
**New Jersey Shore Riders**



## **President's Message:**

We've had such a great summer. No rain to speak of, wonderful for us riders, not so much for farmers.

September started out with the Finger Lakes Rally. We "attended" for a few hours on a day pass, mostly to check up and make sure Roger was doing his job, and to go shopping at the flea market they always have there. There were no vendors to speak of at Finger Lakes this year, and the traffic in Watkins Glen proper is hideous, but if you can get past that, it's a well attended rally in a wonderful part of the world.

We were in the area to visit a dairy farmer friend of mine, who lives in nearby Caroline, NY. It's always great hanging out on his farm, as long as we can just be tourists and not have to do any actual farming.

I also discovered that a first cousin lives in the area, so we dropped in on him and his wife. I hardly know this cousin, as he's lived most of his adult life in Indonesia.

The New Jersey Airheads had a Tech Day on the 19th. I know that most of you don't ride "vintage" bikes, but I think you're missing something if you don't. It's possible to fix air cooled BMW's yourself, unlike the modern bikes. We have Tech Days so airhead owners can learn how to maintain their own bikes, and they also function as social gatherings. Klaus hosted the Tech Day and went over how to measure suspension sag and set preload.

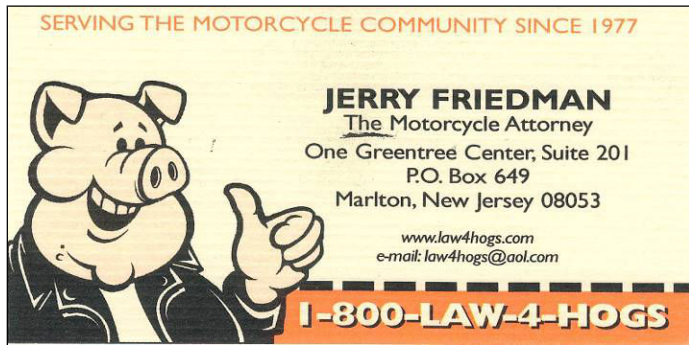
We attended a couple of weddings in NYC, so there weren't as many long motorcycle trips as I might have liked, but October should make up for that, assuming the weather doesn't com-

pletely suck (a real possibility as I write this on the eve of leaving for the NJSBMWWR Catskills Octoberfest trip).

After Octoberfest, we're planning on riding down to the Barber Vintage Days near Birmingham, AL. If the weather sucks, we may trailer a bike instead, but in either event that'll mean more than a week away from home.

I'll miss the October 14 meeting as a result of being on the road from Barber Festival, but you will be in Klaus' good hands.

President Dud



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## Club Picnic . . . Summary by Host!

*Tom Spader*

Turns out this year's picnic was attended by 32+ members/guests and a good time was had by all.

Featured attractions included use of Bradshaw's Beach (a block to the East) of which at least four took the plunge and kayaking on the lake highlighted by Zhao and Richie Standt taking turns rowing about...only thing missing was the Arthur Godfrey ukulele.

Special thanks to Mikey the Chef for handling the shopping and manning the grill serving up perfect cookout type foods including chicken shish kebabs. Also kudos to Richie who provided the 'most asked for recipe' of the event...the grilled corn on the cob. Must say, his novel approach to the grilling process eliminated the 'need' for melted butter, salt and pepper. Secret: Soak corn in husk 10 minutes - tips u - then onto grill in husk turning @ 5, 10 and

15 minutes...cut in half and enjoy.



As noted, good time...no complaints although the 20 lb watermelon brought by Jerry was the only thing left the following morning.



## Salty Fog 2015

*Harry Costello*

The Last Edition of the Salty Fog Rally was run September sixth through eleventh 2015. The starting point was, as usual, the small fishing village of Larry's River, Nova Scotia Canada.

I departed the homestead at 0400 Friday (10/4) well before the sun even thought about coming over the horizon. GSP to Palisades Pky across the Bear Mountain bridge and onto the Taconic Pky, Rt7/9 and across Rt9 put me riding through Keen, NH around 09:00. I thought about waking up the riders that had left a day before me but it

would have cost too much time.

Going Northwest on various back roads put me on Rt 93 (Slab) where a quick 20 miles put me on the West side of the Kancamagus, going East into Fryeburg, Maine then Rt113 North to R9 put me on the road to Bangor. Passed through Bangor (second nights destination for the other riders) around 4PM and continued to the Canadian border. Arrived at a Mom and Pop motel around 6PM and dined at a local truck stop. 725 miles today.

Saturday I crossed the border at 06:00 without any drama and started the long grind along Canada Rt1 (Super Slab) through New Brunswick. With a slight fog in the air, better than perfect road surface, no traffic and sides of the road maintained to standards acceptable to Disneyland Rt1 has a certain surreal feeling to it. This for me resulted in the speedometer creeping through the ticket zone and into the go to jail zone. Not wanting to have a conversation with the RCMP I kept closer to the posted limit the rest of the trip.

I made a slight detour through Alma, bought lunch at the General Store and dined across the street on the picnic table looking over the small harbor. I like Alma, this is my fourth time there, and this time through found a free campground east of town (next to the cemetery) I'll save that information for future reference.

Crossing into Nova Scotia I made a quick left and picked up the Sunrise Trail (Rt6) along the Northumberland Strait (Rt6). Enjoyable back road which gives the opportunity to soak in the flavor of the area. Ended day at a campground in Tatamogouche (a word I'll never pronounce) where I met up with Nick a Guzzi rider from New Jersey.

Sunday we took a leisurely 150 mile ride to Larry's River where we met up with the other people going on the ride. Bob and Mary Weber open their home to the people that show up and Mary keeps everyone well fed. I had my reserved sleeping accommodations on the second floor of the barn and slept well both nights. Sunday and Monday are important days on the ride because you just get to hang with the people on the ride, eat together and enjoy conversation and libation in the evening. When the crew

heads out on Tuesday morning you're not riding with a bunch of strangers, but with a bunch of new friends. While we were sitting outside on Monday a Bald Eagle came within 20 feet of us in a vertical dive heading toward the river, those are really big birds.

On Tuesday the ride started and followed the same route it has in the past, with a few extra remote roads thrown in. I've written before of the route and attractions along the way so I won't go through it again, except for one item.

This year I visited the last major attraction on Cape Breton that I haven't been to - the coal mines in Glace Bay. It's a nice museum with examples of mining equipment, and a movie showing the history of development of the coal industry in the area. The treatment of the workers in the coal industry in the late 19th and early 20th century's was likely the strongest reason for the rise of the Union movement in this Country. The conditions they were forced to work under were appalling and the money the mine owners made was obscene. The miners were truly the heroes of the labor movement and we today benefit greatly from their suffering. But I digress.

When we started on the mine tour they gave us a poncho and a hard hat, I figured it for nice theater. What I failed to listen to in the pre-mine tour speech was that the mine was wet (under the bay) and the ceilings were around four and a half feet. It was funny listening to the hard hats smacking on the cross beams as people on the tour walked along hunched over with the ceiling beams only four and a half to five feet overhead. The fellow giving the tour was a retired miner that entered the mines when he was six years old. I'm glad I took the tour, time well spent, educational and entertaining, but the walking through tunnels that were only four and a half feet high was a little demanding.



Rode on what I think was an old RR right of way crossing Bras d' Or lake. A short cut that the locals use, and you won't find in the tourist guides.

Seeing as this was my fifth trip around the Cabot Trail, I get to notice some things I've missed in the past. In the Southern part of Cape Breton (Victoria County) some of the road signs are in English and Gaelic in deference to the Irish and Scottish heritage of the area while the North (Inverness County) you see some French. Also in the North you see a lot of Arcadian flags (French flag with a star in the upper left corner) while in the South you see the Nova Scotia flag with the cross of Saint Andrew as the background.

Louisbourg, NS Kind of a fish Co-OP place on the waterfront cheap good food:



All good things come to an end and so it was with the Salty Fog rally. I and Nick wanted to make the border by dark so we departed from the group at Meat Cove early on Friday Morning. We had to do the big slab but did have the opportunity to take a few detours on secondary roads. After a night in a low cost Mom and Pop and breakfast in the local truck stop we were off to home. The GPS says it can get you home from Calais, Maine in ten hours but the nice way will take fourteen. I took the fourteen hour route.

As for accommodations, I slept well every night, sometimes in my tent sometimes in a barn and a camping cabin outside Sydney. Food was good

as usual; we generally eat in small local places like fish Co-ops. The Chowder Hut at the Meat Cove campground is truly unique for its menu and location. Meat Cove was especially nice this year as we arrived early and were lucky to have a great sunny day to sit and watch the fishing boats in the cove and a mild evening with our campfire set on the edge of the cliff overlooking the Atlantic. Friday morning on the way out in a very slight mist we were treated to another spectacular sunrise.

Total mileage = 2115.

Bob Weber gave us each a road sign that directed new people to his home in Larry's River. It's kind of remote. Electric and telephone but only one road in It has a prominent spot on my garage wall:



**Editor's note** – Don E and Dan T were also touring Nova Scotia at the same time as Harry, doing the civilized thing (inns and motels), if there is any interest one of us might write it up. Somehow our trip was about 500 miles longer than Harry's – but maybe I just wander more.

*Needless to say – put Nova Scotia on your bucket list, it's a wonderful place to ride, with wonderful people - as both Harry and I have found more than once.*

*Anyone looking for info on what to see, where to stay and eat – feel free to contact Harry or Don. Having a bit of local knowledge before visiting can make the trip even better!*

## Last Hurrah for Pizza Sept 16

*RD Swanson*

Shore Riders gathered at Pete and Elda's, Carmen's Pizzeria in Neptune for the very successful end of the monthly summer rides for pizza. Sixteen or so riders made an appearance and took a sizable area in the front parking lot for a display of motorcycles. As usual, the joint was crowded and we were located in the upper level where they put larger groups. Unfortunately we all couldn't sit together, but nobody seemed to mind. The pizza was thin crust and quite good. As soon as it was placed on the table it evaporated.

Conversation ranged over a great many topics and was lively and loud. These days with Internet access on phones we can even fact check our topics. Did you know Montana and Germany are about the same size, but Germany has about eighty million people and Montana just over one million? But then Montana doesn't make fine motorcycles.

Another topic was pizza rating. After sampling the Shore's best, opinions varied. I favored Federici's in Belmar, others said Vic's was best. One thing certain, they were all very good.

Klaus and EPM paid for the pizza at these events. This was above and beyond the call of duty and set an example for the rest of us. Thanks Klaus!

With the summer's end, we might consider some other monthly event that gives us an excuse to meet and ride. Perhaps a monthly quest for the best hamburger would work.

## Notes from the road heading east.. part 2

*Don Eilenberger*

More from my Facebook daily (sometimes more often than daily) posts while on my C2C2C..I've gotten to Grand Junction Colorado, and am about to enter the plains states:

If it seems a tad disjointed (jumping back and forth in time – that's the result of waiting to get WiFi to do some uploads.



### June 6th - Grand Junction Colorado:

*Know when to hold'm and knowin when to fold'm..*

When wind pushes you a full lane width no matter what, it's time to fold'm. I had thought about Grand Junction CO being today's destination anyway so not a huge disappointment. I planned to decide between I-70 and US-50 here anyway.

Normally choosing between a historic "old road" and interstate is a no brainer, but I'd driven the section of I-70 that is between here and Denver a few years ago and it's actually a spectacular motorcycle road. Decisions, decisions. I'll decide in the morning after checking the weather. It's not a bad quandary to have.

The ride here was on US-50, disguised as I-70. Nice road, 80MPH speed limit (and most people actually don't exceed it) and it weaves through a series of canyons with multicolored rock walls lining the road.

Today's late lunch was at BurgerKing, next to the Quality Inn. Wasn't awful. In Grand Junction Colorado.



### June 7th - St Francis KS:

Stopped for lunch at the Dairy King in St. Francis KS. Burger and a shake. I've been following secondary highways that parallel I-70. No trucks and in general as fast or faster than the interstate.



**St Francis KS – has a water tower and several street lights.**

The Colorado part seemed rather poor, but things are looking more prosperous in Kansas. St. Francis has a Catholic church of the same name. Dunno which came first.

### June 8th - Oberlin KS:

Tonight is Oberlin KS. At a B&B built in an old bank building.



**Dining room at the Landmark Inn – waiting for customers. ANY customer.**

Garth Goldberg will be happy to know I've been all back roads today. Found roads that parallel I-70. All roads in Kansas were drawn with a straight edge and run east-west or north-south. Traffic is almost non-existent on the secondary roads, and I have yet to see a cop. What that means is sustained reasonable speeds are easy to achieve. The cops are all out on I-70 where their customers are.

The scenery can be a bit repetitive, flat farm fields and the occasional small town. And a straight road disappearing to an infinity point. At least there are some rolling hills to break the monotony.

Oberlin is a big town for the area. Its claim to fame is as the antiques center of central Kansas. To me it's more like the set of a strange horror movie where a town was suddenly deserted by the inhabitants. Walking around I realized in the background there was elevator music playing – no matter where in town I walked.

Finally figured it out – there were tiny speakers under the canopy that lined Main Street – and despite the total lack of anyone but me – music was coming out of them. It felt very Twilight Zone-ish.



**Oberlin Gazebo**

The main street has two traffic lights. I'm sitting in the town gazebo watching one change, with no traffic in sight. The few cars that do pass all slow down to see who is sitting in their gazebo. The local cop did a pass-by, someone probably called.



**Downtown Oberlin**

The movie theater is still open, so I guess that counts for something.

**June 9th - Manhattan KS - at the Comfort Inn:**

Slaughter of the innocents, or crossing Kansas by back roads..

Two things impressed me today. It can sure get hot on the plains of Kansas, and there are a lot of bugs in Kansas..

There was a heat warning for Kansas today. They claimed 98F. Almost. I saw 97F around

2PM. That's about when the wind picks up.

The wind and truck blasts are more of a problem the past few days.. my steering damper crapped out. I suspect it's been going for a while since that would explain the increased sensitivity to side gusts



**Bugs, bugs and more bugs..**

Today's ride was much like yesterday but hotter and buggier. Breakfast at the Landmark in Oberlin was excellent (scrambled eggs, bacon, raspberry scone and lots of fruit slices.) Recommended. Got a good nights sleep.

Today I'm in the Little Apple, Manhattan KS. It does an entire New Years event based on how it's different from the one in NY.

Also went through a hamlet claiming to have The World's Biggest Ball of Twine, but no sign Indicated where it might be observed. So no pic.

I had to stop about every hour to clean the dead bugs off my faceshield. That was usually a good time to water up, both me and my Marsee cooling vest (worked super.)

Tomorrow into Kansas City, the Missouri side for a new damper. It will be a stock one. I'd rather have a Hyperpro, but I wouldn't be able to get it in one day like a stock one. Engels BMW couldn't have been nicer, they said the damper will be there shortly after 10AM, and they can squeeze in the installation for a traveling motorcyclist. Big thumbs up for Engels!

Meanwhile at a Comfort Suites in Manhattan KS with the choice of 3 restaurants within a 5 minute walk.

### June 10th - Engle Motors, Kansas City, Missouri



At Engles BMW in Kansas City, where they're installing a new steering damper. Took Rt-24 all the way from Manhattan KS Nice road. Temps were in the 90s again.

Kansas City KS was a bit scary to ride in. Most of the drivers were texting, except one who weaved up next to me at a light.. he was filling his crack pipe. He may still be sitting at the light

Didn't stop much since Doofus had a heat stroke halfway here. After 30 minutes of cool down she came back to life.

### June 10th - Quality Inn and Suites - Hannibal, Missouri

Nothing notable actually. In for the night.



To be concluded next month..

### Extreme Machines Bike Nite

*This photo was accidentally left out of last months article submitted by Bill Dudley. I want to thank Bill for the very high resolution version he sent me:*



*This had something to do with a motorcycle event.. damned if I can remember what..*



## **Annual Toy Run ride.**

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*Jim Thomasey*

There are some days that some of us look forward to each year. The Super Bowl. Your birthday. The day the new batch of Entenmanns products are delivered to Shop Rite. But none of these events is as anxiously anticipated as having coffee and donuts in the parking lot of the Motor Vehicle station in Lakewood, NJ. Well, rest easy for that day is just around the corner.

On Sunday, December 13, 2015, the annual Toy Run ride will take place to benefit the Specialized Children's Hospital. As in the past, the ride takes place the day after the club Holiday party which allows you to bring your gifts or donations to the party and I will take to the hospital. We will meet at 10 am for coffee, donuts, and discussion and then take the short ride to the Hospital at 94 Stevens Rd in Toms River, NJ 08755.

The children of the hospital are always excited to see and hear the bikes and we are always offered a tour of the facilities. Any unwrapped toys will be distributed to the children of the hospital or their family members. Our club with the cooperation of New Sweden and Skylands have always been generous to the hospital and I am sure this year will be more of the same. I look forward to seeing you December 13.

## **Color in the Catskills, Oct 2-4**

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*Dan Thompson, Treas. Ex Prez.*

Time was closing in on what appears to be an annual trek to the Catskill Mountains. I was looking forward to being led to New York state to enjoy the scenery, the roads, the rally event at Hunter Mountain Resort, and, of course, the wonderful meals that were waiting for me and my companions, at The Crystal Brook Lodge.

I knew Don had convinced some riders from that south Jersey club, New Sweden, I believe they call themselves, to join us. So, if I made a few new friends, all the better. After all that's what motorcycling is all about, right?

Well, I decided to ask SWMBO to join me, as this would be my 5th year going, and I thought

she should enjoy the rally, the food, the company, and the scenery. She agreed and plans were made to ride up with a contingency for a cage ride with club member Matt Scamardello's lovely spouse Kathy. We all know about the best laid plans. Joaquin had other ideas about our plans, which led to modes of transport other than two wheeled.

Capt. Don, myself and Gigi left for the Catskills in high winds and torrential downpours. We made arrangements to meet Matt and Kathy at Motorcyclepedia in Newburgh NY and spent the afternoon browsing the many fine examples in the collection. I was impressed that many different brands and years were represented. There were also three walls of death displayed and the stadium seats of the Yankees before they were relocated to the House that Ruth built.

Besides the great food at the Crystal Brook Lodge, the excitement at Color in the Catskills was too great to enjoy in one day, so multiple trips were made to Hunter.

Friday night was spent viewing a fine documentary about a lone cyclist exploring the many lunch spots, town centers and byways encountered on his C2C2C trip.

Saturday evening was spent with the 15 other members of our group at the Bierhaus. The band this year was enjoyable and even inspired many members of our group to trip the light fantastic on the dance floor. We apparently have a Ginger Rogers, and a few Fred Astaires.

The weekend did not play out as planned, but the company made for another enjoyable trip. Like I said making friends is what motorcycling is all about, even if you don't motorcycle.

## **Riding Electric**

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*Ben P*

I have been driving electric cars for the past 3 years now. I love the way they drive. They're very quick, quiet, cheap to own and are virtually maintenance-free. How about electric motorcycles? I have ridden 2 electric motorcycles, the Harley Davidson Livewire project bike and the 2015 Zero SR. Here are some impressions of the two bikes.

The Harley Davidson **Livewire** was a prototype that was shown around the country to gauge public reaction. I managed to book a test ride at Brian's H-D last year. The bike is the best-finished electric motorcycle I have seen.

It had a longitudinally oriented motor so the shaft had to make a 90-degree turn via gears to send power to the belt-driven rear wheel. This configuration was a deliberate design feature so the Livewire would make noise, this one sounding like a jet turbine although at a much lower decibel level.

I thought that the styling was very sharp and the overall quality was production ready. The under the bar mirrors were gorgeous but useless. The batteries and motor had stylized casings, the frame was a nice looking cast aluminum piece, headlight was LED, and subtle details were sprinkled all over. Overall, the rear looked like a smaller scale truncated Ducati Diavel rear-end while the front was more naked sporty bike, kinda like a Ducati Monster. The seat is low and the wheelbase is long in proportion to the seat height but may still be shorter than a BMW RNineT.

Numbers thrown around for the Livewire were 74 hp, 52 lb-ft of torque, 460 lb weight and around 95 mph top speed (electronically limited).

The ride was very refined, excellent throttle control, braking was superior even with a single front disc, regenerative braking was strong but predictable, acceleration was highly entertaining (very strong but doesn't wrestle the bike from your hands) and handling seems on par with gas-burning peers that don't bear a Harley badge. I left that test ride with a strong desire to buy one but we all know they weren't for sale. Then I found out that range was just 56 miles. Good thing I didn't place a down payment on one.

The 2015 **Zero SR** is superior in every aspect of performance. It is said to go faster (up to 105 mph), quicker (0-60 mph in 3.3 sec), and farther (150 mile range on a full charge in city riding or 94 miles at 55 mph). The electric motor puts out 106 ft-lbs of torque instantly but develops 7 less horsepower than the Livewire (67 hp).

A Zero SR weighs 414 lbs so its power to weight ratio is only marginally better than the Livewire but since torque is effectively double, the SR accelerates much fiercely yet with no wheelspin (in Sport mode). In Eco mode, acceleration is more benign like my K1600 GTL.

The suspension is firm and so is the seat. Seat height is a tad high for me at 31.8 inches but I was still flatfooted at lights. The riding position is akin to R1200R.

The SR is surreal in its quietness, lack of engine heat and vibration and the absence of the odor of combusted gases. It seems that your awareness of your surroundings is heightened. You suddenly notice how much of a racket an internal combustion vehicle makes when you stop at a light. Other vehicles sound strained with engines that pick up revs slowly to lose some of the energy in the transmission and the belts and chains used to drive ancillary systems while the bike under you just makes a lot of power silently and immediately. Which brings me to a realization that you best wear some gaudy hi-viz gear for people to notice you visually.

So what conclusions did I arrive at?

I say that electric motorcycles are the way to go if their capabilities fit your needs. They are cheap to own as maintenance costs are close to nil except for tires, brake pads, light bulbs and drive belts. Dealers will make almost nothing for servicing an electric bike. A full charge costs a whopping \$1.40. Its MPG equivalent is between 235 (highway) and 461 (city). No oil to change or check, no tune-ups, no valve adjustments, air filters, exhaust systems, fuel lines, transmission fluid, gear boxes, carburetors, ad nauseum...

I didn't say they are perfect. At this stage, they are most suitable for commuting and shorter excursions. They also wouldn't be my go-to cold weather bike since range drops a good amount in frigid temperatures. While I wouldn't tour in one, a friend did a cross-country trip on an older Zero.

Would I get one? Hard question. There are bikes that I lust after that may even be cheaper to buy initially. I actually think that a Zero SR is

a tad ugly. This much I'd say: if I get ever one as a "second bike", my K1600 would easily be relegated to garage queen status.

## Finger Lakes Rally, Labor Day Weekend

*Roger T.*

Weather was excellent over the Labor Day weekend for the 41st Finger Lakes BMW rally.

About 700 people enjoyed Friday through Monday activities; good food, entertainment, vintage bike show and judging, and flea market. Probably half of the attendees camped out on the grass field or in the shaded tree areas.



Some BMW clubs who have attended the rally for years were lucky enough to stay in the "boy-scout" style camp houses (bunk beds, no bathrooms, etc). Other attendees stayed in the numerous motels in Watkins Glenn.

As a Finger Lakes club member, I ran the club sponsored flea market.



Over \$8,900 of motorcycle stuff was sold on behalf of attendees who brought items to sell; about half of sales were clothes. There were great bargains. The Finger Lakes BMW Club is already advertising next years rally on their website ://www.fingerlakesbmw.org

## Sign

*Roger T*



By the time I finished reading the sign, I passed it. So I turned around and took a picture. It was located just south of Syracuse NY in the Onondaga Nation territory. It means "where they play games." and directs people to their sports Arena.

## 2015 Event Schedule

Please email the editor with additions/corrections.

### October

- Wednesday, Oct 14th - Meeting. Schneider's, Avon.  
Eat and chat 6PM, meeting starts at 7:30PM.

### November

- Wednesday, Nov 11th - Meeting. Schneiders, Avon.  
Eat and chat 6PM, meeting starts at 7:30PM.

### December

- Wednesday, Dec 9th - Meeting. Schneider's, Avon.  
Eat and chat 6PM, meeting starts at 7:30PM.

- Friday-Sunday Dec 11<sup>th</sup>-13<sup>th</sup> – NY Moto Show, Jav-its Center, NYC. Group usually goes on Friday.

- Saturday, Dec 12th, Annual Club Awards Dinner.  
Rod's Old Irish in Sea Girt. 6PM. Dennis will announce details.

- Sunday, Dec 13th, Annual Toy Run to Children's Hospital Toms River. More details from Jim Thomasey as he gets them.

## Motorcycle Insurance from a fellow rider and club member



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### Club Logo Stickers available!

Thanks to an anonymous donor – the club now has a supply of self-adhesive, reflective club logos, suitable for your bike available. Price is \$1/each. See Treasurer Dan Thompson for purchase. The logo is identical to the one on the first page of this newsletter.

**Meeting – Weds – October 14<sup>th</sup> – Schneider's Main St, Avon 6PM**

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