

March 2016

NEW JERSEY SHORE BMW RIDERS Inc

Don Eilenberger, president@njsbmwr.org

Klaus Huenecke, Vice President

Art Goldberg, Treasurer

Jim Thomasey, Secretary, Newsletter Publisher

Dennis Swanson, Trustee and Instructor General

Don Eilenberger, Newsletter Editor

Joe Karol, Trustee; Roger Trendowski, Trustee; Bill Dudley, Trustee; Dave Rosen, Trustee, Dan Thompson, Trustee

Listen, can you hear it? Spring's sweet cantata. The strains of grass pushing through the snow. The song of buds swelling on the vine. The tender timpani of a baby robin's heart. Spring. *Diane Frolov and Andrew Schneider, Northern Exposure, Wake Up Call, 1992*

It is not necessary to understand things in order to argue about them. *Pierre Beaumarchais (1732 - 1799)*

Spring is when you feel like whistling even with a shoe full of slush. *Doug Larson*

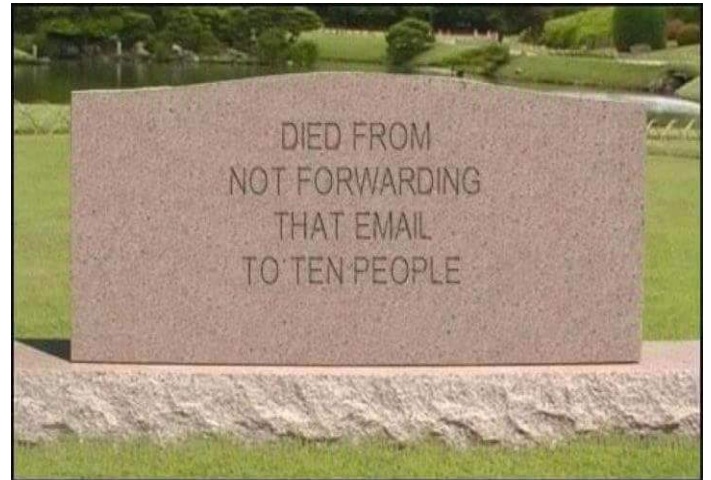
There's an old saying about those who forget history. I don't remember it, but it's good. *Stephen Colbert, The Colbert Report, March 10, 2008*

I object to being told that I am saving daylight when my reason tells me that I am doing nothing of the kind... At the back of the Daylight Saving scheme, I detect the bony, blue-fingered hand of Puritanism, eager to push people into bed earlier, and get them up earlier, to make them healthy, wealthy, and wise in spite of themselves. *Robertson Davies, The Diary of Samuel Marchbanks, 1947*

What can be more palpably absurd than the prospect held out of locomotives travelling twice as fast as stagecoaches? *The Quarterly Review (England), March 1825*



President's Message:



I really can't complain as newsletter editor to the President about his column being late.. but perhaps I will.

I was out riding this past Sunday - to a club lunch at the Yardville Inn (thanks Dud!) - when I smelled something. It smelled like spring.

I realize that this seems early for "spring", but daylight savings time starts in less than two weeks, and even now - there is daylight when I leave the gym at around 6PM. I generally define my riding season as "all-year", but the most riding I do is done in the months when daylight savings is in effect (Sunday March 13th to Sunday November 6th for 2016.)

Right now I'm putting together riding plans for the upcoming season. Already committed to is the BMW-MOA Rally in Hamburg NY (near Buffalo.) I'm planning on taking 2 days to get there, there are parts of the Adirondack Forest Preserve I've always wanted to ride, and with a slight detour from the direct route - I can include this in my path to the rally. Anyone interested - see me.

After the rally I'm giving thought to a longer tour.

One thought that I've had is circling the Great Lakes as close to the shoreline as possible. Doing some rough route planning in Tyre (great program - uses Google Maps in the background) - it looks like about 5,000 miles of great backroads, combined with a few city visits or detours (usually decided on the fly.) It includes two countries, so it fills my annual international ride requirement, and I should be able to complete it in a leisurely manner in about 15-20 days.

Other possibilities for rides are the annual Morton's Spring Fling in Covered Bridge VA. This has become an annual ritual - I've been to all of them so far, and would like to keep that record intact. That's a 2 day down ride, and I may do a bit of wandering on the way back so no definite return date yet. I hope we have a big club turnout - it's a great couples event, and Morton's does a first-class job putting it together.

Where else?

April 17th is the "Gathering" (aka Gathering of the Nortons) - an annual rite of spring. We always have a club ride or two going to it, and usually meet for lunch on the way home. May 14th-15th our sister club New Sweden is doing their "New Sweden 450" - a GPS led ride through NJ and PA to an overnight camp.

Starting May 18th - our monthly Ice-Cream Rides begin.

May 27th-29th is Charter Oak Rally in Connecticut, one I've always thought about attending if I can find a nice route there. June 26th there is a club ride to Motorcyclepedia in Newburg NY - Dave Rosen has volunteered to lead it. And July is the BMW-MOA National that I started this with.

We've been having weekly Saturday brunch meetings at different diners in the area - turnout has been from 4-10 people. Try and make these, they're always fun and the conversations are worth the trip. These are announced a day or two in advance on the Yahoo email list.

Moribundi Lunches have been a first-Wednesday tradition, ably led by RD Swanson. Again - a great time to chat with fellow motorcyclists (and

a number of ex-motorcyclists who remain club members.)

Our club riding opportunities include weekends, weekdays, single-day rides, multi-day rides, week long rides, international rides - if you can't find one or two of these to participate in you're living life wrong.

I'd like to welcome a new member to the club, Paul Cooke. We've added a new member about every 2 weeks now - so our membership is growing. I'll be including in this issue the "Free 6-Month Membership" application form, and again ask that you rip it out and put it on your bike, so when you bump into someone who should be an NJ Shore Member - you have something to give them (or even get them to fill it out on the spot and bring it to the next meeting.)

I also would like to thank Dan Thompson for his outstanding service as club Treasurer, and thank Art Goldberg for offering to be our new Treasurer. Art has things well in hand, and we've discussed an annual budget that will avoid the usual October panic.

That's it - happy SPRING! It may seem a bit premature - but I smell it in the air so it's happening!

See you at Schneider's on Wednesday!

Don Eilenberger – Recycled Prez 2016



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Weekly Breakfasts/Brunch February

DJE

The weekly breakfast meets this year have so far been well attended. We try to pick a diner where we can find good parking and seating for

a group of 6-10, not too far away, and offering a good breakfast/lunch menu.

The time is Saturday morning - 10AM. We're looking for suggestions of places to visit. If the weather is unrideable - no one is shamed for coming via 4-wheels, we're just happy to see you come!

A few pics from the last month's breakfasts:



Amy's Omlet House



Allenwood General Store



JB's Diner

Next one - this Saturday – Location to be announced via Yahoo. 10AM. Be there!

Airheads BMW Club Supertech 2016

Bill Dudley

The weekend of Feb 19,20,21, the Maryland Airheads BMW Club held their second annual Airheads Supertech. Supertech was started by the PA Airheads about a dozen years ago. It's a weekend of seminars and demos of Airhead BMW repairs and modifications. "Gurus" in the Airhead world volunteer as presenters on topics like "transmission overhaul", "fork rebuild", and "Airhead electrical systems".

The PA people eventually burned out and stopped doing Supertech, but the MD Airheads decided to "pick up the torch" and have so far held two events of their own. I think these events have been every bit as successful as the PA Supertechs were.



In addition, each year the organizers invite some "leading figure" from the Airhead world to attend and address the attendees in a special presentation. Past years special guests included Tom Cutter (Airhead expert from Yardley, PA) and Bud Provin (Airhead expert from VT). This year's presenter was Ian Clarke from England, who has approximately 45 Airheads (mostly pre-1970's bikes) in his collection. Some of these are worth silly amounts of money, like an R-68 for which Ian paid about \$30,000.

Ian gave three slideshow talks, in which he discussed a mammoth motorcycle flea market that happens in Germany every year, "reproduction"

versus "restored" vintage BMW's, and his own personal collection.



I attended this event with Mike K. We drove down in my car; almost nobody rides to this event as the weather in February is unreliable at best, though there are always one or two hardy souls who do ride. I presented a seminar/Q&A about Airhead electrical systems, including a "learn to solder workshop". I had a "co-presenter", Mike Cecchini from MD, who is quite a knowledgeable guy.



The venue for the MD Supertech is the Tuckahoe Steam and Gas Association museum and grounds in Eason, MD. This museum is dedicated to steam tractors, early machine shop tools (lathes and mills) and other century old stuff. This is an interesting place to visit in it's own right, but not the warmest venue for lectures during the winter. Space heaters take the chill off but one is advised to dress warmly.

Mike K and I attend this event as much (perhaps more) for the social aspect as the learning aspect. Obviously Mike doesn't need instruction on many topics of Airhead repair and restoration. We both like catching up with our Airhead buddies at the first event of the year. We also

make new friends and contacts, and get to know others better.

If you're at all into vintage BMW's, the Supertech is an event not to be missed.

January Meeting Notes

Meeting opened by Don precisely at 7:30PM.

Treasurer's Report: Art G.: \$800 in treasury

Secretary's Report: Jim T.:45 members

Breakfast club is a success

Next one: Allenwood General Store for Feb 13

Webmaster Report: Dud should resend password and url to all for Photo uploads to njs-bmwr.org

Stickers are still available \$1 each

Club Gear: Grant's shirt project -- has test embroidery, has not yet planned shirt styles and colors. Will report at the next meeting and start taking orders.

Planning meeting: Jim T. reported on planning meeting, same recap as in newsletter

Octoberfest: Don talked about Octoberfest plans. Wendy will send Don some variations on what they've done in the past -- for example, treating it as a B&B, camping on the grounds. Wendy agreed that she could set aside X rooms at Y price.

Bylaw Committee: -- waiting for the bylaws to be produced. Then the committee will have a meet at a pizza place in Farmingdale to discuss changes to bylaws.

New Business: Treasurer Dan T. resigned, Art G. has volunteered to take over the position. Art voted in as Treasurer by show of hands.

Monthly ride: - the first month will be March or perhaps April, to the Gathering of the Nortons.

Movie night: Feb 17th 6PM at Crown Engineering. Pizza, popcorn, fun for the whole family.

2016 mileage contest: send your mileage as of Dec 1 to Roger to be entered in the 2016 contest.

There was a short discussion of Cross Country specials and pick-up bike specials.

Offers were made of books to pass around the club.

New member: Paul Cooke

Meeting adjourned about 8:05 PM

Farkling Fool

Mike Kowal

Last year I was helping out at a garage sale. My eyes were not on a BMW but on a John Deere Tractor X720. I spoke to the person in charge of the sale and she told me what they wanted.

Too Much! So I waited.

So a month later I get a call and they lowered the price, so I said OK. I brought it home and the tractor was great!

But I have a person that comes over my garage to say hello and tries to kill me with cigar smoke.

He is the King of Farkle. Don Eilenberger. So I started to look into parts I could put on the tractor.



First thing I saw was a 47" snowblower attachment. Had to have it. Saw one on Craigslist in Southern Delaware. Called the guy up and made the deal. Drove down and picked it up.

Got it home and hooked it up and saw that the chute on the blower was blocking the headlights on the tractor.

So I saw a product that mounts on the tractor that holds 2 lights. So I ordered that. Hooked that up but the bulbs weren't so bright an I ordered LED bulbs. Got them and replaced the stock bulbs with the LED bulbs. Now I can blind people.

The tractor came with a bracket to hold weights on the back to counterbalance the snowblower, but it was for a class 0-3 point hitch. I needed a bracket for a class 1 hitch. So I went out and bought two adapters to make it a class one hitch. Cut the old one off and went to put the new one on, but all my drill bits were too small. So I had to buy a drill bit to finish the job. Now that's done with 350 lbs of weights on the back.

Well it didn't stop there.



I was looking at the book and it showed an all steel cab that is made for my tractor. Had to have it so I started to look for one. Saw one in Rochester New York Craigslist. Called the guy at the dealership. Asked him if they would take the used cab off the tractor and sell it. Answer was no. Looked on Ebay and other places. But no luck.

Well about a month later. I called the same dealer in Rochester and he would sell it to me. Road trip.

6 1/2 hours up and 1 1/2 hours bullshitting, then loaded the cab in the truck and started to my way back to Jersey. Had a good friend of mine went for the ride. So I didn't have to talk to myself up and back. We stopped at a dinner on the way back that Roger T. always talks about. Good stop. That road trip lasted from 6AM till 10:30PM.

A few day's later my neighbor brought over his backhoe so we could lift it off the pickup and put it on the tractor. Six hours later the cab was on.

Now the cab came with a heater and wiper. All I had to do was hook up the water lines from the heater to the tractor. And you wire that in along with the wiper. I was going to build an overhead console for all the switches. That was next.

Oh, by the way I read in the manual if you have a heater and wiper you have to upgrade the charging system. The tractor came with a 20 amp alternator. That is mounted behind the flywheel. Don't want it to go bad. So I bought the extra alternator kit with wiring harness and voltage regulator. Five hours to put the kit in. Now I can supply power to all of Howell and get some of my money back.

Now I need more lights on the cab so I ordered overhead driving lights and more running lights to add on seeing I can supply all of Howell with power.

Needed some more gauges and saw a tach that gets wired to the spark plug. I saw that the one that was sold only had a 6 foot wire. I asked the guy on the other end of the world if he had one with 12 ft. of wire and he told me to buy this one. I did, and guess what? Six feet of wire was

on the product. Now, was I able to add more wire to it or was it something else I could put on the shelf? Off to Lowes to pick up 10 feet of wire and try it out. It worked. Now I don't have to send it back to China.

Well, now I have a killer tractor with heat and wiper, radio, lights, snowblower, tachometer, charging system that powers the whole town.



Finally the snow comes. I shoveled a path to the tractor in the blizzard. Started the tractor up. Let it warm up and put the PTO in gear to start the snow blower. and started to make a path. Only problem was I never ordered chains for the back wheels. So.. the tractor would not go anywhere.

Stuck.

I was able to get it back under cover and got out the trusty Kubota out with a bucket scoop on it.

Scoop and dump, scoop and dump. And no heater or wiper. Two days later I was able to finish clearing the driveway.

I ordered chains for the Deere from a company that said they were in the business 62 years. I bought the best ones they had. Three days after the snow storm they came in. I opened the package and the chains were made in China. I put them on and about a week later we got another storm. But only 1 1/2 inches of snow.

Well, I got into my \$20,000.00 tractor and plowed away. I did my driveway and all my neighbors in about two hrs. Still waiting for the big one.

Spoke to a few people after the snow storm and told them the story. My buddy Don said to me: "With all that money you spent and work you put into it you could have a person plow you out for the next 20 years." He then started laughing hysterically.

I told him to go Farkle himself! We don't speak anymore!

Now I need a GPS in the tractor so I don't get lost cutting the grass this spring.

Farkling forever!

P.S. Roger I think I have more hour's on my tractor than my bikes. Can I add the tractor in on the milage contest next year?

Farkling Fool Mike Kowal

2016 Event Schedule

Please email the editor with additions/corrections.

March

- March 2nd - Moribundi Lunch
- March 4th-5th, Modern Classics Show, Martin Motorsports, Boyertown PA - ride leader - Bill Dudley
- March 6th - Polar Bear - Long Valley Pub & Brewery, Long Valley NJ
- March 9th - Meeting
- March 13th - Polar Bear, Chatterbox, Augusta NJ
- March 16th - Tech session - topic to be revealed when we decide it
- March 20th - Polar Bear - Brian's Harley Davidson, Langhorne PA

April

- April 3rd - Polar Bear - Hickory BBQ Smokehouse, Kingston, NY
- April 6th - Moribundi Lunch
- April 10th - Polar Bear - Cheeburger Cheeburger, Easton PA
- April 13th - Meeting
- April 17th - Gathering of the Norton's Ride

- April 23rd - Polar Bear Finale - Pic-a-Lilli Inn
- April 29th - May 1st, Georgia Mountain Rally, Georgia (See Grant and Greg)

May

- May 4th - Moribundi Lunch
- May 11th - Meeting
- May 14th-15th - New Sweden 450 - lets support our sister club!
- May 18th - Evening Ice Cream Ride - destination to be announced
- May 20th-22nd - Morton's Spring Fling, Natural Bridge VA - See Dave Rosen
- May 20th-22nd - Down East Rally, Maine
- May 27th-29th - Charter Oak Rally, Connecticut - Maybe see Don

June

- June 1st - Moribundi Lunch
- June 8th - Meeting
- June 15th - Evening Ice Cream Ride - destination to be announced
- June 24th - Don's big-ass birthday
- June 26th - Motorcyclepedia, Newburg NY - Ride Leader - Dave Rosen
- June ??? - Airheads at the Aerodrome - Date to be announced
- June ?? - Ride to work day

July

- July 6th - Moribundi Lunch
- July 6th - Evening Ice Cream Ride - rescheduled due to MOA Rally
- July 13th - 2 day ride to MOA Rally - through Adirondacks - Don
- July 14th-17th - MOA Rally - Hamburg NY
- July 15th - Afternoon - Club registration shift at MOA Rally (Roger T)
- July 15th - Evening - Club dinner at MOA Rally
- July 20th - Meeting - rescheduled due to MOA Rally (someone tell Schneiders!)

August

- August 3rd - Moribundi Lunch
- August 10th - Meeting
- August 17th - Evening Ice Cream Ride - destination to be announced
- August ?? - Club Picnic? Tom Spader's backyard again?
- August ?? - RA National - Laguna Seca (California)
- August 19th-21st - Annual Return to Trenton (Ontario, Canada)

September

- September 7th - Moribundi Lunch
- September 9th-11th - AMA Racing @ NJ Motorsports Park (Millville) - Dave Rosen ride leader
- September 14th - Meeting
- September 16th-18th - Oktoberfest, Catskills - Don, Dan and ALL the club! More on this..
- September 21st - FINAL - Evening Ice Cream Ride - destination to be announced
- September 23-25th - Last Chance Rally

October

- October 5th - Moribundi Lunch
- October 12th - Meeting
- October ?? - ?? Three Club Rumble - Skylands this year.
- October ?? - Barber Vintage Festival

November

- November 2nd - Moribundi Lunch
- November 9th - Meeting (nominations)
- November ?? - IDEAS??

December

- December 7th - Moribundi Lunch
- December 10th - Club Dinner - RD Swanson
- December 11th - Toy Run, Children's Hospital - Jim Thomasey
- December 14th - Meeting (elections)

Polar-Bear club group rides will be announced weather permitting via the Yahoo group list.

There are also the regular Saturday morning "Breakfast Club" meetings, also announced via the Yahoo group list.

Moribundi lunch locations are announced via Yahoo, and are at 12:30PM, the first Wednesday of every month.

The Wrong Starter Bike: 1997 Honda Valkyrie

Ben Paraan

It was not the best idea but enticing in a more ways than one.

My wife's ex-husband, Dave, decided to drop off his 1997 Honda Valkyrie for me to clean and make shiny. He had been leaving the bike under

the oak canopy of his Jackson residence during the gypsy moth infestation of 2007. In exchange, he allowed me to practice riding on it since I had just finished the MSF course. Right!

Even though he was shorter and my legs are just as strong as his doesn't mean that I can handle the weight, let alone, ride this monster bike. And the MSF's student Yamaha TW 200 ain't no fire-breathing Goldwing flat-6 hunk of metal.

To ease my concerns, Dave gave me a quick rundown of the various controls on the Valk and let me ride pillion around the neighborhood to show how nimble the bike is.

Yeah, right! The controls were quite basic except for two mysterious doodads: the choke lever and the reserve fuel valve. Since the bike was already warmed up and fueled, these two functions were glossed over.

During the ride around, he executed some feet up U-turns quite well but it was obvious he was muscling the bike around. This ride did not alleviate my concerns.

Cleaning up the bike got me familiarized with the control layout and the prodigious weight of the bike. A couple of times I tried to start the bike and had a lot of trouble. Duh, I forgot to use the choke. Also learned that Valkyrie owners turned the fuel off when they leave the bike parked for a while.

Anyway, I was getting psyched up to do my first ever solo ride since the MSF course a year and a half later. I put on some work boots, my HJC helmet, a military jacket and work gloves.

I forgot to mention that I had permission to drop the bike (the previous owner fell and damaged the bike on the right side while executing a turn and got spooked off riding). It was no solace since I was on my own to discover how this beast behaved. It was easy to imagine that if things got out of hand, the Valk could easily maim me.

So I start it up, put it in first, looked for the clutch friction point, take a deep breath and go.

The roads in my neighborhood are grid-like. The

first few turns I was able to roll through. Then I had to stop. I figured I'll take the wider arc of a left turn. No drama. Twenty-five on this bike felt fast.

I pull back into my garage with no mishaps but with a profound respect and a healthy measure of terror of the Valkyrie. I took several practice rides around the neighborhood, sometimes dropping it as I pulled away from stops. I never built up the confidence to ride out on faster roads even though I was logging on some local miles.

I got deployed to Iraq where Harley-Davidson had a small sales operation catering to GIs. I got myself a 2010 Dyna Super Glide. Even though it had a slightly larger displacement than the Valkyrie, it weighs about 130 pounds less, has a much lower seat and has a torque characteristic that's very easy to learn on. It is easy to pull away from a stop.

I quickly built up my confidence on the Super Glide. I was more willing to ride longer, faster and farther. I was getting the hang of riding a motorcycle. I eventually went back to the Valkyrie with less trepidation. I actually began to enjoy the Valkyrie as I got more seat time in it.

Now I get it. It's still a handful at very low speed and commands a lot of respect but once going over 15 mph, it becomes easy to manage and very enjoyable.

Lessons learned: a lighter bike, a manageable seat height and easy clutch/throttle manipulation for take-offs from a stop go a long way into making for a pleasant motorcycle learning experience. Too much power didn't seem to hinder learning. I can just twist the joy grip more as I my riding skills improve.

Most important lesson was that a Honda Valkyrie is in no way, shape or form a beginner bike. It was almost the reason why I would have quit riding before I even started.

Windshield Tilting – R1200R

Don E

As the factory “touring” shield comes from the factory for the R1200R 2007-2014 series, it is mounted too upright. It's almost tolerable with the stock BMW touring shield, but that's sort of small, and most people opt for an aftermarket shield that's larger.

The problem with a larger shield – turbulence. Almost any aftermarket shield meant to mount to the BMW “Touring” mount is too upright, so instead of the displaced air moving smoothly off the top of the shield it tends to spill over the top edge causing turbulent air behind the screen.

This causes the riders head to be buffeted, and the resulting noise and vibration can be very tiring on longer rides.

What to do? This was a widely discussed topic on several sites, one in particular that had a specific R1200R forum was probably the most active.

After lots of experiments involving lots of shields – cutting down, making holes in them, re-shaping them – what was found that works is tilting the shield back more so the top edge is closer to the rider.

This does two things – it reduces the “angle of attack” (the face the screen presents to the airflow) making for smoother airflow off the top edge. The second is increasing airflow along the back of the screen by bringing the bottom edge out more from the headlight and instrument cluster.

Does it work? Yes. It works quite well. There is a noticeable difference with any screen that I've tried on the touring mount.

So – how to do this? On the original touring mount used on the 2007-2010 R1200R it was simply a matter of adding a spacer behind the bottom mount for the touring mount. The spacer could be made any thickness desired – it appeared that 1-1.25” worked best.

There was a chap on that forum who offered a pre-made plastic block machined from engineer-

ing plastic (delrin I believe) for about his cost. It worked and became the default solution for buffering. It's called the "Don C Block":



Don C block

Don C block was simple, easy to install and worked!

Problems started in 2011 with the "refreshed" R1200R. BMW changed the lower mounting for the Touring screen mount. The block wouldn't work. A few rather complex solutions were tried, involving spacers, a U shaped piece of metal, and cutting and welding of the BMW mount.

When I bought the 2012 R1200R I knew I was going to want to tilt the windshield like I did with the 2007 one. So – how to do it?



One of the complex solutions

The thought came to me.. instead of tilting the mount where it attached to the bike – how about tilting the windshield where it attached to the mount?



Complex solution installed..

My first tries revealed it wasn't simply a matter of adding a simple spacer or stack of washers under the shield. As the shield moved away from the mounting points – due to the curvature of the shield – the hole positions no longer lined up. That could have been solved by drilling new holes in the screen but that seemed not right to me, so I gave thought to how to offset the mounting.



Solution! Offset-spacer

If anyone wants engineering drawings to get your own made up – see me! Or I might be able to put you in touch with a chap who has the design loaded on an NC milling machine.

BMW Motorcycle Club
New Jersey Shore



An Invitation!

The NJ Shore BMW Riders Inc would like to invite all BMW owners to a 6 month free membership in our club. There is no obligation on your part.

As a member you'll receive (via email) our monthly newsletter, invitations to join us on group rides, notices of local motorcycle events (with a BMW focus) and invitations to club only events (picnics, holiday parties, toy runs, etc.)

The NJ Shore BMW Riders was founded 20 years ago with the goal of encouraging BMW ownership and riding in the central NJ area. We meet at Schneider's German-American Restaurant in Avon NJ at 6PM on the 2nd Wednesday of every month. Membership will enhance your BMW ownership experience by expanding your riding opportunities. The club participates and attends the two national BMW owners organization rallies, runs day and overnight rides to interesting destinations, and usually has at least one international ride per year.

All that's required is the following information:

Your name: _____

Street address: _____

City: _____ State: _____ ZIPCode: _____-

Home Phone: _____ Cell Phone: _____

Email Address: _____

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 Inc. Yes [] No []

Date: _____ **Signed:** _____

Please mail this to:

Jim Thomasey (Secretary)
NJ Shore BMW Riders Inc.
13 Oaktree Lane
Ocean Twsp, NJ 07712

Or bring it to a meeting at:

Schneider's German-American Restaurant
Rt 71 (Main Street) Avon, NJ

We meet the 2nd Wednesday of every month, 6PM dinner, 7:30 business meeting

Motorcycle Insurance from a fellow rider and club member



Greg Wright

greg@johnbwright.com

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800-224-6693

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

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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!

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 – March 9th – Schneider's Main St, Avon 6PM
Movie Night – Cross-Country – March 4th

[NJS-BMW-Riders Inc.](#)

Jim Thomasey

13 Oaktree Lane

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