

June 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

The machine does not isolate man from the great problems of nature but plunges him more deeply into them. — *Antoine de Saint-Exupery*

Before you can hit the jackpot, you have to put a coin in the machine — *Flip Wilson Quotes*

When a machine begins to run without human aid, it is time to scrap it - whether it be a factory or a government — *Alexander Chase Quotes*

Time is more valuable than money. You can get more money, but you cannot get more time. — *Jim Rohn Quotes*

This time, like all times, is a very good one, if we but know what to do with it. — *Ralph Waldo Emerson Quotes*

Lost time is never found again. — *Benjamin Franklin Quotes*

Time is the coin of your life. It is the only coin you have, and only you can determine how it will be spent. Be careful lest you let other people spend it for you. — *Carl Sandburg Quotes*

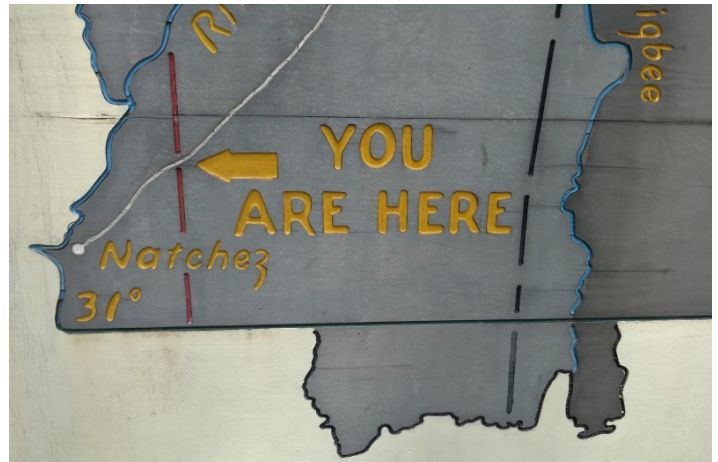
We all have our time machines. Some take us back, they're called memories. Some take us forward, they're called dreams. — *Jeremy Irons Quotes*

People always make time to do the things they really want to do. — *Anon.*

BMW Club
New Jersey Shore Riders



President's Message:



Every month the President - who happens to be me this year - is challenged to come up with something inspiring to say to the club members - and is given this wonderful platform to say it. So - here is June's inspiration.

Lets DO more! What is our club? Is it simply a social organization that meets once a month, gets a monthly newsletter and has an annual picnic and party? I believe the club is more than that. I've often seen examples of it being more than that - friendships have been formed, riding partners found, destinations discovered, trips planned, events happen - all due to the club. How do these things happen? Member participation.

This past month was our first longer ride gathering - the club attended in numbers - Morton's Spring Fling. In total, counting some dual club members and fudging a few guests brought by members we had about 15 people at Natural Bridge. The people arrived in small groups or as solo riders. Ride groups were formed and changed fluidly. We had a great pre-rally dinner at Roma's Italian/Greek restaurant in Stephen's

City VA. Four of us criss-crossed mountain passes eventually ending up on the Blue Ridge for a few hours. Other groups went looking for more challenging back roads to ride - basically "if we see a turn, take it" sort of riding. Good times. Thanks to Roger for writing part of it up.

A few members stepped in and kept events running while I was off roaming the south-eastern states (more on that later.) Thanks to Ben P for making the ice-cream ride happen. Thanks to RDS for keeping the Moribundi Lunch active. Thanks to Joe Karol and Dan Thompson for keeping the Breakfast Club going while I was off riding. And thanks to all the members who have helped grow and sustain the club's activities.

So what do I see ahead?

We have upcoming a ride organized by Dave Rosen to MotorcyclePedia in Newburg NY this month. We have another ice-cream-run organized by Ben Paren. And in July we have the BMW-MOA National Rally in Hamburg NY. I expect we'll have a lot of members attend.

I would really like to make Oktoberfest Weekend in the Catskills (Sept 16th-18th) a successful club event - along the lines of other club's rallies. It's a bit of an unusual event in that we have NO work to do on it except publicize it and promote it and ATTEND it. The club has no monetary liability since it's a pay your own way event (all payment is for food/lodging - handled by the event site.) So - it's an ideal low risk event that could become a large event making the club better known IF the members give a helping hand in publicizing it and attending it.

Wendy from Crystal Brook Resort is naturally wondering what's happening at this point. She



has reserved the entire resort for us (room for about 45-50 people) - but hasn't gotten a single reservation. She can't continue to hold it for us much longer.

I'll be going to the Skylands BMW Riders meeting this month (tonight actually) to promote it there, and will probably attend the New Sweden meeting for the same purpose.

What can you do? Register with Crystal Brook. That requires sending a small deposit (\$35) to lock in your room. I would suggest contacting Crystal Brook directly. Wendy can be reached at: "Crystal Brook Resort <wendy@crystalbrook.com>" Details on the rooms available and the rates can be found on their website at: <http://www.crystalbrook.com>

Please help make Oktoberfest weekend happen. Thanks to Ray Slezak for the help with publicity materials. We're have a webpage <http://www.njsbmwr.org/octoberfest2016.html> with more info.

But for now - contact Wendy, make a deposit so she knows we're serious.

Ride on..

Don Eilenberger – Recycled Prez 2016



Wandering the West

Bill Dudley and his captive Zhao

The trip so far, and some road recommendations.

I suggest reading this with a computer with Google Maps open nearby for reference.

We've been riding around "out west", trying to wear out the

Moto Guzzi I just bought, and I thought I'd summarize the highlights of our excursions.

We decided to play tourist a bit, and rode a four day loop out of our base in Los Angeles. To keep Zhao interested, we visited some actual touristy stuff, like the Hearst Mansion on the California coast. To keep me interested, I chose some roads that I'd heard were good, but hadn't tried.

First of these is CA-33, which runs north from LA through the Los Padres National Forest. If you want to get from LA up to San Luis Obispo, and avoid the interstate (I-5 or the 101), then CA-33 is pretty much it, as CA-1 (Pacific Coast Highway) becomes part of the 101 for that section, so there is no coastal 2 lane road there.

CA-33 starts being interesting as you leave the town of Ojai. I was curious how gnarly CA-33 was, as I feared it might be 6 hours of 10mph hairpins. I needn't have worried, a bit of googling turned up a page devoted to bicycling CA-33, and it had ample photos showing (a) the pavement was in good shape, and (b) most of the road is "fast sweepers", so one can maintain a decent clip (50+) on most of it's length.

CA-33 was everything promised; low traffic, decent pavement, and curvy enough to maintain interest and yet straight enough that you can get somewhere.

Our second day out, riding from the Hearst Castle to Bakersfield, we used CA-41 and CA-58, and while not a "must ride" route, it had some curves and we got where we needed to be.

An aside: I kept running into helpful motorcyclists on the trip. On the way north on CA-1 from Santa Monica, a guy on a modern BMW chatted with me at the occasional stop light; it was clear that had we both had more time, he would have gladly taken a day off work to show me some neat roads.

Then, when we were wandering about just east of Paso Robles, and I'd stopped by the side of the road for a "map check" (really, checking Google Maps on my phone to double check my printed instructions vs reality), a guy on a sweet Dover White BMW /2 rolled up to ask if we were lost.

Back to our gripping tale. The third route of note occurred on the morning of our third day out, heading east out of Bakersfield, where we picked up CA-178 going north east. All I can say is, "wow, why haven't I heard of this one before?" CA-178 starts out humbly enough, but suddenly there are big warning signs about scary curves, and it dives into a canyon and becomes amazing for about 20 miles, until it reaches Lake Isabella. The road is carved into the canyon wall, so you're above the river but way below the canyon rim as you ride along. As far as I'm concerned, this road deserves to be in the pantheon along with the Coronado Trail in Arizona, or Los Angeles's Angels Crest Highway.

Speaking of the Angels Crest Highway, that was the big finale to our four day excursion. This was on day three, after we'd already experienced CA-178, and I'd hoped I wasn't being over ambitious, scheduling so much amazing riding in one day. Turns out, I wasn't, it was a fantastic day.

The Crest Highway, A.K.A. CA-2, crosses over the Los Angeles mountains; the northern end is in boring, flat, oil drilling or something country. The southern end is in Pasadena. In between is about 50 miles of intense curves, and on many of them, if you missed the curve riding a motorcycle, they'd never find your body. (In a car, you'd have a chance, because of the car-shaped hole in the trees that someone might notice.) The Crest Highway is famous, all the fast guys go up there on weekends, and the cops go up there to try to keep the carnage at a minimum. Fortunately we rode the Crest on a weekday, so even though there were a few motorcyclists out, nobody was out there in a full race suit trying to get his or her knee down.

As usual, Zhao was riding pillion through all this excitement. I think she's getting used to it.

Morton's Spring Fling 2016

Dan Thompson

Well it was time to consider the pros and cons of going to Morton's BMW annual event in Natural Bridge, Va.. On the upside, no work, good roads, good roads on the bike, the camaraderie of my fellow Shore Riders, procuring bunk space in the swanky Natural Bridge Hotel had already been negotiated(thanks Don) and did I mention good roads?

On the down side, which motorcycle to ride. To avoid any negatives from swaying my decision , asking Colin (the son) if he would consider exercising the RT on the trip, seemed like a good solution. Amazingly he agreed, I booked a room and my decision was made.

Now, How do I let Don know he will need deal with the disappointment of not roomin' with me? I felt the upfront and honest approach would be best, so I told him Colin begged to go along and I would only agree if he joined the Shore Riders. Can you believe it? He bought it.

Plans were made, meeting points coordinated and as departure day had arrived, we were off . By we,I mean Don, Colin, Roger T. and myself.

Getting out of the Garden State always proves interesting, this time did not disappoint. Planning to exit the state quickly, slabbing it to the Delaware Memorial Bridge was the goal. On the way, the fine automobile operators of our fare state did their best to cut Colin's and my trip short with some classic stunt driving techniques. We were both able to out maneuver and best them at their own game. (by the way, ask me how riding with your son is both a blessing and a curse.)



The first day brought us through some familiar territory in Maryland, Virginia, and W Virginia finding us at the obligatory dinosaur photo opt and Comfort Inn in Stephens City, Va.

After the usual kibitzing and a quick game of where the hell is the motorcycle key(not one of my favorites). (ask me about Nova Scotia) with the aforementioned comrades of the NJSBMWR, we had a fine meal.

Day 2 found us heading east to go southwest crossing the mountains and catching the BRP, thus allowing Colin to see what it looks like without cloud cover we experienced on our last trip.



3 Dinosaurs in Virginia

The Natural Bridge event was well another Spring Fling. We got some riding in on Saturday before the weather turned and actually got a half day of sunshine on Sunday.



Colin and I parted ways with Don and Roger on Sunday and made our way back to Stephens City via Rt 39 and 42. Our last day heading home covered some familiar roads with a detour or two. It was a good trip with friends and family.

Crisscrossing the Parkway is More Fun

Roger Trendowski

I anticipate that there will be several other articles on the weekend ride down to Morton's Spring Fling Rally in Natural Bridge Va. so I won't be redundant.

Leaving Thursday morning, Don E., Dan and Collin T, and I rode Don's GPS route down I195 and I295 to the Delaware Memorial Bridge, then secondary roads through DE, Maryland and Virginia to Natural Bridge (with a night stopover in Stephens City VA).

The thing that was most enjoyable to me was the numerous rides, east & west, over the Skyline Drive and Blue Ridge Parkway.

Friday on the way to Natural Bridge we made our way to Front Royal, the top of Skyline Drive. But instead of entering the Drive (\$\$\$ and SLOW), we skirted down Rt 340 on a 2-lane road in the valley on the west side for about 25 miles. We rode across gently rolling foothills heading southbound with the high mountain range (Skyline Drive in Shenandoah National Park) on our left.

What took us about 45 minutes on Rt 340 would have taken a couple hours on the slow zigs and zags of Skyline Drive. Once we hit Rt 211 in Luray VA, we headed east up to Skyline Drive and then further east back down the mountain. Riding east up-to and down-from the Parkway are the greatest twisties on nicely maintained 2-lane asphalt roads. Years ago the first time I rode Rt 211 from the Parkway eastward down the mountain, the twisties were so good that turned my bike around and rode back up.

Now Don, Dan, Collin and I were in the valley on the east side of Skyline drive. We traveled quite a ways south and west on various 2-laners

then hit Interstate 64 and ascended up the mountain to the Blue Ridge Parkway (different name since Shenandoah National Park/ Skyline Drive ends at I64). At this point we traveled over 50 miles south on the Parkway. Yeah it has a lot of twists and turns, but you're limited to 25-30 mph or less if behind an RV or Harley. We then headed west down the mountain on a nice twisty 2-laner, Route 501 and eventually made it to Natural Bridge Hotel. *(Editors note - happily we didn't run into any RVs or HDs - just one or two easily passed cars. We mostly maintained +10MPH for the entire distance.)*



Saturday morning I got up early and decided to lone-ride up to the Parkway on a route I Googled the night before.

From Natural Bridge I hit 2ndary and 3rdary roads into the nearby foothills.



Eventually the 1 – lane asphalt road turned into dirt which had a prominent sign that said “Road Closed to Parkway during inclement weather.”



I forged ahead up the 3-4 mile single lane dirt “trail.” Hairpin corners, deep wet ruts, loose gravel, and lots of FOG were all challenging for my GS and me. By the time I came out on the hiking trail at the Parkway, I could hardly see 50 feet ahead because of the fog.

It was a great ride that confirms that there are numerous interesting “back road routes” to the Parkway. I discovered several other dirt routes but didn’t have time to take them due to rides with A-Team and others later Saturday afternoon and Sunday. To discover these types of routes, use Google maps and GPS shortest route. You’ll be surprised.

May Meeting Notes

Bill Dudley

Meeting called to order 7:30PM

Treasurer's Report: We have money.

Membership Report: 64 members

Website Report: we still have a web site, and you can upload your pictures (one at a time) to it. login is exit88, password r1100gs Bill Dudley.

Reminder: Art G is still selling those lovely club stickers for \$1 each.

Club paraphernalia - Grant took orders for shirts at this meeting – he accepts cash or check.

The bylaws revisions were passed. They will

be available on our website shortly.

Our Oktoberfest – A plea was made by Don for some help in making this happen. So far Ray S is the only one to come forward to help.

Monthly Ride: May's monthly ride will be to Morton's Spring Fling.

National Rally: Roger is still looking for volunteers to do registration duties at the MOA rally in Hamburg, NY, July 14-17. There will be an NJSBMW club dinner Friday evening after the afternoon registration shift ends.

MOA Regional Coordinator: Nothing new to report.

Open floor: Was astoundingly quiet.

Meeting Adjourned

Wanderings

Don E

I'll be upfront here – Doofus the GPS apparently is starting to suffer from dementia. This became obvious once I got home from a little 3,600 mile ride around the South.

Normally when I return from a longish ride – I'll copy the “LOGS” from the GPS (a BMW NAV-IV) to my local harddrive, then start looking through them for the daily GPX files that show where I went (ie – the “logs”). This is a problem with this ride – for some unknown reason Doofus didn't write to the log files for about 10 days of a 16 day trip. That really bums me out since I didn't really make any effort to remember the routes I took. And some of them were excellent. Best I can do is reconstruct some of the ride using my motel receipts and Facebook postings. Eventually I'll also go through my GoPro videos for some clues.

The upside of this – this will be a short article. The lesson learned – don't rely on technology.

The ride started out with the idea of doing a spring ride as I did last year. This years would be shorter since I have some commitments in June that wouldn't let me take 30 days or so on the road. I had a bit over 2 weeks time avail-

able, so where to go?

Since I was going to Morton's Spring Fling – that would make a good kickoff place for a longer ride. I've only been in the south a few times on 2 wheels and never in the really deep Gulf Coast south. Been to New Orleans by car, never on two wheels.

In browsing maps – I spotted a road that looked interesting – the “Natchez Trace” - linking Nashville TN with Natchez MS (a shipping port on the Mississippi River.) I mentioned it to a friend who had ridden it – and he said “It's just like the Blue Ridge Parkway without a lot of curves or elevation changes..” He was pretty much dead on with that description – but it turned out to be an enjoyable ride – if not challenging.

So – you've read some of the reports on the Spring Fling – on Sunday at the close of the rally I took off by myself heading for Knoxville TN.

Knoxville was reached by a mix of highway and backroads. I overnighted in a Quality Inn and took off the next morning for Nashville.

There is a particularly nice backroad that climbs up the mountains Virginia into Tennessee, Rt 100. At the top of one pass is a great overlook:



Draper Mountain Overlook

There are outstanding views on both sides of the mountain. Mr. Mike and I stopped at the same place a number of years ago riding between two national rallies.

I had a destination in mind for Nashville – the Lane Motor Museum. The Lane is the collection of a chap who likes the odd, weird, low produc-

tion, sometimes totally impractical transportation vehicles. A good friend happens to be General Manager – and a visit is always fun since the collection is added to frequently.



I'll include just a few of my favorites:



The MicroCar section

They have the worlds largest Tatra collection, and it's outstanding.

What's a Tatra? It's a Czechoslovakian car built from about 1920 until the breakup of Czechoslovakia.

While German engineering is often touted as the best in the world, much of it is based on concepts pioneered in Czechoslovakia. The VW/Porsche rear-engine car design was a copy of the Tatra design dating back to the 1920's.

The era between the wars and just after WW-II were the most innovative for Tatra – and they

produced some elegant and advanced automobiles:



1947 Post-WWII rear V8 engined Tatra



Post WW-II "modern" Tatra and the front of the Pre-WWII car

And a few of the oddball cars:



Back to the ride – I next made my way to the “Loveless Cafe” - which is the real starting point for the limited access Natchez Trace.



The gelatinous stuff on the right is "gravy"..

The Loveless Cafe offered me a late lunch/early dinner of “Chicken Fried Chicken” - which I'd never heard of before. It was a heavily breaded and deep-fried chicken breast. It came with the obligatory biscuits (with gravy available if the jam and butter wasn't enough.)

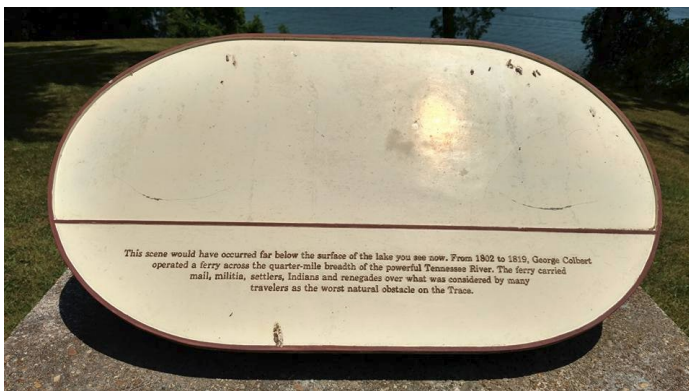
So – after filling my belly with enough food for the next 12 hours or so, I set off on the “Trace”.

The Trace was also described as a green tunnel of trees – and for quite a bit of it that's an accurate description. It has gently rolling sweepers enclosed by trees on both sides – often meeting overhead. It goes on for 440 miles from Nashville to Natchez, passing through a corner of Alabama.

Every few miles there will be a pullout with a historic site – and a large sign explaining what you'd see if anything remained to see. In most cases – nothing remained to see..



In one case – the illustration that was supposed to illustrate what you'd see had disappeared too:



In some cases – there was something to see. Along the Trace are numerous “Indian Mounds” - ceremonial earth structures built by native Americans some 800-1,000 years ago. These

still remained where they hadn't been leveled by farmers in years past:



Indian Mound in the background

After about 190 miles of the Trace – and getting lost for a while at a detour (first sign of Doofus going mental on me – she didn't deal well with the detour..) I stopped for the night at a EconoLodge in Kosciusko MS. Despite being almost the bottom of the of the Comfort Inn motel hierarchy this was a great place to stop with a motorcycle. The old-fashioned drive-up to the door layout is perfect for a motorcycle – bike right outside the door. No lugging of bags/helmets into an elevator and down long hallways.

On either side of the motel were restaurants – one Mexican and one pseudo-Italian.



The room inside was completely modern, clean and comfortable. Good place to stay..

The next day I started out on the Trace again –

the motel was about 500 feet from the Trace entrance.



The Trace runs along the Tennessee River for some distance..

Just before getting on the Trace, I stopped at a gas station to fill up. While I was filling up, another chap on an R80 pulled in to fill up. He was heading the other way – south to north on the Trace, so we compared notes. He mentioned a “must stop” called “The Windsor Ruins” - he said it was off the Trace a bit but worth going to. I stored it away somewhere in my head and then promptly forgot about it.

As the ride moved south in Mississippi the green tunnel opened up a bit and the Trace takes you through active farm country. After a bit I noticed one sign that said “Windows Ruins” with an arrow. So – I followed the arrow.

The “Ruins” are actually about 20 miles off the Trace – but the roads were pleasant back highways for the most part until I went down the road to the ruins – a single lane barely paved road.

It ended at a gravel/dirt road leading off to the



woods. I could just what it was leading to through the woods. I followed the road around to a clearing.

Majorly cool! The ruins were the remains of a plantation house that survived the Civil War, only to burn later in 1890 from an accidental fire.

I was all alone at the ruins – kind of an eery feeling, but well worth the detour.

Back on the Trace I continued to the end, which was in the center of Natchez. There was a visitors center, but it was hot, I was tired, and as RDS sez “Seen one visitor's center.. seen them all..” so I set out looking for lodging.

This is where a smartphone can be super useful. Searching for a place to stay is made simple with the multiple apps available for your smartphone. You can research places to stay, prices, zoom in on Google maps and see if there is anyplace to eat, use Google Streets to see if it's safe to walk in the area, and finally make a reservation right there and then.

I've made use of this ability on my last 3 long trips and aside from one mistake (mine) in Europe it's worked out quite well. I found if I start looking for a room before about 5PM I never have a problem picking one that's reasonable to stay at. With various rewards programs – this room was going to be the first I was paying for.

I booked into the Magnolia Casino Hotel in Natchez for the night. Casino rooms can be a bargain if you don't gamble (and I don't..)

TO BE CONTINUED..

2016 Event Schedule

Please email the editor with additions/corrections.

June

- 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.
- August ?? - RA National - Laguna Seca (California)
- August 19th-21st - Annual Return to Trenton (Ontario, Canada)

September

- September 2nd-5th Annual Finger Lakes Rally, Watkins Glen Hidden Valley Camp Ground, NY – see Roger for details!
- 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)

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.



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:

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- Quick, fair claims processing.
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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!

Meeting – Weds – June 8th – Schneider's Main St, Avon 6PM



GO HERE:

<http://www.njsbmwr.org/octoberfest2016.html>

and here:

<http://www.crystalbrook.com/>