

August 2016

NEW JERSEY SHORE BMW RIDERS Inc

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He who would travel happily must travel light.
Antoine de Saint-Exupery (1900 - 1944)

There is not a person in the world who is given the advantage of travel who does not return changed.
Laura Moncur (1969 -), The Secret Heart of Charlotte Lucas, 2014

The point of living and of being an optimist, is to be foolish enough to believe the best is yet to come.
Peter Ustinov (1921 - 2004)

In summer, the song sings itself. *William Carlos Williams (1883 - 1963)*

Why, this is very midsummer madness. *William Shakespeare (1564 - 1616), Twelfth Night, Act III, sc. 4*

If stock market experts were so expert, they would be buying stock, not selling advice. *Norman Augustine (1935 -)*

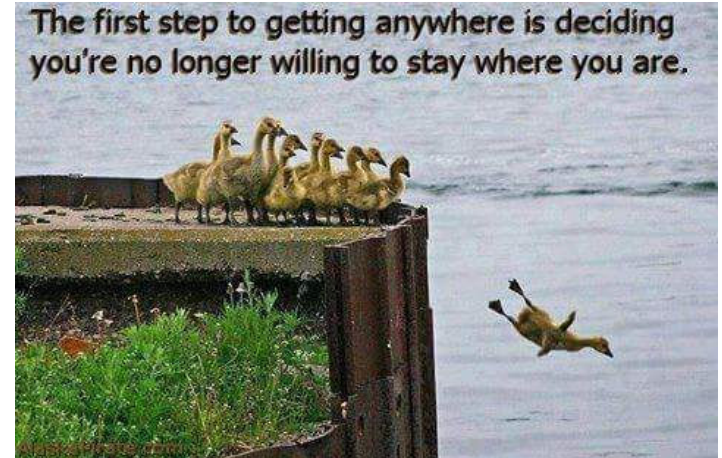
Nothing is a waste of time if you use the experience wisely. *Auguste Rodin*

One of the advantages of being disorderly is that one is constantly making exciting discoveries. *A. A. Milne (1882 - 1956)*

Bore, n.: A person who talks when you wish him to listen. *Ambrose Bierce (1842 - 1914), The Devil's Dictionary*



President's Message:



The first step to getting anywhere is deciding you're no longer willing to stay where you are.

We're into full summer - and the MOA Rally has come and gone. It was one of the better rallies - both the rally itself, and the weather for it.

The rally site was small enough to be easy to access, and big enough to accommodate all 6,100+ people who attended. Food vendors were decent, equipment vendors were a bit thinner this year - but the ones who were there got decent exposure of their products by the rally attendees.



The closing ceremony was a delight – it was fast moving, good seating, no burning jet cars, and over in about an hour. Can't ask for better!



Our club dinner Friday night went well - we were joined by an equal number of Skylands members. Strangely the New Sweden members weren't in attendance - but perhaps that was for the good since the place we picked was hard pressed to seat 20 of us.

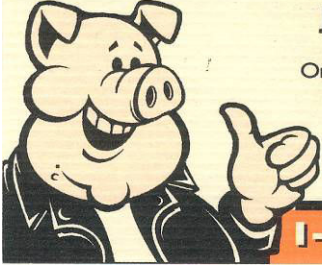
Roger was pleased with the turnout of the NJ clubs on Friday for registration. Herb Konrad was a wonderful "greeter" meeting people as they came into registration and steering them to the people manning the registration computers.

The group handing out rally swag and answering questions were outstanding in making this a great first experience for people as they finished up their registration. The three NJ clubs worked well together again! We invited the North Jersey BMW Riders – but didn't hear from them.

What else is happening in August? Well, we have the monthly Moribundi and then an ice-cream run on the 3rd. The annual club picnic is on the



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13th (rain date the 14th) - more on that in this issue. Our weekly Saturday breakfast club has been attracting a larger and larger group.

Coming up in September is the Finger Lakes Rally (see Roger) and our club Oktoberfest in the Catskills. If you haven't registered yet – you should. Looks like we might sell out Crystal Brook.

Get out and ride - rubber side down..
Don (recycled President)

An Unbearable Flatness of Tire..

Rev'n Mike

Well my friends, it finally happened.

After riding for about 40 years I actually got a flat tire... I guess I was overdue!

So I was riding the backroads a bit beyond the Hamburg Rally site when the stomach growled. I always feed the beast within so back to the village I rode. After eating a healthy lunch I decided to treat Roger to a sub loaded with sub stuff and bring it to him at registration.

As I walked to my GS my heart sank, "Oh Fudge!.

What to do right?

Ok, first thing get the GS over into a shady area, I saw a church with nice new pavement so it was perfect. The tire looked like it split right down the middle. So being a little perplexed I called Roger Dodger to see what was available at the Rally, he quickly made some calls and within 20 minutes he and another Rallyite came over with a trailer just in case.

Meanwhile I had taken out the very old but useful TIRE REPAIR KIT & PUMP. I quickly plugged it, pumped it and rode it back to the rally where I decided a new tire was justified.

So here is what I want to share, first make sure you have a tire repair kit, an electric air pump and a good air guage.

Second practice on a old tire, go to Mikey's and steal one of his outside his garage he won't miss it, trust me. Most importantly, have a plan if you are running with tubes. WHAT ARE YOU GOING TO DO IF YOU ARE NOT NEAR A MOTOSHOP, have no phone or don't know where you are. "Think on this," as Krishnamurti says!

Be safe, stay inflated, Rev'n Mike.

New Motorcycle - July 3rd

RD Swanson

Everyone should get a new ride every now and then. It reinvigorates one's soul and brings with it a renewed desire to ride.

It makes your wife happier too. Now she really has something about which to bitch. Skid marks in your underwear will pale before this transgression. Forgetting to put the toilet seat up or down will mean nothing. Now when she calls Marge, Milly or her mother, she has a real grievance. She will get real sympathy as she explains how the new refrigerator took second place to a silly machine.. She will be a hero and a martyr to all her friends and enemies. What satisfaction! She will love you even more.

When you grow older and are confined to the front porch or the back bedroom, or as you are having your diaper changed you can smile and dream of days past when you rode down the

highway on your new ride, wind in your hair, the freedom of the open road.

When your grandchildren ask you if you ever rode a motorcycle, you won't have to say, "No I was going to buy a new motorcycle, but your grandmother wanted a new refrigerator or the driveway needed to be replaced."

Then there are the neighbors. Think of their satisfaction when they see the new moto in your driveway and can say, "That damned fool is at it again." They wouldn't dare say, "I wish I had his guts and had made a grand statement to the world!"

Then there is the hot babe down the block who will get weak in the knees when you decelerate past her bungalow. Next time you ride by she will be out sunbathing in her bikini and will be hoping you notice her firm-feeling flesh.

Then there are the people where you work or your cronies at the local greasy spoon who will think, "I didn't know he had it in him. I always thought he was just like everybody else."

Then there is the fun you can have 'jerking around' the salesperson at the motorcycle dealers' showroom before you decide to seal the deal! The tension you can generate as you review the numbers!

If your significant other gives you too much heat you can always refer to the multiple motorcycles owned by Spader, Kowal and Klaus and say "Honey, but I only have one, two or three. Money taken out of your 401k, stock portfolio or the kid's college fund an always be returned; who knows when? Perhaps sometime in the distant future.

And then you do know you can't take your money with when you depart this world? And even if you could, where would you spend it?

I think all Shore Riders should resolve to buy a new motorcycle sometime soon. What do you think?

Editors note: Apparently this was justification for a decision RDS had already made. He showed up at the July meeting on his dandy new R-nine-T. Good for him!

Taking better photos with a "cheap" camera

Bill Dudley

I'm not much of a photographer, and I've mostly shied away from buying and using a "real" camera. I use my (smart) phone now, but I used to use a point and shoot. My photos have tended to be "documentation" rather than "art".

However, in the last few years I have stumbled upon some small things that have improved my photos to the point where about every 20th one is almost worth printing and framing.

The simplest change you can make is to stop framing the photo with the object of interest front and center, filling the frame, as if you're documenting a crime scene. Instead, try to make your photos asymmetrical; the interesting waterfall on the left, with smaller, less important features filling the right two thirds of the frame.



Example of poorly framed photo



Example of better framed photo



Example of even better framed photo

Those of you who have just said to themselves "hah- rule of thirds" are excused from further homework on this topic. The rest of you should read this:

https://en.wikipedia.org/wiki/Rule_of_thirds

There's a second interesting thing you can do to make "good" photos, but first, a bit of theory.

The human visual system is a lot more mysterious and sophisticated than most people know. What you think is happening is that your eyes act like little video cameras, the "video" goes to your brain, and your brain analyses that "video" feed.

The reality is much more complex. Your brain is actually creating a "virtual reality" that is what it thinks is "out there". The eyes are commanded to move about, collecting small snap shots in various directions, and these snapshots are stitched together inside your brain to create this "virtual picture" of what's "out there". Your brain makes assumptions on what is important, what is likely to change, what is likely to remain static, and most importantly, what is likely to be a threat.

This is the reason for "S.M.I.D.S.Y" (Sorry, Mate, I Didn't See Ya) accidents. The car driver turns left in front of you because his brain didn't register your motorcycle as "interesting" or "threatening", so it didn't get "painted" into the virtual image in the driver's brain. So he "didn't see you". His eyes may have scanned over you, but his brain didn't record the information because the driver didn't make "look for motorcycles" a priority.

For a (probably better) explanation of the above, read this:
https://en.wikipedia.org/wiki/Visual_perception

How does this apply to photographs? Imagine you are standing at a scenic overlook, being amazed at the grand scene before you. Your focus moves around over the entire panorama, settling on each interesting detail, then moving on to the next one. You whip out your camera and press the shutter. Later, you get home, and look at the picture. Bleah. Boring. What happened to the wonderful panorama?



Example "entire panorama" picture

My "theory" is that when you are standing at the overlook, taking in the scene, the fact that you can focus on smaller "sub-sections" of the entire scene is what makes the scene interesting. In other words, it's not the entire panorama that grabs your attention; it's small details in the greater scene that make it interesting.

My "solution" to this is to use the "zoom" function on my camera to limit the scope of my photo to some interesting detail.

Even the "digital zoom" on smart phones will work here; sure, it throws away the pixels outside of the zoomed area, thus reducing the number of pixels in the photo, but with today's cameras taking pictures that are well over 10Mbit, that no longer matters as much.



Example "zoomed for interest" picture

Experiment with these methods. Digital "Film" is cheap; take lots of shots.

But don't forget to enjoy your trip. Don't see everything through the viewfinder.

July Meeting Notes

Meeting called to order 7:30PM Precisely

Treasurer's Report: We have money. Art was not present – but we have around \$800, which is healthy for this time of year.

Membership Report: 66 members. We added two guest members this month from the North Jersey BMW Club so they'll receive our newsletter via email.

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. Don admits to total lethargy in updating the club blog (but since no one actually goes to view it that isn't a huge priority.)

Reminder: Art G would be still selling those lovely club stickers for \$1 each if he was ere.

Club paraphernalia - Grant delivered one additional shirt.

Monthly Ride: July's monthly ride is the MOA Rally.

National Rally: Roger thanked everyone who helped at registration.

MOA Regional Coordinator: Don reported meeting Frank Florio at the national rally and discussing various club issues with him. He is looking for additional regional coordinators since many are covering huge areas of the country.

Open floor: Nothing of note.

Meeting Adjourned 8:05PM

Annual Picnic Aug 13

12-6 PM - Have some fun!

Tom Spader

If you feel you've read this before...you did last August.

This year's event will be at Tom Spader's house AGAIN in Point Pleasant Beach... with hours extended 12 - 6 PM or ?

As we did last year, beach passes will be available for ocean dip 800' to the east; hot shower for changing back to casual/riding gear afterwards; multiple kayaks available for paddling around the 23 acre lake in back yard; marked off street parking; ample shade. sitting, tables and hopefully the S/E ocean breeze.

House located at 206 Washington Ave Point Beach - Rt 35 south over Manasquan Bridge then 1 mile thru town to Wash on left. Brave New World clothing and Surf Taco restaurant will frame the left turn. East over tracks...two blocks w/ 206 on right. Some bikes will mark off street parking. Please, no helicopters this year!

Rain date will be next day...Sunday the 14th. Surprise pig roast by Chef Richard (Rich Standt) will depend on turn out and Chef Micheal (Mike Kowal) will co-chair and array of grilled picnic fare.If you want to bring something...feel free as coolers and table space will be available.

Bring \$10 per person to the meeting Wed the 10th or mail check to Mike @ 40 Vienna Rd Howell, NJ 07731. We need to get head count so please respond because Tom really wants to sponsor the pig roast part of the event.

Join in, socialize, bond, talk 'cycles or motors', relax and eat. Wives, SO's kids welcome so get the check to Mike asap...or bring to meeting at Schneider's on the 10th.

Quick Review: Stop-N-Go Compressor

Ben P

I saw the Stop & Go Mini Air Compressor sold at Revzilla and Amazon and the good reviews convinced me to get one prior to the

2014 Finger Lakes Rally. I never had the occasion to use it until I tried to use a defective air compressor at the Whiting Wawa, which, instead of increasing my tire pressure, dropped it to 24 psi. My bike's tire pressure monitor was flashing an unfamiliar red warning light. Good thing I remembered about this device being in my saddlebag.



The Stop & Go mini compressor is powered by the bike's 12 volt battery. Power connections are via battery tender connector, cigarette lighter (not the BMW kind) or alligator clips. The compressor has a light, a pressure gauge, a power switch, a screw-in tire connector and a small carrying bag.

I started up my bike and connected the compressor via the battery tender connector. The leads were long enough for me to reach over the saddle and put the compressor close to the ground on the opposite side. I screwed in the inflator and turned it on. It took several minutes of noisy operation for the compressor to bring my tire from 24 to 42 psi. With the TPS warning light extinguished, I was able to continue on with my ride. I'm glad I always have this on the bike.

Dynaplug Tire Plugging Kit

Ben P



The Dynaplug Pro Tubeless Tire Repair Kit is a quite popular tool for repairing punctures in tubeless tires. A brass pointed tip with the attached gooey plug is loaded into the tool's tube and pushed all the way into the hole. Then just pull out the tool and the brass tip and plug will remain in the tire. Just snip off the protruding plug and the tire is fixed. Simple, right?

I noticed that my bike's tire pressure monitor has alerted me to a slow leak in my back tire (it's a wonderful thing that BMW TPM system on newer bikes, wink wink). Got tired of adding air every other ride so I put my bike on the center stand and search for a leak. A suspect penetration was confirmed by some dish soap. Pulled out what looks like a finishing nail. Time to try out the Dynaplug. I first watched a couple of YouTube videos since I'm at home and this would be a practice repair. The procedure is very simple. Pull out the nail, no rasp filing needed prior to plugging, load a plug and push it in the hole. Done! A leak check confirmed the repair was a success.

But there is a catch, one that I was glad I learned about while I was at home. The part about loading the plug into the pushing tube would be close to impossible since the tar-like goo on the plug sticks to the tube. I tried to carefully twist it in but the brass tip separated from the plug material. Had this been a roadside repair in the dark, this would have been challenging. The solution was to use some dish soap in the tube and on the gooey plug. I was then able to easily load the plug into the tube. I guess saliva would have worked in a pinch. It would be a good idea then to pre-load a plug prior to setting off on a ride.

MOA Rally Registration Review

Roger Trendowski

This year's rally was held, sadly, in Hamburg NY. Sadly because in my retirement year I was hoping for another cross-country ride where I could extend it to a round-country ride, much like other club members have done. But Hamburg NY was at most a 450 mile ride one way... For Mike Lamberti and me, we headed up toward Syracuse to my family cottage on Sunday, then finished the ride on US Route 20 across the top of the Finger Lakes, arriving Monday around Noon.

Tuesday was registration set-up day. Our team of co-chairs and ten volunteers surveyed the allotted building space, set up tables and chairs, had two pallets of Rally books delivered and five tub containers of store materials unloaded from the MOA 18-wheeler trailer. All this was accomplished within a few hours. Kate and Dutch, the overall Rally chairs, provided a nice buffet and refreshments for the rally setup volunteers on Tuesday evening.

On Wednesday morning a small group of registration volunteers finished setting up the area, packed info and raffle tickets into rally books, and arranged and booted 8 PCs. All the PCs hadn't been touched since last year's Rally so all had long lists of windows updates to load. They were also upgraded to Windows 10 at the same time so it was a lengthy process.

From Noon to 4 pm on Wednesday thirty new volunteers and my 5 co-chairs opened the registration process for all Rally workers and Chairs/co-chair leaders. We registered about 800 folks during this four hour interval. People arriving after 4pm when registration closed on Wednesday were invited into the fairgrounds to camp overnight so that they could easily come to registration in the morning.

The registration doors opened Thursday morning at 8am (the official start of the Rally) and closed Saturday afternoon at 3pm. We ran 3 shifts per day with 30 volunteers per shift running the operation. Volunteers were organized into basic groups: PC registration/money job, Book/ticket table greeters, book/material assembly, and door greeters.

The three NJ BMW clubs joined forces on Friday afternoon for 4 hours with some members also helping on other shifts too. Feedback afterward indicated that everyone enjoyed their "duties" and the opportunity to work with friends from the other NJ clubs.



Seen at the rally site:



We had very few people waiting in lines this year with the occasional exception of non-registered attendees who had to fill out the rally registration forms and make their payment. Pre-registered folks went through very quickly since we scanned their tickets via PC scanner or iPhone app. Perhaps this will "train attendees" to

preregister next year rather than just show up and go through the detailed written form process.

The rally had 6100 attendees including vendors. In registration we processed approximately 5348 adults, 219 children and 380 day passes.

Over 224 people volunteered in registration during the week... with most signing up on my eventbrite.com registration website.

Thank you to all who committed their time to work and have fun.



Helmut, Paul Glaves, Jack Reipe

Comparison of two Tire Pressure Monitoring Systems

By Roger Trendowski

Tire pressure monitoring systems (TPMS) for cars and motorcycles have been out in the market for years. I was especially interested in one where I could more easily watch my motorcycle tire pressure during extreme riding conditions.

Note that my “need” is with an emphasis on “easy” since it seems that the tire valve stems are getting lower on the bike and more hidden by panniers, tents and extra travel bags. I really can’t think of any other technical reason why it is harder to reach the tires.

Just before the MOA Rally in Hamburg, Herb Konrad, fellow club member, loaned me a tire valve-stem-based TPMS since he was upgrading his unit to an internal sensor system. About the same time I had researched a TPMS that was new on the market in the UK, Australia and USA. Since this new system had features that others didn’t and the price was competitive, I ordered it. Good thing that I ordered it when I did since it was delivered after I returned from the Rally. Now that I have two systems, I thought that a review of them would be useful to club members.

The two systems are: **SPY**/by Genssi and **TD4000**/by Tyredog.



SPY

The SPY system is new to the marketplace but is available on Ebay and Amazon.



TD4000

I couldn’t find the TD4000 by name on the web but found similar systems with various product names which probably means the manufacturer OEMs it to multiple resellers.

Both are manufactured in China. Both systems have external pressure/temperature sensors that attach to the tire valve stem.

Other TPMS’ have internal in-the-tire sensors with integrated tire valves but since my new F800GS Adventure is not tubeless, I had to resort to external screw-on valve stem sensors. A key feature of any bike TPMS is whether it is waterproof or not. The SPY system display is waterproof but the TD4000 is not.

I mounted the TD4000 non-waterproof display in my tank bag map holder where I could see it OK vs. mounting it on the handlebar or a flat surface using Velcro. It was waterproof in my map holder. Tire sensors are all waterproof.

Another key feature for me is that the unit had to display tire pressure without running the bike down the road for a short distance. The TD4000 immediately displays pressure and tire temperature. Even though the SPY unit manual states it has instant display, and a YouTube demo shows it instantly changing pressure (while the bike is sitting still) I could not get this to work.

After driving a short distance at 20mph, the SPY unit displayed pressure OK. The SPY unit showed the proper pressure after parking the

bike and when I removed one of the sensors, the display changed to zero psi. I don't know if I was doing something wrong or not vs. it's advertised operation.

Many other manufacturer's units do not have this "immediate, non riding" display capability.

With regard to external screw-on sensors, I was concerned about possible air leaks between the tire valve stem and sensor. After installing the sensors and manually checking the pressure after a few days, I am convinced both systems seal the valves properly. In fact the SPY system comes with extra gaskets for backup.

I didn't re-balance the tires with the TD4000 because the sensors weighed so little (about 10-12 grams) and I didn't experience any balance problems in over 1300 miles.

The last key feature to me is the size of display.

The SPY unit display is slightly taller than the TD4000 and the output characters on the SPY unit are larger and easier to see. The SPY unit also has a red light that shows up very brightly when tire pressure or temperature warning occurs.

Both products use specific frequencies for sensor-to-display communications. A few others that I researched use Bluetooth to general Bluetooth compatible displays, e.g., smart phones, but most use proprietary frequencies like these two systems.

The operating manuals for the units are different like night and day. With similar small text size, the TD4000 has 30 pages... more detail than you ever need. At the other extreme, the SPY unit comes with one approx 8 1/2" x 11" page, printed on both sides with small text size. After reading this short manual, over and over and then installing and

testing the unit, I found the manual to be inclusive... meaning everything is there but not explained very well.

For example, there are two round concave pieces of plastic that have knurled openings on one side. They are the "Tools" to be used when opening the sensors to change batteries.

There is also a round washer-like rubber grommet with short dangling rubber piece hanging off of one side This turns out to be a vibration "shockproof silicone mat" (their words) and the dangling piece of rubber is to insert into the charger port to make it waterproof.

Spy also includes two display unit mounting assemblies; one for different size handlebars and one for mounting the unit on a flat surface . See the chart for more comparisons.

	TD4000/tyredog	SPY/Genssi
Lowest Price on Amazon, eBay, etc	\$79.95	\$79.95
Sensor Location	external, on tire valve	external, on tire valve
Size of Display	1.125"w x .687"H	1.125"W x .75" H
Size of Displayed pressure character	.187" tall, Black on gray backgnd	.25" tall, yellow/green on black backgnd
Waterproof display	No	Yes
Displays pressure&temp at stand-still	Yes	Yes**
Pressure measurement range	0-60psi	0-50psi
Accessories included	sensor locks w/allen wrench	(2) display mounts (one handlebar and one surface mt), USB charger cable, sensor lock wrench
Display battery/longevity	AA/1.5V/6 mo	USB rechargeable/unknown time
Sensor battery/longevity	CR1632/3V/1-2 yrs	CR1632/3V/1-2 yrs
Accuracy	+1 PSI	?
Pressure Units	PSI, KPA, BAR	PSI, BAR
Temperature Units	F, C	F, C
Backlight display	Yes	Yes
Low/Hi pressure warning	Yes, blinking #	Yes; blinking # and obvious Red light warning
Low/Hi Temperature warning	Yes	Yes
Warning Alarm settings	you set each	you set each
Weight of sensor (ea)	10-12 grams	? Size about the same
Anti-theft sensors	Yes	Yes
Communications freq (sensor to display)	433.92MHz	?
Sensor learning mode (for new sensor)	Yes	Yes
# pages in Manual	30pgs/4"x5" pg size	2 pgs/ 8 1/2"x11" pg size, about 14 sections
Recommended tire valve	metal	metal

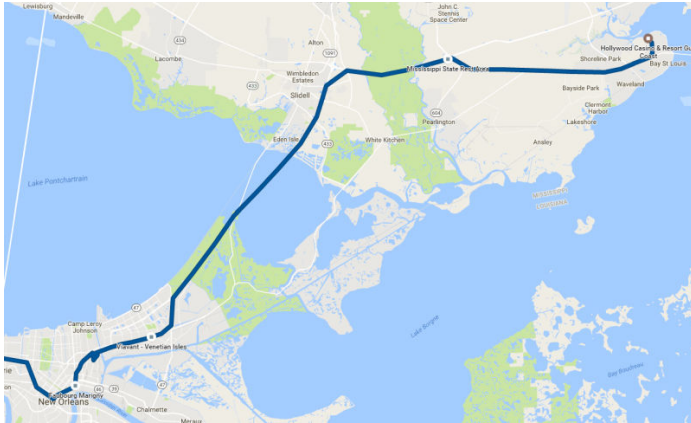
NOTE: ** SPY manual and Youtube video showed immediate pressure reading and changes without short drive. PSI numbers were not displayed during my test without 20;mph drive.

Wandering the South – part 3..

Don E

A complete YouTube video of this trip can be found at: <https://youtu.be/J4nknxEfambQ>

Last seen – leaving New Orleans.. heading east – Thursday, May 26th.



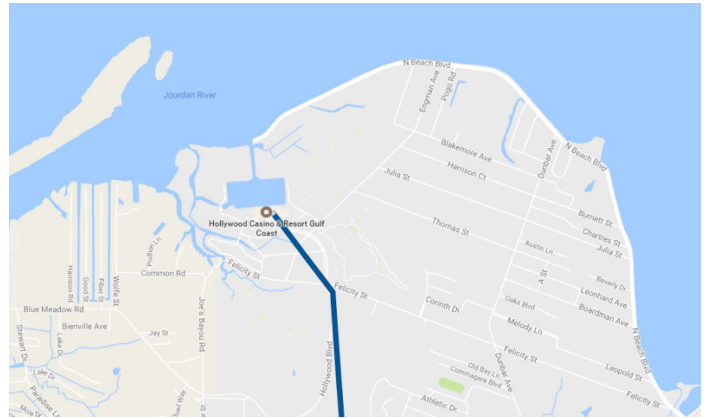
My overall plan was “flexible” - I’d wanted to see the southern gulf coast of the US. It looked really interesting in video shot during the BP oil-well disaster, so – I headed east out of New Orleans.

I tried to stay out of the commuter traffic – which meant I was often on somewhat poorly marked and maintained backroads until I finally ended up crossing the end of Lake Pontchartrain on I-10 East.

I-10 along this section is elevated with large bridges allowing water shipping access to the lake from the Gulf of Mexico. Shortly after reaching land on the east side of the causeway you enter into Mississippi.. so I’d gone from Mississippi this morning to Louisiana and back to Mississippi all in one day.

I stopped at the first Mississippi rest-area, welcome center to decide where I was going to stay for the night. It was now about 7PM, later than I usually ride before getting lodging.

The best the smart-phone could come up with was another casino – in Mississippi – the Hollywood Casino and Resort Gulf Coast. This one didn’t even make a pretense of being a floating casino – it was solidly affixed to the land, with a marina cut into the sand in front of it.



I imagine if you took a set designer and told them to evoke the glamor of Hollywood in stucco, this might be what they came up with.

I’ve been to Hollywood and it’s not all that glamorous, neither was the casino. It was sort of tacky actually.

I hoped that at least it had some decent food and a reasonably priced room. I ended up

booking a room using one of the Android apps. This caused a delay and rampant billing confusion when I actually got to the hotel. It took about 45 minutes to get registered. They gave me a “special room” to make up for it – one with a whirlpool bath.

Turned out that the main dining facility closed at 9PM, meaning I was too late. The only food available was a grille sort of place where everyone was told it would be 45 minutes for anything they ordered. I ended up grabbing a pre-made salad since I wouldn’t have to wait for it. It was about as you might expect.

So far this casino visit wasn’t a winner. I ate, then gambled away the \$10 free-play they gave each sucker, then went back to my room.

Back in the room I decided to try out the whirlpool bath. I've only been in one a few times before.

I figured out why I was given the "special room" - the whirlpool bath was on a pedestal and the average patron, overweight, using a walker and oxygen wouldn't be able to make it in - and if they did - certainly wouldn't be able to get out.

So - I tried filling the tub. The water coming out of the tap was about 30% mud. Really brown water with some real substance to it. I let it run and it never got any better.



The photo to the left is the website representation of their patrons. It is a bit misleading -

the majority of patrons were well over my age, and had various disabilities. The accurate part was them sitting in front of the electronic bandits (they no longer require useable arms to gamble.)

Off to bed..

Friday, May 27th. The casino hadn't improved overnight. It was just as tacky, and hot and humid since it was located in the middle of a swamp. It was time to start heading east again.

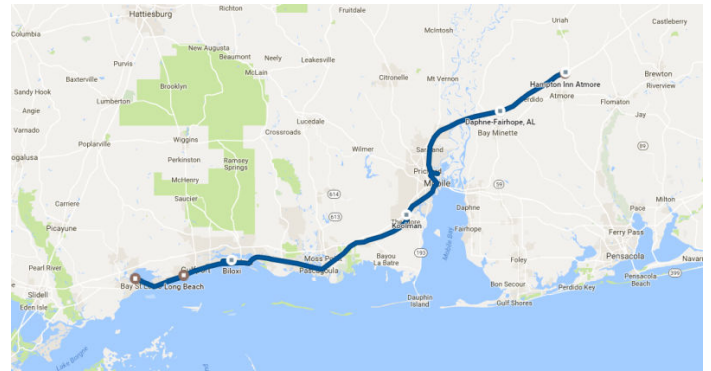
I decided to catch breakfast on the run since I didn't see any reasonable food in the casino. I packed and was off on the bike by 9AM.

My vague plan for the day was to head toward Pensacola Florida and look for a room. Since I'd had a bad experience with the last room booking it late in the day, I decided to check for rooms in Pensacola before I got too far along.

What I found was all the rooms in Pensacola were silly priced (\$400+) and many places were sold out. This sort of puzzled me since school wasn't out yet and I'd expect beach resort towns to still be in off-season rate mode.

A bit of internet searching turned up the reason, it was a "Pride Weekend" for LGBT folk in Pensacola, and 60,000 visitors were expected. That took Pensacola off my radar - not because

of the Pride weekend (the parade would probably be fun to watch) - but 60,000 visitors made for awful traffic and silly lodging charges. So - I started heading a bit north-east thinking about going through some of Florida on my way to maybe Birmingham and the Barber Museum.



Along the way - the gulf coast was pretty spectacular.



I followed the scenic coastal route – Rt 90. It took me through Gulf-Coast MS, Biloxi MS, past areas that had been ravaged by Katrina and still hadn't fully recovered.



I had breakfast at the McD's above – notice the missing buildings surrounding it. Much of the Mississippi coast still looked like this.

Finally at Pascagoula Florida, the road started heading north east toward Mobile Alabama. I headed that way, skirted Mobile and ended up for the night at a Hampton Inn in Atmore Alabama. At a local restaurant where I found the essentials of Alabama cooking:



To be continued..

2016 Event Schedule

Please email the editor with additions/corrections.

August

- August 3rd – Moribundi Lunch
- August 3rd – July ice-cream ride, Hoffmans, Spring Lake Hts.
- August 10th – Meeting
- August 13th – Club Picnic, Tom Spader's backyard.
- August 17th – Evening Ice Cream Ride - destination to be announced
- 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!
- September 21st – FINAL - Evening Ice Cream Ride - destination to be announced
- September 23-25th - Last Chance Rally

October

- October 5th – Moribundi Lunch
- October 8th – Three Club Rumble - Skylands this year. Asbury NJ
- October 12th – Meeting
- 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.

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Meeting – Weds – August 10th – Schneider's Main St, Avon 6PM

IMPORTANT

**Club Picnic – August 13th – Tom Spader's
\$10/per-person PREPAID!**

**Pay at the August meeting
or find Mike K to pay.**