

**February 2011**

# **NEW JERSEY SHORE BMW RIDERS Inc**

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**Jim McFadden, Secty/Treas.** *secretary@njsbmwr.org*

**Dennis Swanson, Trustee and Instructor General**

**Don Eilenberger, Trustee and Newsletter Editor**

**John Welch, Trustee and Absent in Florida**

**John Malaska, Newsletter Publisher**

**Skip Palmer, Trustee, Montana, Southern Branch  
and Colorado Chapters of NJSBMW.**

Club Membership Application at: [http://www.njsbmwr.org/  
NJSBMW\\_Application.pdf](http://www.njsbmwr.org/NJSBMW_Application.pdf)



*A fair day in winter is the mother of a storme.* Author: George Herbert

*Announced by all the trumpets of the sky, Arrives the snow, and, driving o'er the fields, Seems nowhere to alight: the whited air Hides hills and woods, the river, and the heaven, And veils the farmhouse at the garden's end. The sled and traveller stopped, the courier's feet Delayed, all friends shut out, the housemates sit Around the radiant fireplace, enclosed In a tumultuous privacy of storm.* Author: Ralph Waldo Emerson

*Every mile is two in winter.* Author: George Herbert

*He who passes a winter's day passes one of his mortal enemies.* Author: Proverb

*Nothing in this world is certain but death and next winter's snows.* Author: Proverb

*Out of the bosom of the Air, Out of the cloud-folds of her garments shaken, Over the woodlands brown and bare, Over the harvest-fields forsaken, Silent, and soft, and slow Descends the snow.* Author: Henry Wadsworth Longfellow

*If you have a bulldozer, you don't need a snow shovel.* Author: Proverb

## **President's Message**

It's been quite a treacherous winter so far, that most of us haven't been concentrating on motorcycling.

Other than the occasional peek at the trickle charger or the 10 minute motor run in the garage, the closest we've gotten to motorcycles must have been the show at the Javitz Center. The motorcycle show had some special touches that were great to see. Namely the BMW Concept C, Schuberth's return to the US markets and the all new F800R.

As we push through the record snowfall we have been receiving this year, I find myself more eager to get on the bike as soon as possible.

For those of you who have found yourselves as restless as I have, there are many events our club is currently fortifying for the upcoming season that were discussed at our annual planning meeting. We had great attendance and participation, and the food became merely a bonus. We have solidified dates for many of our outings and events and others we are working diligently to secure.

We are once again holding our own MOAF Rider Education classes, both of which will take place the Wednesday after our monthly meetings in February

and March. The dates for each of these are February 16 and March 16, respectively. Location is still TBD and will be announced shortly.

Course curriculum will include StreetSmart Rider Perception as well as Group Riding. These two evenings will promise to be both informative and educational as evidenced in the past. All details will be discussed at our meeting on February 9 at Schneider's. Don't be afraid to bring your ideas, suggestions and opinions!

Looking forward to seeing all of you on the 9<sup>th</sup>.

Dave Rosen  
President

## **Javitts – 2011, or Two Bumpkins in the big city, Jan 21<sup>st</sup>**

*Don Eilenberger*

Harold G and I made our annual Friday trip to the INTERNATIONAL Motorcycle Show at Javitts convention center in NY. We go on Friday, and try to arrive when the show opens – avoiding the crowds that make it impossible to navigate on Saturday and Sunday. We also find hungry, and not-tired-yet merchants interested in taking our money.

Did our usual ride to the Long Branch NJ Transit station, parking \$3/all day, and \$13/round-trip SENIOR rate for the Coast Snail to NYC. On the way up we ended up in one of the newer double-decker cars, which are impressive in how quiet and smooth riding they are. It's almost like you're not on a train, and a conversation can be held at a normal voice level.

Just as we got to the LB station, my cell rang, it was Grant Duncan asking if we were going and where we were.. since he apparently called in his PJs, he wasn't able to join us on this train, and he took a later one from the Manasquan station.

Arriving at the show after a short cross-town cab ride to avoid the REALLY bitter weather, we wandered around a bit, stopping first at the BMW display, where we found some of the BMW brass, and Dan Notte (who also had his own booth around the corner - selling Schuberth helmets at a nice discount.)

Harold immediately gravitated to the semi-barge model BMW is introducing, the K1600-LandingCraft. I took a photo of him on it, since that's probably as close as he'll get to owning one (if he's smart..)



Note the yards of plastic removal required to even get a glimpse of the engine – much less change the oil. The headlights are hawk like, so perhaps BMW found an aggressive looking front end will scare deer off. The rear bags look about the same size as the ones on my R12R, with the addition of a completely cosmetic plastic cover over the real bag. My WAG is this is so you don't have to replace the entire bag after the inevitable parking lot tipover – you'll be able to just replace the \$1,000 plastic outer covering.

I suppose if you're looking for this sort of thing, it's the best one of those sort of things on the market. Honda is going to have to do something in reaction since I think the only group of riders where the average age is increasing more rapidly than BMW riders is Goldwing riders – and BMW is targeting their demographic again. We club members must remember to be kind to the Honda converts if they decide to join the BMW faithful, and join the club. Perhaps Andy Goldstein can come out with a red satin version of the venerable Roadcrafter for them.

It took me quite a while at the BMW booth to find where BMW had stuck the best bike they make – the R1200R. As usual the R12R was stuck off in a back corner where I think they store extra copies of the catalogs they hand out. Luckily it was not a red one, so I wasn't compelled to immediately buy one (but I think a red one would be awfully nice on the west coast if we go bi-coastal after retirement.) The

changes to the perfect bike were minimal. Forks now have a turned finish on them rather than the rough cast finish (I suspect the turned finish will be more troublesome as the bike ages..) A new and very nice instrument cluster. This one was the black/white skunk model (large white stripes up the center of the tank and front fender), called the "Classic" - with wire spoked rims (which require TUBES – what are they thinking of?) And it came with the "comfort seat" (vs the "torture seat" which was SOP on the original R12R.) Oh – it also has the new DOHC engine which makes no more power then the old engine and looks a bit more difficult to work on. I'd still take one if one was offered to me.



*Harold also tried a more reasonable bike - one he might actually be able to hold up.. F800R*

On to the rest of the show.. we found Klaus stuck in a back corner booth, with lackeys Dave Rosen, Ron Scibetti and Tom Cutter hanging out there trying to look like they deserved the free entrance badge Klaus gave them. I was offered one from BMW-MOA, but I declined since I'd already purchased one by the time they decided they REALLY might need some help with their booth at the show. Sometime in here Dave decided he'd done enough for Klaus, and J.Grant showed up.. we continued wandering around, mostly looking at the small booths since the big manufacturers had very little new to show, and looking at the same leftover designed in 2005 Japanese bikes gets a bit boring after a while.



*Klaus at EPM Performance - thanks Capt JohnBoy*

I managed to track down the Lee Parks booth – where Lee's famous deerskin gloves are sold. Since I'm a big believer in monetizing deer as part of a population control program, I really had to have a pair of his gloves.

When I was at the RA national rally – there was a young lady selling Lee Park's gloves there, but we couldn't find ones that really fit me. It was her suggestion that I go to the IMS since there would be many more gloves there, and being handmade, each one fits a tiny bit different. So – I did. Found a charming young lady who was happy to assist with me trying on about 10 pair of gloves until I found a left glove that fit perfectly in one set, and a right in another set. I was then able to purchase just the perfect fitting left/rights – and have a custom sized pair of Lee Park gloves. They are nice and comfy. If it ever stops snowing I'll report on how they work.

Meanwhile, I had a small commitment to the BMW-MOA booth..The MOA booth was manned by Muriel Farrington (Board Secretary) and Ted Moyers (advertising sales for the Owners News.) Turns out the sweepstakes idea was Ted's – and out of an anticipated/hoped for 9,999 ticket sales (at 10,000

they add a second set of awards) they'd only sold about 3,500 (or some number near that.) I suspect it still will be a money maker since they probably got some of the prizes gratis from advertisers in ON, and what could a fully loaded to the gills GS cost?

I managed to strong arm a number of passersby into buying raffle tickets (despite the lack of a real entry/order form – it really looked rather sketchy when we filled them in on an Etch-a-Sketch and told people it was going via electronic communications back to the home office in St. Louis MO..) and got to see both Suhocki brothers (who fell for my sales pitch!) and a number of other club friends/notables. I spent about an hour and a half at the booth, and since they had no seating at all – decided it was time to move on. My tootsies weren't real happy standing on a hard/cold concrete floor for hours.



Luckily – the rest of the boys came around and forced(!) me to leave the booth – and we headed east for a late-lunch/early-dinner at our replacement for the now trendy nightclub that used to be Farrells – the Twins Irish Pub. We only walked past it a few times, which for us – meant we had Dave guiding us around the streets of NYC.

We were seated immediately (much to our surprise since it was just about 5PM on a Friday.) A waitress quickly took our drink orders (Guinness for me – some pale imitations for the others), and our orders, 3 Shepherd's Pies and one Fish and Chips.

The Shepard's pies were excellent (as a very simple dish can be) dunno on the fish and chips.

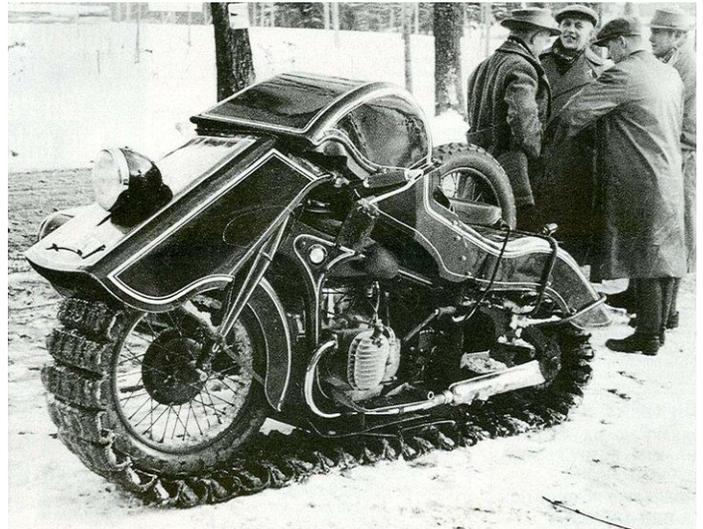


*Four happy and filled campers - after the show and dinner at the Twins*

After dinner Dave took off for somewhere in NYC, and the three of us hopped a train heading south. We had a grouchy conductor who at first wouldn't let us have the seats facing each other – then later came back and said it was “OK..” (dunno – no seat belts on a train right?)

Arriving in Long Branch, Harold then drove me home, and Grant to the Manasquan train station, then he was off to home.

It beat sitting on my ass at work. “Good time” as Dave likes to say.



*The long rumored R1200T (for Trackor-driven aka “Schneekrad”) was not seen at the show, much to the disappointment of the gathered crowd.*

## Winter Ennui – January 2011

*RD Swanson*

Shoveled out the driveway again today and paused to wonder if I would ride again, if Spring will arrive, if the roads will clear, if it will be warm again.

In the meantime I hug my motorcycle before I go to bed. Do you? My wife is keeping it clean and shiny and she hugs it every day. Does yours? When it gets really cold she gently places a blanket over it to keep it warm. Does yours?

These are important questions because they are indicators of your dedication to riding and your wife's love for you and motorcycling. Motorcycles have feelings. They need attention if they are not being ridden. They need to know they are loved. Have you told yours lately? Has your wife?

And then are you keeping the battery charged? Did you put fuel stabilizer in the tank? Do you start it up every once in a while? Do you sit on it and go "wroom, wroom, wroom"? These are indications of love and affection.

I started mine today and thrilled to the roar of the powerful K12 engine and told myself it won't be long. In the meantime my wife is saving her pennies to buy me some new motorcycle boots. Is yours?

## Resurrection

*Roger Trendowski*

This is not about rising bodies from the dead as in a b-rated zombie movie nor is it about religious beliefs. It is about my upcoming project... a revival, a return to the beginning, a restoration of my new bike: a 1992 R100GS.

My plan is to carry out restoration of this collectible bike when I have time this spring, when the weather is good, and by using proper techniques. After all it took 1 ½ years to buy it. What's the rush?

I first heard about this factory-original "purple" touring trail bike in 2002 when I met owner Notch Miyake at the Labor Day Finger Lakes BMW Rally. Notch was selling a few copies of his book [Purple Mountains- America from a Motorcycle](#), published by Whitehorse Press, 2001. Since I was a new member of Finger

Lakes Club and a novice author myself I couldn't help but buy a copy and ask him to sign it. The back cover has a small picture of Notch and the purple GS. Hmm... Purple Mountains....purple bike... I wonder?

It was interesting to read but looking back I guess I wasn't ready for the message. His cross country trip doesn't focus on where he went and what he saw, instead he describes the experience of traveling long distances alone, meeting new people along the road, experiencing unusual places and situations, and visiting friends not seen for decades.

His incredible attention to detail was a direct result of the daily journal he kept and his writing style. He took 3 months to ride around the U.S. and to Alaska, camping most of the way. See <http://www.fingerlakesbmw.org/notch/flpurple.php> for book reviews. At the time I first read the book I wasn't traveling much and certainly not camping.



*Notch*

The year 2002 was also my third year of riding after a 19 year hiatus. It was also my third year of discovering BMWs after riding numerous Japanese road and trail bikes from age 15 – 32.

My bike void ended in 1999 when my boss at Bell Labs gave me an old 1970 R60/5 BMW – dead for 22 years. At the time I saw this as a mechanical challenge to bring it alive again. It was running in 4 hours and spitting out sunflower seeds like a machine gun from the exhaust pipes. Tires were flat and dry rot and an old car battery was bungeed onto its rear end. It wasn't much of a challenge but I was

amazed how simple the bike's electrics, carburetion, and mechanicals were designed. I was hooked on BMWs.

After attending a few Finger Lake rallies in my early BMW years and local riding with NJSBMWRs I became hooked on rallies and longer rides. Eventually I bought my longer distance green machine, a 1981 R100RT, from Larry Friedman, prez of the Conn. River Valley BMW club. This RT gave me the ability to travel longer and go to more unusual places than my old R60. From 2002 through 2006 I traveled cross country to Spokane and other eastern MOA Rallies and to Daytona Bike Week.

Here is how all three things tie together-- the Purple GS bike, the autographed book and my riding adventures. When I met Notch and bought the book back in 2002 I couldn't appreciate his touring stories about people, places and camping. Unlike Notch's trip around America, the only camping I did was in a cabin at the F.L Rally. Then in 2004 came my '01 R1150GS bike from Dave Davidson (past NJSBMWR member) followed by my present 2004 R1150GS Adventure from current member John Welch.

My eyes opened to long distance, riding on back roads and camping with these two very capable bikes. I traveled to Florida a total of five times, went to MOA rallies in Trenton CN, Charleston, Vermont, Ohio, Gillette, and most recently to Redmond. Most of my GS rides were alone. I enjoy traveling off the beaten path, dirt and secondary roads in order to explore another way to get somewhere. Riding a GS definitely help me get where I want to go. Along the way I also found camping was more fun too... usually not while riding hard cross country but instead near my rally destinations.

With my love for my GS bikes over the past 6 years and the constant barrage of GS articles and 25<sup>th</sup> year GS anniversary, I started to think about acquiring an old air-head GS.

Good ones with low mileage that aren't beat to death are hard to find. Since they are collectibles, they're also expensive with the PD and Dakar models sometimes priced at \$5-6000 for 20 year old bikes.

Then last year it dawned on me: I wondered if Notch

still had his R100GS from his trip. He did, so in the spring of 2009 I went Rochester NY (trailer in tow, just in case).

He wanted to sell it but the price was a bit too high. Six months later I called him back and said I'd take it... but he had changed his mind. I asked a couple more times at subsequent F.L club dinners and the 2010 F.L. Labor Day rally. "No Thanks!" Then at our club annual pig roast in October, he came up to me and said "Yes." I couldn't get my checkbook out of my bike trunk fast enough, but I had to wait two more weeks (early November 2010) to retrieve the GS in Rochester with my trailer and car.

For the second time, Notch wrote in my copy Purple Mountains. He wrote "I'm the owner of the bike that made this trip—for new adventures."



*I plan to write a couple of newsletter articles about restoring this pristine 1992 R100GS air-head with 27,592 miles. Its color is purple but the actual BMW color designation is "Carica Blue."*

*The bike last ran about 4 years ago. My first step before attempting to start the engine will be to replace all the fluids and filters, clean/rebuild the carbs and gas tank.*

*Step 2 will be to make it tourable by replacing tires and dried rubber seals, and checking clutch, shocks, and brakes. Maybe we can arrange a tech day around some of the more difficult mechanical work or we can just hang around Mike K's place and watch him work on it.*

## 2011 Event Calendar

### March

5-13 Bike Week  
*Daytona Beach, FL et al*

### April

17 Gathering of Nortons  
*Washington Crossing SP, PA*

29-5/1 Georgia Mountain Rally  
*Hiawassee, GA*

29-5/1 Antique M/C Meet  
*Oley, PA*

### May

13-15 Morton's BMW Spring Fling  
*Natural Bridge, VA*

20-22 DownEast Rally  
*Hermit Island, ME*

22 British & Euro Classic M/C Day  
*Clarksburg, MD*

### June

3-5 BMWBMW Square Route Rally  
*Thurmont, MD*

10-12 Antique M/C Meet  
*Rhinebeck, NY*

30-7/3 BMW RA National Rally  
*Chippewa Falls, WI*

### July

21-24 BMWMOA National Rally  
*Bloomsburg, PA*

### August

8-11 BMW ST's "UnRally"  
*Little Switzerland, NC*

### September

3-5 AMA Roadraces @ NJMP  
*Millville, NJ*

3-5 Finger Lakes Rally  
*Watkins Glen, NY*

5-9 Salty Fog Riders Rally  
*Nova Scotia*

16-18 Rally in the Poconos  
*Honesdale, PA*

*During the Club's Planning Meeting last month, most of these events were recommended. Note, however, that this does not necessarily mean that the Club will*

*organize a ride to all of these events. Consider it more of an "FYI". As we get closer to the riding season, I will update this calendar, as well as the calendar on the Yahoo group. JohnM*

## ***Diners Dives and Road Food Rides***

*Don Eilenberger (Trustee role playing..)*

Capt. Dennis and I were recently batting our gums over why there weren't many rides this past season. Dennis' thought was – that we need to organize and announce the rides well enough in advance that riders can get the honey-do's done and plan on a bike day. Sorta like Skippy does.

So we are – we'll be getting together and looking over some books I have on NJ sights / diners / restaurants - and planning destination rides where food is the objective.

We've found this usually goes over well with the club membership. After we pick out a dozen or so places, we'll assign a Sunday to each one, and a person to be ride-leader/planner to each one. You plan the ride, we'll make it happen.

We're doing the MSF group ride course next month, so it would be worthwhile to attend, because you never know what you'll be assigned. We may set it up with A and B groups (maniac and normal speed) if it's popular enough. We'll also have a rating form to rate the restaurants and diners.

Stay tuned for more info as it develops..

### **An email from Glenn Martin:**

Looks like an interesting road-food destination -

Quahog's Seafood Shack

206 97th Street

Stone Harbor, NJ 08084

Tel: (609) 368-6300

Website: [www.quahogsshack.com](http://www.quahogsshack.com)

Sounds good to me – Glenn, what weekend do you want to lead this? Also see the website "[www.roadfood.com](http://www.roadfood.com)" for more ideas..

# Insurance packages could save you money



Whether you're on the road or at home, we can cover you. By placing your auto and homeowners insurance with our agency, you could qualify for premium discounts, get preferred rates and have added clout when both policies are placed through the same insurance company.

Best of all, when you place all your business with us, you'll save time, eliminate claims confusion and have a single, full-service agency ready to handle all your insurance needs.

For professional insurance advice, contact:

John B. Wright Insurance

Greg Wright  
greg@johnbwright.com  
www.johnbwright.com  
800-224-6693



**MEETING: February 9th – Meeting at Schneider's**

**NJ Shore BMW Riders Inc.**  
c/o Jim McFadden  
30 Trask Ave  
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