

September 2015
NEW JERSEY
SHORE BMW
RIDERS Inc

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Roger Trendowski, Trustee



President's Message:

President's Column

August has been wonderful -- the spring rains are over, so every day is riding day. We attended two small rallies this month, and I spent the rest of the time fiddling with the bikes and "home maintenance" (yuck). I'm still sorting out the 1977 R100RS (I've only been riding it for two years) and the 1975 R90S. Even when the bikes are running well, there are always "optimizations" that can be done.

The first rally was "Golden Age of Airheads". Held at Grimes Airfield out near Reading, PA, this is an Airhead BMW Club rally that has been held for many years. It's a small rally, with perhaps 50 people attending. Most camped near the hangers on the Airfield grounds, a few (including Zhao and I) stayed at a nearby motel. Saturday night dinner is included in the rally fee, and you're on your own for entertainment.

Grimes Airfield is a bit like Van Sant Airport in Bucks County -- a grass strip, with biplane tours available for hire. In addition, Grimes has an airplane museum -- not nearly to the scale of Rhinebeck Airdrome, but still entertaining.

Near Grimes Airfield are some "attractions" -- one that we visited was "Roadside America". This was a lot more interesting than it had any right to be. Essentially, it's a giant model train layout with an elevated walkway around the perimeter. Small bits of the layout could be activated by push buttons available to the visitors. The layout is a mish-mash of scenes and buildings from different eras, but it all works, somehow.

The Golden Age of Airheads rally is an easy half

September tries its best to have us forget summer.

Bern Williams

When you travel, remember that a foreign country is not designed to make you comfortable. It is designed to make its own people comfortable. Clifton Fadiman (1904 - 1999)

Fall is my favorite season in Los Angeles, watching the birds change color and fall from the trees. David Letterman (1947 -)

Traveling there was really boring so I headed for the ditch. It was a rough ride but I met more interesting people there. Neil Young

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

Attempt easy tasks as if they were difficult, and difficult as if they were easy; in the one case that confidence may not fall asleep, in the other that it may not be dismayed. Baltasar Gracian

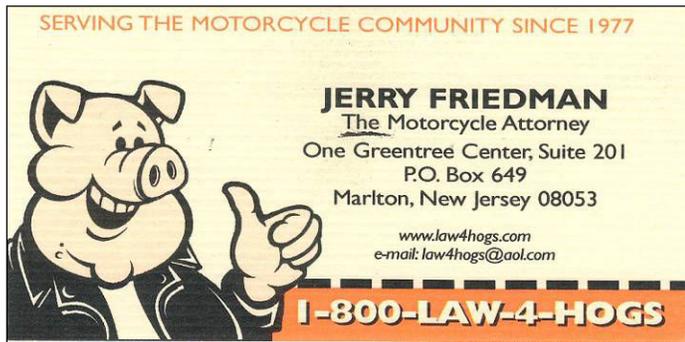
To accomplish our destiny it is not enough to merely guard prudently against road accidents. We must also cover before nightfall the distance assigned to each of us. Alexis Carrel (1873 - 1944)

day ride from central New Jersey.

The second rally we attended was Charm City Mods vs Rockers, near Baltimore. More about that later.

See you all at the meeting on September 9. Get out and ride your bikes!

President Dud



Pizza Night – August Vic's in Bradley Beach

Editor

Vic's is the classic NJ Shore pizza joint. Knotty pine with many coats of varnish on the walls, wobbly tables, and on a weekday Wednesday night – a big crowd.

We arrived in dribs and drabs – but eventually 12 people were there for a fine serving of pizza, paid for by Klaus and EPM. In total I believe 6 pies were consumed.

RDS of course rode past the entrance never looking at us yelling and waving at him to turn in (we'd saved some scarce parking spaces – the space in a corner with yellow stripes on it..)

Klaus was able to finally join us – he must have caught up with work, or just decided to take a break – but it was great having him with us.

The pies were excellent (peppers and peperoni well done was a favorite), and the conversations interesting and fun.

Join us for the LAST pizza-night, at Pete and Elda's Bar – Carmen's Pizzeria, Rt 35 in Nep-

tune City on September 16th. It promises to be a good time!

Thanks again to Klaus for the generous sponsorship of this event!

Trip to the MOA National Rally

Harry Costello

Just something to share my ride to the 2015 Nationals in Billings.

I'll spare the reader the minutia and stick to the high points. Suffice it to say I ride 500/700 miles a day on the slabs and usually 400/500 on secondary roads, the trip was 7,200 miles long, I left on July 5th and was home on August 2, I stayed in motels six nights and at a relative's three nights the rest was in a tent. I ate enough to stay alive nothing memorable except for a pizza in Crested Butte, CO. I lost five pounds on the ride (good thing).

I slabbed it to St. Louis then used a combination of slab and secondary roads to pick up RT160 in Southwest Missouri. Rode 160 about 800 miles West then small back roads North through the Gunnison and into Paonia, CO (site of Top of the Rockies Rally).



Along the way I was impressed with how desolate RT160 was, especially in Colorado. And yes I've ridden RT50 through Nevada .

In Kansas I was checking the map in my tank bag and when I looked up I was slapped in the face with a robin sized bird, bad for the bird as I

saw it tumbling down the road in my mirrors and good for me that I had my face shield down. I camped on the summit of Cordova Pass ([https://en.wikipedia.org/wiki/Cordova_Pass_\(Colorado\)](https://en.wikipedia.org/wiki/Cordova_Pass_(Colorado))) only \$4 but required an eight mile ride over a very steep dirt and gravel road. Going up was bad but after a night of rain and hail coming down on the muddy road was worse, then I encountered the cattle.



TOR was good as usual, nice little town with a few good places to eat. Finally took the tour of the Black Canyon of the Gunnison NP and did a few passes of RT92 (North wall of the Gunnison) with some riders that knew how to use a twisty road. Sad to say that the road was (is) inhabited with Kamikaze Chipmunks that run across the road as you approach; I think I reduced the population by at least a dozen.



We took the dirt/gravel road from Paonia over Kebler Pass to Crested Butte (local short cut –

and watch out for cattle) to get some pizza at The Secret Stash. In the opinion of four Jersey boys it was as good as any pizza you can get in Jersey and that's a huge compliment as anyone that has tried to find good pizza West of the Delaware can tell you. Four nights at TOR and it's was time to move on.

I noticed an interesting road (RT141) West of Montrose that no one seemed to know about. The map showed it as a scenic road so I had to see it.

I rode down The Million Dollar Highway (RT550) toward Durango and cut West at Ouray. Going North the 120 miles to Grand Junction I was rewarded with miles upon miles of spectacular views and no traffic. Seemed it was a uranium mining area and the ground was tinted various shades of blue, green and orange. Continuing North I camped with the bugs in Flaming Gorge National Recreation Area.

Next day it was North thru Jackson Hole, the Grand Tetons, in the Southern gate of Yellowstone and out the East gate toward Cody, WY. Caught up with some folks from the Black Diamond BMW club and camped a few days in the Shoshone National Forest and also checked out some museums and points of interest in Cody.

Moving on to Billings it was across the Chief Joseph Highway, not too tight but mostly sweepers with a great view. Later we hit the Beartooth and spent most of the afternoon scaring ourselves on the twisties . Arrived in Billings late afternoon on Wednesday.

Standard Nationals stuff, looked at the vendors, bought some stuff I didn't need, listened to some good entertainment, drank some beer and met a bunch of people that I haven't seen for a while.

In Jersey Shore tradition I showed up on Friday afternoon to pull my shift at the registration table (where were you guys?) and my efforts were rewarded with being the proud recipient of one of the early prototypes of the Roger Trendowski throttle control system. It served me well on those 12/14 hour days on the way home.

During the rally I did get another chance to challenge the Beartooth and had a friend convince

me I really should go to Nova Scotia this fall.

After the rally we split up, some going West a few North into Canada, one to Sturgis (to rub shoulders with the great unwashed) and I went back South. I went back across the Beartooth to the North entrance to Yellowstone. One night in Yellowstone at an overpriced crowded campground and then I went to a campground in the grand Tetons only 10 miles South of the South Gate that was only \$4 a night and a nice site.

One night it rained and in the morning the temps were in the high 20's, I had to warm up a rag in my exhaust to melt the ice on my saddlebag locks. I rode back into the park the next two days and rode all the roads on the tourist map and a few that weren't on the map but showed up on the GPS. I didn't hit any of the infamous roadblocks that I couldn't get around on a bike, although I might have pissed a few folks off by riding down the center line while a few hundred people were taking pictures of a tired old buffalo sleeping by the road. In two days I got to see all the tourist stuff and also saw a bunch of animals, including a ton of buffalo that came charging down my side of the road.

Leaving Yellowstone I headed Southeast over some very rural roads to Evergreen, CO and ended up on the doorstep of my in-laws where I stayed for a couple of days. While there I checked out a few local museums, the site of Buffalo Bill's grave and the infamous Little Bear Bar.

Heading home I jumped on Rt70 through Denver then hit the dreaded Rt36 East bound. Not as bad as I expected, the speed limit was only 10 MPH slower than RT70 most of the time and there were things to see.



I couldn't pass the ball of sisal twine and the geographic center of the 48 states was an extra bonus. Secondary roads to Indy and then the grind on the slab to home.



The bike ran perfect the entire 7,200 trip not using any oil and even giving 10%+ better gas mileage at the higher altitudes. The Michelin PR4s worked well, as expected, and still have a decent amount of rubber on them. All the rain/hail/ice was at night except for a brief morning downpour in Kansas on the way home.



TRACKS OR CELL POINTS – Where did you go?

Roger Trendowski

Did you ever want to remember where you've been? Sometimes I find it hard to remember last month, last week or even yesterday.

Talking about yesterday, on Saturday August 22, a group of NJ Shorers with a couple of New Swedeners rode down to Philadelphia to see the Simone Auto (and bike) Museum. At the beginning of the ride, I set my Garmin mileage and tracks to zero and also started an APP on my cell phone for tracking. Both tracking systems worked so I thought I would share these methods and outputs for comparison (just in case that someday you might want to remember where you've been.)

GARMIN TRACKS

Most riders with old or new motorcycle Garmin units know they have "Track" capability. I still use a couple old Garmin 2730 and 2820s. Newer 660, 665 and other motorcycle oriented units have similar capability... to capture tracks of your ride. You can set the track interval which might be useful for long cross country rides, but I find the default interval adequate for about 3000 miles. At the beginning of your ride, you will need to set your Garmin tracks to zero... to erase any previous data. Drilling down in your Garmin menu will find the way to do this.

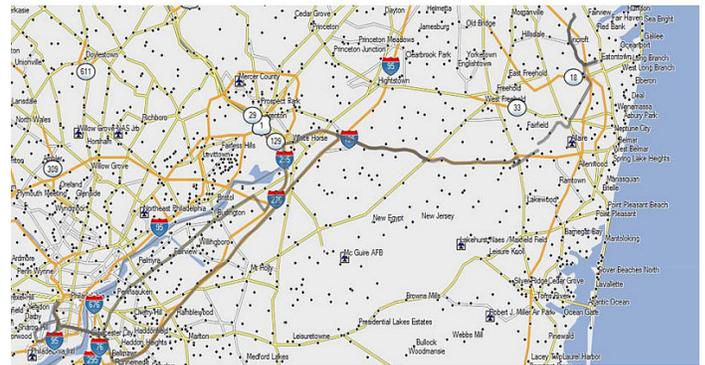
When you return home you will need to hook your laptop or PC to the Garmin unit via USB cable in order to download and display the track data. Since my old Garmin 2820 doesn't have a battery I have to carry my laptop out to the bike and hook it up. Garmin has a couple PC programs that help you create and document your rides: BaseCamp and MapSource.

I am most familiar with MapSource. With MapSource program running and the Garmin connected via USB cable, I select the MapSource Download Tracks button and the tracks are displayed on the PC MapSource map. I resize the map on my screen so I can see my entire trip then save it or print it. I like to save the map/tracks to a jpg picture file so I can easily show it on a screen or in a homemade video. Rather than save the entire PC screen picture

(with windows icons, etc), I usually copy and paste the map screen to a PowerPoint page, crop the right/left and top/bottom picture so only the map and tracks remain... then add words on the picture to emphasize major places or things. Powerpoint then can save your map to a jpg picture file.

Below is the example of this Garmin map/tracks. MapSource also allows you to change the color of your route tracks so they are clearer. I didn't do this here.

Simione Museum , 8/22/15 GARMIN TRACKS



IPHONE TRACKS

Refer to the next picture showing the cell phone data points. The interval was set at 7 minutes per point. First of all, this is for Apple iPhones and not other phones like Android. I assume there is a similar approach for these other phones.

You will need to download an iPhone APP called Switch Connect (SW CONNECT). This APP needs to be configured to connect via telephone data transmission at intervals to the Internet website SPOTWALLA.COM. It is the website that records your tracks and if you wish, allows people to sign in and watch your progress.

The SW-CONNECT APP in your phone must identify your device and also log into SPOTWALLA with your credentials. You can identify the time-interval for sending messages to SPOTWALLA from very short to 10 minutes. The default is about 5 minutes (at 60 miles per hour, 5 minutes is every 5 miles).

The SPOTWALLA.COM website is a bit confusing at first. Once registering, you need to cre-

ate a Trip (upper right hand sub menu item) by giving it a name and start and end date. If all works right when you look back at the website, you will see a map with your tracks.

By the way, you must have the iPhone APP running for it to send data via cell network to the website. It is best that you try the system in your neighborhood before taking a long trip to confirm everything is OK.

Also note that you must move at least a couple hundred feet for the system to record movement. If no movement, then the iPhone APP doesn't send anything. Also note that your iPhone will use a lot of power during a long trip... it will zap your battery. So get a USB charger hooked to your bike to keep the phone up and running for more than a few hours.

Simione Museum , 8/22/15 GARMIN TRACKS



ANOTHER METHOD

Using your iPhone FIND FRIENDS APP which is also helpful for worrying spouses and friends.

To use this, you must ADD a friend which sends a message from your spouse's iPhone or iPad to your iPhone. Once accepted by you on the trackable phone, your spouse (or friend) can identify where you are located. It doesn't show tracks of where you have been, but only where you currently are. I used this method during my recent trip to the MOA Rally in Billings MT. Only in a few places was there insufficient cell coverage but on most highways across the country it was not a problem.

So, these tracking methods use either your Garmin GPS or your cell phone (in conjunction with the web. There are other devices and systems which do similar tracking and have other

advantages. The most advertised one is the SPOT device which uses satellite technology and a website. It had advantages like texting, emergency help button, satellite transmission, etc. but costs considerably more than a cell tracking system. It all depends on what you want to achieve.

Good Luck.

Notes from the road heading east..

Don Eilenberger

More from my Facebook daily (sometimes more often than daily) posts while on my C2C2C.. I'm just ready to leave Eli, Nevada, and head into Utah on Rt 50. The section of 50 in Utah is very scenic and entertaining, with several nice passes to weave through.

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

June 5th – Eli, Nevada



Breakfast - \$3.99 – at the Nevada Hotel and Gambling Emporium

Sitting at the counter at Hotel Nevada and Gambling Den having breakfast. Uploading..

A few pics of downtown Ely at about 10:30PM.. the sidewalk can't be rolled up due to the stars embedded in it.

That's the \$3.99 breakfast special, good it has that healthy orange slice in it.



The sidewalks could have been rolled up. The traffic light continued changing from green to yellow to red without a vehicle in sight.



They said this was the safest spot to park the bike. They had video on it all night. Next morning it was fine.. — at Hotel Nevada.



Came out this morning to see they're really bike friendly. I'm the only "biker" in residence.



A pass in Utah on Rt 50

Continuing east on 50 today, no set goal yet





The great Salt Lake isn't the only salt lake. This one is about 30 miles long by 10 miles wide.



Top's City Cafe - Delta Utah.

Tops is a Chinese restaurant despite the name. Fortune cookie says "Confucius says your eyes have magnetized a secret admirer"

June 5th-6th – Richfield Utah

Having no specific destination, when I was tired of riding for the day, I was near Richmond UT, where I chanced a Days Inn. It was better than the last Days Inn I'd been in – about 30 years ago – and there was a decent restaurant across the street.

After dinner I wandered the main street, and was amazed at how un-littered it was, then I remembered I was in Utah. Next morning I had breakfast at the hotel restaurant – it was included, and was actually quite good.

Breakfast in Richfield UT. Sort of monochromatic, so I added ketchup to give it some color

and taste.



Richfield bills itself as "The All American City" and it well might be in a very 1950s way. Most of the Main Street is still occupied by small businesses, and only one tattoo parlor snuck into town. Physically the town is spotless with very wide streets all well maintained.

I read the morning news, the "Desert News" from Salt Lake City. Most of the content seems to somehow involve religion, much about the Church of the LDS.

Moving on this morning toward Colorado. Hoping to visit with New Jersey Shore BMW Rider member #2 on Sunday.





June 6th continued – Grand Junction Colorado

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

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



Riding with this sort of view lining both sides of the highway can be a bit distracting.

Normally choosing between a historic "old road" and interstate is a no brainer, but I'd driven the section of I-70 that is between here and Denver a few years ago and it's actually a spectacular motorcycle road. Decisions, decisions. I'll de-

cide in the morning after checking the weather. It's not a bad quandary to have.

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

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

To be continued next month..

Annual Club Picnic, August 15

RDS

The weather cooperated. It was a beautiful sunny day with a strong breeze off the ocean at Tom Spader's house in Point Pleasant Beach. The ocean beach is a few hundred feet away and Lake of the Lillies is in his back yard. Many thanks to Tom for opening his beautiful house and property and for playing host to the Shore Riders. It was great location for a summer picnic.

Also many thanks go to Mike Kowal for collecting the money, buying the food and then working the grill. The food was good. Hot dogs, brats, hamburgers, salads soft drinks and beers were in good supply and most tasty. Yes Bunkie, we also had condiments.

Some rode and some drove. The parking was a little tight, but not a hardship. Jerry Schreiber got to park his vintage Porsche in the driveway where all could admire it. And it is a beauty. I sat in it and I think Jerry would have let me drive it, but I didn't want to take the risk.

The numbers exceeded thirty and there were many club notables past and present. I will not name them because I would forget someone and that would not be good. Suffice to say it was an interesting and eclectic gathering of Jersey boys and girls.

Mystery Meat, August 26

RDS

Captain Don called and suggested we ride somewhere and have lunch, so I put on the gear, started the R12 and rode over to his ranch. This was another of those perfect days not to be wasted with yard work or "honey-do" lists.

We headed west and took 524 into Millstone. About 5 miles west of Clarksburg we stopped at Roy's Deli, a new place that looked like it could be decent. It was more than decent; it was quite good. The State Police were also lunching there, another indicator of quality. Or maybe they had free donuts.

It was there that I remembered that my sister had told me of a shop in Allentown that made its own mystery meat. Don googled it and we found the address. Next stop: abattoir in the woods. By now if you are not a true Jersey Boy you are probably wondering what this meat might be. It's the food that makes Jersey Girls strong, virile, tall, good-looking, intelligent, sweet and tough. It's the food that's nutritious, delicious and portable. It needs to be portable because it's only sold in Jersey. It builds strength and a clear complexion. Some say it even grows hair but I know that to be false.

By now you probably know it's pork roll. I purchased a five pound roll from the butcher and we continued our ride. Ask me next time you see me and I will give you a report on the taste and quality of Allentown's secret treat.

Extreme Machines Bike Nite

Bill Dudley

On Thursday, August 27, Extreme Machines bike shop in Freehold held it's "bike nite". This is an event aimed at a considerably younger crowd, advertising a "bikini bike wash", "DJ", "Dyno Horsepower shoot-out" and more.

Despite this, Zhao and I attended, because, why not? We rode my 1975 BMW R90S to the event; probably the only BMW there, and certainly the oldest bike there by a long shot. Lots of sport bikes, some Hayabusas with extended

swing arms, and only a token showing by the "gay pirate" brigade.

The "bikini bike wash" was only five dollars, and the R90S hadn't been washed in a very long time (I hate washing bikes) so I pushed my bike over there and engaged the young ladies for a wash. They did a decent job, too. They had a "tips accepted" sign out and I gave them something extra for their labor.



Meanwhile, Zhao had wandered into the Honda part of the dealership to look at the bikes, and then we walked about together to check out the vendors -- some folks pushing a line of clothing (or something) with T-shirts for sale, Progressive Insurance handing out free crap if you get a quote, and maybe some other forgettable stuff. There was nothing of interest for the "seasoned" rider. Oh, and Extreme Machines had a grille set up and was giving away hot dogs and bottled water. So -- free dinner!

The dyno horsepower shoot-out was quite low key -- I'd forgotten all about it until we wandered into the dealership building and saw the dyno activity, behind a large picture window separating it from the main dealership room. One of the attendees was having his ZX-14 strapped into the dyno, and that bike made something near 190HP. I think he won, by 1 HP, over the next contestant.

I'm tempted to bring my Norton Commando to the next event, as it's only \$20 to have a dyno run done, and then I'd know for sure how well my Commando is running. Of course, being kick start only, and right hand shift, racing pattern, it's not clear that the young guys running the dyno would have any idea how to operate my bike, so that might cause problems.

Charm City Mods vs Rockers August 29-30th

Bill Dudley

This is one of my favorite "little events". It's a one-day affair held on the outskirts of Baltimore, and it attracts a "younger" crowd than your usual BMW rally. Interesting vehicles appear, with twin themes of cafe racers and scooters. Participants are encouraged to dress the part of either "Mod" or "Rocker", and an award is given for best of each.

This was the sixth version of this event, and it's grown from it's humble beginnings in a small parking lot into the much larger affair, on the spacious grounds of a VFW. With all the room they have, they can now have "real" bike judging, and actual classes of bikes. The judging is by one or more "experts", which I prefer to "people's choice" voting schemes.

Zhao and I rode down to Chestertown, MD the night before and got a motel. It's only 3 hours from NJSBMW territory to Baltimore, but I still like to break the trip up into two days. We managed to turn a 3 hour super slab ride into 4 and a half hours of two-lane riding, which made it a lot more fun.

Chestertown, MD is a typical historic Maryland community, with history dating back to the 18th century, at least. We stay in a not-particularly historic motel whose chief feature is it's cheapness, but there are several nice lodging options available if you want to spend upwards of \$150 a night. Chestertown is small, and you can walk to any of it's several restaurants easily from our cheap motel.

This year's arrival at the motel was extra exciting because the battery in my R90S decided that this day would be a good day to die. The

bike ran well enough on the way south from NJ, but once in the motel lot, refused to crank the bike over again. Some conferring with Mike, and I walked next door to the auto parts store and bought a nice shiny new AGM battery. Had it installed and the core returned by dinner time, so all was well. The failed battery, an Odyssey, was so old that I don't remember how long I've had it -- perhaps 10 years? So I can't complain about the life I got out of it.

Saturday morning, we walked to Ellen's Coffee Shop and Family Restaurant, which is enough like the Breakfast Club in Farmingdale that it needs no further description. After brekky, we packed up, saddled up, and managed to not wad the bike up on the way to Baltimore (hooray!).



The cafe racer class. That green-framed Yamaha won 2nd place, I believe.



The rally was well attended, but not so crowded you couldn't walk. There were about a dozen vendors -- custom bike shops, clothing vendors, the odd bit of jewelry, and the Maryland Motorcycle Training guys, with their computer simulation motorcycle riding exam. There was also a pin striper, and since the stripes on my R90S were a combination of paint and tape, I hired the young man to replace the taped bits with paint.

Fellow New Jerseyan Gary Snackenber won second place for "European, non English" bike with his R1200R. I nicely painted Ural rig won first place, despite my shiny new pin stripes.



The owner can drive it around sitting on the couch, as it's a twist-n-go

After the award ceremony, we headed out (with Gary following us) and headed home via I-95. One slow bit approaching the Delaware Memorial Bridge, otherwise, the traffic was easy. My R90S got a totally amazing 38 miles per gallon on that tank, which was all at 65 MPH. I've been fiddling with the needle position in an attempt to wring better gas mileage from it. With a stop at a diner on Rt 70, we were all home by 10PM.

2015 Event Schedule

Please email the editor with additions/corrections.

September

- Friday Sept 4th-Monday Sept 7th - Finger Lakes Rally, Finger Lakes NY. See Roger for details.
- Wednesday, Sept 9th - Meeting. **HARPOON WILLIES, Brielle, Rt 70. Schneider's is on vacation!** Eat and chat 6PM, meeting starts at 7:30PM.

- Wednesday, Sept 16th, FINAL 3rd Wednesday Pizza Run. Carmen's Pizzeria at Pete & Eldas, 96 Woodland Ave and Rt 35, Neptune City
- Friday, Sept 25th-Sunday Sept 27th - New Sweden Last Chance Rally. Same campground as last year, in Elmer NJ. Don's probably going – see him if interested.

October

- Thursday Oct 1st-Sunday Oct 4th - BMW-RA National Rally. Harrison AR.
- Wednesday, Oct 14th - Meeting. Schneider's, Avon. Eat and chat 6PM, meeting starts at 7:30PM.
- Friday, Oct 2nd-Sunday Oct 4th - Catskills Oktoberfest. 3 day weekend in Round Top NY at the Crystal Brook Resort and Bauhaus.. Great couples activity. We're inviting the other NJ clubs to join us. Will also include Motorcyclepedia Museum visit in Kingston NY. - **FULL UP!**

November

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

December

- Wednesday, Dec 9th - Meeting. Schneider's, Avon. Eat and chat 6PM, meeting starts at 7:30PM.
- Friday-Sunday Dec 11th-13th – NY Moto Show, Javits Center, NYC. Group usually goes on Friday.
- Saturday, Dec 12th, Annual Club Awards Dinner. Rod's Old Irish in Sea Girt. 6PM. Dennis will announce details.
- Sunday, Dec 13th, Annual Toy Run to Children's Hospital Toms River. More details from Jim Thomasey as he gets them.



September meeting location:
Harpoon Willy's, Brielle

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. This is offered to NEW members only.

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

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:

- Face to face personal attention.
- Quick, fair claims processing.
- We're there when you need us.

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!

On the page behind this is a free membership form that we're asking members to print out if receiving the newsletter by email, or tear off if you receive the printed version. We'd ask that you **CARRY** this form on your bike for those occasions where you meet local BMW riders who aren't club members. Without new members the club will just grow old and stale.

Please help by getting new members to fill out the form, then hand it into Jim Thomasey.

Meeting – Weds – September 9th (Eat 6-7:30PM, meeting 7:30PM)
IMPORTANT – Meeting at Harpoon Willys this month (Schneider's is on vacation), off Rt 70 by the bridge into Brick from Brielle

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.

NJS-BMW-Riders Inc.
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