

July 2016

NEW JERSEY SHORE BMW RIDERS Inc

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Cherish all your happy moments: they make a fine cushion for old age. *Christopher Morley (1890 - 1957)*

I am a man of fixed and unbending principles, the first of which is to flexible at all times. *Everett Mckinley Dirkson*

Thanks to the Interstate Highway System, it is now possible to travel from coast to coast without seeing anything. *Charles Kuralt*

Slow down and enjoy life. It's not only the scenery you miss by going too fast - you also miss the sense of where you are going and why. *Eddie Cantor (1892 - 1964)*

Character consists of what you do on the third and forth tries. *James Mechener*

Travel only with thy equals or thy betters; if there are none, travel alone. *The Dhammapada*

Happiness is when what you think, what you say, and what you do are in harmony. *Mahatma Gandhi (1869 - 1948)*

Hard work spotlights the character of people: some turn up their sleeves, some turn up their noses, and some don't turn up at all. *Sam Ewing*

Happiness is not a state to arrive at, but a manner of traveling. *Margaret Lee Runbeck*



President's Message:



How many dinosaurs in this photo?

It seems to be that time of the month - so.. I think I'll bring you up to date on a few things.

Next week is the **National MOA Rally** in Hamburg NY. The club has a sizable group attending, and hopefully helping out at Registration on Friday afternoon. I may, or may not be there due to circumstances beyond my control. I'm looking for someone to take hold and arrange for a club dinner on Friday night. That's been traditional at rallies where more than a few club members attend. It's always a good time and basically just consists of deciding on a place to go, and letting everyone know where and when. Volunteers?

Club weekly breakfasts — have been ongoing, and popular with a small group of members. My question on this is - should we switch this to a monthly event in the hope of increasing participation? Let me know your thoughts please!

Oktoberfest Weekend — is actually starting to move along. I spoke with Wendy last week and she is pleased with the number of people who have signed up and reserved food/room for the

weekend. She seemed to think there were 18 signed up, I can account for about 10-12, but there may be people who I don't personally know signing up.

Our MOA Regional Coordinator has decided this would become an MOA "Regional Event" - so he has publicized it with about 15 north-east US based BMW clubs.

I've promoted it on various Internet BMW forums - and it's gained traction from both the "Regional Event" designation and the forum promotion.

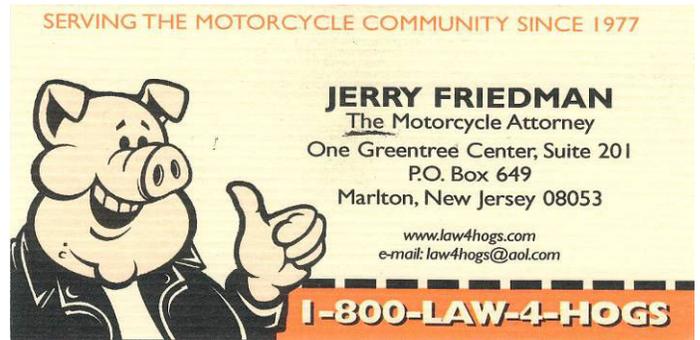
I'd suggest that any members who are interested in it - and haven't made a reservation yet - do so. There may well be a sell-out of rooms. It's a great couples event - so far there are about 4 couples I know of signed up, and 2 more who have told me they intend to sign up.

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. We're have a webpage <http://www.njsbmwr.org/octoberfest2016.html> with more info.

That's it for this month - ride safe - enjoy the MOA Rally!

Ride on..
Don Eilenberger – Recycled Prez 2016



Roger and Me

Rev'n Mike

Ok, so most of you know Roger and I will be traveling together to the Rally in Hamburg, New York.

Naturally we will be leaving well in advance so that Roger's get-there-otis isn't challenged. I will be fly fishing while Roger is chatting up with fellow MOA groupies. However, I am really looking forward to leaving and getting on the open road.

I can't wait for Roger to fuel up with gas at the first opportunity. He has, as you may know, a new GS800, which by design forces the rider to get OFF THE BIKE to fuel up. Yes, watching Iron-Butt Roger get off the bike brings me to joyful tears, because I get to walk around a bit and stretch out. Meanwhile, I am looking forward to doing some sightseeing up there and enjoy the Rally.

Its nice to see that others from the club will be going, be safe!

I had no intentions to get a different bike but I did

Ray Slezak

I loved my 1992 R100R for as long as I have had it. It runs great, it handles well and it is simple to work on and service myself. There really is no reason to get a different bike.

People always ask me, "What year is it?", when I reply 1992 they mostly they ask when are you getting a new bike. I always



answer that I am happy with this bike and there is no reason for me to get a different bike. That is until I got a different bike!

I had brought my bike to a Spring Airhead Tech Day held at EPM Performance where we learned about progressive springs, performance shocks and suspension sag.

My front fork seals had started leaking and I had purchased new seals and rebuild parts. The progressive springs sounded like a great upgrade for my bike so I ordered a pair of Hyperpro Progressive Springs.

Some time passed and my original rear shock began to leak, imagine that after 24 years and 57,000 miles. Well the suspension demonstration as well as questions answered by Klaus that Tech day left me no choice but to call and place an order for a Hyperpro rear shock. After answering questions regarding my weight, luggage, gear, one up or two up my order was placed.

While waiting for the shock to arrive I ordered new front and rear brakes from BMW.

A few days of rainy weather came my way and that was all I needed to get the upgraded suspension and brakes on the old R100R. Then comes the Road Test.....I just got a different bike!

This is not a paid advertisement but the Hyperpro setup is really impressive, a great improvement from my old setup, my bike rides like a different bike. The combination of the new brakes and progressive springs has improved my braking distance and overall handling.

With all that said, I have no intentions to get a different bike!

No Surprises: Avoiding "Accidents" on the Road

Bill Dudley

The reader is excused for thinking it ironic that "Crash Dudley" is writing a safety article, but who better to write about crashes than one who has had a few?

There is one thing that I can remember from each time I've had a motor vehicle accident. I was surprised; shocked, even, that a good day

was about to become a very bad day. One minute, I'm riding (or driving; doesn't matter) along, thinking about "things", and the next, I find myself going sideways, or head over heels.

Afterward, (could be seconds, could be longer), I realize, with a shock, that I was sharing the road with something of which I was completely unaware. Usually another vehicle where I didn't expect there to be one; sometimes a non-vehicle, like, to pick something completely at random, a wheel barrow.

Sometimes I have had this surprise moment *without* everything going pear-shaped. I get the surprise, but not the crash. (I may need to change my undies, however.) At those times, I realize how lucky I was; had I taken a slightly different path, that surprise could have put me on the ground, but I lucked out and "dodged the bullet." These are also moments when I re-evaluate whether or not I should be riding, whether or not I should be carrying my wife as passenger.

The advice here is obvious. Avoid surprises. Like the training stresses, keep your "head on a swivel". Check your mirrors regularly. *ALWAYS* do a head check before a lane change or pulling out onto a road. *Don't* assume that the lane next to you is clear, just because you don't *think* someone has caught up to you in the last 10 minutes. Try to assume the worst; not only that "they" are out to kill you, but that "they" are randomly creating threats when you aren't looking.

If you can avoid surprises, then I believe that you can avoid "accidents". Even a loss of traction is a surprise; you assumed you had more of it then you did. You gambled with physics, and physics won. Surprise!

I hope you all have totally unsurprising rides from here on.

June Meeting Notes

Meeting called to order 7:30PM Precisely

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 made deliveries of the shirts members ordered at prior meetings. The shirts look OUTSTANDING!

Monthly Ride: June had no monthly ride.

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: Nothing of note.

Meeting Adjourned 8:05PM

West Virginia Side Trip

Roger Trendowski

In May a group of us went to the Morton Spring Fling Rally at Natural Bridge Va. On Sunday after the rally concluded, our group basically split and went separate ways;

Don headed south which turned out to be a 3000+ mile journey; Grant went to Tenn.; Dan, Colin, Greg, Jerry and Dave all headed home but not at the same time.



I decided to circle around through West Virginia to revisit the New River Gorge then head home. Natural Bridge VA to New River Gorge is about 180 miles. Most of the route could have been via interstates, but instead I hit secondary roads including WV60 with only about 30 miles or so on Interstate 64. On the way to the gorge I passed through White Sulfur Springs on Rt 60 which I found out a few weeks ago was hit by the devastating "1000 year" flood.



New River Gorge Bridge is a steel arch bridge 3,030 feet long over the New River Gorge, Fayetteville, WV in the Appalachian Mountains.

It opened in 1977. With an arch 1,700 feet, this was for many years the world's longest single-span arch bridge. It is now the third longest and third highest. The roadway of the New River Gorge Bridge is 876 feet above the New River and is still one of the highest vehicular bridges in the world.

My attraction to this area is not the bridge on US Route 19 above the gorge, but is the road down-under. There is actually a public road, Rt82 that winds down to and crosses New River a short distance south of the bridge.

Cars do make it down to the river level but very few due to hair-pin turns and a rough asphalt gravel roadway. Two Harley's that I followed at the beginning decent finally stopped on the second hair-pin . My GS roared past, not to see them again. The one-way route out of the gorge is a more gradual accent with better pavement.



Numerous Restaurants and motels abound on Rt 19 above. For the GS-minded riders, there are many side-roads in surrounding mountains and even down to the river.

I attempted to follow one side road which advertised "to New River" and found the road turned in to a 1-laner then to a hiking trail. By the time I hit the "trail" part of the route I decided to hunt my way back out without finding the "river". I followed my trusty GPS to the actual New River Bridge Welcome Center a couple miles north.

This was my third visit to the gorge.

Quick Review: Vanson Perforated Engineer Gloves

Ben P



My pair of Vanson Engineer Gloves are about 5 years old and is the perforated version for summer riding. I was impressed by the build quality of my Vanson leather jacket and a pair of Vanson racing gloves that I happen to come across at a biker shop in New Hope, PA.

I had relied on a pair of River Road perforated

leather gloves prior to the Vansons but their thin leather didn't give me much peace of mind (by the way, they are still in service with a friend who actually loves it).

The Vanson Engineers are very well made with a medium gauntlet and a single leather adjustment strap. Deerskin is used on the solid leather palm and fingers while perforated cowskin is used for the back of the hand. It has no armor and has a reinforcement leather layer only in the thumb area.

The sizing chart was pretty much spot on. Comfort is fine but I do tend to get some numbness on my right hand compared to my BMW Pro Summer gloves.

It is similar in its minimalism to the popular Lee Parks gauntlets and the Aerostich elkskins but the Vanson gloves provide effective ventilation for the back of the hand.

It is not as supple as the Lee Parks. Until Lee Parks makes their gloves in a perforated version, I will stick with my Vansons. I've occasionally used Lexol leather cleaner and conditioner on it and it remains in very good repair. I bought my pair at \$100 but their new price is \$159 which doesn't seem to make it a good value anymore.

Even Quicker Review: Lee Parks Deer Tours – Outseam Gloves

Don E

Just purchased my 3rd set of Lee Parks deer skin gloves. They seem to last about 1 season or about 18,000 miles for me.

Why Deer Tours? They are the most comfortable glove I know of, and they don't turn my hands purple when they get wet.

Why "Outies" aka "Outseam"? They're even more comfortable having all the



stitching/seams on the outside and having the inside perfectly smooth. Wonderful feeling gloves.

Sizing – get them “tight” to “difficult” to get on. Then go for an all day ride. By the time you return they'll fit “like a glove”.. (ie – perfectly – the deer skin stretches to fit your hands.)

Perforations – nope. None. But they seem to breath quite nicely, I've never had sweaty hands wearing them, and that's been in some temperatures most sane people won't ride in (115F.)

Retail is about \$95.00 – but UnionGarage in Brooklyn often has some discount available (I may have some cards with discount codes if you need them) – so I typically pay around \$85.00 with free shipping.

I like'm.

Wanderings - II

Don E

OK, last month we got as far as the Windsor Ruins in lower Mississippi. We'll continue from there.

After returning to the Natchez Trace from visiting the Windsor Ruins – it was a short ride to the end of the Trace and Natchez Mississippi.

Natchez is a very nice city. It obviously has been a prosperous port city in the past, with long streets of large well cared for houses. In my quest for lodging for the night I looked on my SmartPhone for bargains – and as usual – a casino turned up that had nice rooms for a nice price.

From RoadtripUSA:

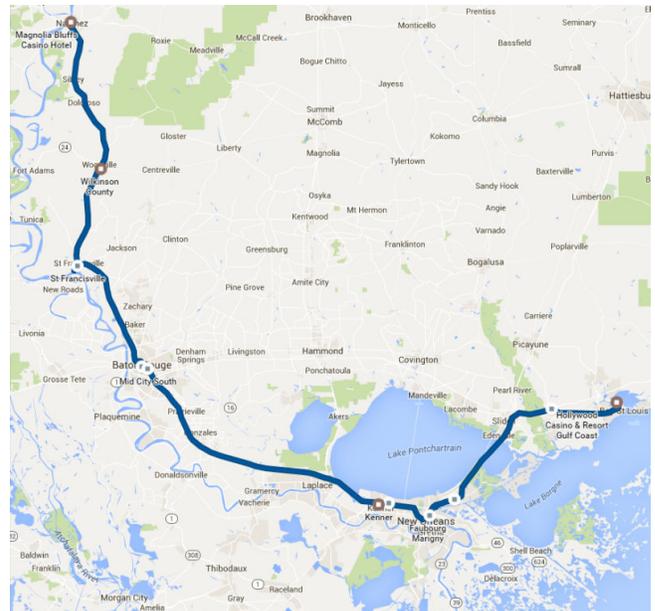
Before the Civil War, Natchez (pronounced “NATCH-iss,” rhymes with “matches”) had the most millionaires per capita in the United States, and it shows. If luxurious antebellum houses make your heart beat faster, Natchez (which has more than 500 antebellum structures inside the city limits), with its innumerable white columns and rich smorgasbord of Italian marble, imported crystal, and sterling silver, might

just put you in the local ICU. That so much antebellum finery still exists is because Natchez, unlike Vicksburg, surrendered to Grant's army almost without a fight.

The actual Casino Hotel was a few blocks from the Casino – the Magnolia Casino and Hotel – but they ran a continuous shuttle for the gamblers. The room was nice – large and important – well air-conditioned (it was in the low 90's outside, but it's a humid heat – so AC was pretty important for sleep.)



Parking was right below my window and the view was of the Mississippi River – where the Casino floated.



The next part of the route was pretty much unplanned, except some vague thought about following the “Great River Road” south and see where I ended up.

The “Great River Road” is actually a number of



*View from Natchez Casino Hotel -
Mississippi River*

roads that follow the Mississippi through the states it passes through (or is the border of). Since there are usually different states on each side of the river (except in Louisiana) there may be multiple "Great River Road" segments on opposite shores.

The part I planned on following was basically US-61 (not an interstate) through Mississippi and Louisiana.

The next day, May 26th I started following Rt 61 south. About 60 miles south of Natchez I eventually spotted a turnoff that looked of interest, ending up in St Francisville Louisiana.



St. Francisville is unusual in the small towns I like to visit – it's museum/visitor's center was actually open. That's very atypical for small volunteer run organizations – but to my delight I was able to visit the local historical center.

St. Francisville, like Natchez had been a Mississippi Port Town – with wealthy merchants and shippers making up much of the population.



The "West Feliciana Historical Society" exhibits told stories of fires and floods that destroyed many of the plantation mansions. It was interesting not only looking at the exhibits, but also talking to the volunteer staff, who recommended a route through town to see the "best of St. Francisville.."



I followed the route suggested, eventually detouring off to head for the riverfront. The port city is no longer a port of any note. The road to the river ends in a gravel parking lot, frequented by recreational fishermen, and looking across the Mississippi at a large power plant on the other side.

Hopping back on Rt 61 – I followed it through Baton Rouge – which looks an awful lot like the oil refinery area off the NJ Turnpike. I'm sure there is a wonderful part of Baton Rouge (maybe) but you couldn't prove it by the route of the Great River Road. I also didn't bother stopping to document this. Trust me – it isn't a place you really want to motorcycle to.



Baton Rouge

I continued on.. eventually ending up in New Orleans.

I've been to New Orleans before (by car) and found it an "interesting" city. It is supposedly one of the most dangerous cities in the US, but I've found somehow passing through places like this on a motorcycle make you pretty much invisible – no one seems to take note of the motorcyclist.

I had checked some hotel prices in the French Quarter – and found what looked like some bargain rooms – only to find that while the rooms weren't a bad price (\$115-130) the fees and taxes and parking charges added \$80 or more to the basic room price, so they were out of my price range.

I wandered around a bit – rode through the French Quarter a bit – and into another district that looked civilized right next to the French Quarter, thinking lodging might be more reasonable there.



The smartphone apps found me a number of B&B establishments in this district that sounded interesting, had good parking for the bike and reasonable prices. I tried calling and asking about availability for one night – only to be greeted with disdain for even imagining they might have a vacancy. One place did have a vacancy – but the owner wanted a 3 night minimum rental, and despite it being late afternoon refused to do a one-night rental. Go figure.

So it was now rush hour – and I was heading out of New Orleans. Not the best time to do this.. Doofus again was of very little use – it had problems with roads that no longer existed, or were completely impassable.

Due to detouring around several traffic jams – I got to visit parts of New Orleans that have sort of a reputation – like the "Treme" - it was just about as bad as the HBO series made it out to be.

Deserted New Orleans "shotgun" houses with empty lots next to them, potholes the size of small volcanoes in the roads, and almost devoid of people.

I managed to find my way to I-10, and got on it – eventually crossing the endless causeway going across Lake Pontchartrain. Headed out of Louisiana and back into Mississippi for the night..



To be continued..

2016 Event Schedule

Please email the editor with additions/corrections.

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 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.

The Wright Agency can provide at least 3 competitive quotes while making sure you're protected!

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See the difference personal services makes!

Meeting – Weds – July 20th – Schneider's Main St, Avon 6PM

IMPORTANT

The meeting date for July is the 3rd Weds of the month, not the 2nd. This is due to the MOA Rally schedule.