

June 2017

NEW JERSEY SHORE BMW RIDERS Inc

Don Eilenberger, president@njsbmwr.org

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Dennis Swanson, Trustee and Instructor General

Don Eilenberger, Newsletter Editor

Joe Karol, Trustee; **Roger Trendowski**, Trustee; **Bill Dudley**, Trustee; **Dave Rosen**, Trustee, **Dan Thompson**, Trustee

In lang, lang days o' simmer, When the clear
and cloudless sky Refuses ae weep drap o'
rain To Nature parched and dry, The genial
night, wi' balmy breath, Gars verdue, spring
anew, An' ilka blade o' grass Keps its ain drap
o' dew. *James Ballantine Quotes*, Source: *Its
Ain Drap o' Dew*

Summer time an' the livin' is easy, Fish are
jumpin' an' the cotton is high. Oh, yo' daddy's
rich, and yo' ma' is good-lookin', So hush, little
baby, don' yo' cry. *Summertime, a song in the
play "Porgy and Bess"*

Here is the ghost Of a summer that lived for
us, Here is a promise Of summer to be.
William Ernest Henley Quotes, Source:
Rhymes and Rhythms

Every man, wherever he goes, is encom-
passed by a cloud of comforting convictions,
which move with him like flies on a summer
day. *Bertrand Russell (1872 - 1970)*

Summer afternoon - Summer afternoon... the
two most beautiful words in the English lan-
guage. *Henry James (1843 - 1916)*

Why, this is very midsummer madness.
William Shakespeare (1564 - 1616)

BMW Motorcycle Club
New Jersey Shore



President's Message:

It's always a bit of a challenge to write this monthly message. Usually I take inspiration from the theme of the quotes I've picked for the month. Problem is - Bill Dudley is doing the newsletter for us this month while I'm out on a ride-around. Thanks much to Bill for helping out with this. If he didn't - you wouldn't be reading this. Thanks also to Jerry Schreiber who will be running the meeting in my absence if I'm not back by then. Oh - since Bill is doing it - I have no idea what the quotes will be. So I'm winging it.

I been asked "don't I know when I'll be back?" Not really. Most years when I do a ride-about (more on this later) I have a terminal date for the trip. Someone visiting, a wedding, some event I must be home for. This year that isn't the case. No due-home date except when the charge card is maxed out, or I'm tired of riding. So far on the trips it's rare that I get tired of riding.

So - what's a "ride-about"? It's a very unstructured trip done by motorcycle. It's best done by someone without firm commitments to meet - like a job. I never had this luxury until I retired. The "ride-about" also doesn't have a firm destination. Again this year I'm heading west. I expect I'll be in Los Angeles sometime to help my son sort out the wiring on a 3-way switch (there are 6 possible variations of this wiring - and in this case the original electrician didn't do the suggested wire marking making it understandable.) I tried helping via the Internet, but found that it really requires a hands-on approach. I have to see what's hot and what's not so to speak.

Today was a good example of the unstructured nature of the trip. I stopped last night in a burg in Illinois called Greenville. It's due east of St Louis - about 30 miles east. I'd stopped there for the night simply because it was getting late, it had been a longish day (about 270 miles of back roads) and I was hungry and it looked as if it would start raining at any moment. I found my usual Choice Hotels chain motel (generally reliably mediocre and not too expensive - plus I like their pillows), found there was really very little choice in food - ate at a mom/pop sort of place - also mediocre and not too expensive, then did a load of laundry and watched a movie on the telly and off to bed.

This morning I sort of waffled around getting things ready to go - so I wasn't on the bike until around 9AM. I had decided the night before to do two things in the area before crossing the Mississippi. I have a friend in the area who asked that I stop by, and the place that makes the air-cushion I use was located in the general area, and I needed a new cover for mine. So, I'd plugged both of the places into Doofus the GPS, and let her make up the optimal no-highways route to visit both places.

I started out, following Doofus' dulcet voice, turning here, bearing there - until she told me to turn down a gravel road. At that point I ignored her - to hear the expected "RECALCULATING" ("you idiot" implied.) She strangely didn't tell me to take the next road which went the same direction, and was paved - so I overruled her and took it anyway. She again admonished me for this "RECALCULATING" but gave me some directions that I followed. Turns out she had a new idea of how to visit the two destinations, and that involved swapping the order of the destinations. She didn't reveal this decision to me. First thing I knew I popped up at my friends house several hours before he expected me. Happily that wasn't a problem for him, and we had coffee and a nice visit. His dog loves me. Got to meet his parents who had arrived the day before by train from California.

After the visit with my friend - I headed out to find the air-cushion place. I'd spoken with them in years past (I did an article on air cushions for the MOA magazine years ago.) They weren't expecting me - but the head of the business was a



very gracious man who seemed delighted to meet me, gave me a new cover for the cushion, and showed me how they make this sort of air-cushion (their primary market is medical.)

By now it was about 2PM, and I went and found some lunch. I finally crossed the Mississippi around 2:30, then wandered around St Louis looking for Scott Joplin's home. I never quite found it - but I got to see some areas of St Louis that have probably never been considered for a motorcycle tour. By now it was 3:30, heading on 4PM, and I decided I wouldn't stay in St Louis, and I might as well start west.

That's why I'm spending tonight in Rolla Missouri, not usually thought of as a motorcycle destination. It has one interesting thing in it - the engineering school of University of Missouri at Rolla had students who thought building a modern "Stonehenge" would be an interesting project. It might be from an engineering point of view - but visually it's a bunch of tombstones.

That is how a "ride-about" goes. Some days are 300 miles, some are 100. I realize that very few people are able to tolerate my errant destination choices and random routing (if it looks like it could be interesting - go see it..) so these trips are, like most good adventures, best done alone.

On the road!

Don Eilenberger (Recycled President)

May Meeting Minutes

Jerry Schreiber & Bill Dudley

Meeting was called to order at 7:30 PM. We had a great attendance (23) and filled the lot with bikes!

Treasurer's Report (Art G) – Art reports that we have \$1117.93 in our treasury.

Secretary's Report on Membership and renewals (Jim T) – 51 paid members and 17 new free members for a total of 68 members.

After greeting several new members to the meeting, including one from Croatia.

OLD BUSINESS

- Breakfast Club - has continued. Suggestions are welcome – email the list!
- Website (Bill D) and Yahoo, Blog (Don) – Bill reported that he has continued working on an alternative mailing list program, including an automated calendar system on his server for use when Yahoo finally collapses.
- Jim Thomasey reported on our recruitment efforts at the Cross-Country open house, and reported we signed up a total of 19 members. 17 free, two paid. GREAT JOB!

NEW BUSINESS

- Dave Rosen talked about the “Race of Gentlemen”, a race for WW2 era cars and motorcycles, to be held on the beach in Wildwood, NJ, on June 10 and 11.
- Suggested meeting speakers- RD Swanson approached vendors at the Cross-Country Open House to see if they'd be willing to talk at one of our meetings – he got a favorable response from several. Dennis will be following up on this.
- Roger T moderated a “round table” discussion of helmet mounted communicators. Dennis and Herb talked about the Cardo units, Don talked about the Scala as built into the Shuberth helmet, and Abe talked about another unit. Bill Dudley talked about his inexpensive Ebay-sourced Chinese communicators.
- Bill Dudley announced that he and Zhao would not be going to the Isle of Man in

August, and if anyone is interested in taking their place, ferry tickets have already been reserved.

- The first Ice Cream Ride of 2017 is scheduled for May 17, to Jersey Girls Ice Cream Shoppe, 1580 Rt 9, Toms River.
- Dennis donated a Cardo G9 communicator to the club, which was auctioned off to Herb K for \$50. Thanks, Dennis!

The 50/50 was drawn, meeting adjourned and people stood around outside chatting, kicking tires, telling lies for about 30 minutes.

NY BMW Airheads Tappan Zee Tech Day

Bill Dudley & Kat Connell

On Saturday, April 29, the Airheads from the tri-state area gathered at the home of Kat and Paul Connell in scenic Blauvelt, NY for an Airhead BMW Tech Day. Kat & Paul lucked out for the 3rd year in a row, with rain predicted and instead we all had a beautiful fair day to ride in. About 25 Airheads attended, including Airmarshals from CT & NJ -- where were you, Mike Friedle? Blauvelt is just over the border from NJ, right by the Palisades Parkway, so it only took me about 90 minutes to get there from my home in Jackson, NJ.

Kat and Paul Connell are the creators of "KAT-DASH", a brand new replacement flexible circuit board with LEDs, designed to upgrade and replace the standard incandescent bulb holders in the Airheads instrument cluster. The stock flexible circuit boards have been failing for years, and replacements are NLA from BMW. So KAT-DASH has been created "in the nick of time", allowing Airhead owners to keep their bikes on the road. Kat was having a tech day sale, and helping fellow Airheads install their new units.

I had bought a KATDASH for my 1977 R100RS back in February, and I decided to bring it along to the tech day and install it there. After removing the instrument pod from the bike, it took me just 7 minutes to open the pod, replace the circuit board assembly, and re-close the pod.

Right about lunch time "mystery guest" Jim Castagna showed up with his Triking (a Morgan replica) 3 wheeled roadster, running with a Guzzi engine and drive train. Jim is a Norton collector, and lives locally to Kat & Paul and wanted to come see what an Airhead tech day was all about. A good time was had by all, so we showed him how it was done! Kat and Paul supplied pulled pork sandwiches and two salads for lunch, so we all ate well.



Photo: Jean Lechaud

Airhead luminary Tom Cutter was there, advising and assisting and general kibitzing. Marty tried out Kat's carb Harmonizer on his R100. He had so much fun with it that he then went around and did the mixture & carb sync on 4 other bikes. Kat is hoping to get rights to continue manufacturing these excellent tuning gauges. The most ambitious project was a spline lube on a 1993 R100GS. That went smoothly until there were a few glitches with the brake shoes at the end of re-assembly, but Tom Cutter helped sort that out, and Dan headed back to Long Island a happy Airhead. NY Airhead Jean Lechaud is also a co-host and was there with a new fancy camera and his demo gearbox. He also took photos and a video of my KATDASH install (which I did twice because I had my little GoPro clone aimed poorly during the first attempt.)

We had about 3 NJ Airheads in attendance, 4 or 5 from Connecticut, and one or two from Pennsylvania (including Tom Cutter) in addition to the New Yorkers.



Photo: Jean Lechaud

Annual Schedule of Events – 2017!

Please send additions and corrections to the editor!

June

- June 5th-10th Americade, Lake George NY
- June 7th - Moribundi Lunch
- June 10th-11th – Race of Gentlemen, Wildwood NJ
- June 14th – Meeting
- June 17th – Sunday Brunch, RD Swanson in charge
- June 21st - Evening Ice Cream Ride - destination to be announced – Ben P
- June 24th - Don's birthday
- June ??? - Airheads at the Aerodrome - Date to be announced June ?? - Ride to work day

July

- July 5th - Moribundi Lunch

- July 5th-9th, RA National Rally - Michigan
- July 13th-16th - MOA Rally – Salt Lake City – (Roger T)
- July 14th - Afternoon - Club registration shift at MOA Rally (Roger T)
- July 14th - Evening - Club dinner at MOA Rally
- July 19th - Meeting - rescheduled due to MOA Rally (someone tell Schneiders!)
- July 20th-23rd – Top of the Rockies Rally (Roger T)

August

- August 2nd - Moribundi Lunch
- August 9th - Meeting
- August 16th - Evening Ice Cream Ride - destination to be announced – (Ben P)
- August 19th - Club Picnic – Tom Spader's

September

- September 1st-4th – Finger Lakes, Finger Lakes NY (Roger T)
- September 6th - Moribundi Lunch
- September 8th-10th - AMA Racing @ NJ Motorsports Park (Millville) - (Dave Rosen)
- September 10th – Sunday Brunch – Location TBD – Grant D in charge
- September 13th - Meeting
- **September 15th-17th - Oktoberfest, Catskills - Don, Dan and ALL the club!**
- September 20th - FINAL - Evening Ice Cream Ride - destination to be announced – Thanks to Ben P!
- September ?? - New Sweden's Last Chance Rally, in not too Buena, NJ

October

- October 4th - Moribundi Lunch
- October 6th - 8th - Barber Vintage Festival
- October 7th - Three Club Rumble – **It's US this year.** Location TBD
- October 11th - Meeting
- October 15th – Sunday Brunch – Jerry R in charge

November

- November 1st - Moribundi Lunch
- November 4th - Flemings Pumpkin Run – Mays Landing (rain date 11th)
- November 4th - club breakfast ~10AM
- November 8th – Meeting (nominations)
- November 19th – Sunday Brunch – Jerry

S in charge

December

- December 2st - club breakfast ~10AM
- December 6th - Moribundi Lunch
- December 9th - club breakfast ~10AM
- December 9th - club Holiday Dinner, TBD
- November 10th – Toy Run to Children's Hospital – Jim Thomasey
- December 13th – Meeting (elections)

Polar-Bear club group rides will be announced weather permitting via the club mailing list.

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. We've added monthly "Sunday Brunch" rides for the warmer months – with a different person picking the location each month.

The ride to the Spring Fling

Bill Dudley

This year I decided that Zhao and I should visit Morton's Spring Fling, as she had never been there (so I thought!) and I hadn't been in a few years.

As the 1971 Moto Guzzi was freshly rebuilt, I thought we'd take that – Zhao likes the passenger accommodations, so she was happy with the choice.

As usual, we took mostly non-interstates, except for I-195 and I-295 to the Commodore Barry Bridge, to speed up the boring bits in New Jersey. From then on, it's US-322 to US-1, south into Maryland, then west to Westminster, and then Frederick, and finally south on US-340 which gets us nearly to Stephen's City, VA, the official NJSBMWR first night's stop.

I have a proper voltmeter on the Guzzi, and was keeping an eye on that – and I realized the voltage was kind of low – 12v, sometimes even below 12v. By "shedding load" (as the power transmission guys say) (turning off the head-

light) I was able to keep the battery “charged”, but clearly my alternator was failing. At least it was failing “gracefully” (slowly) so I could keep the battery charged if I ran in stealth (no head-light) mode. I still had my LED running lights so I wasn’t totally dark.

So, we got to Stephen’s City without event, and I decided to give my Moto Guzzi mechanic in Maryland a call. Turns out he had a spare alternator on the shelf, and was willing to accommodate me on no notice.

Friday morning, when the rest of the club headed south to Natural Bridge, I rode the one hour back north to Charlie’s house/shop, we swapped the alternator, and I rode back to the motel to pick up Zhao for the ride to Natural Bridge.

The “funny” thing is, I had a spare alternator on the shelf at home; I’d bought it when I noticed my alternator giving me strange (noisy) outputs, figuring I’d swap it in one day. That day did come, but not at my choosing. Oh well, I continue to live and learn.

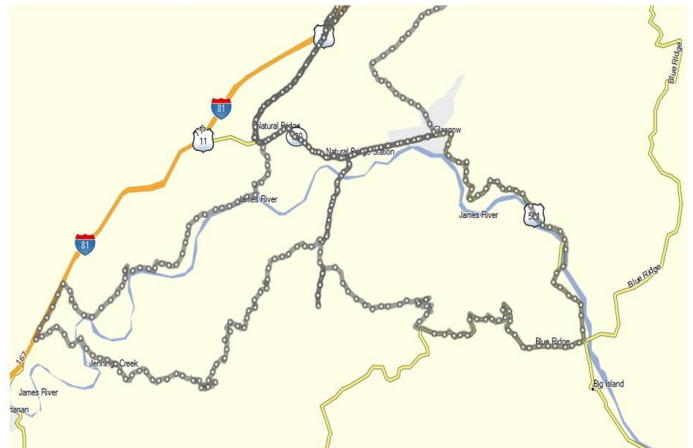
Off Road at Morton’s Spring Fling

Roger T.

Given many club members might write reports about Morton’s Natural Bridge Rally, I thought I would describe some of my adventures beyond the traditional rally trip and Parkway road ride. Don E., Dan T. and I rode to Stevens City and were lucky to hit only one brief (but heavy) shower on the way. Over the next few days, we were again lucky with minimal showers during our riding time.... but it rained pretty hard in the late afternoon and evenings on our parked-motorcycles.

Early Saturday morning I met up with our informal GS group Grant Duncan, Greg Wright, and Jim Liotta, to ride up to the Parkway via dirt roads/trails that I found last year. It turns out that there are many of these very local “roads” that wind throughout the foothills and mountainsides. They provide rough gravel access to private plots of land and a few homes/trailers and probably to exclusive private hunting areas. You can see these roads on a GPS or Google Maps if you zoom-in to a half mile or less. Surpris-

ingly all these roads and trails have real names even though some labeled as FR1...2 etc. for Fire Road #.



Map of off-road routes taken between Natural Bridge and Blue Ridge Parkway. The three routes on the left are steep dirt roads/trails. The route along the James River was also mostly dirt. The Blue Ridge Parkway is the light yellow road running vertically on the right of the map (along the top of the mountains)

The GPS map shows a dotted line of our early morning adventure. From Highway 130 out of Natural Bridge, we headed east for five miles then turned south and crossed the James River passing by a small settlement of houses and trailers. Following narrowing paved roads for a few miles, we eventually hit gravel with a “inclement weather” warning sign. After several



miles of dirt/gravel winding roads up the steep side of the Blue Ridge mountains, we came out on the Parkway at mile marker 71. If you were traveling on the Blue Ridge Parkway, you might

miss this dirt road intersection. There is a small marker and short single partially asphalt "lane."

After riding back down to the Natural Bridge Hotel via the Parkway and Routes 501 & 130, we went to breakfast at the Pink Cadillac diner a few miles north on Route 11. I decided to go back to the area where we started our up-hill road climb to investigate a couple other dirt roads showing on my GPS. Greg and the others took off toward routes unknown. I passed the road we all climbed a few hours earlier. Heading further south on narrow asphalted roads, I eventually hit dirt which came out at an overlook place on the Parkway. This route was no worse than the first one of the day, but perhaps a little longer. On the way up the mountain on this



Greg, Grant, and Jim coming out at the Blue Ridge Parkway after several miles of dirt

second route, I noticed another trail that split off and headed down the mountain in a different direction. So, from the Parkway I headed back down on this new trail. After a few steep winding downhill miles I ended up on asphalt again that took me to Route 11 and Interstate 81 intersection. There was a convenient diner so I stopped for nourishment. Sitting beside me was a rather young man with wife and baby; he was riding a BMW GS and his wife in a car. He lived locally and was not part of the Morton Rally. He bragged about the numerous back roads in the area that he and buddies ride and suggested a couple to follow on my 10-15 mile return to the hotel. So I went 3 miles north on Route 11 then took Indian Rocks Road down to the James River and railroad tracks. From then on I rode north on different dirt roads which finally dumped me out about a mile from the Natural Bridge Hotel. In conclusion, not only are the asphalt feeder roads to/from the Blue Ridge

Parkway great..... but so are all the dirt back roads.... can't wait until next year!



Back road to somewhere coming down the Blue Ridge

The Captain Rolls to Rolla May 25th

RDS

Captain Don is on another cross-country motorcycle journey and called me from exciting Rolla, Missouri. He was staying at a roadside bordello that featured homemade pie. Not sure what kind of pie. He said the trip so far was good with only a few sprinkles here and there.

He's traveling solo and stops and starts when he so desires. I'm one of those point A to point B riders who finds it difficult to stop even to pee, so my hat's off to Don for his relaxed pace that knows how to stop and smell the roses.

https://en.m.wikipedia.org/wiki/Rolla,_Missouri



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Greg Wright
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Monthly Meeting – June 14th

Schneiders German-American Restaurant
Main St (Rt 71) Avon NJ

Eat @ 6PM

Meeting starts at 7:30PM

