

June 2023

NEW JERSEY SHORE BMW RIDERS Inc

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President's Message

Rick Shapiro, Co-President

How many "fill-in-the-blank" people does it take to change a lightbulb? If this joke refers to the low-beam bulb on my 2018 R1200RT, the answer would be "as many as it takes" as long as it excludes me.

I have zero mechanical aptitude and fully own up to it. As a kid, I tinkered with my dad's stuff; lawnmowers, guitars, cameras, power tools, electric shavers, anything I could get my hands on and tear apart. The only problem was that after re-assembly, there was a good chance the item would see the inside of a professional repair shop. My dad was a good sport but finally wised up and instituted a "you break it, you pay for it" policy. I was unwilling to extend my paper route for the extra cash, so my tinkering days were over.

So about that RT low beam! The bike has about 33K miles on the odometer and has had three low-beam bulbs blow out during that period. My last bike was a 1993 Nighthawk CB760; changing the bulb was a matter of unscrewing two wingnuts and twisting off the lens. With that history, I thought changing the bulb on my RT should also be a no-brainer. I was wrong! My first mistake was assuming that there would be a visual aspect to changing the bulb. Unless I wanted to remove all the plastic, speakers, and control panel, the only way to change the bulb is by feel. It appeared simple, you reach your hand between the fork, reach up, and there is a cap that twists off. Next, remove the electronic connector, noting by feeling the orientation so it can be reassembled. Next is a hinged clip that needs to be released that secures the bulb assembly. Finally, the bulb comes out, but you need to note the position again. Reverse the process to assemble.

All that said, my first attempt was fruitless. After

What a wonderful bike was the Münch.
Of displacement it had, oh, a bünch.
And the view from the seat
Was Germanically neat
But a Z-1 would eat it for lünch.
Only known Münch Mammoth limerick, published in Cycle magazine in 1975. author unknown

How did it get so late so soon? Its night before its
afternoon. December is here before its June. My
goodness how the time has flewn. How did it get so
late so soon?
Dr Seuss

Spring being a tough act to follow, God created June.
Al Bernstein

He was but as the cuckoo is in June,
Heard, not regarded.
William Shakespeare

There are two seasons in Scotland: June and winter.
Billy Connolly

Oh, my luve's like a red, red rose, That's newly sprung
in June; Oh, my luve's like the melodie That's sweetly
played in tune
Robert Burns

There are three good reasons to be a teacher -
June, July, and August.
anonymous

Early one June morning in 1872 I murdered my father
- an act which made a deep impression on me at the
time - *Ambrose Bierce*

about an hour of fumbling around like a teenager on a first date (make that the fifth date), I gave up and brought the bike to the dealer. Yup, pretty embarrassing. The Service Manager kindly feigned some empathy about my predicament, but in the end, replacing the bulb meant an hour of tech time as there was a one-hour minimum. That was one expensive bulb change. To add insult to injury, the Service Manager also noted he changed the battery on my Key Fob as it was getting low, assuming changing a battery would be another insurmountable challenge for me.

For the second blown bulb, I coordinated that replacement with a major service that was due and had the dealer change that as a by-the-way request.

The third blown bulb happened a day before a long trip. It also happened while I was riding at night on a rural road. The high beams sufficed, but it drove home the need to be self-sufficient for some on-the-road basics.

This time around, I scoured BMW forums and YouTube videos. There was obviously a need for these videos. It turns out there were better positions to gain access. Turning the fork helps; sitting in a particular position and using fingertips was recommended. The biggest hint was that the unit itself was off-center from the center of the circular access hole. Lastly, shoving a phone camera behind the forks and taking pictures helps. It took me about 40 minutes to fully change the bulb. I then went and retried the process and got it down to 10 minutes.

There must be some sadistic engineer sitting in Berlin thinking about all the scraped knuckles he caused.

Anyway, when I see you next, I expect an attaboy for the bulb change.

One of the things I really enjoy about this club is the depth of knowledge that many members have when it comes to everything motorcycles. If there is some crazy mod or not-so-crazy mod for a bike, Don Eilenberger will know about it. Need to know about quirks or repairs for an Airhead? Bill Dudley is the man. There is such a wealth of knowledge and experience with motorcycles within this club that just coming to the club meetings to partake in these conversations makes the membership worth it.

I do hope everyone is enjoying the summer. I've just returned from the 48th Annual Square Route Rally (SRR) in Sabillasville, Maryland. Two weeks ago, I attended the New Sweden 450, and in a few days, I head off to the MOA 50th National Rally in Doswell, Virginia. This is a great time to ride and camp. I hope to see some of you at the MOA National.

Ride safe!

May Meeting Minutes

Jim Thomasey, Secretary

It was reported that Cross Country Powersports now includes a free 6 month membership to our club with each new BMW sold. This was a result of our efforts to better accommodate the local community of riders. At the time of this writing the New Sweden 450 had just been held and there is more information elsewhere in the newsletter.

Joe K. and Roger T. spoke at length about their recent trip to Fontana Dam and the BMW getaway held there. Their trip was highlighted in the May issue of this newsletter and part two won't be far behind.

Following the inspiring response to the Fluffy Butt challenge of the past year, we are now changing the focus from landmarks around the tri state to diners and luncheonettes. Participants will have to visit diners and luncheonettes for a photo op; eating there is optional. The full details are [here](#).

May Ice Cream Night

Jim Thomasey

Club members with a sweet tooth celebrated the first Ice Cream Run of the season with a visit to Ice Cream on 9 in Howell. A very comfortable sunny evening found Joe, Bill, Jim, Don, Rick, Mike and Paul enjoying delicious fare, choosing from an enormous selection of regular, sugar free and vegan offerings. Seated outside in the sunny portion of the large patio many discussions were had settling all of the world's problems. Set time aside now to join us next month on the 3rd Wednesday of June at a place still to be chosen.

Club Calendar

Note: Events may be canceled or modified. Check your email or the club website for updates.

June 2023

- June 1-3 Americade, Lake George, NY
- June 7 Moribundi lunch 12:30PM
- June 8-11 BMW MOA National Rally, Doswell, VA
- June 14 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- June 21 Ice Cream Run, loc TBD

July 2023

- July 5 Moribundi lunch 12:30PM, Rod's Tavern, Sea Girt
- July 12 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- July 19 Ice Cream Run, loc TBD

Aug 2023

- Aug 2 Moribundi lunch 12:30PM
- Aug 9 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- Aug 16 Ice Cream Run, loc TBD

Sept 2023

- Sept 6 Moribundi lunch 12:30PM
- Sept 13 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- Sept 14-17 BMW RA National Rally, Davis WV
- Sept 20 Ice Cream Run, loc TBD

Oct 2023

- Oct 1 Three Club Rumble, 12PM, Spruce Run Rec Area, 68 Van Syckles Rd, Clinton
- Oct 4 Moribundi lunch 12:30PM
- Oct 11 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

Nov 2023

- Nov 1 Moribundi lunch 12:30PM
- Nov 8 Club meeting 7PM (6PM to eat)

Woody's Roadside Tavern, 105 Academy St., Farmingdale

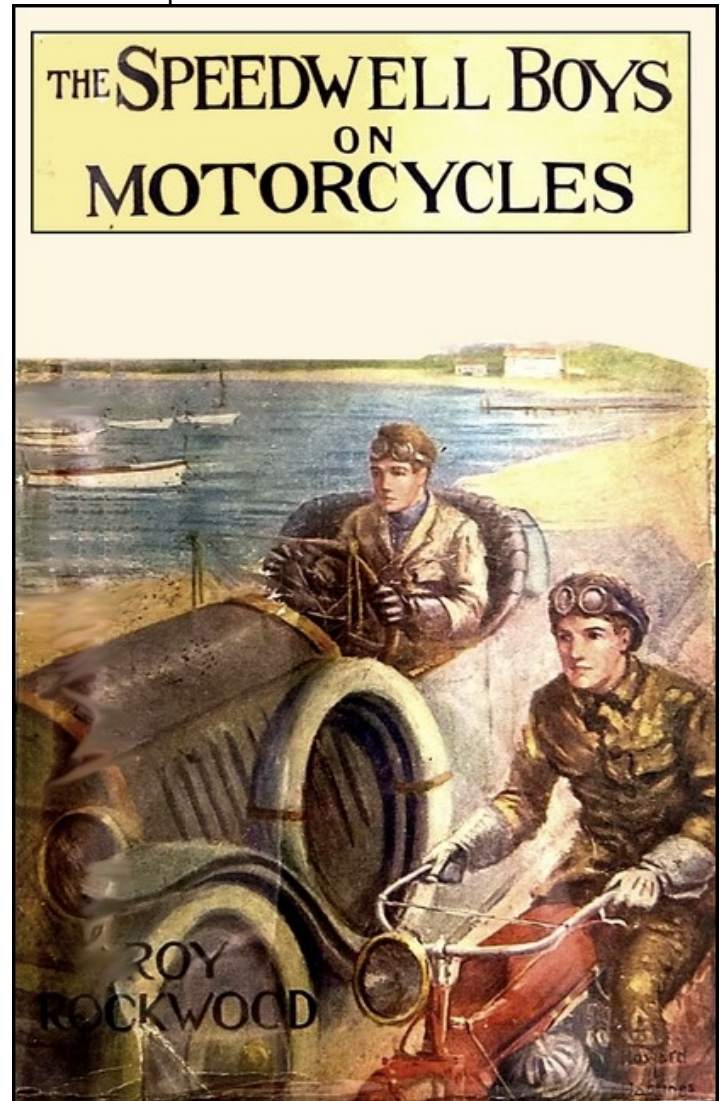
Dec 2023

- Dec 6 Moribundi lunch 12:30PM
- Dec 13 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

Book Review

Bill Dudley

I picked up a book at the flea market, based entirely on title and date. It is "The Speedwell Boys on Motor Cycles" by Roy Rockwood, and the copyright date is 1913. That makes the book 110 years old this year. It's one of a series of books about the Speedwell Boys, similar to the Hardy Boys or Nancy Drew books we were probably exposed to as children (60 years ago!). Warning: there are spoilers ahead!



I found the book fascinating because it is a look into the very different world of 1910. Most of the "young people" (I think teenagers and young adults) belong to a bicycle club (and a bicycle is called "a wheel"). As far as I can tell, all of the roads, both in and out of town, are unpaved. The members of the bicycle club meet up weekly for a group ride to some out of town destination, like a road house. But there is a rift growing between those who can afford a motorcycle and those who only have a bicycle. Will the club split into two factions because the motorcyclists want to set a pace (like 15 miles/hour) that the bicyclists cannot manage over the entire trip? (Note: in 1910, motorcycles were pretty much just bicycles with a primitive gas engine bolted on, and a leather belt to the rear wheel.)

The bicycle club drama was only a small plot diversion. The big excitement is the fire at the factory (that makes motorcycles, among other things). The Speedwell boys happen upon the factory fire, and one of them is instrumental in rescuing the son of the factory owner from a fiery death. For this, the Speedwell boys are rewarded with two brand new motorcycles from the factory, and so they join the ranks of the motor-owning members of their club. But because they are loyal to their less fortunate friends, they engineer a vote in the club meeting that ensures that club rides will always be planned to not exceed a pace of 10 miles per hour.

Another plot diversion is the racing. At the (I assume) horse-racing track, there are sometimes races for bicycles and motorcycles. It is just assumed that people will show up with their "wheel" and race. Of course, there isn't any special equipment, nor machine prep. It's truly "run what ya' brung". Naturally, the Speedwell boys do well, bringing honor and prestige to the local factory.

There are villains in the book, too. One lesser villain is the son of the factory foreman. The son is well and truly a dick; he wants to split the bicycle club into "bicycle" and "motor cycle" factions, for example. He gets minor comeuppances throughout the book. The other villains are "swarthy" outsiders, "probably Italian", who are the people who set the factory fire. So fear of dark complexioned foreigners is alive and well in 1910 (but we knew that).

If you would like to read this book, you can read it [here in it's entirety](#).

Fontana Trip South, Part 2

Roger Trendowski

In our May newsletter I described Joe Karol's and my trip south to MOA HQs, Barbers Motorsport Museum, Airline Unclaimed Baggage Company, and finally to Fontana Village for the MOA Get-A-Way rally. It all happened in mid-April for 10 days, without any rain. We arrived at Fontana Village on Wednesday April 19th. I always request a Lodge room as it is more comfortable, has an open centralized meeting area with huge leather lounge chairs, 24 hr coffee, and a restaurant. However from the Lodge it's a steep walk down the hill to the Fontana conference area, another restaurant and bar and where the MOA has its check-in and dinners. After a few drinks, the walk back up to the Lodge is much steeper.



The Tail of the Dragon is about 10 miles northwest. The Dragon is advertised as 11 miles and 318 curves but I don't know anyone who has actually counted them. At the NC end of the Dragon are shops selling Dragon knickknacks, one restaurant and of course the "Tree of Shame." Plenty of signs are posted along Rt 129 warning of excessive speed and dangerous curves. The Tree of Shame displays results of idiots who ig-

nore the signs. Hundreds of motorcycle parts hang from the branches.

There are two main loops in the region, both include the Dragon: 1) an easterly loop from Fontana to Cherokee, looping around to Foothills Parkway and ending with the ride through the Dragon. 2) Cherohala Skyway west to Tellico Plains and loop around north/east to the Dragon again. Of course there are numerous other routes with secondary roads in the area which is the advantage of riding in the Great Smokey's. Joe and I decided to do some variations of these two main loops. On the Cherohala-Tellico Plains loop we exited Fontana via a back-door narrow road that took us west to Rt 129. The 10 miles are an adventure in itself... paved but narrow secondary road, plenty of turns/curves over the top of a mountain and then back down to Rt 129 which follows a river.

Tellico Plains – Murphy Loop



From here we took a new-to-us route around Lake Santeetlah on roads that are hidden from higher level GPS view. Again, there were plenty of turns as we negotiated around the lake inlets, ending up at the eastern end of the Cherohala Skyway. We then continued on the Skyway all the way to Tellico Plains. The Cherohala Skyway was opened and dedicated in 1996. The road is a designated National Scenic Byway. It crosses through the Cherokee National Forest in Tennessee and the Nantahala National Forest in North Carolina. The name "Cherohala" comes from the names of these two National Forests: "Chero" from the Cherokee and "hala" from the Nanta-

hala. The Skyway connects Tellico Plains, Tennessee, with Robbinsville, North Carolina, and is 43 miles long. www.Cherohala.org.



A couple years ago with Herb Konrad, Jim Nanfeldt and Henning von der Wroge, we discovered an excellent lunch place off the beaten path called Tellico Grains Bakery ...great sandwiches, pastries and coffee. This year after gorging our-

Cherokee - Dragon Loop



selves, we took a southerly route rather than the traditional north route back to the Dragon. (Joe suggested that we only attack the Dragon once this year as it is boring after years of practice.) As the map shows, we headed south on Rt 68 and 294 and then around Hiwassee River/Lake; not sure which it is... looks like a large lake with many inlets and legs in different directions. Unlike Rt 68 and 294 which are main 2-lane roads, we ventured onto a rural Hiwassee Dam Access Road that circled another large irregular-shaped lake. With Joe in the lead down the access road, we approached a right-hand bend but he went

straight and hit dirt (instead of following the paved right-hand bend). Screeching to a halt on the gravel spur (as best we could and with me following too close), we u-turned on the gravel and continued back on the paved road. Eventually we made it to Murphy NC onto Rt 129 and then 35 miles to Robbinsville and 20 more miles back to Fontana. We rode 200 miles on our Thursday's loop.

On Friday we attacked the Cherokee – Dragon Loop. From Fontana, we headed east to Cherokee NC and then north and west. Cherokee is my favorite place, not for the casino or shops, but for breakfast at Granny's Kitchen. [www.-grannyskitchencherokee.com/](http://www.grannyskitchencherokee.com/) Most everyone who has ever traveled with me has eaten here. Granny's offers a buffet for all three meals and is relatively inexpensive. It is a family-owned restaurant that has been serving southern favorites since 1984. They have excellent Southern home-cooking and on their dinner menu, hand carved roast beef, fried chicken, okra, grits, sweet potato casserole and homemade desserts. They only employ local Native people. Years ago I met the owner. He said that technically he was not the owner, but his wife was. Only Cherokee tribe members can own businesses on the Reservation land and since he was not Native American, he couldn't own it. From Cherokee we



headed north on Rt. 441 which is a major 2-lane winding road leading toward Gatlinburg TN. However, we turned to the west on Fighting Creek Gap / Rt 321. This route has great curves and increases in altitude the further west we went. If you look at our tracks on the Map, you will notice a short diversion south, probably 5 miles long. I read about an abandoned town called Elkmont

Ghost Town. Actually, Elkmont camping area still exists.

The logging camp town and once-booming resort town, near the Sevier-Blount County line in Tennessee, is long gone. The first settlers in the 1800s were mostly hunters, homesteaders and small-scale loggers. The town of Elkmont was established in 1908 when the Little River Lumber Company used the land as a base for mining operations. Not surprisingly, considering working conditions at the time, it was a dangerous place to live and work. Remnants of the ghost town are supposed to exist but we couldn't find any... too many tourists and barricaded roads/spurs/trails. www.thesmokies.com/elkmont-ghost-town



At the top of this loop is a great alternative route leading to the Dragon called the Foothills Parkway. After riding awhile on this newly paved parkway we discovered a more interesting alternative called Happy Valley Road. It parallels Foothills Pkwy and comes out at the Tenn-end of the Dragon (Rt129) about in the same spot. The advantage of riding Happy Valley Rd is that it's a smaller country road that winds down the mountain to a valley road along a creek. (I believe Herb and Jim discovered this route last year after Henning, Joe and I ignored their turn and rode the Dragon back to Fontana.) This year we completed the loop from Happy Valley to Fontana by running the Dragon again.... first time this season but once or twice per year for the past 5+ years is plenty. The Dragon is fun if it's not raining, not riding behind Harleys or tourists or trucks. The speed limit is set to a safe 30 mph but all bikers easily do 15 to 20 over. During the day the police are usually out along the 11 mile stretch but not before 7 or 8am (which therefore

is a great time to ride the Dragon). On the NC end of the Dragon, we stopped at the Dragon Shops for pictures, refreshments and decals. This day's loop was 145 miles.



Attendance at the Rally was about 180... about 10 preregistered folks didn't show up, but 10 un-registered people walked in. Dinners were excellent as were conversations with old friends and MOA Staff. Joe and I sat with friends Pam and John Sheen as well as new acquaintances. On Saturday afternoon Ted Moyer drew the raffle for the MOA Foundation's beautifully restored R80GS which was advertised over the past six months. The entire drawing was done on-line for all to see. (This was the bike Henning and I saw being restored at Dutch Lammers' shop last August in Canada.) (Neither Joe nor I won it or you would have heard about it by now.) A big give-away raffle was held after dinner on Saturday. MOA Tee shirts and jackets, several tire pumps, tire repair kits, MOA mugs, and grand prize set of tires. (Neither Joe or I won anything, again.)

We left Fontana Sunday morning "heads-down" for a 430 mile segment via I-26 and I-81 to Harrisonburg, VA. The next day, we continued north on I-81 to Winchester VA, then Rt 7 etc. to Baltimore and home via I-95. Overall, our trip was 2500 miles, nine nights, and ten days.... with NO RAIN during our days of riding.

Diner Review

Bill Dudley

As part of the 2023 Fluffybutt extravaganza, I visited the "Harbor Diner" in exotic Egg Harbor

City, where Zhao and I had lunch. The Harbor Diner is a classic stainless steel diner, like JB's Diner on Rt 33 in Wall/Farmingdale. This Diner is located right on US 30, a.k.a. White Horse Pike, about a block east of the major intersection where (I think) NJ 563 becomes NJ 50. It's also right around the corner from "Al's Luncheonette", another Fluffybutt location.

The Harbor Diner has an extensive spiral bound plastic coated menu, with all that classic diner food. I had the Pork Roll Egg and Cheese sandwich, just because Don made such a big deal out of that meal at the last meeting. Zhao had a tuna melt. We both enjoyed our meal. The service was good; the waitstaff we encountered were friendly and helpful.

And so, the Harbor Diner gets a "recommended" rating; It's 50 miles from my house in Jackson, so I don't expect Roger to schlep down there from Middletown on a whim, but it's worth a stop if you're hungry and south of Chatsworth. On a related note, it looks like Buzby's is once again open.

Highly Classifieds

For Sale: Triumph Bonneville 65 w 12 update; has orange 66 tank, professionally reconditioned. \$5000, call Jerry at 908-472-8585

For Sale: 1995 BMW R100RT – call Jerry at 908-472-8585

For Sale: 1997 Triumph Trophy. 4Cyl/1200, BRG 18k Little rough cosmetically but functional. Upgraded alternator drive, longer side stand, Corbin saddle, new coils/plugs. Contact Paul C bmt213a@gmail.com .



More of Roger's pictures that Libreoffice wouldn't let me place inside his story.



The Tellico Grain Bakery



This last of Rogers pictures: "Top of the Cherokee-Dragon loop, as I refer to it. We followed Fighting Creek Gap road, which then turned into Little River Gorge Rd. This entire area is in the Great Smokey Mountains National park . . . plenty of curves."

And now for something completely different.

