



Please Welcome our newest full member, Lewis K

We're pleased to report that our long-time associate, Lewis K, has upped his membership to "full membership", which brings us to ten full members! That's nearly half of the allowed full-members our constitution allows!

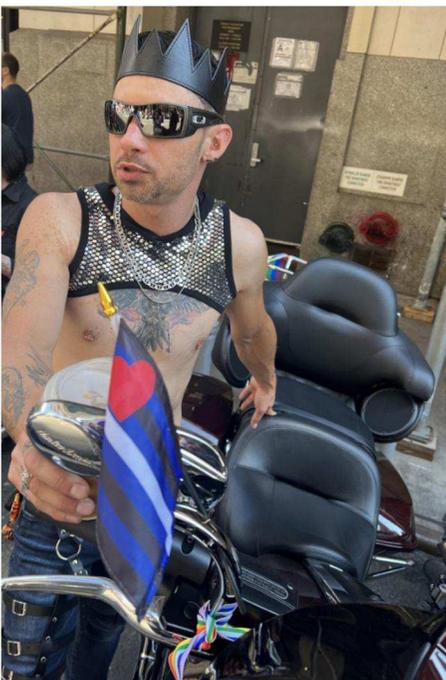
Lewis is from Pittsburgh, PA and can be seen riding with his long-term partner, Tim M on the back at almost ALL of our events.

It's been an exciting few years with the ECMC boys, and Lewis & Tim are always smiling and having fun – if you're ever feeling down, look for them!

We're very happy to have Lewis K on as a new full member! *(Lewis and Tim on the maroon motorcycle above!)*



This happy news comes on the eve of Jay D becoming an associate member who just became a full member last month, our newest pledge, Peter G and we just met a new prospect, Eric O last weekend on our Lancaster ride!



← JAY D

PLEDGE, PETER G
& PRESIDENT, ERIK R →



Michael Alvarez, Ride in Peace

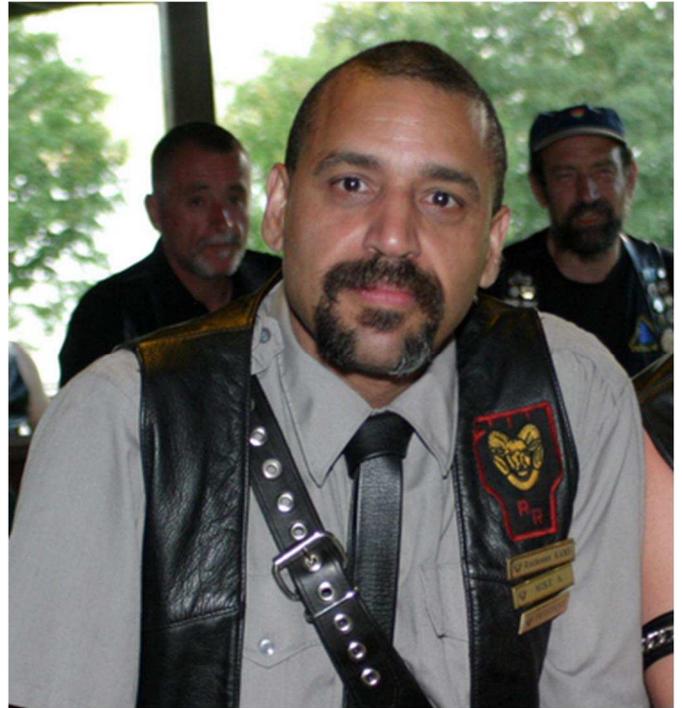
Michael Alvarez's passing at the age of 71 on Thursday, 23rd June 2022 was announced by Crawford Funeral Home Inc in Rochester, NY. Visitation was scheduled on 30th June 2022 at 16:00, followed by services at 19:00 at the same venue.

Michael was a former member and officer of the Rochester Rams, M.C., which was officially formed in 1975, and officially disbanded (by membership vote) several years ago when their home bar and community stopped supporting them.

Michael is survived by his 30+ year partner, Bob F. (also known as Axel) whom was also a member and officer of the now defunct Rochester Rams, M.C.

Michael could be found in the kitchen making breakfast, lunch and dinner at the Rams Run from the late 1990s until the end of the Rams Run in the mid-2010s.

We're happy to report that his memorial service was standing room only due to the sheer volume of people coming to pay their respects. There is word of a celebration of life party coming in the fall of 2022 in the Rochester Area.



Frank Edward Olson, Ride in Peace

Frank Edward Olson, 94, formerly of Manhattan, New York and a resident of Canadensis for the past 30 years, passed away on Tuesday, 19th July 2022.

Frank was born in Philadelphia and he was the son of the late Frank and Myrtle (Ellis) Olson. Frank was the beloved husband and lifelong companion of Donald Michael Morrison. He honourably served his country in the United States Army, transporting the wounded from Germany to the United States during World War II. He was also a representative of the World Church organization where he helped assist refugees. Frank worked as the head lighting director for CBS Television Network. He was awarded with an Emmy for the best lighting design for daytime television, for his lighting talents displayed in "As the World Turns".

Frank was an early member of Empire City MC (when it was new) and one of their longest Emeritus members. Photo: **Frank Olson is on the left** →

Survivors: In addition to his husband, Donald, Frank will be lovingly remembered by his sister, Shirley Sielcken; nieces, Suzanne Daub and Renee Sielcken and many beloved great nieces and nephews.



A memorial service took place at 18:00 on Monday, 25th July 2022 in the Bolock Funeral Home in Cresco, PA, following visitation from 16:00.

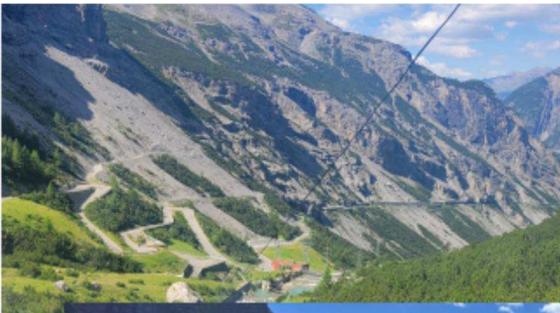
Stelvio Pass in the Italian Alps, by K.K.

SIX TO EIGHT WEEKS: that's how long it takes to open the Stelvio Pass in the spring. Rock clearance is pretty much the last thing the road crew does, among many other safety duties. As Confucius may have said, gates are only locked if you don't have a key. Stelvio Pass is locked during the winter months. A physical locked barricade prevents access to this (in)famous road. Where the Stelvio is at its darkest, roughest and tightest, thick pines lean in, the road picks its way through, weaving in and out of view as if in a fairy tale.

The pass rises in stages, pairs of hairpin curves punctuated by longer straight paths that carry the rider further into this high valley towards its end goal – the last 14 hairpins. They rise up a slope of profound, precipitous steepness. As riders, we take the road for granted, as it see-saws at 10° up a slope of 60°, and it's hard to imagine how anyone ever thought it could be done. Taking a vehicle somewhere it doesn't belong often teaches its owner more about the vehicle than keeping it in its comfort zone.



Riding in the southern Alps.



Lower altitude switchbacks leading to Stelvio Pass.

BLAME NAPOLEON. Although he was mainly throwing his weight around elsewhere in Europe, his activities made the Austro-Hungarian empire realize it needed a land route between its main power centre in Vienna and its western front in Milan (Napoleon ceded Milan and the Lombard region in 1815). West of the Stelvio was Switzerland, and to the east impassable glaciated valleys. A road in the shadow of the mighty Ortler mountain was the only option. Construction started in 1819 and took six years. It started out not really a road, but more of a smooth roof laid over towering stone columns. Not draped delicately over, but anchored deep within it, er... snow.

For a hundred years it was strategically important. Battles were fought here during World War One, but even before then, tourists had discovered it, making the full-day journey by horse and carriage between Bormio in Italy and Prad am Stilfserjoch in Austria.

The borders have moved over the centuries. Today that town is called Prato allo Stelvio, but its roots remain. Locals speak both languages and the signs are bilingual. The roads are tight and bumpy, the rock faces are intimidating (but not as scary as the stone balustrades and the fresh air beyond and above them).

THE SUMMIT BARRIER. There's a settlement up here, shops, cafes, some summer skiing. It's the view out to the north that counts. One can see all the way back down to the village of Franzenshöhe, but more interesting is the snow line – it's almost all melted from the western flank the road rises up, but there's a stark dividing line in the nook of the valley. Without the Stelvio Pass, this jaw-dropping vista would be just another valley. The road tarmac gives you scale and perspective. A blustery wind bellows as you realize the hills alive with birds of prey shrieking to make their presence felt. As you descend the pass, speed builds more easily.



Remnants of Austria still exist in present day Italy. Chaz and KK on a BMW touring bike.



The first hairpin curve, a reminder, to not only get all the braking done before the slope angle changes, but to slow with enough time and space to wake up the sluggish rider's technical skills. But it's more than that – at 16' long, 6'10" wide and with ground clearance for boots to barely touch the ground. In order to turn, you have to take the widest possible line around every hairpin. Not an easy feat when tackling oncoming traffic as well.

Other passes, the Grossglockner for instance, were built as tourist routes. But not this one, built 200 years ago, still the second highest pass in the Alps and undoubtedly among the greatest feat of engineering.

ALPINE TOWNS. Trafoi, the first village you come to, is rich with history. The Bella Vista hotel at hairpin 46 is considered the original start line for the hill-climb, the first race held in 1898 and won by a Daimler. By 1935 when the Alfa Romeos of Tadini and Nuvolari went head-to-head. They were climbing the 46 hairpins, 9.1 miles and 4,744' of vertical climb in a little over 14 minutes. After experiencing a ride on this road, you will realize how shockingly fast the record still is.



The Bormio side isn't as iconic, but as a road to ride, it's vastly superior. More open and flowing, fewer hairpins and less potholes make it a gentler approach to the technically difficult climb to the top. Top notch accommodations can be found here as Bormio prepares to host a few outdoor Alpine events in 2026 Winter Olympics.

This article was inspired by an article published on BBC TopGear, Aug 2022

The Good, The Bad and the ABBA

Okay: first the obvious "let down", we were under the belief that the ABBA concert was to be a hologram of ABBA and had been advertising it as such. Sad to say, it was a Swedish ABBA cover-band. Not that they weren't very good, they weren't holograms! The music was fantastic and live, so we enjoyed ourselves – but this weekend had riding written all over it! We did covered bridges, Amish ice cream, all-you-can eat Miller's Smorgasbord Buffet, a hidden valley of gnomes, sleeping in a caboose, eating in a railcar and genuinely having a lot of fun with over a dozen people who came and left at various points of the long weekend. Oh, yeah! – there was even a birthday celebration!

More photos on our MeWe site: <http://mewe.EmpireCityMC.com>

Come join us next time!



UPCOMING EVENTS & RIDES

Some Featured Rides & Events from our calendar:

Wed 17th Aug, 20:00 – 21:00: SOCIAL MEETING: Empire City hosts a social teleconference on the 3rd Wednesday of each month. All interested parties are welcomed. We discuss ride and event ideas, current events, other useful stuff. <https://bit.ly/ECMC-Social>

Thu 18th – Tue 23rd Aug: RIDE: Montréal & Lake George, NY (there are a few spots left – non-bikers welcomed!)

Sat 27th – Sun 28th Aug: RIDE: Check out our calendar for any last-minute rides! <http://calendar.EmpireCityMC.com>

Thu 1st – Tue 6th Sep: EVENT: 2022 Delta Run #28 – a private, invitational S&M event – a few last-minute openings were just announced from Delta International Brotherhood. If interested, you MUST contact ChazAntonelli@gmail.com now!

Sat 10th Sep, 22:00 – 01:00: RIDE: 9/11 - 21st Anniversary Midnight Ride! New York City Harley-Davidson, 42-11 Northern Blvd, Long Island City, NY 11101. Arrive by 10PM, KSU at 11PM. No fee! *Don't be fooled by other rides, this is the ORIGINAL!!*

Fri 16th – Sun 18th Sep: RIDE: Philadelphia Weekend II (includes Dinner, Barnight at The Bike Stop, Cranberry Bog Tour and more!)

Wed 21st Sep, 20:00 – 21:00: SOCIAL MEETING: Empire City hosts a social teleconference on the 3rd Wednesday of each month. All interested parties are welcomed. We discuss ride and event ideas, current events, other useful stuff. <https://bit.ly/ECMC-Social>

Sat 24th Sep, 08:00 – 05:00: RIDE: HSS Benefit Ride. Read about this in NEXT month's newsletter! ECMC is the OFFICIAL Motorcycle Club host for this benefit.

Fri 30th Sep – Sun 2nd Oct: EVENT: Mates Leather Weekend – Provincetown, MA. See <https://www.matesleatherweekend.com/>

Wed 5th Oct, 20:00 – 21:00: OPEN GENERAL MEETING: Empire City MC's monthly Open General Meeting is held the first Wednesday of each month from 8pm to 9pm by teleconference at: <https://bit.ly/ECMC-Meeting> All interested parties my attend.

Sat 8th Oct, 18:00 – 02:00: EVENT: Empire City MC's 58th Anniversary Dinner, followed by a barnight (to be announced!)

Wed 19th Oct, 20:00 – 21:00: SOCIAL MEETING: Empire City hosts a social teleconference on the 3rd Wednesday of each month. All interested parties are welcomed. We discuss ride and event ideas, current events, other useful stuff. <https://bit.ly/ECMC-Social>

Wed 2nd Nov, 20:00 – 21:00: OPEN GENERAL MEETING: Empire City MC's monthly Open General Meeting is held the first Wednesday of each month from 8pm to 9pm by teleconference at: <https://bit.ly/ECMC-Meeting> All interested parties my attend.

Sat 3rd Dec, 18:00 – 21:00: EVENT: ECMC's 59th Annual Holiday Party & Gift Drive **SAVE THE DATE!**



REMEMBER: There are plenty of other events and rides added to our official calendar on a regular basis, especially day rides! Be sure to bookmark <http://calendar.EmpireCityMC.com> and come along with us on some great rides! Our physical mailing address is: **Empire City MC, 10 W 15th St, Suite 609, New York, NY 10011-6821.**

For membership information, visit <http://empirecitymc.com/membership.php> to view and download our constitution, bylaws and membership application. We're on social media at <https://mewe.com/join/empirecitymc> where you can chat with us.

Please send any articles, photos or letters to the editor at newsletter@EmpireCityMC.org
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