

May 2011

NEW JERSEY SHORE

BMW RIDERS Inc

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Dennis Swanson, Trustee and Instructor General

Don Eilenberger, Trustee and Newsletter Editor

Joe Karol, Trustee (new!)

Roger Trendowski, Trustee (new!)

John Welch, Skip Palmer - Trustees Emeritus

John Malaska, Newsletter Publisher

Club Membership Application at:

http://www.njsbmwr.org/NJSBMWR_Application.pdf



Usually I save this space for some selected quotes that catch my fancy – and try to relate them to the month of the newsletter or anything of significance that's happened lately.

This month – the newsletter almost was late – due to a software “glitch.” OpenOffice (excellent freeware office software, word-processor, database, graphics tools, etc.) decided to barf. It started hanging up opening anything when I scrolled to the 2nd page. So – I did what any software guy would do – looked for an update. OpenOffice has a nice update button that appears when an update is available – and it's supposed to auto-install the update.

Instead of auto-installing the update, it partly uninstalled the existing version of the software – and then failed since it hadn't fully uninstalled the old version. Downloading and running the new installer manually had no effect. Downloading and running an install for the old version had no effect. Restoring my system to an earlier date just removed a bunch of windows updates, but had no good effect on the OpenOffice problem. Finally, I turned to the web – checked www.openoffice.org – and their user forums and found I wasn't the first.

The answer was to use a Microsoft Office tool (ironic!) to tell Windows the old version WAS uninstalled (even if it wasn't) – then run the new installer. OpenOffice Writer is once again working – but it took 3 hours. Usually I'm finished with the newsletter by now – but not tonight. It's gonna be a long night!

President's Message

Here we are, early May 2011 and the weather has been greater than great for riding.

We had a phenomenal turn-out of club members at the Gathering of the Norton's and look forward to so many more rides throughout the season. Our weekly Diners, Dives and Drive-In's is off the ground which offers a leisurely Sunday outing for all. Feel free to offer up a future destination for one of these rides.

We have the ARC of Monmouth Walk-a-Thon upcoming this month which we sure hope the level of participation is as good as the Gathering of the Norton's. Also that weekend is Morton's BMW Spring Fling in VA, which I know a few members will be attending. The following weekend is the 2011 DownEast Rally in Maine, which is guaranteed to be a blast with great riding in the area. Our original date of Saturday May 21 for our Karting Gran Prix has been changed by NJMP. The new date for this event will be Saturday June 25, 2011. We will be collecting your deposits at the next monthly meeting.

If you find yourself in Florida at the end of this month, the Concourse de'Elegance in St. Augustine is not to be missed. All of the details for this event can be found on our Yahoo! club calendar. If you plan on attending the BMW MOA International Rally in

Bloomsburg this July 21-24, be sure to sign up as a volunteer for registration on Friday which will encompass all three New Jersey BMW clubs. This is absolutely the best few hours that you can experience at any of the MOA rallies, I guarantee it!

We look forward to seeing all of you at our next club meeting on Wednesday May 11 at Schneider's on Main street in Avon-by-the-Sea, NJ. Ride safe, ride often.

Dave Rosen
President

Daytona 2011 Continued..

John Malaska

(Thanks to an error on the part of the editor, one full page of John's excellent tale of his ride to Daytona was missing from our last issue.. Here it is, sorry John! We're picking up a few paragraphs back so it makes some sense.. in the tale are Skip Palmer, John – author - and Alex Edly.)

Friday, it was a "Dawn Patrol" ride. Having said goodbye to Sue the night before, the three of us left Casa Palmer at 500am in 36 degree temps to Brookville, where we collected some Tampa BMW riders. Then our group set off for eastern Florida. The Tampa riders were going to a breakfast spot while Skip, Alex and I were headed to Deland for the motorcycle auction at Stetson University. Being the caboose in the group, I managed to lose everyone, but Skip looped back and found me, and together we rode by ourselves to Deland. Alex eventually hooked up with us there.

After spending a couple of hours at the auction, seeing Roger again, and confirming that Skip knows nearly every motorcycle rider in Florida, we headed up to Daytona. Once near the Speedway, bike traffic grew en masse. We stopped for a while at Daytona BMW, which has morphed into a Triumph, Victory, and Ducati dealer. The Ducati girls were mesmerizing. Then Skip left us to visit some relatives, while Alex & I rode over to our hotel in Ormond Beach, for which we made a reservation while at Skip's, via the Daytona Chamber of Commerce's website. Ended up paying \$125 p/n for an Oceanside room. Good deal.

We then rode over to the track, where we met my brother Tom and his wife Kimberly. They had come down from NC the day before to attend the races. Tom does cylinder head work out of his independent garage for the Yoshimura Suzuki superbike team. From the infield, we watched the H-D XR1200R support race and AMA Superbike race #1. Yoshimura finished 1-2. Then we struggled with traffic to get out of the Speedway infield.

Back at our room, Alex & I watched a rocket launch skyward from Cape Canaveral to the south. Learned later that it was carrying a spy satellite.

Saturday, we met Tom & Kimberly at the track. Watched Superbike race #2 from the outside grandstands, again won by Yoshimura. Stayed for some of the Daytona 200, and left just before the tire debacle ensued. Had hoped to watch the remainder on TV at our hotel, but the AMA managed to screw up the live coverage. (Ended up watching the race conclusion when I got back home.)

Sunday, we left early to head to Tom's house in Thomasville NC. Had to deal with trailers again, but traffic generally moved along well. We arrived at Tom's around 400pm, after 550 miles. Tom, who had left the day before, encountered heavy traffic on I-95, with numerous accidents involving (of course) trailers. Tom gave us a tour of his shop, including the operation of a CNC machine used for valve grinding.

Unlike our weather up til then, the forecast for the coming week wasn't promising, with rain forecast. So Alex left Tom's on Monday, while I decided to hang around another day. I left at 700am, and arrived home without incident and rain-free at 300pm.

3345 miles traveled (at least that's what the R12R's tripometer says.) 79.5 gallons of gas, which was very pricey the farther south we got.

With the exception of a couple of brief showers, the weather was sunny throughout the ride. Experienced some cools temps (for Florida) while we were in Daytona, but in the high 80s when we stayed with Skip.

Overall, a good way to start the riding season. And to forget about snow.

The Gathering of the Nortons, April 17th

Don Eilenberger

It's the annual ritual of Spring – the first large club ride to an event – the Gathering of the Nortons at Washington's Crossing State Park in PA.

We gathered at our usual meeting place – OurWAWA (the Jackson one on Rt 537) – and about 10 riders showed up. We setup an A and a B group (or Flying-High, and Barely Wheels Turning..) I was leading the B group, at a semi-legal pace on a wonderful spring day.

We took a back route that Skip had come up with some years ago, that leads out the back of the WAWA, into Allentown, then out Rt 524 to Broad Street in Trenton, thence to Rt 29. We crossed at Washington's Crossing (the fixed up bridge is quite nice!) - and were rather quickly at the gathering. Needless to say, we'd been passed by the "A" group about ¼ mile from the WAWA.



Harry Costello arrives!

While the bikes are the excuse to go – the people are the real reason. You get to see people you haven't seen all winter, or since the last Gathering. Great fun kicking tires, looking at bikes, telling lies, and thinking about the riding season ahead.



Joe and I arriving.. does that bike make me look taller?

The Gathering has grown every year I've been attending (and that's quite a few years) – the entire parking lot was filled with bikes, and the overflow parking lot was filled with bikes, and bikes were parked along the edges of the park roads. A great venue – right on PA Rt 32 – which makes for an entertaining ride to and from the event.



Suzuki Water Buffalo

After a few hours of this fun – we decided we'd head for lunch. The "A" group was being led by Grant Duncan – who for some reason wasn't quite sure where he was going. He'd suggested we eat at the same place we'd eaten at last year – Bucks Bounty, a nice place (white tablecloths – and \$8 lunches) on Rt 32 just below the Frenchtown bridge.

As is usual – part of Rt 32 was washed out – in this case – it was closed right at the light in No-Hope, with a detour off to the left and up the hill into the

wilds of Bucks County. We stopped at the light, and I suggested to Grant that we cut back over to NJ – head north on Rt 29/519, and come back to PA at Titusville by Dillie's Corner.

Grant shook his head OK, and then proceeded to lead his group to the left and up the hill – never to be seen again.

Joe Karol and I followed my plan – turning right to the bridge, over to NJ, north, and then back into PA – and found the restaurant with no problem. We had a delightful lunch, inexpensive, tasty with friendly hosts. Apparently Grant's group may have had a different (and more costly experience.) Joe and I paid \$20 total for our lunches. I believe that was just a down-payment on Grant's.



Velocette and MV Augusta

So – after lunch, Joe and I started back – heading out Rt 12 to Rt 579, onto Rt 31 – when Joe pulled up next to me and signaled me to pull off. We did – and Joe said his bike was doing something funky.

Sure enough – felt like a driveshaft had let go. After a few attempts – Joe finally got through to the road-service provided by Foremost Insurance.

They quite promptly sent a pickup vehicle consisting of a large pickup truck, pulling a good sized ride on trailer. The gent running it was very careful and very skilled in tying the bike down in the trailer – and proceeded to take Joe from near Flemington to Mike Kowal's in Howell. After dropping the bike off – he then took Joe home.

I was very impressed with the quality and expertise of the service provided. I think Foremost made some fans with that service.

As I thought – it was a driveshaft – a U joint had let go (rare failure, perhaps related to a torn boot on the swingarm a few months before) – and Contego Direct (after-market warranty) told Mike to “Replace it and send the bill..” - again – great service.



Bill Dudley and Klaus

It was a fine ride – even with the adventure of a bike breaking down. Good friends, good food, good time looking at the bikes. Thanks to Harold Gantz we even have a few photos.. (I carefully forgot my camera – duh.)

Alive and Running Again

Mike Kowal and Roger Trendowski

Preface: A few months ago I wrote an article about the purchase of a 1992 R100GS airhead and my plan to resurrect it.

When I first saw the GS a couple of years ago, it was in excellent condition and had been stored in a garage for several years. After a year and a half negotiation, I bought the bike in October and left it in my Finger Lakes cottage for the winter. In mid April I trailered it to NJ so I could begin its restoration.

The bike was last running in 2003/04 by its original owner who lives in Rochester NY. I planned to take a few weeks to fix it but I got impatient and decided to ask for help from Mike Kowal (the man with the skill, tools and airhead parts). Using one of the hydraulic

bike lifts in Mike's garage was key to efficiently completing the work. (Finding an open lift, let alone finding a lift in his garage, is another story for a later time.) The good news is: we took only 1 day and not two weeks, it looks like new, and runs great thanks to Mike's help.

He did most of the work even though I helped out and managed to mess up only a couple things.--
Roger T.



Barney - the purple GS..

First Maintenance in 7 years

The odometer showed 27,592 miles. We didn't know what preventive maintenance had been done prior to storage. We assumed the worse-case that it was just shut off, rolled into the garage and "covered." In the best case scenario all the fluids would have been changed in order to minimize contaminants, oil put into the cylinders, gas tank filled to prevent condensation, and the battery removed to prevent freezing/cracking acid damage. Although the fluids in the bike appeared to be old, they were not overly black or highly contaminated.

The engine oil pan was removed which exposed some sludge. The original plan was to run a couple quick oil changes but given the amount of sludge accumulated in the engine pan, this would not have been an effective approach. The engine oil looked pretty clean otherwise. Transmission and rear drive oil was changed next. Some very fine filings showed up on the transmission oil plug magnet but nothing really to worry about. The rear drive plug/magnet

was also clean. When filling the rear end it took less oil than the aftermarket maintenance book specs so we wound up sucking some back out. Go figure?

About 1 ½ gallons of 6 year old gas remained in the 5 gal. tank. The steel tank didn't appear to have any interior rust although it was difficult to see into the gas tank fill hole because of its anti-leak flap. So for preventative measures we installed metal gas filters with replaceable/cleanable elements in both gas lines. This means that both the petcock screens and new gas filters will protect the carb jets and channels if there is any residual dirt or rust in the tank.

The GS' tires had to be changed even though the rear Metzler looked new; the front was maybe 70% worn. The rear tire was dated 1999 and front 1993. Both were obviously too old to safely ride on. The previous owner said it had 3 sets of tires...which makes sense: 3rd one on the rear at 27,000 miles (new condition) and 2nd on the front (almost worn out). After all in 1993 the bike traveled around the US and then to Alaska. This type of long distance riding could have prematurely worn out the rear tire.



Carb bowl - not so bad..

When the Bing carburetor bowls were pried off there was minimal amount of dirt/tarnish in the bottom. Mike originally thought we would need to use his sonic cleaner on the needles and other carb parts but the parts looked so clean that carb cleaner spray was adequate.

The spark plugs (in excellent condition) were pulled

and a few squirts of oil put into the cylinders to provide extra lubrication when it first turned over (since everything was dry for a very long time). The air box was also checked... result: clean air filter and no critters.



Valve settings were OK at spec. and new valve cover gaskets installed. One minor (but could have been major) problem occurred when I installed a new sparkplug on the left cylinder. It cross-threaded. A quick run to EPPY's tool supply on Route 9 to get a sparkplug thread chaser helped fix the problem.



New fuel filter..

Luckily the battery was not in the bike during storage. A new lead-acid battery, complete with container of acid, came with the bike but given the bike's pristine condition I decided to install a new Panasonic sealed gel battery and not the OEM type.

The GS has a disc front brake and shoes in the rear. When we off loaded the bike from the trailer there was clearly drag on the front wheel which we assumed was just sticking from lack of use. The brake fluid was replaced and brake seemed to operate OK while the bike sat on the lift. However during the first 3 mile test run, the front brake froze up because one of the two brake pistons seized. Smoke poured out of the caliper. Luckily when disassembled both pistons came out and new rebuild kit gaskets took care of the problem. The front brake pads were burned up during the test run so they were replaced.

Overall, the bike's condition was better and maintenance requirements less than expected for 7 years of storage. Riding it for the first time was quite different: it's very light compared to the much heavier oilhead GS', braking with shoe-rear and non-ABS disc front takes getting use to again, front and tail lighting is limited, and most of all, the kickstand on the R100GS is extremely awkward.

When you upright and center the bike, the kickstand springs back to its normal running position. To set the kickstand you have to push it with your toe way under the cylinder and then you have to lean the bike over to hold the kickstand in position (or it springs back up). This will definitely cause some "drops" in the future.

I rode it 200 miles this past weekend. It ran great however it rode funny. It felt like I was always riding on the crown of the road, with the bike mildly swerving to the right and then to the left. After reducing the tire air pressure from 40 psi in each to 32 front and 35 rear, it solved the problem.



FREE TIRES - only 11 years old!

2011 Event Calendar

John Malaska (please send events to John!)

May

- 12 Bergen Co. BMW Little Italy Ride
NYC
- 13-15 Morton's BMW Spring Fling Rally
Natural Bridge, VA
- 20-22 BMW/RSM DownEast Rally
Phippsburg, ME
- 22 British & Euro Classic M/C Day
Clarksburg, MD

June

- 3-5 BMW/BMW Square Route Rally
Thurmont, MD
- 7-11 Americade
Lake George, NY
- 10-12 Antique M/C Meet
Rhinebeck, NY
- 18 Classic Bike & Blues Festival
Erwinna, PA
- 30-7/3 BMW RA National Rally
Chippewa Falls, WI

July

- 21-24 BMW/MOA National Rally
Bloomsburg, PA

August

- 8-11 BMW SportTouring's "UnRally"
Little Switzerland, NC


September

- 3-5 AMA Roadraces @ NJMP
Millville, NJ
- 3-5 Finger Lakes Rally
Watkins Glen, NY
- 5-9 Salty Fog Riders Rally
Guysborough Co., NS, Canada
- 16-18 Black Diamond Beemers Rally
Honesdale, PA

The above does not necessarily mean that the Club will organize a ride to these events. Consider it more of an "FYI". Feel free to inquire on the Yahoo Group whether any members are interested in a ride to an event.

Jerry Freidman – Biker Attorney to be speaking at our May meeting!

Jerry will once again enlighten us with his knowledge of the law and how it effects motorcycles, and motorcycle insurance. This is a don't miss talk – come to our May meeting for some valuable info from Jerry! Jerry is a club sponsor!



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Newsflash! (And rumors..)

DEALER RELOCATES!

Our local friendly dealer – Cross Country has moved. The BMW, Husky and Ducati dealerships have moved into the big building on the front corner of the property. Apparently Honda didn't hack it – and they're heading back to the BMW back building. I heard rumors of Triumph moving into the original BMW building. We're looking forward to the open-house! Just gotta figure which building to go to..

BMW Announces standard moto ABS.

BMW has announced that all it's street bikes will now come standard with ABS. The Institute for Highway Safety has done a study showing a 37% drop in fatalities on bikes equipped with ABS. This is a first in the motorcycle industry – when other manufacturers are still just introducing ABS on selected models.

1600 Model allotments are sold out!

According to well placed rumors – BMW has presold all the K1600 model bikes for 2012. The response to the new bike has been amazing, and a real success for BMW. Who is gonna be the first in the club to own one?

Insurance packages could save you money



Whether you're on the road or at home, we can cover you. By placing your auto and homeowners insurance with our agency, you could qualify for premium discounts, get preferred rates and have added clout when both policies are placed through the same insurance company.

Best of all, when you place all your business with us, you'll save time, eliminate claims confusion and have a single, full-service agency ready to handle all your insurance needs.

For professional insurance advice, contact:

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MEETING: May 11th – Meeting at Schneider's

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30 Trask Ave
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