

September 2014

NEW JERSEY SHORE BMW RIDERS Inc

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What good is the warmth of summer, without
the cold of winter to give it sweetness.

John Steinbeck

Bees do have a smell, you know, and if they
don't they should, for their feet are dusted
with spices from a million flowers.

Ray Bradbury

But then fall comes, kicking summer out on
its treacherous ass as it always does one
day sometime after the midpoint of
September, it stays awhile like an old friend
that you have missed. It settles in the way an
old friend will settle into your favorite chair
and take out his pipe and light it and then fill
the afternoon with stories of places he has
been and things he has done since last he
saw you. *Stephen King*

There is something deep within us that sobs at
endings. Why, God, does everything have to
end? Why does all nature grow old? Why do
spring and summer have to go? *Joe Wheeler*

A perfect summer day is when the sun is
shining, the breeze is blowing, the birds are
singing, and the lawn mower is broken.

James Dent

If it could only be like this always — always
summer, always alone, the fruit always ripe...

Evelyn Waugh

BMW Club
New Jersey Shore Riders



President's Message:

As some of you have heard by now, I crashed on August 23. I broke Zhao's ankle, and we both have other bruises, but we'll be "all right". I couldn't possibly feel worse about this than I do, as this was my fault. I wasn't paying sufficient attention to what was happening in front of me, and rear ended a car.

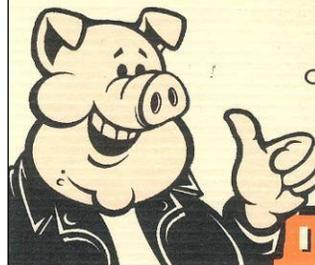
We will heal, the bike is fixable, and eventually time will dim the memory (a little) of how inept I was. In the meantime, I hate talking about this, but felt I needed to "out" myself and get this over with.

A crash does suggest I should re-evaluate my riding. I don't think I'll be able to stop riding, but I certainly need to be more cautious. Or less stupid.

See you at the meeting on the 10th, at (**don't forget**) the Princess Maria Diner.

President Dud

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Three Club Rumble – Sept 21st

RD Swanson

Remember those old jungle movies where Bogart and Bacall or Gable and Harlow were trapped in the jungle? The rain kept falling, they were sweaty and unshaven. The drums in the distance kept a steady beat portending disaster. It kept getting darker and the lights would flicker. They looked at each other in a panic.

Don't remember? Never watched the Turner movie channel?

Your loss. Nevertheless you may imagine a similar situation as the New Sweden and Skylands Riders beat the drums in the distance to mount a challenge to Shore Riders in the annual competition to determine the best BMW rider's club in New Jersey. It's coming just as the threats in the jungle were coming.

They are determined to bury us in an avalanche of riders from the inbred backwoods in the north and the pestilential swamps in the south. They want to teach us a lesson we'll never forget.

Folks, we can't let that happen! You have to mark your calendar and let the warden know that cleaning the garage will have to wait. You have to let the significant other that whatever is planned it falls into insignificance to the "Big Rumble." You have to assert yourself for perhaps the first time in your life. Don't tremble. You can do it.

Sandy Hook is the place. Noon is the time. September 21 is the date, Program your phone or your computer. Put a post on your refrigerator. Tatoo it on your wife's buttock. But don't forget.

Upgrading R1200GSA to Hyperpro Shocks

Mark Agnello

I purchased a 2008 R1200GS Adventure with

56K miles on it in April of this year. It was a one owner bike with good maintenance records and had been modified in some interesting ways. It has a full Remus exhaust, carbon fiber front and rear fenders, and has been painted to look like the later model Triple Black GS Adventure. I also made sure it had new fuel pumps to correct the quick disconnect flange leak problem that caused a recall of quite a few Hexheads. The down side was the ESA suspension was tired and needed to be rebuilt or replaced. I weigh 250 lbs and the original shocks had to be cranked up to their stiffest preload and damping for me to ride it. Carrying a passenger was out of the question. I called Klaus Huenecke at EPM Performance Imports in Manalapan, NJ and after discussing my needs, decided on the Hyperpro ESA shocks. This involves sending your old shocks to Klaus and they will install the ESA actuators onto the Hyperpro shocks. I ordered the shocks with a 1" suspension drop as I am average height. I could have just dropped the bike off and let him perform the upgrade but decided to remove and replace the shocks myself. I like to work on my bikes as much as possible and this helped me become familiar with how the GS Adventure is put together. It also gave me the opportunity to do some other maintenance while 'I was in there'. The front ball joint boot was torn and the alternator belt had a nick in it most likely caused by the shop that installed it. The rest of the belt was in good condition but it seemed prudent to change it while it was easy to get to with the front shock out. I kept the old belt as a spare.

Having decided to do the R&R labor, I started searching the internet for pictorials and descriptions of how to DIY. I found several good sources of info for shock R&R on the R1200GS but only one for the GS Adventure with ESA suspension. The procedures are almost identical but the front ESA shock removal is more complicated than the standard suspension because of how the preload actuator bracket is mounted to the front subframe. I am not going to try to describe the maintenance procedure in full detail since most of the information is already captured in the links below. I will describe the problems I ran into and solutions. Here are URL's for the information I found helpful:

http://www.jimvonbaden.com/Ohlins_Shock_Install.html

<http://www.touratech-usa.com/Adventure/Blog/jaBhoa/How-To-BMW-R1200GS-Adventure-Shock-Installation>

<http://www.kiwibiker.co.nz/forums/showthread.php/153519-Ohlins-Mechatronic-suspension-install>

<http://www.advrider.com/forums/showthread.php?t=808727>

The advrider thread written by The Other JC is excellent but it is for a non-ESA bike as is the Jim Von Baden narrative. The kiwibiker thread has some excellent pictures that show more than the other two and it is for a GS Adventure. The narratives written by The Other JC, JVB, and Touratech write ups are better. I learned something from each so I recommend reading all of them.



View of rear shock bushing – grease this!

JVB's write up is very good with detailed pictures but he only describes how to DIY for the non-ESA suspension. Still, 90% of the info here is good and helpful. One omission from Jim's maintenance procedure is that he does not recommend removing, cleaning and greasing the rear shock bushing in the swing arm. Touratech has a good tutorial that does recommend cleaning and putting anti-seize on the rear shock bushing and I followed that. The reason for doing this is that the proper torque on the rear shock bolt can't be achieved unless

the bushing is sliding freely in the bore. Instead of anti-seize, I used marine grade grease. The bushing on my bike was seized in the hole and it took some persuasion with a hammer and drift to drive it out. The bushing is part number 2 on the BMW Parts Fiche and its part number is 33 17 2 338 103. I removed the Remus muffler and use a proper sized bearing driver to remove it. There is just enough room between the shock mount surfaces to get the bushing out this way. If you have the stock exhaust system, you will have to remove the muffler anyway to get the shock bolt out. The Remus system is smaller in this area and I was able to remove the lower shock bolt without pulling the muffler. Lesson learned is to always pull the muffler when replacing the rear shock and make sure you remove, clean and grease the bushing in the lower mount.

The front shock removal is much more complicated on the ESA suspension because of how the actuator is mounted. On the ESA bike, you have to remove the beak and all the other plastic panels up front to gain access to the 5 bolts that attach the actuator bracket to the subframe. Touratech recommends removing the gas tank as well but I was able to do the procedure by unbolting the tank and sliding it back about 6 inches. I also had to prop up the tank on the left side with a 5" long 2"x4" block placed between the tank and the cylinder. This gave me enough clearance to disconnect the ESA actuator wire connector which is under the gas tank. Not sure if I saved any time here but the tank had a lot of gas in it and was heavy and difficult to lift. If I do this again, I will remove the tank. Reinstalling the ESA actuator would have been much easier with the tank off. Here is a link to a good advrider thread with pictures for GS Adventure tank removal if you choose that path:

<http://www.advrider.com/forums/showthread.php?t=799137>.

The advrider thread by The Other JC also has a good narrative on removing the tank.

There are 5 Torx bolts attaching the ESA actuator to the front subframe. Two of the upper bolts have 10mm nuts on the inner side that are difficult to get a socket or wrench on. I

was able to remove them using a 1/4" drive 6" long steel spring flex extension and 10mm socket on the nut. Access to the torx heads is challenging because there is not much room in there and I found a low profile 1/4" ratchet that made this part of the job easier. The 84 tooth action on the ratchet made working in tight quarters much easier when removing and replacing the ESA actuator bracket. It is GearWrench 81011F 1/4-Inch Drive Full Polish Teardrop Ratchet with 84T and here is a link to it on Amazon:

http://www.amazon.com/gp/product/B009OC8LVU/ref=oh_aui_detailpage_o00_s00?ie=UTF8&psc=1

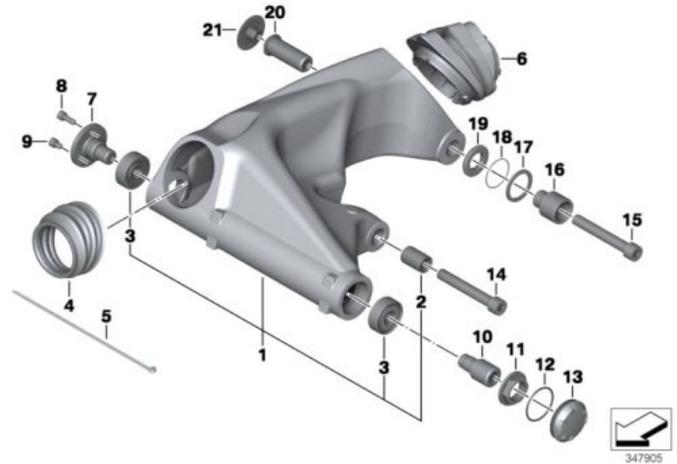


I also bought the flex extension as part of a set on Amazon for \$6.99. It is Neiko Pro-Grade 2-Piece Steel Spring Flex Extension Bar Set - 1/4" & 3/8" and here is a link:

http://www.amazon.com/dp/B001223OF8/ref=sr_phie=UTF8&qid=1408332619&sr=1&keywords=1+4+flex+extension



Flex extension used to get to front mount Torx.
(photo M. Agnello)



The front shock rubber bushings were compressed and had hardened so I replaced them. The part number for the bushings is 31 42 2 311 994 and 2 are required. They are part #2 in the parts fiche diagram. I also replaced the top nut which is part number 07 11 9 906 226. Part number for the lower shock mount bolt is 06 31 42 7 686 733. You may notice the remote reservoir in the picture above. This is not retained with the Hyperpro ESA shock upgrade.

The last thing I want to mention is that it is very easy to install the Hyperpro front shock backwards if you are not familiar with the ESA suspension and how its lower wiring connector should be routed. I made this mistake because I did not take pictures during disassembly and several weeks elapsed between the shock removal and installation. The ESA electrical connector on the bottom of the front shock must be closer to the ball joint than to the engine or it will hit the cross bar for the engine crash bars.



The wrong way to mount the ESA connector.
(photo M. Agnello)

grease on the bolt head where it seats into the telelever arm.

I just finished the install during the last week in August and have very limited riding time but my initial impressions of the Hyperpro upgrade are good. The ride height is just about perfect for me with the 1" drop. (I am 5'10") I am planning on riding up to Vermont in September to visit family and spend a week riding with a cousin up there. That will provide the opportunity for me to fully evaluate the new suspension.



The right way to mount the ESA connector.
(photo M. Agnello)

In addition, the electrical connector must be passed down through the opening for the shock mount before you lower the shock itself into position. Otherwise, there is no room in the opening to get the round connector through. I bolted my shock in place before I discovered this so there were several lessons learned. I have included pictures of the shock mounted wrong and correctly. The lower shock bolt should be installed without any thread locking compound but you should use anti-seize or

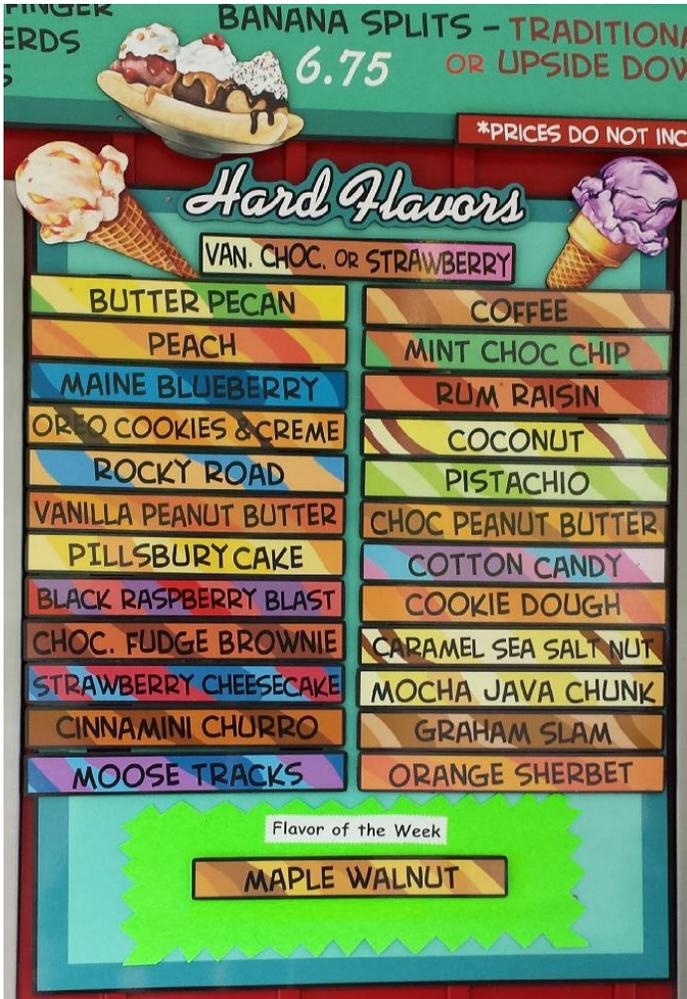
Ice Cream night August 20

Bill Dudley

We had another club “ice cream night”, with a good turnout at TK’s Ice Cream in Cream Ridge, NJ. If memory serves, Don E, Dan T., Joe & spouse and daughter, Jim T., Harry C., and Zhao and I were there. I’m sure I’ve forgotten somebody, be not offended, for I am old and my memory is weak.



Where it's at. (photo Don E.)



Part of the menu at TK's (photo Don E.)



Some of us. (photo Don E.)

Tube Steaks, Beans, and Burgers August 17

RD Swanson

Sound like a picnic? It was. Joan and Art Goldberg graciously hosted our annual picnic in the backyard of their Freehold home. About thirty members and significant others attended. Mike Kowal worked the grill with great style. Joan managed things very nicely and Art made everyone welcome. There were no dancing girls nor stunt riding, but there was good conversation among friends.

It was another nice day in what has turned out to be a very nice summer. Good coffee too!

2014 Event Schedule

Please email the editor with additions/corrections.

- September 10th - September Meeting - Princess Maria Diner
- September 1-12 – Motorcycle show at Simeone Museum, Philadelphia, PA
- September 13th – AMA Races – NJ Motorsports Park, Millville NJ
- September 21st – **3 Club Rumble, Sandy Hook NJ (we are the hosts this year!)**
- September 26th – 28th New Sweden Last Chance Rally:
http://www.newswedenbmwridders.com/New_Sweden_BMW_Riders_of_South_Jersey/Last_Chance_Rally.html
- October 3rd- 5th – Oktoberfest Weekend, Colors in the Catskills, Round Top, NY
- October 8th - October Meeting – Schneider's (Nomination of Officers)
- November 1st – DUES ARE DUE!
- November 2nd, Flemings Junkyard Bike/Car Show – Pumpkin Run, Mays Landing NJ
- November 12th - November Meeting – Schneider's (Election of Officers)
- November 15th, Snowmobile Museum Trip
- December 10th - December Meeting – Schneider's
- December 13th - Annual Holiday Party at Rod's
- December 14th - Annual Children's Hospital Toy Run

Motorcycle Insurance from a fellow rider and club member



Greg Wright

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www.johnbwright.com

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Meeting – Weds – September 10th (Eat 6-7:30PM, meeting 7:30PM)

Princess Maria Diner

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