

June 2018

NEW JERSEY SHORE BMW RIDERS Inc

Don Eilenberger, president@njsbmwr.org

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Jim Thomasey, Secretary, Newsletter Publisher

Dennis Swanson, Trustee and Instructor General

Don Eilenberger, Newsletter Editor, Trustee

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

"Summer afternoon-summer afternoon; to me those have always been the two most beautiful words in the English language." -- Henry James

"Facts do not cease to exist because they are ignored." -- Aldous Huxley

"The most important thing about having goals is having one." -- Geoffrey F. Albert

"Certainly, travel is more than the seeing of sights; it is a change that goes on, deep and permanent, in the ideas of living".--Miriam Beard

"Men in authority will always think that criticism of their policies is dangerous. They will always equate their policies with patriotism, and find criticism subversive." -- Henry Steele

"How many legs does a dog have if you call the tail a leg? Four. Calling a tail a leg doesn't make it a leg." -- Abraham Lincoln

"Little by little, one travels far." -- J. R. R. Tolkien

"Once you have traveled, the voyage never ends, but is played out over and over again in the quietest chambers, that the mind can never break off from the journey." -- Pat Conroy

"The louder he talked of his honour, the faster we counted our spoons." -- Emerson, Ralph Waldo

**BMW Motorcycle Club
New Jersey Shore**



President's Message:

Frustration

So far the weather has really resulted in a lot of frustration for me. The annual (5-years running) trip to the Spring Fling didn't happen due to torrential rain on the east coast, north and south.

The Gathering of the Norton's was a washout, again causing a frustrating cancellation of our group ride.

It almost seems to me as if the 2018 riding season hasn't started yet.. Frustrating.

What to do? Set a goal – then go at it. My goal has been to circle all the Great Lakes. I've now done two. In place of the ride to Virginia for Spring Fling – Dan T and I decided the weather looked better heading north – and we were basically right.

We had a bit of rain the first day heading north, but by the time we crossed the NY border that was forgotten. We were then treated to decent riding weather until near the end of the ride.

This ride was Lake Erie. Interesting contrast between the US side and the Canadian side.

The US side alternates between what looks like summer cottage communities, and large-scale industrial sites – most of them abandoned and falling down. Surrounding the closed factories is what had been company housing – now rather distressed housing. Main streets are mostly empty.

The Canadian side is primarily farmland, and it appears to be prosperous farming based on the new homes going up replacing the old farm-houses. I would have thought perhaps gentlemen

farmers looking for a tax break – but it really appears the farm families are living there. There are small roads running south, then some along the lake – but it's difficult to follow the entire shoreline since inlets and parks interrupt the lakeside roads. There are small fishing villages along the shore – some of them have been dressed up for tourists – some are still working villages.

OK – enough frustration.. I'm trying to decide if I should take a not too pleasant ride (the length of the PA Turnpike) to go to a wake (AKA "Celebration of Life") for an old friend in Cleveland. Since he was an enthusiastic BMW rider – it seems fitting to take the bike. I've gotta decide tomorrow since I'd be leaving on Thursday.

I hope to be back for our June meeting – if not – I'm sure Dr. Jerry can ably man the gavel.

Don



Mike Kowal's new bathroom door..

Schedule of Events – 2018!

Please send additions and corrections to the editor!

June

- June 2nd – Moribundi Lunch, Vic's – Bradley Beach
- June 13th – Meeting, Tony's. Farmingdale
- June 20th – Ice Cream Run? 6PM?

July

- July 4th – Moribundi Lunch

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- July 11th – Meeting, Tony's. Farmingdale
- July 12-15th – **BMW-MOA Rally**, Des Moines, IA
- July 20-22nd – **BMW-RA Rally**, Wellsboro, PA

August

- August 1st – Moribundi Lunch
- August 8th – Meeting, Tony's. Farmingdale
- August 15th – Ice Cream Run?

September

- September 5th – Moribundi Lunch
- September 12th – Meeting, Park Nine, Freehold
- **Sept 14th 16th – NJ Shore Oktoberfest 2018 – Crystal Brook Resort, NY**
- Sept 19th – 6PM – final Ice Cream Run?

October

- October 3rd – Moribundi Lunch
- October 10th – Meeting, Tony's. Farmingdale

November

- November 7th – Moribundi Lunch
- November 14th – Meeting, Tony's. Farmingdale

December

- December 5th - Moribundi Lunch
- December 8th - **Club Dinner** - RD Swanson
- December 9th - **Toy Run**, Children's Hospital - Jim Thomasey
- December 12th – Meeting, Tony's. Farmingdale

The calendar is also available here, with more detail: www.njsbmwr.org/calendar.cgi

There are also the regular Saturday morning "Breakfast Club" meetings, announced via the club email group list.

Moribundi lunch locations are announced via email, and are at 12:30PM, the first Wednesday of every month.

June 2018 Meeting Agenda

- 1 - Call to order (7:30 - Don)
- 2 - Welcome new/returning members (Don)
- 3 - Treasurer's Report (Joe K)
- 4 - Secretary's Report on Membership and renewals (Jim T)
- 5 - OLD and CONTINUING BUSINESS
 - a) Club Oktoberfest – Don
 - b) Headcount for MOA National – Roger?
 - c) Headcount for RA National – Don?
- 6 - NEW BUSINESS
 - a) Report on Recruiting at CC Open House
- 7 - Open Floor - Anyone
- 8 - 50/50 drawing (Joe K)

END - Adjourn and stand around talking for 30 minutes or so.

May 9th Meeting Minutes

- 1 - Call to order (7:30 – Don) -
- 2 - Welcome new/returning members (Don) One free 6 month member became a full member. Another Don (DeNero) from Spring Lake Heights was in attendance for his first meeting.
- 3 - Treasurer's Report (Joe K) – We have approximately \$1,450 in the treasury. Dan T feels we need to spend some – it's too much. Perhaps we'll have a dinner at the RA Rally.
- 4 - Secretary's Report on Membership and renewals (Jim T) Jim reports we have 55 full members and 15 “free” members. The free members are expiring.
- 5 - OLD and CONTINUING BUSINESS
 - a) Morton's Spring Fling – May 18th-20th (leaving the 17th) – Don – Plan is to leave Don's house at 9:30AM Thursday.
 - b) Club Oktoberfest – Sept 14th-16th, discuss (Don) – Don reports that Wendy is ready to start taking reservations. He also asked if some members can reach out to possible door-prize sources.
 - c) BMW-MOA Rally, Des Moines, ID, July 12th-15th - – Roger – Roger encouraged people to attend. Response was lukewarm.
 - d) RA Rally, Wellsboro, PA – July 20th-22nd – Don – Don mentioned that the RA has arranged for very low price rooms in a nearby college. Some people are in the Penn-Wells hotel, and some at a nearby motel.
 - e) Rumble Expenses (Greg W) – Greg was here! He said as far as he can tell we probably owe nothing in expenses. We do have

money to pay – but the caterer is a club member and it appears he's decided we won't. Go figure.

6 - NEW BUSINESS

- a) Cross-Country Demo Days - Don noted that CC will have the BMW demo truck at their store on May 25th and 26th. He asked if anyone can help out with manning a recruiting table. Ed Gerber volunteered for Friday and Dan T was volunteered for Saturday. We also would love having some of our Staten Island members since there is a large continent of Staten Island people who frequent CC – and we need interpreters to help with the recruiting.

7 - Open Floor – Anyone

8 - 50/50 drawing (Joe K)

END - Adjourn and stand around talking for 30 minutes or so.

Dud and Zhao ride to California

Bill Dudley

Zhao and I arrived in Albuquerque on May 8, after 2329 mostly uneventful miles. After the first thousand miles, I was starting to get concerned with the rear tire – I swear it looked “OK” for two thousand more miles when I left NJ, but by Indiana it was looking like it wasn't going to make Kansas.

Some calling about and I ended up re-routing the trip through St Louis, MO, to go to Donelson Cycles. Donelson is an OLD motorcycle shop. It currently carries a number of different manufacturers. “Old man” Donelson and his wife still show up for work every day, though the business is being run by their daughter and grandson.

Donelson has a museum on premise, with lots of pictures on the walls of the Donelsons in their prime racing and riding. Anyway, Donelsons fixed us up with a new rear tire. It was nice not having to do any work except to remove and replace the saddlebags, but I did pay for the privilege.

That obligation attended to, we continued our ride west, stopping at one “attraction” every day. We visited the Boot Hill Museum in Dodge City, KS, for example. We were going to visit the Dinosaur

museum in Tucumcari, NM, but it didn't open until 10AM (and we'd gained an hour leaving Texas so we were there at 9) so we went to the Tucumcari Historical Society museum instead. That was pretty good, a huge range of "old stuff" – housewares, tools, clothing, guns, etc.



Musical instruments in the Tucumcari museum.

The Cosmosphere is a space museum in Hutchinson, Kansas. Highly recommended.



German V1 rocket.

The only "hardware failure" on the trip (so far) is that the turn signal flasher decided it had had enough. The NAPA in Albuquerque had another EL-12 for \$13, so we're in business again.

Before I left Jackson, I was aware of a big "notch" in the steering. Knowing that getting the front end of a Moto Guzzi Ambassador apart was "tricky", I

decided to wait until we got to Albuquerque to try to fix that.

My son, William and I spent several hours fighting with the front end, to no avail. The fork tubes are **pressed in** to the top triple clamp, and no amount of hammering or swearing, or hammering AND swearing would move them. I decided to give up on the DIY approach and to ride the bike to LA, where there is a serious Guzzi mechanic who can sort out my front end.

We've been relaxing in Albuquerque for the last week, and then tomorrow, we head west again, to LA, home of my brother and my "west coast" Guzzi mechanic.

Last Things First

Roger Trendowski

When we are at work (for those who still are working) and a bunch of bad things happen at one time, what do you do? Most of us prioritize the problems, identify the worse of the worse, and then start fixing the problems until you get to the last one. Eventually you dig yourself out of the hole, hopefully with minimum damage... (damage to physical things, to your ego, or to others).

Typically the "bad things" are unrelated but happen around the same time.... bad things like job or customer problems, family issues, or house repairs.

Sound familiar? Last week was one of those weeks where I woke up in the middle of the night worrying. Our daughter's family visited for a week... love the 3 grandchildren and enjoy my daughter and husband's visit.

When cleaning upstairs, Ginna exclaimed "the bathroom carpet is wet." Sure enough it was due to a minor toilet drain leak (need to install a wax ring). Obviously this was Priority 1. During their visit we (Ginna) prepared numerous meals.

Then Problem #2 struck ... one of the electric stove burners quit and of course it was the large 7 inch burner that she uses the most.

Then I received bad news that my Honda CRV front brakes needed immediate replacement (Problem #3).

At this point, three priority problems were on my TTD (things-to-do) list. To save a few hundred dollars, I jack up the CRV and tore into the project.... assuming I could ride my bike to get parts from NAPA 5 miles away once I pulled out the worn parts. Operation tear-down took longer than I remember from 7 years ago (too bad I couldn't lift the car 24" higher and too bad that I didn't have a power socket wrench to liberate those frozen lug-nuts).

Anyway, with old brake pads in-hand, I suited-up and started my F800GSA. This became Problem #4. Upon hitting the Start button, the RPM went to MAX. Luckily the emergency STOP button was part of the same START switch. Believing that I probably hit something I shouldn't have, I tried again.... and again the bike's RPM over-revved.

Next, not on the "problem list" but on my "weekly maintenance must-do list" was "mow the lawn." I'll call this Problem/Challenge #5. After all it was only 7 days since we saw anything on the lawn but tiny footsteps and deer tracks. The grass was sprouting "seeds" since it was so tall and mature; my poor Sears lawnmower doesn't have a hay-bailer attachment either.

As I implied in the opening paragraph, reasonable people prioritize issues starting with the one which has the most "forgiving impact" (to Job/family/wife). But I'm a biker! So here is my prioritization: 5, 3, 4, 2, 1.

Reasoning? I first mowed the lawn the day before the grandkids left; had to get some quiet time and figure out the cause and proper fix for #1 (minor drain leak).

I pushed #2-stove burner to the bottom of the list since the kids were leaving in a day, Ginna was heading up to Binghamton to care for her mother and I wouldn't need to cook anything for awhile.

Problem #3 moved up since I depend on my car when it's raining (or snowing) when I can't ride the bike.

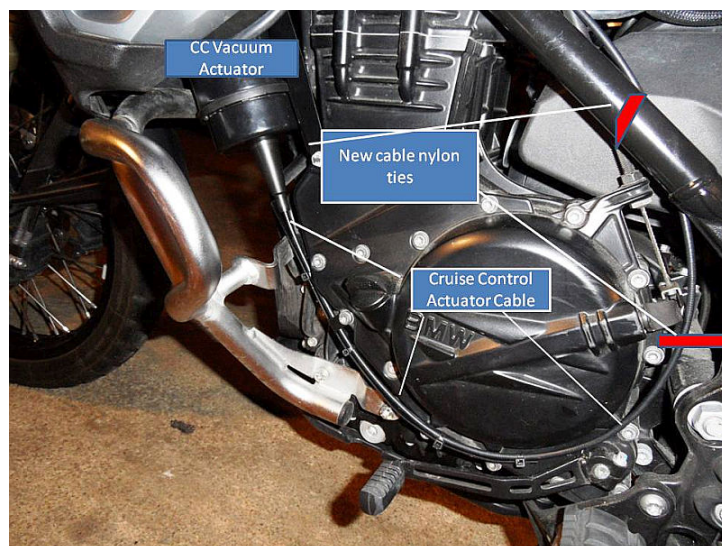
Fixing the F800 bike really needed to be a high priority as every bike rider knows it should be. The stove burner was solved by a simple replacement purchase at HomeDepot and the drain leak solved itself when the new wax ring eventually seated.

Back to an explanation of my high priority bike issue. Symptoms included: starting off at high rpm; when I wiggled the throttle cable from the cruise control unit and then restarted the bike, it back fired, idled very rough at 2000-3000 rpm; when increasing the throttle at this point, it rapidly and unreliability increased rpm.

Could it be a leaky vacuum line? Computer issue? Mechanical or electrical issue relating to my 36,000 dealer maintenance a few weeks ago? or computer/wiring issue from the Electronic Cruise control that I installed two years ago?

As my article title implies: look at causes starting with the last things you did to the bike. (I hadn't used the bike for a week since the kids arrived.)

Since I found that wiggling the cruise control vacuum actuator cable did change the nature of the problem, I started looking there. The cruise control vacuum actuator cable runs from the vacuum actuator/servo to a cable integrator box. This box allows the vacuum actuator/servo to pull open the throttle bodies (carbs) and overpower the handle-bar throttle position.



I remembered that last week after riding home from the Saturday breakfast I noticed that the actuator cable seemed to be a bit loose near the top the transmission housing. So a couple nylon ties seemed to be the best solution to lock down the flapping cable. These nylon ties did securely attach the cable to frame but also pulled the actuator cable out of its seat in the integrator box. The net affect was that the new stretched cable pulled open the throttle bodies resulting in MAX RPM.

Once I cut the nylon ties and re-positioned the actuator cable back into its “seat” in the integrator box, all was repaired. Lessons learned: 1) don’t mess with things when they are running OK and 2) when attempting to solve a problem, always start by examining what you did last before the problem emerged... i.e., Last Things First.

She is finally here !

Klaus H

I did not like riding two-up any longer with reduced luggage carrying capacity, balancing the bike at traffic stops with someone at the back etc.

So I started looking at the “other” options = 3 wheelers.

A trike or reverse trike is not that much different. It has the same restrictions other than the balancing issue. What about side-cars – the other and some say “better” Motorcycle?

I had contacts with sidecar riders over the years while supplying custom build shocks to them. One of them contacted me in early 2017 asking whether I would be interested in giving a suspension seminar on their National Rally in PA and I agreed to it. The day at the Rally was the turning point. I saw many different outfits and talked to several riders, and to say the least, I was hooked – rod, line and sinker.

I wanted to stay with a BMW in general and a “good looking-sporty” chair (have to get used to the new lingo) and thought that a good option would be my 2001 K12RS in checkerboard yellow with an EML Speed 2000 painted the same color.

The EML package would come with a center-hub steering. The US EML importer is useless to deal with so I contacted a dealer in Germany and he would have shipped me the “kit”. Claude Stanley owner of Freedom Sidecars, one of the best “sidecar guy” in the US agreed to put it all together for me. But “things” always happen to change.

I subscribed to a sidecar publication from Germany and waited eagerly every 2 month for it to arrive. That was the problem. In the July/August issue I saw a BMW K1 with a LeFevre chair being offered for sale, with center-hub steering, closed

chair for weather protection, steerable side car wheel etc. etc.

Built in 1992 it was a top of the line outfit, and as I found out much later, the only one in this configuration ever built. I just had to have it and bought it side unseen or driven and had it transported to one of my German friends who has a small BMW service shop and who, most importantly, also rides an outfit.

To circumvent the EPA and DOT regulations for the import, the bike had to be 25 years old. I had to wait at least until January 2018 for the full 25 years – the outfit was first registered in Nov. 1992.

So the time at my friends place was used to go over it from bottom, front to rear, to make sure it was in good roadworthy condition. Even though it was a 2 owner bike only, with the second owner having it since 1994 and bringing up his two kids in it, with only 50,000 miles, and 1,000 miles of it during the last two years, supposedly serviced by a well known BMW shop in Munich (I would not bring my bike there after seeing what they did) a lot of work needed to be done.

Fortunately for me it was the “slow” season at my friends shop. A real BMW owner/rider only thinks about necessary maintenance a couple of weeks before the new riding season starts ☺

He could spend a lot of time on my project. The final bill was about 2 pages long and about as much as I paid for the outfit to begin with. If anybody tells my wife about it, I have to dispose of him and our club undertaker gets some business.



The transport from Germany to the US took more time than I originally thought. Mostly due to the

fact that I was not interested in using a 20 ft container just for myself, and wanted share the cost. But as fate had it, there was nobody interested in sharing and I had to get the container just for myself.



She (because it is red with some good curves) was finally delivered to my shop on June 1. But how to unload a sidecar outfit which is 6ft wide and no loading dock? Two large pallets and a business neighbor with a fork truck and some extra long forks made it possible. Pallet onto the forks, lift the pallet to container floor level, push the outfit onto the pallet, truck pulls empty container a bit forward, forklift lowers the pallet to the ground, push the bike off the pallet and budda-bing it is on US NJ soil.



The outfit is much easier to push around then I thought, so I do not need the electric drive as a reverse assist. Put some gas in the tank and push the starter button. A nice roar of the REMUS exhaust and it was alive.

Sitting on it, engaging first gear and beginning to

roll. Steering it is a different issue. I have ridden, though never owned, outfits of different configuration a little bit, and none of them was easy easy. But this beast takes the cake. That I joined a gym for some upper body strength training should tell you something.



The outfit has 195/50 R15 wheels front and back and 185/50 R14 on the chair. The 195 mm wide front tire has a large contact patch and corresponding friction that needs to be overcome by shear arm strength. Once it is rolling it is easier and runs a perfect straight line. Mike Kowal tested it on the weekend when he was over at the shop to install new brake hoses on my other solo K1 and can contest to it.

Until I have all the paperwork in my hands and can start the registration process, I am practicing every day by running it around the shop compound after 5 pm when everybody is gone, left turns are easier then right turns. Did not try to fly the chair yet.

The goal is to get used to it and to master the different situations when I am out in traffic, alone and with some life load in the chair. Hopefully I have the license plate to be able to attend the meeting on June 13 with it.

You are welcome to take a spin with it when I am there.

Loaded for Bear, or something

Roger T



You all heard that Jimmy McFadden finally sold his 2007 R1200GS after about two years. Selling your bike is tough.... It involves separation anxiety for most avid bikers.

That is why it takes so long to make the decision and finally under-market it until someone begs you to buy and transfer the birth certificate (I mean motor vehicle title).

Most of the time an unwilling seller finds unique places to list the bike, hoping for the best (where "best" means not really getting any buyer interest and making the appropriate excuses to the spouse.) Obvious on-line selling sites for the reluctant BMW seller include: chopperexchange.-com, retiredtractors.com, salvagebikesauction.-com.

Of course the key is to price your bike and all the farkles and clothes so high that no one would touch them let alone call.

I have no idea what Jim did but it seems logical that my good friend would have coasted down this path.

Jim sold his bike to a friend of mine, Ken Hall who

I told about the bike back in February.

In late April Ken flew in from his home in Seattle and rode it to his primary work location in Atlanta.

As you can see by the picture, he was loaded up for "Bear" as they say. Somewhere on the bike he loaded an extra set of knobbies, extra set of rims w/tires, and "himself." I wonder if he needed to check-in at the truck weighing stations along the way? He successfully made it to Atlanta.

By the way, Jim still has a lot of other items for sale: helmets, Aerostich Darien jacket, etc etc.

Maybe we can coax him to put out a list or rent an 18-wheeler to bring the stuff to our next club meeting.

Coffee Shop of the Month: The Moth Coffeehouse (Allentown)

Ben Parann

Since I'm out of new gear or adventures to write about, I think I'll just write about some of the places I go to as I wander aimlessly on my bike. This month, let me introduce The Moth Coffeehouse. Located just a stone's throw away from Woody's, it sits right by the lake in the old building by the bridge, the former location of the now-defunct German restaurant.



The Moth has been around for a couple of years now and has a solid local client base. I tried them soon after they opened up and I was not too impressed. Thank goodness, the overall quality has been much improved since their freshman year.



The coffee is very good (I often get the Sumatra) and the various pastries I've tried have been very good. Just don't get the blueberry coffecake on Saturdays. They are mine!

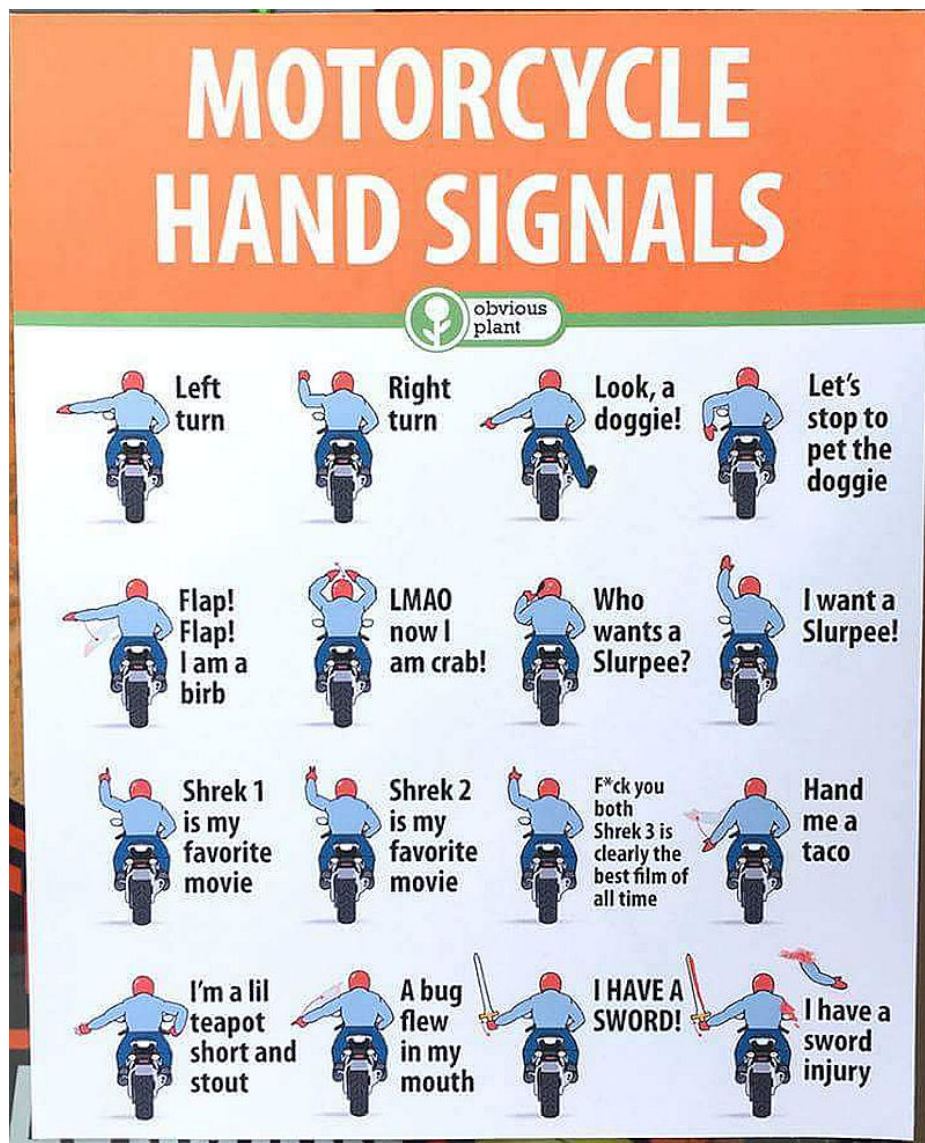
They offer various sandwiches and vegetarian/ve-

gan options too. I've never tried them so I can't vouch for them.

The interior decoration is nicely done with an old world atmosphere. Lots of dark wood tables and chairs. Service is very good. I did mention in my early Yelp review that it has a bit of a girly vibe but I think it's part of its allure. People watching on Saturdays can be a viable pastime. Bathrooms are downstairs (you need to ask for the code to get in).

Parking is best right by the front of the Moth as the lot starts to slope down beyond the first few spots.

Take note of the hours of operation. They are closed on Sundays and Mondays. Otherwise, they are open 9am to 4pm Tuesday to Saturday.



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Greg Wright
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Monthly Meeting – June 13th

Tony's Restaurant and Pizza

78 Main St (Rt 524) Farmingdale, NJ 07727



Eat @ 6PM

Meeting starts at 7:30PM