

August 2023

NEW JERSEY SHORE BMW RIDERS Inc

Mike Palmer, President (president@njsbmwr.org)

Rick Shapiro, Vice President

Joe Karol, Treasurer & Trustee

Jim Thomasey, Secretary, Newsletter Publisher

Editors: Bill Dudley, Paul Cooke; Don Eilenberger, Trustee; Dennis Swanson, Trustee; Roger Trenchowski, Trustee; Bill Dudley, Trustee; Dave Rosen, Trustee; Dan Thompson, Trustee; Joe Karol, Trustee; Ed Gerber, Trustee.



President's Message

Rick Shapiro, Co-President

I hope you all had an excellent July. I usually avoid motorcycle camping trips and riding in general in the heat of July, but I had to scratch that itch to get away. I decided to ride up to northern Vermont and find some elevations where the temperatures would be tolerable. I booked a B&B for the first night in Dover, VT. and then secured a site at a campground for the next four days at the upper end of the Green Mountains.

The weather reports showed rain and thunderstorms with varied probability percentages for all days. Being a somewhat of a flailing optimist, I hoped the weather reports would be wrong. Unfortunately, the weather reports were spot on! I rode through torrential rain and lightning for two days. Creeks and rivers along the roadside were overflowing. I sucked up my pride and thoughts on roughing it and headed home.

This trip was a week before the catastrophic rains hit Vermont. Vermont has been one of my favorite destinations since I was a kid. I spent every Christmas at an aunt's cabin in Ludlow, Vermont. As a teen, I would head to Vermont for cycling and then as an adult for motorcycling. My heart goes out to those who must rebuild their homes and lives.

My next visit to Vermont will be for the RA Green Mountain Rally from September 8th through the 10th at Camp Thorpe in Foshen, VT. I hope some club members will join me at this event. Please let me know if you are interested in coordinating a ride to the event. Ticket sales for this event close on September 1st.

"Travel is fatal to prejudice, bigotry and narrow mindedness and many of our people need it sorely on all accounts. Broad, wholesome charitable views of men and things cannot be acquired by vegetating in one little corner of the earth all one's lifetime"

Mark Twain

"The task is, not so much to see what no one has seen yet but to think what nobody has thought yet, about that which everybody sees"

Arthur Schopenhauer

"Why else are we here I not to live with unreasonable passion for things?"

Unknown

"The dreamers of the day are dangerous... for they may act their dream with open eyes, to make it possible."

T.E. Lawrence

As a reminder, the Skylands Club is hosting the Three Club Rumble this year in Clinton, NJ, on October 1st. Please come and represent. We can coordinate a group ride up to the event as we get closer to the date.

Our monthly club meeting is on August 9th; I look forward to seeing you all there.

July Meeting Minutes

Jim Thomasey, Secretary

Once the raucous crowd calmed down and seats were occupied, the meeting came to order at 7pm on July 12th. Those in attendance sat spellbound as the treasurer reported the club's balance stood at just under a thousand dollars with paid membership at slightly under 40. The previous months' minutes were voted upon and the motion to accept was seconded.

The monthly Ice Cream Run destination was selected to be TK's in Cream Ridge and three members attended said run and found it to be tasty ice cream along with friendly banter at the venue.

Members were reminded of the upcoming Three Club Rumble to be held at The Spruce Run Recreation site located at 68 Van Syckles RD in Clinton NJ 08809. Mark your calendars now to secure the date: October 1, 2023. As the date approaches there will be more information as well as a meet up place for everyone to ride to the event cordially sponsored by the Skylands club.

Visit the national MOA site to see all the other runs and MOA getaways coming up this summer and fall. The closest upcoming one is Valley Forge PA which is only about 90 minutes away.

It was noted the member George Hickman is ill and good wishes were expressed for him. The 50/50 was won by Don E. with the other prizes won by Bob T. and Henning.

Club Calendar

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

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

A New “Old Bike”

Roger T

It took several years but eventually I bought it.... a 1981R80G/S. About five years ago, I talked to my friend, Harry W., a fellow member of the Finger Lakes BMW Riders club. I've known Harry for over twenty years since I joined that club and started volunteering at the Finger Lakes Rally in Watkins Glenn NY. Harry had two R80G/S' but I didn't know much else. So about five years ago at the club rally, I ask more about the bikes and if he wanted to part with one. He wasn't interested. After all he was only 75 at the time. Then in March Harry called me. He was ready to sell, to a friend. We agreed to meet in early May when I came up to the club Pork Roast dinner near Rochester NY. I came, I viewed, I tested, and I bought. Because of my schedule I unfortunately couldn't return to the area with my trailer until 4th of July. Harry agreed to hold my bike. In May – June, I registered the bike in New Jersey and applied for a Historical license plate. My new plate and registration finally arrive in mid June but I still had to wait until July to pick up the bike. Then on July 12th I made it to our cottage in the Finger Lakes... picked up my trailer (which had been stored in the garage for 4 years), and drove to Harry's, just east of Rochester. It was a great feeling to finally get my hands on my new “old bike.”

What's the Bike? It is the first model year that BMW produced the R80G/S. The R80G/S was introduced in late 1980. Here's an article written by Paul Dean, editor of Cycle Guide magazine, in a January 2012, reminiscing the History of BMW's first adventure bike.

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1981 BMW R80 G/S

"I'm not sure what this bike is supposed to do," said Ron Griewe, Cycle World's Test Editor at the time. He was not alone.

It was September of 1980, the place was Avignon in Southern France and the event was the international press introduction of the dual-purpose R80 G/S, BMW's first-ever "adventure bike"—a decade or so, of course, before that term ever became part of motorcycle parlance. Prior to riding the G/S, most of the motojournal-

ists in attendance, including me (Paul Dean, Editorial Director of Cycle Guide magazine), more or less shared Griewe's viewpoint: "I don't get it." Understandable. In a world where dual-purpose motorcycles were dirtbike-ish machines weighing 300 pounds or less with 500cc-or-smaller single-cylinder engines, the G/S was a truck, a 420-lb., shaft-drive, 796cc Twin with its opposed cylinders hanging out in the wind like outriggers. Even one BMW engineer admitted he wasn't quite sure where the bike fit into the big picture. After a day's ride on the paved and graded dirt roads around Avignon, the R80 G/S started to make a little more sense. As a street bike, it was agile and flickable, a genuine treat in tight twisties despite its semi-knobby tires. And on the dirt roads, it was reasonably capable, even when some decent-sized bumps, ruts and holes were thrown into the mix. No one went so far as to suggest entering an enduro on one, but everyone was surprised at how bad of an off-road bike it was not!

Our test of the G/S in the April, 1981, magazine issue furthered that opinion. After we rode the bike on the freeways from our offices to the Mexican border and then roaming the dirt roads and poor pavement of the Baja peninsula for 2400 miles, our conclusion about the R80 G/S was clear: "It's a bike for exploring."

BMW evidently knew exactly what it was doing. For decades, specially built Boxer Twins had competed successfully in the International Six Days Trial, and in 1981, Hubert Auriol scored the first of four BMW victories in the Paris-Dakar race. By capitalizing on those accomplishments and continuing to refine the GS concept, BMW ultimately created a new segment—and later, even a GS model—named “Adventure.” Before long, the GS grew to become the company's most successful model and the motorcycle of choice for serious global adventurers. And perhaps more importantly, it has been a twin-cylinder ATM that often has kept the lights on in BMW's Berlin factory.

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Without unloading it from the trailer, I dropped it off at Mike Kowal's for check up and maintenance. It needed everything since I didn't know when the last work was done on the bike. Mikey did everything: changed engine oil and filter, rear drive oil, transmission oil, brake fluid, drive shaft lube, new plugs, adjust valves. It needed new front brake master cylinder, some-

thing that I missed when I purchased it back in May. I also missed an Odometer problem... speedometer displays OK but additional miles don't register. I also knew that the side stand on this model was dangerous (and with most other Airhead BMWs too).

When bike is on the side stand and you center the bike, the side stand automatically springs up. I hate it.... and to put down the side stand you have to push it with your toe, way under the left cylinder. I can't safely do it without praying that it's down. There are three aftermarket side stands for old Airheads. The Browns side stand (made in Georgia by Boxerworks for about \$200) is not available for the R80GS except if you weld a tab onto the frame and make other modifications depending on the model. The FlyingTpot (made in Wisconsin) is not generally available unless you contact the owner to make one (about \$325). And finally, the best fitting unit without frame or other bike modifications is the Surefoot, from Motorworks, UK. Total for this unit plus extra parts to relocate the shifter for my model GS is about \$260. None of the units are available at this time. The Surefoot is scheduled to be available in September. I made a make-shift extension to the OEM side stand just to get by until the Surefoot is back in stock.

In the mean time, I'll fix the odometer as per guidance from Bill Dudley. He said that this is a typical Airhead problem, aggravated by old/hard-grease with a gear now freely rotating on a turning shaft. He said that cleaning, epoxy and lithium grease will fix it. When I purchased the



Pitt -stop on way from Rochester to NJ.



Home safely... 300 miles and full maintenance completed.



My first Fluffybutt 2023 submission (Road Side Diner Route 34&33 near Collingswood Flea Market). ...Maiden voyage with my new "old bike"

bike, it had only the right side pannier (trunk) and

frame mount.... nothing on the left. The bike was also missing the right side cover. (as the story goes, when Harry bought the bike new in 1981, only he was riding and not his wife... so he didn't see a need for more than one pannier). The missing left pannier is special... a narrower trunk and a frame that extends the trunk out past the side muffler. Luckily my MOA friend in Canada, Dutch, L. who Henning and I visited last August, had the parts in his extensive stockpile.

He carried the pieces to the Richmond MOA Rally and (because I didn't attend), Joe K carried them back to NJ. At this point, I have a working, very nice looking R80G/S... runs great, fully maintained, and ready to go. Trouble is... with only 32K miles I don't want to ride it much.... It is almost too nice to ride except to local club events. We'll see!

FluffyButt 2023 – A REMINDER

Get out there and EAT or at least RIDE. In the spring, the Club started our 2023 Fluffybutt competition. This year it's a bit different. Instead of fixed locations to visit, this year we find our own locations – DINERS.

The object is to ride to and photograph you (or your bike) with as many "diners" as you can. The contest ends Nov 1 2023.

A "diner" is a restaurant that has "Diner" in the name,
OR

A "diner" is a restaurant that does NOT serve dinner (that is, closes before 6PM at least 6 days a week.) Often called a "luncheonette".

The "diner" or "luncheonette" must be a sit-down restaurant. A deli where you can order sandwiches to go does not count.

Examples of the first kind:

- Park 9 Diner, Rt 9, Freehold
- Princess Maria Diner, Rt 35, Wall

Examples of the second kind:

- Farmingdale Breakfast Club
- Lucille's Country Cooking, Rt 539, Barnegat

Your entry must include:

1. A photo of you and/or your bike in front of the sign at the diner.

2. The name and address of the place. Street number and zip code are not necessary; street and city are good enough.

An extra point is awarded for "out of state" diners.

An extra point is awarded for submitting a review of the venue to the newsletter editor. The review must be longer than two (2) paragraphs.

(The "Don" rule) An extra point is awarded for submitting a photo of a "pork roll, egg, and cheese sandwich" along with your other submission photos.

If no "diner" is in the name of the place, then submit a photo of the menu or a sign with name and hours. ("rule 2" diners by our rules that offer breakfast and/or lunch but not dinner). If a photo of the menu or other sign is inconvenient or impossible, then a screen shot or URL of the diner's hours from the internet is sufficient proof. (But see below.)

For "rule 2" diners on [this](#) list, no further proof is required; just send a photo of you and/or your bike with the sign for full credit. DO put the name and address in your email, as the photo may not be sufficient for us to identify the diner, even if it's on the "approved" list. The list is NOT EXHAUSTIVE -- there are plenty more diners and luncheonettes besides the ones I listed.

You do NOT NEED TO EAT at the diner. Photos and address are sufficient. You should probably eat there if you intend to write a review.

Diners of the first kind can be found by searching for "diner" in Google Maps. The second kind are harder to spot.

Submit your entries to: fluffybutt@casano.-com. It may take a few days for the admins to get around to posting your latest submission.

Current scores are available for viewing on this Google Sheet.

The contest rules (as shown stated above) are at: <http://www.njsbmwr.org/fluffybutt>

Send your photo (with name and address in the body of the email) to: fluffybutt@casano.-com

Good Luck !

Carl Cangelosi, R.I.P.

Don E

Carl died on April 15th after a short battle with pancreatic cancer. His wife told me that he did

not want any funeral services and so we did not have that opportunity to say goodbye to our friend. His passing was so sudden that I did not get a chance to say goodbye in person. Had I been able to do that I would have asked him to reserve a place for me at a good Chinese restaurant on the "other side."

I first got to know him well on a cross-country ride to a national MOA rally in Bend Oregon. Skip and Mike Palmer, John Welch and I made that ride that visited most of the western national parks. We also set some personal speed records. Carl spilled and broke some bones on another ride to a national rally in Canada. After that he decided he would not be riding anymore.

But that did not end his relationship with the club.

He was a regular at our Moribundi lunches and a pleased companion.

Carl had an interesting life, was a world traveler and a volunteer for good causes. He had many good stories to tell.

We all will miss him.

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



And Finally..

1. Earlier pictures of Roger's newGS were photo shopped. This is actually how the bike returned to NJ.

Note the "What- you don' believe me? " expression on the riders face.



2. Don has been window shopping for new bikes again. He claims this caught his attention mainly because its won't fall over, handy on-board facilities, low seat. Just don't follow too close.

