

September 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 Trendowski, Trustee; Bill Dudley, Trustee; Dave Rosen, Trustee; Dan Thompson, Trustee; Joe Karol, Trustee; Ed Gerber, Trustee.

"I would rather have questions that can't be answered than answers that can't be questioned"

Richard Feynman

"Half the world is composed of people who have nothing to say and cant, the other half have nothing to say and keep on saying it "

Robert Frost

"Not everything that is faced can be changed. But nothing can be changed until it is faced"

James Baldwin

""Now, I'm no librarian, in fact, I don't know what star sign I am. But, as a famous person once said, "You can fool some of the people some of the time, but you can't fool all of the people all of the time." And as I; another more famous person; once said, "If you don't teach them to read, you can fool them whenever you like.""

Max Headroom

BMW Motorcycle Club
New Jersey Shore



President's Message

Mike Palmer, Co-President

Well, the heat is off for now. Let's hope the cooler weather stays with us for the rest of the fall. It's riding season as far as I'm concerned. Students are back in school and the family road trips in cars should slow down allowing us to travel without their hassles. I am planning to get 2 more States done this next trip. I missed R.I. and Maine on my last trip to New England to see friends. I hope to get up there in the next 2 weeks or so, weather pending.

There is group of Club members on their way to Nova Scotia and Newfoundland as we speak. I hope they come back with some good stories for the newsletter.

There is a rally in W.V. and western PA. coming up. Details on the club calendar.

The 3 Club Rumble is on for Oct 1st in Clinton, NJ. I have heard from 18 members who are planning to attend. That is a much larger number than last year's attendance at New Sweden's Rally.

Our meeting in September is the 13th at Woody's Tavern in Farmingdale. We have a decent attendance last month. Let's keep it up. The Ice Cream social for September is on the 20th, place to be determined.

Don't forget the Fluffy Butt challenge is still on to find as many Diners as you can. Also the club mileage contest is still on, can you beat your mileage from last year?

Let us know about any new bikes or adventures you've been on. We are always looking

for articles to fill space in the newsletter.

50/50 was won by Henning \$30.00

August Meeting Minutes

Mike Palmer, on behalf of the Secretary

After a scrumptious meal at Woody's Roadside Tavern our meeting was gaveled to order by Co-President Rick at 7:00 sharp.

Minutes from our previous meeting were moved by Joe Karol and seconded by Matt S. and approved by all.

Membership was reported that it is close to same as last month - less than 40.

Old business was discussed and there was none to discuss.

Matt S. and his wife Cathy attended our meeting and they gave a report of their trip to Americade, he on the bike and she in the car.

Mike Palmer said he attended Laconia by accident and was impressed by all the old guys on Trikes.

The 3 Club Rumble was discussed for Oct 1st in Clinton, NJ. Mike P. was to send out an e-mail to the club to get a count of folks attending so he could notify Skylands how many were attending.

4 Winds Rally on 8/18 thru 8/20, the Last Chance rally on 9/29 thru 10/1 and W.V. Cannon Valley 9/14 thru 9/17 were discussed.

Wearing ear plugs was announced as thing we all must do all the time.

Ed Gerber is selling his airbag vest.

Fluffy Butt Challenge will end 11/1/2023

Mileage contest will end Thanksgiving or 11/30/2023, Roger will let us know.

Klaus sold his business according to Mike Kowal

Xmas Party and prices and dates will be looked into by Mike P.

The meeting was unanimously approved to close at 7:27pm, most people voted with their feet.

Club Calendar

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

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

Dec 2023

- Dec 6 Moribundi lunch 12:30PM
- Dec 13 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

How can they sell it so cheap?

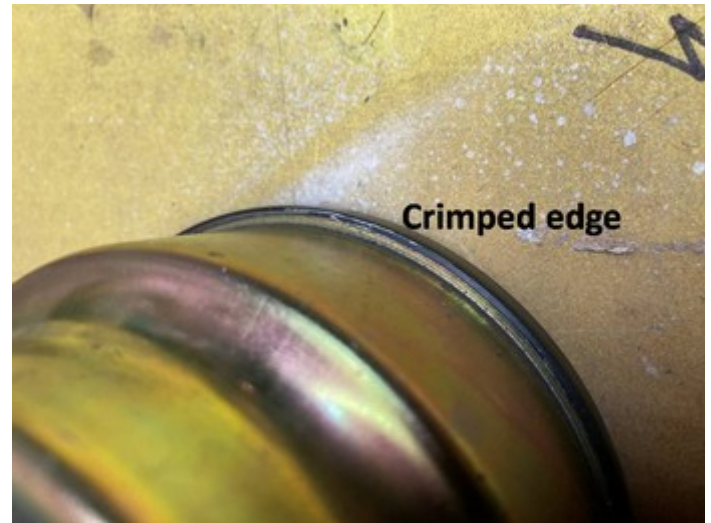
Roger T.

Cheap is cheap... but this is almost ridiculous.

In our newsletter last month I described my "New Old Bike" that I purchased from a friend: a 1981 R80G/S with 32K miles. As I mentioned, it looks and runs great. After trailering it from Rochester NY area, I took it over to Mike Kowals for fluid change and any other things that it needed. When I tested and bought it in May, I missed a speedometer issue. It shows miles per hour but the odometer doesn't work. I talked to Bill Dudley and watched several Youtube videos on how to take it apart. The speedo faceplate is crimped onto the housing (shell). It was a "bear" to un-crimp the edge all around the faceplate but with the help of Youtube videos, I got it done in about an hour. (My special tools included a paint can hook and several screwdriver(s). Then I used my electric drill to turn the speedo and analyze the problem(s). The gears that I could see were turning correctly. After cleaning old grease from everywhere I could, the odometer digits were still not turning. I've decided to send it away for repair rather than completely dismantling all the gears myself. Obviously this will take several weeks at best to get it back.

In the mean time, I looked at eBay for used speedos. I found a NEW one advertised for my bike, from India (<https://www.ebay.com/itm/255970209947>) with the same dimensions as the OEM speedo housing but with additional mounting bolts on the bottom as well as two light bulb sockets. The unbelievable thing is that several identical units are selling for \$27 to \$35 with free shipping (from India). The end result is that it took 2 weeks to ship and a couple hours to modify/install. The original speedo simply sets onto a plastic shelf that is part of the headlight cowing.. The speedo is held onto the shelf only by the speedometer cable nut. The new unit has two additional 1 inch bolts extending below the speedo housing and also has two light bulb sockets extending below the housing. My solution was to drill holes in the "headlight cowl shelf" to accommodate the additional protrusions. (In retrospect, I should have ground-off the bolts and light bulb sockets and covered them with duck

tape.) Overall, the new "Indian" speedometer works well and fits in the headlight cowl like the original. My bike now shows 000000 miles. How can they sell it or make it so cheap? I Figure that the seller is doubling their money to sell it... and the manufacturer is doubling their money... therefore, the cost to manufacture is probably around \$4-7. Wow.



This is the OEM speedometer. The faceplate is crimped over the housing. It took over an hour with special tools to peel back the crimped edge. Youtube was a great help.



New Speedo from India showing two

mounting bolts (which the OEM doesn't have) and only one light bulb socket. The unit I received actually has two sockets. I didn't need to use the "U" mounting bracket.



Original Speedometer showing 31,979 miles. Notice how the speedometer fits into the headlight/instrument cowling.



My next project is to install a new Surefoot side stand which is being manufactured as we speak in the U.K. Ebay lists the side stand but because it is not yet available, it's not "orderable." So I ordered it directly on the UK seller's website (motorworks.co.uk). They said that only one of the manufacturing quantity is left. Delivery is expected by mid September. New Speedo via eBay from India. It fits well into the cowling. There is no trip odometer on this one. The unit will be fine until I have the original one rebuilt. I now have 41 miles on my New-Old Bike.

In case you were wondering what happens when..

Paul C.

File this under "In case you were wondering".

After the initial few hundred miles, the '05 1200GS project was beginning to act and feel like a viable form of transportation. A sense that the bike would prove capable of some serious distances was setting in. I was beginning to slowly grasp why GS's were the go-to choice for would-be world travelers.

As part of the resurrection, I had purchased the cheapest battery listed on Amazon for the GS. The battery slotted in, looked like a perfect fit and proved more than adequate for all the electrical debugging and testing of the numerous wiring issues.

One of the quirks of the '05 project was the bike came without with seats or the battery tie down. It was only as project neared completion that the need for both items percolated to the top of the to-do list. Several nights hunting on Ebay eventually resulted in a front seat and tie down being sourced and delivered.

Problems emerged however when it came time to fit both items on the bike. No amount of adjustment or creative mounting would facilitate the seat fitting or the tie down reaching around the battery. With no prior familiarity with GS's, it wasn't initially clear whether the seat, tie down, battery or even wiring was to blame.

Being creative, some careful “re-engineering” in the vice eventually had the tie down working albeit probably some distance from “factor spec”. The seat however still wouldn’t fit. The height adjustment bar fouled the battery cables. Undeterred, some re-jigging and re-routing of the cables to avoid the support bar, eventually enabled the seat to slot in. As an unintended consequence, the seat bar more or less became the primary battery hold down. A mental note was made however, to recheck the battery model number and potentially replace it with a shorter, version.

Unfortunately, that mental note evaporated quickly in the following days as the bike starting to spring back to life. The euphoria of unexpectedly having a running and riding GS reinforced the success of the “re-engineering”.

Fast forward to a recent Sunday afternoon approaching Rt35N. The GS chose this moment to completely die. Worryingly, the lack of forward motion and relative silence was accompanied by a very strong smell of burning insulation. More worryingly, this was also accompanied by smoke slowly rising from the midsection of the bike from under the seat. Sensing an urgent need to dismount and investigate (“well the bikes damn well not going anywhere is it Paul?”), I quickly pulled the seat to find battery cables smoldering and a very fried battery. So much for the re-engineering.

As I called for back up to go collect the trailer, a vague recollection surfaced of a distant memo about checking for the correct battery. Clearly the bike despite having covered >300mi, had decided I needed a firmer reminder. The vibration of the bike and thus battery had ensured the seat bar had worn through the insulation on the main feed and caused a direct short.

Damage to the bike was surprisingly minimal – melted terminal covers and one airbox screw (for the tie down) literally melted out. The battery itself though fared worse. Both terminals melted through the plastic and it took some considerable time for it to cool back down to room temp.

A few days later with a 2nd ebay tie down, a shorter (aka “exact” fit) battery and replacement terminal covers, the GS was back in action.

So in case you were wondering what happens when you short a 200cca, 12V, 14 AH battery, it gets very hot, smokes a lot, the terminals melt out and it “simmers” for nearly a day afterwards.

And since now you know, I strongly recommend NOT trying this yourself at home.



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..

Another spy shot of the Nova Scotia bound crew attempting to cross the border with “nothing to declare”



Truth in ~~leading~~ Road Signage, TX style?

