

October 2023

NEW JERSEY SHORE BMW RIDERS Inc

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dowski, Trustee; Bill Dudley, Trustee; Dave Rosen,

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"Posterity is as likely to be wrong as anyone else."
Heywood Broun (1888-1939), Sitting on the World, 1924

"My problem lies in reconciling my gross habits with
my net income." *Errol Flynn (1909 - 1959)*

"Part of the secret of success in life is to eat what
you like and let the food fight it out inside." *Mark
Twain (1835-1910)*

"The whole aim of practical politics is to keep the
populace alarmed (and hence clamorous to be led
to safety) by menacing it with an endless series of
hobgoblins, all of them imaginary" *H. L. Mencken
(1880-1956)*

"The follies which a man regrets most, in his life, are
those which he didn't commit when he had the op-
portunity." *Helen Rowland (1876-1973), A Guide to
Men, 1922*

"I like long walks, especially when they are taken by
people who annoy me." *Noel Coward (1899-1973)*

"Elections are won by men and women chiefly be-
cause most people vote against somebody rather
than for somebody." *Franklin P. Adams (1881-
1960), Nods and Becks, 1944*

"Never attribute to malice that which can be ex-
plained by stupidity." *Anon*

SERVING THE MOTORCYCLE COMMUNITY SINCE 1977



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President's Message

Rick Shapiro, Co-President

I cannot contain my enthusiasm for the start of the school year. Why? I have no kids, always get stuck behind every school bus, and complain about my property taxes where the slice for the local schools could put a kid through state university for a year. I am excited because it means the time is coming when I can ditch my never-cool-enough summer gear and break out the Fall and Winter riding stuff. I am a Gerbing fanboy who owns their outer jacket, heated vest, and gloves. I am unabashedly a man of comfort.

It has been a brutally hot summer in NJ, the tenth warmest year on record, and an average summer high of 87 degrees. God bless those who have put in serious miles this summer, and cheers to the Fall.

Our club meetings have been well attended lately. As a reminder, they occur on the second Wednesday of every month at Woody's Roadside in Farmingdale, NJ. The upcoming October meeting promises to be particularly captivating and entertaining. Some of our club members have just returned from a long trip to Nova Scotia and Newfoundland, and I am excited to hear about their adventures and experiences.

I look forward to seeing everybody at the club meeting and hope to hear about all about the planned fall rides.

September Meeting Minutes

Jim Thomasey

The monthly meeting was held September 13 with a sizable crowd in attendance. It was noted that some of the members were on a trip to

the northeast US and Nova Scotia with the accompanying discussions related to the goings on of the trip.

The minutes from the previous meeting were approved. A new member was welcomed to his first meeting with us. George Carson joined us from Piscataway and told us of his GSA 1200 and his other bikes.

The treasury holds about \$1000, and membership stands at 37 paid members with the new membership year beginning in November.

Old business included a thanks from the MOA for our contribution to the Safe driver program. New business noted we are in the process of choosing a new venue for the holiday dinner with more information coming soon. Mike Palmer spoke about a trip he took to CT and VT and remarked that the heat was quite high and how a rider needs to pay close attention so as to not get heat stroke.

The 3 Club Rumble is coming October 1 and there may be some news about it elsewhere in this newsletter. The Last Chance rally on 9/29 thru 10/1 and W.V. Cannon Valley 9/14 thru 9/17 were discussed.

Club Calendar

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

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

Jan 2024

- Jan 3 Moribundi lunch 12:30PM
- Jan 10 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

Feb 2024

- Feb 7 Moribundi lunch 12:30PM
- Feb 14 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

March 2024

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

April 2024

- Apr 3 Moribundi lunch 12:30PM
- Apr 10 Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale

Owl's Head Transportation Museum

Bill D.

Part of our trip to Newfoundland and Nova Scotia involved visiting various museums. One outstanding museum we visited is the Owl's Head Transportation Museum on the Maine coast. This museum focuses on early airplanes and automobiles, though it does have a "small" collection of early 20th century motorcycles.

The docent pointed out that all the airplanes parked on the museum floor (the majority) were flown, where as the few airplanes hanging from the ceiling were not operational. This is impressive considering how old and/or primitive many of the planes are.

If I published all the photos I took, the newsletter would be 15 pages, so I'll just pick a couple.



BMW Motorrad 100th Anniversary Rally Bill D.

On September 20 through 24, Todd Trumbore hosted his Rally to celebrate the 100th year of BMW motorcycles. As in past rallies, Todd planned to fly Hans Muth in from Germany. Hans is the legendary designer of the R90S, the R100RS, the R80GS, and the R65LS, as well as the Suzuki Katana. Sadly, Hans canceled at the last minute, due to health issues (he's 88).

Todd also invites other luminaries of the Airhead era (the 1970's), for example, Tom Cut-

ter and Udo Gietl, who were the mechanics/engineers for the race team.

In addition, this year, the additional guests included Elspeth Beard, the woman who rode her R60/6 around the world *solo* during 1982 and 1983. Elspeth wrote a book about her experiences a few years ago, and has been invited to many events around the world to talk about her epic ride.

Another guest was Dave Roper, the first American to win the Isle of Man race. He's the (main?) rider for Team Obsolete, which campaigns historic racing bikes at tracks all over the world.

Of course, a rally like this was a great opportunity to catch up with other Airhead owners; I saw many friends there, not least of which were our own Mike K and Klaus. Klaus brought his latest toy, a very special "side car" rig.



The rally "entertainment" consisted of talks by the invited guests, spread out over Friday and Saturday. There were 3 catered meals each day, though only dinner was included in the rally fee.

There was fresh ice-cream Friday night, made on site by a machine powered by an ancient hit or miss gasoline engine.

Todd's collection of bikes was also available for viewing.

Many of the attendees camped in Todd's yard,

but many (myself included) stayed at the nearby Holiday Inn, which was a bit spendy, but better than sleeping in a tent. When the forecast suggested rain for Friday night, some campers became hotel guests.



part of Todd's collection

Broken Down in Corner Brook, NL

Bill D.

You may have heard that myself, wife Zhao, and Joe K and Roger T rode to Newfoundland and back. Except the “and back” part looked kind of iffy at one point. We had ridden almost to Corner Brook, NL, when the left cylinder on my 1977 R100RS decided it wasn’t going to participate in the whole “internal combustion” thing any longer.

Looooong story short, a couple of hours debugging was not getting us nearer to a running motorcycle, so I took the advice of the others on the trip and bought a used R1200GS that happened to be for sale in the bike shop we had stopped at.

This proved to be an excellent, but somewhat expensive solution to the immediate problem. The bike is lovely, however I’m uncomfortable with it’s mass and distribution of same, so you will find it listed for sale, below.

I still need to get my dead R100RS from Newfoundland, but that’s just more time and money.

Bike Display: KEYLESS RIDE FAILURE

Roger T.

(Editor’s note: a new bike isn’t a guarantee of a ride free of mechanical failure.)



This is part of a message I received several times on my 2019 F850GSA TFT display... the rest of the message said DO NOT STOP ENGINE... ENGINE RESTART MAY NOT BE POSSIBLE. There’s nothing like getting a weird message a couple of times while the bike seemed to be running great and with no starting problems. On our trip to Newfoundland, from Springfield MA to Maine, I received this message twice via TFT display... and within a few minutes the message and display trouble indicator (orange triangle) disappeared. So how serious could it be? It was definitely not worth interrupting our trip to Maine, Nova Scotia and Newfoundland with Bill Dudley and spouse Zhao, Joe Karol and Jim Nanfeldt.

Over the next several days the display was silent (no error messages or fault indicators). It wasn’t until we returned on the Ferry from Newfoundland and were on the Cabot Trail when trouble started. We stopped at a farmers market to do a map check, when the message appeared. What the heck... the bike had started numerous times without a problem... until this time. I killed the bike so that we could talk and when done, everyone took off down the road. However my starter DIDN’T fire. What? It was raining but not cold. The TFT display was black/Dead. I put the kickstand up and down, flipped the START and STOP button several times on right handgrip, pushed and re- pushed the console Power ON button, and clicked all the other

switches including, aux lights, heated grips, Road/Trail/Rain mode button, ABS on/off switch, operated the clutch and brake levers, and even pounded on the seat a few times (that made me feel better).

Still the bike didn't make a sound. The TFT display wouldn't even boot up which normally shows a beautiful picturesque swirl of graphics and then shows graphical odometer/tach gauges. NO BOOT and No flashing red light which is typical when my Fob is out of range or has a low battery. NOTHING.

Eventually the guys returned to the scene of the crime to find out if I was dead or alive or just taking another picture of the scenic roundabout nearby. It was raining pretty hard so I went (and everyone went) into the farmers market to relieve ourselves (in shifts since it was a one-staller). The manager gave me an OK to push my bike under the building overhang roof. At least now we weren't getting rained-on. It looked like I was going to camp out for a week with all my wet clothes off, bags unpacked, tools lying on the ground, seat off, riders manual and other docs on table. The end result was that two hours of "did-dling" got it running again... but no one knows why.

I had tried the plastic spare wireless key... bike was still DEAD with no Boot; tried hitting all the switches and kickstand again... DEAD; with my Harbor Freight Lithium jump starter, we tried boosting the battery... DEAD. We unhooked the bike battery to re-boot the brain... still DEAD. Usually, when you disconnect the battery and let the bike sit for a few minutes, the computer brain (and also in this case the BMW CanBus modules) reinitialize. In technical terms.... the computer and ancillary CanBus modules burp and reconsider starting with new life. Then, as we neared 2 hours and several calls to Cross Country, Rally Motorsport and ToyBox BMW dealers (all closed of course), one more desperate push of the console power ON button caused the TFT display to come ALIVE. Halleluia! Why? What did we do? Who knows! *(Editor's note: I (Bill) pushed the button the first time the computer woke up; I therefore take credit for the "fix".)*

Bill's and Joe's advice was to keep on moving and don't stop. After shutting down the bike overnight at our motels, the failure message

would disappear by the next morning. Then after 15 minutes of riding, the message would reappear. Over the next two days, the failure message occurred a couple more times.

Rally Motorsport was the only BMW bike dealer anywhere near our route home, located in New Brunswick near the Nova Scotia border. I was planted on their doorstep when they opened, and like most BMW dealers, they immediately took me in. This is a huge multi-brand bike place that also sold boats, jet skis, snowmobiles, and more. The President of Sales who I met in the lounge, told me that they owned 3 car dealerships and had two bike locations... one here in New Brunswick NS area and one in Halifax. Since BMW bikes were a small portion of their business they only had one highly trained BMW Tech. After analysis of fault codes, Jeremy said there were too many different module faults for him to analyze... it probably would take half a day and he couldn't work it in without leaving my bike.

I asked for a new battery, hoping that might be the solution... IT WASN'T. Four hours at the dealer was tiring.... an hour to diagnose, next half hour to put a battery on charge, however the BMW battery was \$360 CDN or \$268US. They said they would install an aftermarket battery for \$94 CDN plus 15% tax (normal on everything in NS and NL)... an hour later they return to say "no aftermarket battery in stock" so they ordered it from distributor down the road. An hour more Jeremy the tech said the distributor had no one to deliver it, so he got in his car to go get it. A half hour later, my bike was ready... it started and off I went. By now others in our group had left the dealership and traveled scenic routes to the next hotel. *(Editor's note: but we skipped the planned museum stop because we used the time waiting around the dealership.)*

As I said, my bike cleared the trouble indicator overnight but the failure message kept coming back. I kept the engine running at gas stops. The bike has to be OFF in order to open the gas tank so Jim loaned me a torx key tool to remove a portion of the gas tank lock to fill the tank while the bike was running.

I have an appointment on 9/28 with Cross Country BMW to resolve it. It may take a couple days. In preparation, I removed all my auxiliary

wiring and aftermarket equipment such as turn signals and stop/running light mounted on my bags, dual camera system, and aux head lights. Hopefully my Extended Warrantee will cover the electronics repair as I now have 46K miles and 4 years on the bike.

Nova Scotia/Newfoundland Trip Highlights

Roger T.

Our trip was amazing...15 days, 3300 miles (for me), and only about 2 ½ days of rain. (I traveled to Binghamton NY to see Ginna and her mother before joining Bill and Zhao Dudley, Joe Karol and Jim Nanfeldt along the route.) Our planned route was, for the most part, followed with Bill leading the pack. He did a great job planning the route, museum stops, and hotels,... all in advance of the trip. This gave us the opportunity to make hotel and ferry reservations a month before departing. Bill's planning was done using furkot.com software which makes it easy to create a route while identifying hotels, restaurants and museums along the intended route. Furkot is planning software and not navigation ware. Bill uses Google Maps on his phone for navigation. I used Furkot to review his routing info and then download the GPX file for use in my own Nav VI GPS. I don't use my Cell phone on the bike as he does.

Even though there were numerous great places and roads we enjoyed over 15 days, this month I will describe three places that really stood out for me. Next month I may continue a review of others.

Gander Aviation Museum, NL – Gander is a town located in the northeastern part of the island of Newfoundland in the Canadian province of Newfoundland and Labrador. Gander has long been a key air navigational site on the North American coastline. North Atlantic airspace is the busiest oceanic airspace in the world with about 1,300 flights a day, most of which are large commercial carriers. The Gander Center (CZQX) is responsible for controlling aircraft in the western half of the North Atlantic oceanic airspace. https://en.wikipedia.org/wiki/Gander_International_Airport When the U.S. closed its airspace soon after the September 11 attacks, Gander International Airport took in 38 commercial aircraft and 4 military aircraft

accommodating nearly 6,700 evacuees from Olympic Airways, Air France, Lufthansa British Airways and more. In this relatively small city of 10,000, they showed extraordinary support by housing and feeding these evacuees for over 4 days while the 9/11 crisis evolved and eventually airspace was opened. Here are some excerpts from the Gander website:

After figuring out how to park all the planes, some of which later started sinking into the pavement because of their weight and the warm temperatures, officials spent the next 24 hours unloading luggage and people. Beyond the basics of food and water, some passengers on board needed medicine. Many left prescriptions in checked, inaccessible luggage. Pharmacists in town worked around the clock, calling dozens of countries to fill prescriptions.

As the planes, still packed with passengers, sat for hours at the airport, the town bustled with activity. Volunteers readied makeshift shelters — every school, gym, community center, church and camp, any place that could fit a planeload of people. Gander's 500 hotel rooms were reserved primarily for pilots and flight crews. Bus drivers in the middle of a nasty strike laid down picket signs. Donations of toiletries, clothes, toys, towels, toothbrushes, pillows, blankets and bedding piled up. For security reasons, passengers weren't allowed to take checked bags. Gander residents began cooking — a lot. Grocery store shelves went bare. The Walmart ran out of nearly everything — underwear was a particularly hot commodity — and the local hockey rink transformed into the world's largest refrigerator."

Upon entering the city of Gander, we visited their excellent airplane museum. It contained several restored vintage airplanes, artifacts and historical stories of the airport and importance to international service over the years. The 9/11 crisis was naturally a large part of the museum.

Owl Head Transportation Museum (OHTM) Maine – We hit this museum on the way back from Nova Scotia. It is located in southeastern Maine. Owl's Head is a shore town that has a lot of motels and B&Bs so there's a great opportunity for you to travel there for an overnigher. The Museum's mission is to collect, preserve, exhibit and operate pre-1940 aircraft, ground vehicles, engines and related technologies significant to the evolution of transportation. <https://owlshead.org/default.aspx> "OHTM is home to a world-class collection of more than 150 ground vehi-

cles, aircraft, bicycles and related artifacts. More than just static displays, the museum's collection is the largest operational fleet of its kind in New England. Both rare originals and historical replicas are maintained and demonstrated year round to re-ignite America's passion for science and technology." One of their staff who was describing with enthusiasm the WWI Sopwith Camel, said that "all the planes on the museum floor actually fly... the ones that don't are hung from the ceiling."

Oak Island, NS – We landed and stayed overnight in Yarmouth Nova Scotia on 9/2. The CAT ferry from Bar Harbor was only 3.5 hours and the sea was relatively calm. On Sunday 9/3 we headed to Oak Island Resort, 143 miles northeast of Yarmouth. (Halifax is about 50 miles further north where we found out later, another Rally Motorsports BMW dealer is located.) It just so happens that our Oak Island hotel is near the famous reality TV series "Curse of Oak Island." I'm glad Bill made our reservations here since I am a fan of the TV program. <https://www.history.com/shows/the-curse-of-oak-island> The series is filmed about 5 miles away on the actual Oak Island. It's a small island connected to the mainland via causeway, probably built to support the popular TV series for large construction equipment, filming activities and the few families who live on the island. I had to go see the island so Jim, Joe and I headed past the "private" signs, across the causeway and onto the island. There



Outside the Gander Aviation Museum

were no activities at the Interpretive Center (museum) or other buildings that we could see. As we got off our bikes near a monument, I saw Rick Lagina getting into his truck. Rick and his brother

Marty are the stars and promoters of the show. I ran over to Rick for a quick picture. The monument lists the names of the six people who have died in the past 100 years while pursuing the treasure.

Oak Island has been a subject for treasure hunters ever since the late 1700s, with rumors that Captain Kidd's treasure was buried there. While there is little evidence to support what went on during the early excavations, stories began to be published and documented as early as 1856. Since that time there have been many theories that extend beyond that of Captain Kidd which include stories of religious artifacts, manuscripts, and jewels. From their website:

"Areas of interest on the island with regard to treasure hunters include a location known as the "Money Pit", which is allegedly the original searchers' spot. Located on the east side of Oak Island, the Money Pit is—or was—a shaft more than 100 feet (30 m) deep. According to island lore, it first drew the attention of a local teenager in 1795, who noticed an indentation in the ground and, with some friends, started to dig—only to find a man-made shaft featuring wooden platforms every 10 feet down to the 90-foot level of depth."

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Conclusion

Similar to what I have done on all my long bike trips, I took a lot of pictures via iPhone, hand-held camera (while riding) and stationary front/rear bike camera system. Jim and Bill also shared pics that I didn't have. It took a week to create a total video of our trip with a mix of short camera videos and pictures from all sources. You can view my 35 minute video on Youtube.com at: <https://youtu.be/yrlBUQI7D2E> I was once asked why I created these videos. (I have them for MOA rallies and my other long distance bike trips all the way back to 2004.) My answer to skeptics: "Some day when I'm in my wheelchair, in a nursing home, I will have my videos on repeat-play and a

smile on my face.”

More of Roger's photos on last two pages.

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



For Sale: Items I (Don E.) no longer need:

(1) **Two throttle bodies with the idle air valves** - new, each throttle body from BMW is \$892. And these include the injectors, which are not included from BMW each is \$152 from BMW. Look brand new. These fit 2008-2019 1200 Boxer Twins. Total from BMW - over \$2,000. Two complete assemblies for \$150 (OBO).

(2) **Driveshaft.** This was specifically for a 2007 R1200R. It looks new, there is no spline wear. \$1130 new from BMW. Real OEM claims it will fit R1200GS, R1200GSA, R1200RT, R1200R, R1200S, HP2 Sport, and all the R-Nine-T models. For the comforting feeling of having this on your shelf ready to go - \$150 (OBO)

(3) **Seat** - Low Comfort. Basically new since I had a Sargent seat made very soon after I bought the bike.

This will fit all of the 2007-2018 R1200R bikes. BMW gets \$713 for them. \$100 (OBO)

(4) **Various "HippoHand" type handlebar mitts.**
Price - what'cha offering?

(5) **Heated Socks** - early Gerbing. They don't smell. Buy me dinner at the meeting..

(6) **Various R1200 brake rotors and pads.** Some are new, some are used. Free if you can use them!

(7) **Spot Satellite Tracker** (and emergency beacon) - the original one. \$100 OBO. You need a subscription to use it. Works where cell phones won't.

(8) **TwinMax electronic throttle body sync tool** for boxer engines (2 cylinder engines) - New they are \$155. Excellent condition I'll even put in new batteries \$50 OBO.

More to come! Don Eilenberger, 908.216.7867 (text) deilenberger@gmail.com

For Sale: 2012 R1200GS. Has about 40,000 miles on it. Metric dash board. Ready to ride across the country. Pre-farkled: (Vario panniers and top box, bash plate, upper and lower crash bars, aux lights, alarm system, ABS, ESA, heated grips, head light protector, throttle body protector, side stand foot, handlebar risers (not installed),). \$9K obo



Contact Bill Dudley 310-707-8245 bill@dudley.nu

Wanted: - a not quite dead 12V motorcycle battery. One you weren't comfortable with when you were leaving on a big ride, so you replaced it, but it's too good to throw out and you'd feel guilty sneaking over

to Mike's to leave it on his pile'o'batteries.. Let me know what'cha got.

Don Eilenberger 908.216.7867 (text)
deilenberger@gmail.com

Roger's Photo Album

Roger T

Gander Aviation Museum entrance logo.



Zhao trying her best at motorcycle track racing.
"Bill... watch out" OHTM also had a similar
"Flying" console game where you could take off
and land a 707. After trying that one, I will stick
to motorcycles on country roads.



Displays and references to 9/11 were throughout the museum. The emergency and the peoples response was something they are still proud of. Gander received an international resiliency award as well as world recognition for volunteer efforts and support.

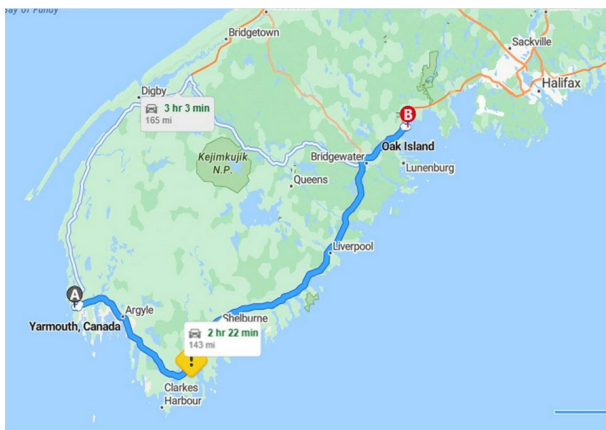


At Owls Head Transportation Museum, Joe and Bill are taking it all in... Sopwith Scout Pup, WWI airplane



A few of the beautifully restored cars at OHTM.

Route from Yarmouth NS to Oak Island. Great ride along the shore. Oak Island Resorts was where we stayed; near "Curse of Oak Island" TV show filming location and museum.



Oak Island is where buried pirate treasure is rumored to exist. The Interruptive Center museum displays all of the historical background and artifacts found on the island... some artifacts were discovered a hundred of feet underground.

Rick Lagina co-producer of the TV series "Curse of Oak Island" in a chance meeting on the island.



Jim Nanfeldt next to monument to the 6 who have died since 1861 digging for treasure.