

February 2025

# NEW JERSEY SHORE BMW RIDERS Inc

Jeff Diorio, President ([president@njsbmwr.org](mailto:president@njsbmwr.org))

Mike Palmer, Vice President

Joe Karol, Treasurer & Trustee

Jim Thomasey, Secretary, Newsletter Publisher

Editors: Bill Dudley, Paul Cooke

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Dennis Swanson, Trustee

Roger Trendowski, Trustee

Bill Dudley, Trustee

Dave Rosen, Trustee

Dan Thompson, Trustee

Ed Gerber, Trustee.

*"There is always in February some one day, at least, when one smells the yet distant, but surely coming, summer."*

*Gertrude Jekyll (British horticulturist and garden designer)*

*"February is even better, though, because it lets us study why so many of those resolutions are broken."*

*Sendhil Mullainathan (Professor, Harvard University)*

*"No winter lasts forever; no spring skips its turn."*

*Hal Borland*

*"February: The month of love, chocolates, and extremely overpriced roses."*

*Unknown*

*February is like a relationship status on Facebook: it's complicated."*

SERVING THE MOTORCYCLE COMMUNITY SINCE 1977



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## President's Message

*Jeff Diorio, President*

Hello all

It has been a cold and snowy few weeks in January. Was hoping to enjoy more riding in January with the Wonderlich handlebar muffs I purchased as a personal Christmas present. I think Henrich either preceded or followed my example and got a set himself. Amazing how they help. For those of you with electric gear, I am jealous. But global warming was supposed to make the need for that unnecessary. Too bad weather isn't participating.

Want to thank the members who joined the ride planning meeting Jan 29 at Tony's Pizza. See the website for the comprehensive list. Here is a brief listing to wet your appetite.

- Feb 22 Off Road Riding Class at Contact Cross Country BMW
- March 29-30 Modern Classics Show at Martin Motorsports in Boyertown PA
- April includes Barber Swap Meet, AMCA Swap Meet, BMW MOA Fontana Getaway
- May includes European Riders Rally , Distinguished Gentlemen's Ride , New Sweden
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And on and on and on.

Go to the upcoming events page ([www.njsbmwr.org/calendar.cgi](http://www.njsbmwr.org/calendar.cgi)) to see them all.

We will need a mechanism for folks to indicate they are attending the events and maybe a ride/event leader to help manage each one. Please get involved so we can all enjoy more riding together.

Hoping you are all looking forward to lots

of riding this year. My contribution to the ride committee is to try to do the PA-BDR-X sometime this summer. Figure it could be a nice 3-day ride with ½ day out and back with hotels (because it's difficult to camp with a CPAP machine). Hoping to have some club members join.

I look forward to seeing you all at the club meeting on February 12.

## January Meeting Minutes

*James Thomasey, Recording Secretary*

The meeting began at 7pm with no gavel and only six attendees. The 50/50 allowed the winner to leave tip money for their meal and the other winners got BMW MOA swag towels. Almost everyone who came went home a winner. The January club meeting began on time with the December meeting minutes being reviewed, discussed and approved. The current treasury contains just under \$600 with paid membership at 31 members.

There was a planning board meeting held on January 29 and some details are included in this newsletter.

There was an extended discussion of the upcoming MOA getaways and the national rally to be held in Lebanon TN. The rally will run from June 19-21 at the Wilson County Fairgrounds. Rally site maps and more info can be obtained at [BMWMOA.org](http://BMWMOA.org). Plan ahead for lodging and talk to other members to see who you can travel and lodge with. There are plenty of hotels and motels in the area as well as camping at the rally site.

Roger gave a mileage certificate to Henning who was not able to attend the holiday party. The 50/50 was won by Joe K. with MOA swag towels going to Nick K., Bruce C.

The meeting was adjourned and plans made for the next one on February 12.

## Club Calendar

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

### February 2025

- **Feb 5** Moribundi lunch 12:30PM @ The Anchor Tavern, Belman
- **Feb 12** Club meeting 7PM (6PM to eat) Woody's Roadside Tavern, 105 Academy St., Farmingdale
- **February 22** Off Road Riding Class TBD Contact Cross Country BMW

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### March 2025

- **March 5** Moribundi lunch 12:30PM TBD
- **March 12** club meeting 6PM to eat, 7PM meeting Woody's Roadside Tavern, 105 Academy St., Farmingdale
- **March 29-30** Modern Classics Show 9-4 Martin Motorsports, 567 Rt 100N, Boyertown PA

### April 2025

- **April 2** Moribundi lunch 12:30PM TBD
- **April 4-6** Barber Swap Meet and Mo-toAmerica Race all day Barber Museum, Leeds, AL [website](#)
- **April 9** club meeting 6PM to eat, 7PM meeting Woody's Roadside Tavern, 105 Academy St., Farmingdale
- **April 24-27** AMCA Swap Meet Oley PA
- **April 25-27** BMW MOA Fontana Getaway Fontana, NC

### May 2025

- **May 7** Moribundi lunch 12:30PM TBD
- **May 14** club meeting 6PM to eat, 7PM meeting Woody's Roadside Tavern, 105 Academy St., Farmingdale
- **May 15-18** 2025 European Riders Rally Burkesville, KY [website](#)
- **May 18** Distinguished Gentlemen's Ride TBD [website](#)
- **May 17-18** New Sweden 450 TBD [website](#)
- **May 18** Classic Motorcycle Day 10AM-4PM Mt Airy Fireman's Carnival Grounds,

- Mt Airy, MD [website](#)
- **May 21** Ice cream ride (summer only)  
6:30PM TBD
- **May 27-31** Americade Lake George, NY  
[website](#)

## June 2025

- **June 4 Moribundi lunch 12:30PM TBD**
- **June 11** club meeting 6PM to eat, 7PM meeting Woody's Roadside Tavern, 105 Academy St., Farmingdale
- **June 18** Ice cream ride (summer only)  
6:30PM TBD
- **June 19-22** Backroads Magazine Summer Solstice Rally, Shippensburg, PA, Staunton, VA [website](#)
- **June 20-22** BMW MOA National Rally, Wilson Cty Fairgrounds, Lebanon, TN [website](#)

## July 2025

- **July 2** Moribundi lunch 12:30PM TBD
- **July 9** Club meeting 6PM to eat, 7PM meeting Woody's Roadside Tavern, 105 Academy St., Farmingdale
- **July 9** club meeting 6PM to eat, 7PM meeting Woody's Roadside Tavern, 105 Academy St., Farmingdale
- **June 14** Laconia Motorcycle Week, Laconia, NH [website](#)
- **July 12** German American Club European-American Car Show 10AM-3PM Uncle Pete's Rd, Trenton, NJ [website](#)
- **July 12** Deutsch Classic 8AM-4PM Oley Fairgrounds, Oley, PA [website](#)
- **July 16** Ice cream ride (summer only)  
6:30PM TBD
- **July 25-27** AMA Vintage Days Mid-Ohio Sports Car Course, Lexington, Ohio [website](#)

## August 2025

- **August 6 Moribundi lunch 12:30PM TBD**
- **August 13** club meeting 6PM to eat, 7PM meeting Woody's Roadside Tavern, 105

- Academy St., Farmingdale
- **August 20** Ice cream ride (summer only)  
6:30PM TBD
- **August 22-24** Wally Fest, Lake Wallenpaupack, PA [website](#)
- **August 29-31** VJMC National Rally Windber, PA [website](#)
- **August 29-31** BMW RA National Rally Athens County Fairgrounds, Athens, OH [website](#)

## September 2025

- **September 3 Moribundi lunch 12:30PM TBD**
- **September 10** Club meeting 6PM to eat, 7PM meeting Woody's Roadside Tavern, 105 Academy St., Farmingdale
- **September 12-14** New Sweden Last Chance Rally, TBD [website](#)
- **September 17** Ice cream ride (summer only) 6:30PM TBD
- **September 19-21** TENTATIVE NJSBMWR Catskills Rally, Crystal Brook Resort, Round Top, NY

## October 2025

- **October 1 Moribundi lunch 12:30PM TBD**
- **October 4** Van Sant Wings and Wheels all day Van Sant Airport, PA [website](#)
- **October 3-5** Barber Vintage Festival Leeds, AL [website](#)
- **October 3-5** The Race of Gentlemen Wildwood, NJ [website](#)
- **October 8** club meeting 6PM to eat, 7PM meeting Woody's Roadside Tavern, 105 Academy St., Farmingdale
- **October 15** Ice cream ride (summer only)  
6:30PM TBD
- **October 18** Three Club Rumble hosted by New Sweden BMW Riders 11AM-3PM Parvin State Park, 701 Almond Rd, Pittsgrove Township, NJ

## **2025 Planning Meeting**

*James Thomasey*

A dozen hearty souls filled the dining room at Tony's Italian Restaurant the last Wednesday in January to present their ideas for some club riding events and enjoy the pizza and soda.

In addition to the MOA national and Get Away rallies there was also discussion of getting together as a group for the Fluffy Butt rides. One of ideas brought forth was the always enjoyable Gathering of the Nortons which is held the last Sunday in April. This year it will be held on April 27, 2025 at Performance Garage Club 843 NJ Route 12 Flemington, NJ . Mark your calendars now. Other suggestions included the German Bike and Auto show held in the Trenton area on July 12.

There is also The Distinguished Gentleman's Ride which is also a fund raiser for Prostate Cancer held in May. Soon after this is Americade held in Lake George NY at the end of May, followed by Laconia Bike Week. Backroads magazine is offering another ride they coordinate happening June 19 through the 22 and you can visit their website or get more info in their monthly magazine. Bills Bike Barn in PA was also suggested as a group ride to see the eclectic collection of bikes, cars and memorabilia. May also is the time for New Sweden 450 presented by the New Sweden BMW club. They also have the popular Last Chance Rally being held this year through the week-end of September 2 thru 14 at Parvin State Park.

Events will be listed in the club calendar each month, so leave some time available to participate.

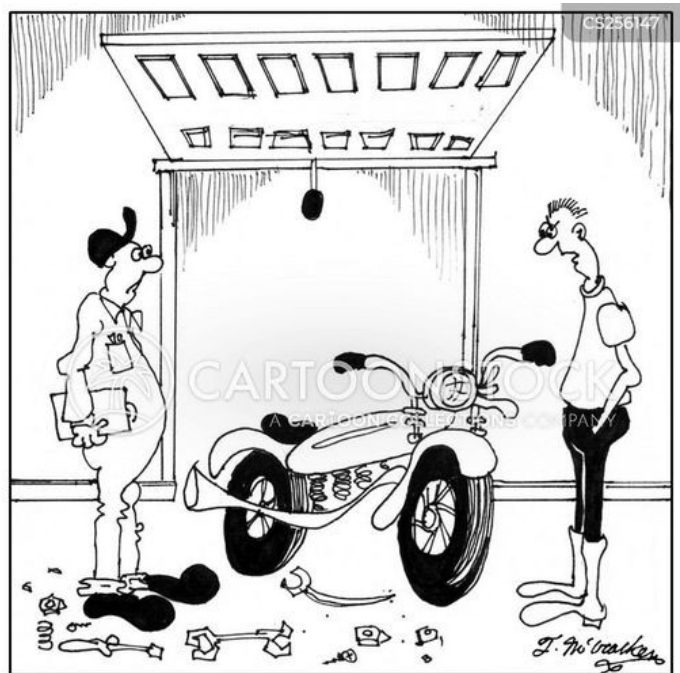
## **60K Service Work Done Well**

*Roger T*

I've had all my 2019 F850GSA service work done at Cross Country BMW with the exception of two oil changes that I did before/during my Oregon MOA Rally trip in June.

The main reason is to be sure I keep my extended warrantee good-to-go when I need it. It was also easy to get service arranged and done at

CCBMW. So far the only problem that I had under extended warrantee last year was during/after our trip to Newfoundland. That's where the bike wouldn't start and there was no screen display or relays clicking. The BMW bike dealer in Nova Scotia couldn't find the problem but Cross Country did. After replacing the ignition switch and another sensor they eventually found a bare wire/electrical short located behind the display. I was glad that I had the insurance which covered over \$1500. In December with 59K + miles I decided to get the full maintenance done that included sparkplugs, adjusting valves (on a vertical 2-cyl engine), new valve cover seals and gasket, oil change & filter, air filter, and general check for all the other things that could be loose and worn out in that many miles.



"Before you say it's got some old parts, remember that you repaired it last time."

However, I decided to perform some work myself to offset the costs... like replacing tires with mail order ones, brake fluid change, and brake pads... the easy stuff. So when I made the service reservation I asked Matt (service advisor) to email me an estimate. It seemed pretty high until I looked at my 36K invoice done back in 2021. It was about 30 percent higher. When I question the apparent large increase, the answer was: "the estimates were on individual maintenance procedures, like oil change, valve adjustment, air filter change. " This obviously meant that some procedures overlapped , e.g. replacing the air filter and spark plugs overlap service with valve adjustment work. The end result was that the final invoice came in



at less than the previous estimate... about 10%. I guess it seems a lot but look at what we're paying for other products and services and food since 2000. Inflation was pretty high.



*"Kinda drastic for an oil change, Bubba."*

I rode my bike back from CCBMW on December 28<sup>th</sup>, in the cold rain. I wanted to get the work done before Jan 1. A bonus was that BMW was offering a 20% parts rebate through the MOA on BMW OEM parts if purchased by Dec 31... that amounted to another \$100 discount. If you are an MOA member, I am sure you received multiple emails from Ted Moyer director of the MOA telling you about the rebate. So yes, BMW service and parts are expensive.... (always known that for the past new Beemers I've owned), prices have increased even more in the past 4 years, but CCBMW service is good, BMW stands by service/parts that they do; CCBMW can get you IN and OUT in a hurry if you really need it; and they know you and greet you by name. BMW Motorrad was also offering free pickup and delivery of your bike from home for convenience, but I decided to ride it to CCBMW on a 25 degree day and from there to home in the rain. I'm all set for my ride to Fontana MOA Get-A-Way in April and the MOA National Rally in June..

## Two Years with a Ural Outfit

*Reprinted from "Motorcycle Sport" UK, June 1975*

*Letter to the Editor from Mr N. J. Holben, Leighton Buzzard, UK*

AFTER READING your road-test report in the March issue on the Ural combination, I thought your readers might be interested in my experience with one during two years and 10,000 miles.

The machine was purchased in a hurry as our BMW-Steib outfit developed engine trouble a week before the TT and left us without transport. We ordered a Ural and when we received delivery there was only time to give the outfit a hurried check-over before departing for Liverpool and the Isle of Man. The engine oil was changed to Castrol to avoid any grade mixing in future topping up, tyre pressures checked and the dip-switch, which had a dangerous centre off position like an indicator switch, was changed to a British one.

At this stage it was noted that there was an excellent instruction book, a very comprehensive tool kit including tyre levers and a pump which could have been used for inflating lorry tyres. Also a selection of spares which included puncture outfit, plugs, points, dynamo brushes, petrol pipes, and a tin of paint. Upon arriving in the Isle of Man, the machine developed a misfire which was soon traced to the petrol tap filter being half full of water. Also the rear wheel rim and tyre were covered in oil from the rear-drive housing. When I removed the filler plug a further good half pint of oil came rushing out. As the instruction book states the oil level should be 25mm below this plug, it must have been filled by some care-less clot with a pressure pump, I now found how easy it was to remove the rear wheel. After putting the machine on the stand you slacken off a clamp bolt, remove spindle nut, withdraw spindle and the wheel is out - no messing about with mudguards, brakes and chains. The rear-drive oil level was corrected and the brake assembly and wheel given a good petrol clean and all was re-assembled. Despite the dealer I bought the machine from telling me that his staff were very conversant with combinations, the out-fit was supplied with considerable lean out which gave a constant pull on the handle bars. This was easy to correct by adjusting the two upper stays

The front brake was found on delivery to be

not poor, but completely useless. A week in the Isle of Man gave plenty of opportunities to give the brakes some hard application, when coming down the Mountain, etc., and after this misuse the linings bedded down and the brakes became adequate. The linings must be extremely hard. I never adjusted either brake. I found the rear brake to be very good from the start. Upon returning home I rang the dealer I bought the machine from and asked him if the sidecar windscreen was available yet. When I bought the machine I was told it would follow shortly I also suggested to him that his staff could be more careful in future when filling Ural rear-drive assemblies with oil. He, instead of accepting my advice, said, "It's all the Russians fault. They send them to me ready for the road" At this I quoted to him from the instruction book the passage which says that before the customer takes delivery the agent should check all oil levels, tyre pressures and battery acid upon which he hung up on me. A year later, despite frequent letters and telephone calls to the dealer, and the importers, plus calling in Daily Express Action Line, the windscreen still had not appeared. Many and varied were the excuses offered. Lack of Russian translators, dock strikes. Customs troubles, shipping disputes, annual holidays

This was finally sorted out by writing to the makers in Russia, who replied that they don't understand why I was still awaiting this windscreen as a crate of them had been sent to London some months ago. They also advised me the name of the ship and the shipping agents involved. I gave this information to a friend who went to London Docks for me, located the crate of wind-screens, which had been laying there for six months, and arranged transport of them to the Ural importers. A week later he collected the now uncrated windscreen from the importers together with a good tip from them for helping them locate these items!

The finish of the machine at first looked rather poor and rough but after giving it all a good Gunk down and touching up the small spots of transit damage with the paint provided, and then a couple of cleans with a good wax polish, the finish came up very well indeed, and after two years' use, including riding throughout two winters, apart from discoloured exhaust pipes and rusting round the silencer brackets the finish is immaculate unlike my Moto Guzzi which after a year of use, in spite of constant cleaning, has any amount of rust and corrosion.

The separate saddles fitted to the Ural were the most

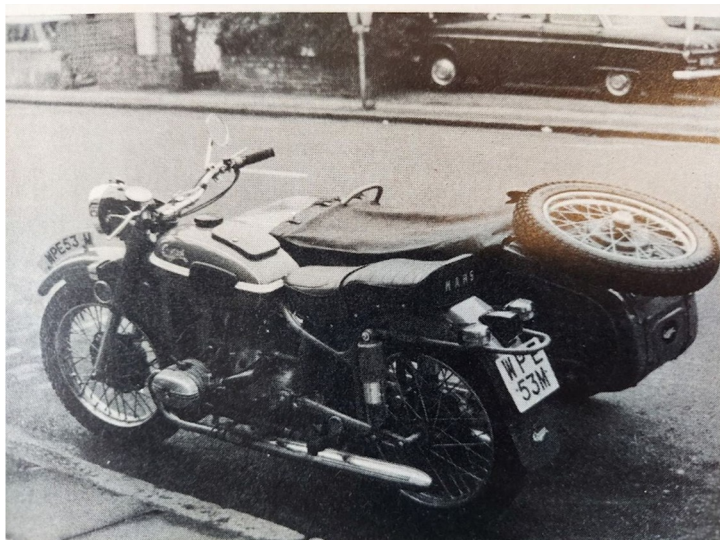
comfortable I have ever sat on, certainly better than any dual seat can ever be. Also they have their own adjustable springing. I would advise anyone to try them before paying extra for a dual seat. At around 2,000 miles the exhaust valves burned out completely and were replaced with British ones, this fault being common with the first batch of Urals, owing to the valve metals used not standing up to our leaded petrol. The machines being sold now have been fitted with a different valve seals and do not suffer from this trouble. After a further 2,000 miles starting became difficult and being too busy to investigate this myself. I asked Dave Dickenson at Tintern if he would be interested in giving the engine a check-over. This he did agree to do. Upon my collecting the machine and driving it home, not only was the starting improved but the performance as well, proving that it is possible for a skilled engineer to improve performance without fitting a load of non-standard parts.

Later on I connected a wire from the bike stop light to the sidecar rear lamp so that both stop lights worked. Soon after this the stop light switch packed up, but the instruction book detailed how to dismantle, clean and refit and after following the instructions I found that the switch gave no further trouble.

Oil consumption was fairly heavy to start with but got slowly better as the machine was run in a very long process this as everything is set up on the tight side and it takes a good mileage to loosen up. This applies also to the suspension, which is first-class for unmade roads and cross-country use but feels slightly hard on a really good road surface.

My wife found the Ural sidecar very comfortable after we obtained the windscreen. The chassis being well sprung with a suspension unit as used on the rear of the machine. The body at the front it fitted with rubber mounts, and leaf springs at the rear. A well constructed seat is fitted, unlike the common back-breaking hammock type so often fitted today. I made a quickly detachable suitcase carrier to fit over the sidecar spare wheel which, with the large boot, provided adequate luggage space. The chief complaint about the whole outfit is that the sidecar is on the wrong side for this country, making overtaking difficult-also, after a wet ride on the motorway, my wife resembled a fugitive from the Black and White Minstrels and the sidecar was full of water chucked up by overtaking juggernauts. Added to which, I was chased and stopped by the motorway police for an argument as to whether it was legal to drive a British registered outfit with a sidecar on the right. It is hoped that the present im





porters will realize that sales will improve for the complete outfits if they can get a batch made with the sidecar on the left, also it would appear to be worth while finding out if there are any more crates of wind-screens at the docks, as, from your-test report, it appears they are still having trouble with this item.

The rear-wheel spokes came loose at about 6,000 miles, but this was to be expected as the instruction book said all spokes should be tensioned at 2,000 miles, and I ignored this piece of advice. It meant that the rear wheel had to receive the skilled attention of Mr. Ron Compton.

After getting a few shocks putting my hand near the plug covers, the covers were changed for Lodge rubber waterproofs and a set of plugs recommended by Champion fitted. Oil leaks were confined to the kick-start shaft adjustable oil seal which leaked if the retaining screws were not kept tight. Also, the spare dynamo brushes were fitted as the originals became noisy after a time and appeared to be a very hard grade carbon.

To sum up, the Ural combination is good value for money, is an ideal go anywhere. reliable touring machine, which may require a little more maintenance than others, but at least you can do it all yourself without a load of special equipment and training. For a comparison, my solo Moto Guzzi, which cost three times as much, lost its gear-box oil through a poorly designed breather and sheared its dynamo mounting bolts at 2,000 miles also, you have to lay it down to remove the back wheel. "Superbikes"..who wants them! After riding motorcycles for over 25 years I find the Ural not "agricultural" (whatever that is supposed to mean) but a most functional and enjoyable outfit.

## Highly Classifieds

**For Sale @ any offer: 1984 K100 RS** 52k miles Lawrenceville, NJ Engine was started in July 2024 and has not been tried since. It was probably last ridden about 4 years ago. One mirror is missing, the other is disconnected. The cooling fan doesn't work; we think it's the fan, not the electronics. The bike belongs to my friend who recently moved into assisted living. I live in NYC, which limits my access to the bike. Photos are here: [bit.ly/1984K100RS](https://bit.ly/1984K100RS) Article from 1984 with specs, photos and roadtest, click or google: [1984 BMW K 100RS](https://www.motorcyclespecs.co.za/1984_BMW_K_100RS), [motorcyclespecs.co.za](https://www.motorcyclespecs.co.za)

Contact: Sam Kingsley, [kingsres2@gmail.com](mailto:kingsres2@gmail.com) or 917-952-3878



**For Sale: 2018 Moto Guzzi V7 Milano.** 27K miles. Located in Southampton, NJ. Asking \$5K. Contact Frank Vanherwaarden at 609 706 6884.

**For Sale: 1981 BMW R100RT.** 65K miles. Located in Middletown, NJ. Asking \$4.2K. Contact Roger Trendowski at 732 306 6182.

**For sale : 2014 BMW R1200 GSA.** Details -at <https://www.advrider.com/f/threads/bmw-r1200-gsa-2014.1756245/#post-51278257>

**Kenton Seydell** is offering the bikes listed below. He can be reached at [locomotion18@yahoo.com](mailto:locomotion18@yahoo.com) or phone: 732-567-5582. Leave message if no answer. All items are located in Red Bank, NJ

1994 K75 C with ABS, 6K miles, with R90S bars, hand guards, touring seat and bags. Asking \$5000

1993 K1100RS with 34K , ABS and bags. Euro spec.  
\$4000

1987 K100 Cafe X-LT 80k miles, \$1000

1978 R100/7 with 100K has title, RT spec twin disk.  
\$3000

1994 Ural sidecar , rough body shape, \$2000

DMC Side car R Twin shock subframe assembly \$500

DMC K-Klassic subframe \$500

Freedom Sidecar -. 800K-Klassic K Car rear tire and  
rim adapter to allow car tires to be used on bike.

1956 R26 basket case, no title \$200

## **And Finally..**

Thanks to an email tip-off, the NJSBMW  
Paparatzis were out in force outside Tony's awaiting  
the arrival of the membership at the 2025 Planning  
Meeting.

As usual, their lack-luster, woefully poor  
professional skills were evident in the results.



However, whomever claimed to have ridden in on a  
new "R1300GS" or reported a recent major uptick in  
voting membership from the "Bah" family, be warned.  
We have questions..

