

August 2008 NEW JERSEY SHORE BMW RIDERS Inc

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Club Membership Application at:
http://www.njsbmwr.org/NJSBMWR_Application.pdf

Lady Nancy Astor, Viscountess: "If you were my husband, Winston, I should flavour your coffee with poison." Winston Churchill: "If I were your husband, madam, I should drink it."
~Author Unknown

The trouble with her is that she lacks the power of conversation but not the power of speech.
~ George Bernard Shaw

The problem with the gene pool is that there's no lifeguard.
~David Gerrold

President's Message

Last month I heralded a membership that would be racking up the miles criss-crossing North America.

Instead, the feed-back I've been getting is of a very loose group of individuals that isn't being very group-like. The miles everyone aspired to put under their belts have seemingly evaporated. Admittedly, my own riding has been limited to commuting. Northbound on the Garden State Cash Cow in the morning is not my idea of riding, but taking the long way home in the evening satisfies my jones for curves and open roads.

Likewise everyone's interest in the MOA rally evaporated in the summer sun, and by last count maybe three hearty souls crossed the plains into the foothills of the Rockies.

Don Eilenberger lead a very small group through Wild , Wonderful, West Virginia. Good food. Good friends and

great roads made for an enjoyable trip. Don's birthday bash was missing just one thing... Oh yes, it was Dennis. He disappeared.

For August Don is planning to cruise the Irish Alps in NY State, invade Vermont and visit Bennington. Participation by club members is welcomed and so far sadly lacking – Guinness testing and hearty eating is part of the plan. Blackthorne Resort in East Durham, NY.

Lastly, I would be remiss in my duties if I didn't try to rally the troops for our annual picnic at Allaire State Park on Saturday the 23rd. Let's get a solid turnout. I'd hate to have Roger Trendowski go out of his way to claim our space or Grant Duncan to fire up his "grill extraordinaire" for a weak showing.

Good food, Good Friends. We just need to get out on some great roads.

-- Jerry R.
732-938-3940
sic.pup@verizon.net

Thanks from Mathney

From: Sean Bielefeldt <sbielefeldt@matheny.org>
Subject: Re: BMW Bike Club
To: kenneym2003@yahoo.com
Date: Thursday, July 3, 2008, 8:58 AM

Kenney-

Good morning. I just wanted to thank you and all the people that helped out on the 18th for proving such a special night for the residents of Matheny. Everyone had such an amazing time. This night is truly one of the best days of the year. We really appreciate your generosity

and donating your free time to give our guys an experience that they would normally never have. Thanks so much. We look forward to doing it again next year! Have a great day!

Sean Bielefeldt, CTRS
Director of Recreation Therapy
908-234-0011 ext. 302
sbielefeldt@matheny.org

RA Rally in Gillette WY

Roger Trendowski

This year's MOA rally was attended by approximately 5000 which was about 3K less than last year. As with MOA past events, it had it's own unique flavor (western, cowboy theme) and was filled with activities meeting everyone's needs.

Seminars were plentiful covering maintenance, packing systems, what you should know to get the most out of tours, discussions of tours across China, South America, New Zealand, and parts of the US. I gave an hour and a half presentation on "how to buy a GPS" with over 100 attendees.

Members of NJSBMW that attended the rally included: Jim Cavallo, John Dunn, Ron and Kelly Scibetti and Jimmy McFadden. Jimmy and I tented near each other until a flood came one night and I moved to higher ground (in Gillette, there is not much higher ground).



Roger and TB (Jim) McFadden

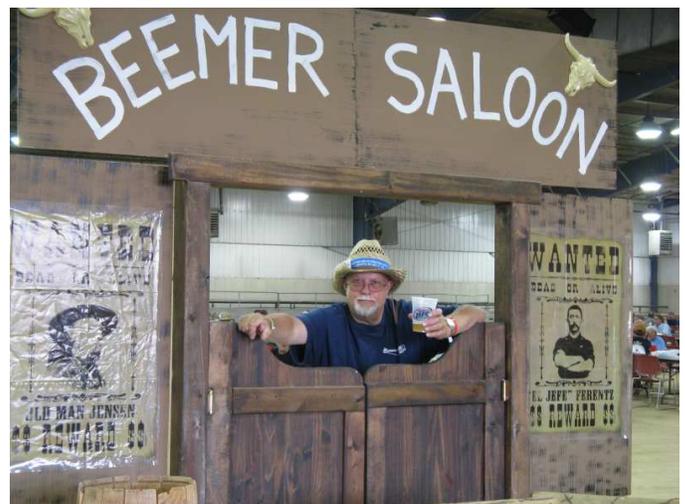
Jimmy, Ron and Kelly volunteered in rally registration on numerous shifts helping the process flow very smoothly (no long lines backing up as they did in the VT and Charleston rallies). Kelly became the credit card machine expert by documenting the various card processes and training subsequent volunteers. Ron did his typical great registration job that included plenty of talking, I mean "welcoming". Jimmy volunteered

in several different tasks with "greeter" at the front door being his favorite.



A very unique "character" Jimmy and I tented next to was Pete from Miami. A 70ish loaner, riding a 1995 R100GS which was more over packed than my bike. He sent up a canopy, scavenged an old plywood board to make a table, and lined up his cans of beef stew, soup and noodles for all to see. He showed me an old photograph he used to remember how to set up his tent/site. Eccentric would be a mild word for Pete.

However, after really listening to his stories we figured out he was quite accomplished biker. He quit riding for 20+ years, then read an article about a cyclist's Alaska to Key West trip. In 1995 he went out and bought the R100GS and did the trip. We saw a married couple talking to Pete on occasion and found out they also lived in Miami. They called to Pete's relatives back in Fla. to tell them where he was. Pete's family had no idea he had crossed the country.



Roger holding down the fort

The MOA's grand drawing was for a R1200GS. Two other classic bikes were raffled by the MOA Foundation. In an ironic twist, Bob from Bob's BMW in Maryland won one of the classic bikes. He plans to give it to the MOA for next year's raffle.



Carol Cobb

At the closing ceremony Carol Cobb, a friend from Toronto, received the MOA women's mileage contest award by riding just over 29,800 miles last year. The oldest two-up awards went to a married couple were 95 and 85 years old. (I registered them at the beginning of the rally and believed they trailered their bike to the hotel and rode it the last mile.... (I also arranged to safely store their motorized wheelchairs/scooters in a locked rally office overnight.)

Overall it was an excellent rally, rained only one night, plenty to do, and a western theme to be remembered.

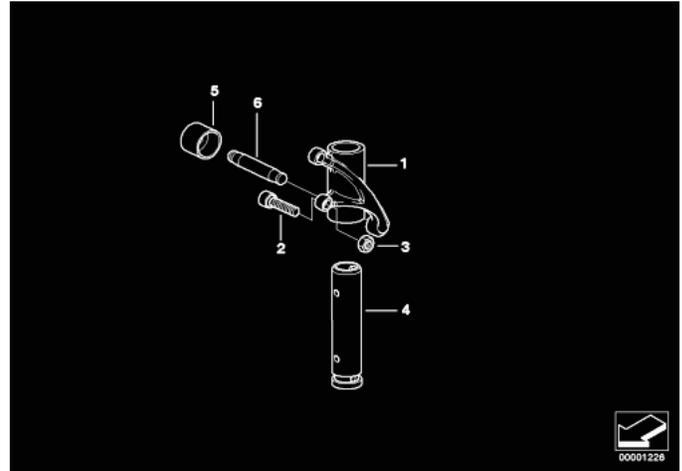
My round trip was 4450 miles, 2 nights stay on the way out, average moving speed was 69mph going out and 59 for the entire trip.

Tweaking the Hexhead – a technical article

Don Eilenberger

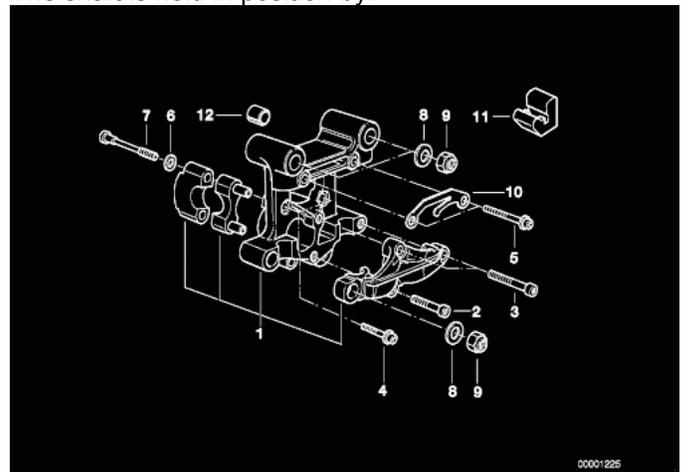
I'm working my way through my 18k service, and as part of it last week I adjusted the valves. While I was doing the valve adjustment, I did what it seems none of the dealers ever bother doing - set the rocker-arm endplay.

Quick explanation: *The rocker arms do exactly what it sounds like - rock around a shaft, transferring in-out motion from a pushrod going to the camshaft follower to the top of the valve - making it go in-out. Valve adjustment is setting the clearances between the rocker arm and the top of the valve stem. End play is setting the amount of movement the rocker arm is allowed up and down on the shaft it rotates (rocks) on.*



#1 is the rocker arm, #4 is the shaft..

The shaft is held in position by:



In particular - the part we're interested in is the piece exploded off to the lower right, with screws 2 & 3 going into it. This is where you adjust the rocker arm endplay. (Images from MAX-BMW's website – great on-line parts catalog)

If there is too much endplay - the rocker arm, besides rocking, moves up and down on the shaft. That does two things.. it makes noise and vibration, and it lessens the valve stroke since some of the in-out motion is now used up moving the rocker up and down.

IMPORTANT: *This means - if there is excessive rocker end-play - you can adjust the valve clearances to perfection, and you still will not have the correct valve stroke... and the engine will not be running correctly! Really!*

The goal of adjusting the endplay is to get as small an amount of free-movement up/down of the rocker while still allowing it to rotate freely on the shaft, and get them all the same. BMW specifies a range of something like 0.015-0.0015" (approx numbers, I don't have the DVD with me.) I try to shoot for the minimum clearance since it the engine runs considerably quieter that way.

Adjusting endplay involves slightly loosening 3 torx screws and one head-stud-nut and then tapping the bottom "bridge" up/down to get the correct clearances. I use a small brass hammer to tap the bridge. The torx screws are simple, but the head-stud-nut (#8 & #9 in the lower right side of the image) is something I'd rather do only once, since it's a tighten-to-torque-then-angle to retighten it (AKA angle-torque), and if you do this enough times you stand a chance of pulling the stud out of the crankcase (bad thing..) I want to do this adjustment once and then never do it again. Luckily - once endplay is set right - I've never seen it change.

Anyway - I made the adjustment. One rocker on one side was particularly out of adjustment. With no pressure on the rockers (at the same point where you adjust the valve clearances) - I could get a loud "clack!" noise if I tried moving the rocker up/down by hand. The others were a bit wider than I'd like them, but not awful. When I was done - they were all close to the 0.0015" clearance and made a soft "tick" noise if I tried moving them up/down, and they still rocked easily.

I then went through and did an anal valve adjustment(tm) - meaning I tried for perfection, not just "good enough".. It takes a bit longer than most mechanics would like to take, but it gives me satisfaction that it's done right when I'm finished. Goal is to have all the feelers "feel" the same amount of drag when pulling them through the gaps.

When I got it all buttoned up and started it up it sounded very nice. I checked the throttle-body sync - and it's a tiny bit off at idle (have to visit the dealer and get them to tweak the steppers with the GT1) but absolutely **perfect** above idle, even with the max sensitivity setting on my TwinMax.

I took a very short test ride - and found the engine felt so smooth it was almost like it wasn't running. Took it to work yesterday - and found it's almost totally vibration free - and the rear-view mirrors are now useable from 2,000 RPM-6,000 RPM, with no vibes.

So lessons learned:

Don't expect the dealers to correctly adjust the rocker end-play. It's supposed to be set at the 600 mile service, but I have **never** tuned an oilhead (and now a hexhead) where it was correctly set. And I've tuned about 6 different local club members oilheads, all of them had been serviced by the dealers.

It's a fiddly adjustment (measure many times, adjust many times and each time you tighten things up - it changes a tiny bit. Trick is figuring out how it's changing and where you have to leave it before tightening so it's right when tight.)

Get the adjustments right: First the end-play; then the valve clearances. Since the end-play does have an effect on the amount of time the valves are open, it does

have an effect on how well balanced the combustion of the cylinders will be. Get this set right once and I've found the valves rarely need adjusting much less frequently.

Tweaked to an anal amount(tm) - this is one damn smooth engine. When it's this smooth and vibration free - it "feels" a bit less powerful, it's not - that's the lack of vibration that makes it feel that way. It still squirts past cars just fine.. sounds sorta like a turbine winding up doing it.

Zooooooooooooommmmmmmmm..

I'm super impressed with this engine, since I learned all the anal-tricks of fine tuning these engines when I was trying to get rid of engine vibration on my old '04 R1150RS (I never could - which is why I bought the R..) and the balance of the R12 engine must just about be perfect for it to feel this vibration free over such a wide range of RPMs.

If there is interest enough, we can plan a fall tech session (if anyone still rides bikes - which seems questionable) on doing the adjustments.

Long Way Down, Long Way Round August 2008

RDS

The adventures of Mc Gregor and Boorman are being shown on the tube. Long Way Round is a repeat of their motorcycle journey of a few years ago that took them round the world. Although I have seen this before, it's still a good show and fun to watch. If you haven't seen it before, watch it before you watch Long Way Down. Particularly interesting to me, was the evolution and progression of their riding skills. Then, of course, there are the many adventures they have as they cross central Asia. They have a lot of support, but it is still no easy Sunday ride.

Long Way Down is their latest BMW R1200 GS/A adventure. This time BMW and Touratech supply them with all the goodies. These are not "seat-of-the pants" riders. They have access to all the "bells and whistles." They have also developed into skilled riders. The first episode is all about the preparation for the ride and the very beginning of their ride in northern Scotland. Mc Gregor breaks his ankle and Boorman offends security at the airport, but they still manage to begin. This journey will take them across Europe and down the African continent to Capetown, South Africa.

Both are highly recommended for the armchair and the active rider. If you have Tivo, use it because the commercials are long and tedious.

Upcoming Rides and Events

The following rides and events are sponsored by the AMA or other organizations and are not NJSBMW's sponsored. Please feel free to personally arrange rides with your friends and attend.

- Aug. 13th ~ 7 PM Shore BMW Riders Monthly Meeting at Schneider's Restaurant, Main St. Avon NJ
- Aug. 15th-17th ~ Ride the Catskills, contact Don Eilenberger (this is being done on motorcycles.)
- Aug. 15th-17th ~ Ride Coastal New England and southern NH & VT, contact Skip
- Aug. 22nd-24th ~ Ride West Virginia, contact Mike Palmer
- Aug. 23rd ~ Shore Riders Club Picnic, Allaire State Park, NJ
- Aug. 27th ~ 7 PM New Sweden BMW Riders Monthly Meeting at European Café, Rt. #73 North, Mount Laurel, NJ
- Aug. 29th-Sept 1st – Finger Lakes Rally, Hidden Valley Campground, Watkins Glen State Park, NY. *This probably actually requires riding, if by chance you're actually riding – see Roger T, he always goes.*
- Sept. 1st ~ 7 PM Skylands BMR Riders Monthly Meeting ~ Sky Manor Airport, 42 Sky Manor Road, Pittstown, NJ
- Sept. 7th ~ The Gathering at Ephrata, PA
- Sept. 10th ~ 7 PM Shore BMW Riders Monthly Meeting at Schneider's Restaurant, Main St. Avon NJ
- Sept. 19th – 21st ~ Last Chance Rally, Appel Farms, Elmer, NJ
- Sept. 26th – 28th ~ Black Diamond Rally Poconos
- Oct. 26th ~ Polar Bear Rides Start, Cape May, NJ

Damn Yankees Rally, Heath MA Aug 1st-3rd

Al Peirson

George and Miles drove up (300 miles) in George's Vendmobile. George was the sole vendor. Pete and I rode up with Ed Miller, a New Hope fixture.



Leaving the Palisades Interstate Parkway, we crossed the Bear Mountain Bridge, then wended our way up NY 9 eventually coming out on the Taconic Parkway. Nice ride, lots of sweepers, but I also counted 6 NY State

police units along the way. Exited at NY 295, over to NY 22 and thence up to US 2, which is a really nice ride, and then on to Mass 8A, which led to the Heath Fairgrounds, and the rally site.



George vending, assisted by Pete Stone

Saturday morning we had a nice ride criss crossing Vermont. The sky became threatening, and we returned to the campground. It began raining hard in the early afternoon, and on into the evening.

Most of the pictures are self explanatory. Dot's Restaurant is in Vermont, where we had breakfast.



Pete shmoozing with two women we met in Dot's.



Customers are at the counter in Dot's.



Pete is harassing the waitress in Dot's.



We stopped at a coffee house, and we chatted with some Harley riders on the porch. They didn't lift their T-shirts.

Sunday was very nice. I returned alone, taking the same route in reverse. After the Palestine Interstate Parkway, I jumped on the GSP to the NJ TPK, and thence home.

Lulu's - August 3, 2008

RD Swanson

I think I have written this article before, but since the Captain needs filler, here goes.

Sunday morning and I have not ridden my GS in over a month. I was going to ride last Sunday, but the battery was dead. Fully charged, the moto started right up. But I did have to bring the air pressure and the oil level up slightly before I began. This was a stunning morning. The temp was 68 degrees, the sky clear blue and the humidity low. I thought there was just a little hint of Fall in the air.

I made a late post for the club at the last minute in case anyone wanted to share the ride, but I really didn't expect a response and I didn't get one.

So it was on with the perforated Vanson jacket which I rarely use and the rest of the leathers. I will use this riding gear more in future. It is better than the Aerostitch. It is more comfortable, looks better (always more important to me), and it ventilates better. **

Out of my driveway at 7am, I was in New Hope by 8am. The temp was still 68 degrees. It was a really nice ride and a bit on the quick side. The Valentine radar detector with the remote light in my helmet performed flawlessly. Interstate 195 was well patrolled.

Lulu's was not open when I arrived, but opened shortly and a few riders trickled in. I didn't know anyone. By 8:30 the place was filling rapidly. Harold Gantz and two New Sweden riders joined me and we had a nice breakfast and good conversation. I had a healthy breakfast of big greasy sausages, eggs, butter, home fries and toast. I worried somewhat about my companion's questionable choice of a plate of fresh fruit. I've heard that new research indicates that this stuff may be bad for your health. Always go with the time-tested reliable food is my advice.

Cole Mills, Joe Molinaro and another New Sweden group rolled in at about 9am. Lou Stellar, noted motorcycle mechanic, and Erik Miner also made appearances. The crowd is colorful, friendly and interesting. The waitresses are pretty and the food is pretty good. Lulu's is a good choice for a Sunday morning breakfast.

I took leave of the group at about 9am and rode up to Van Sant Airport. This is always a nice ride and has enough challenge to refine riding skills, Not many riders were there when I first arrived, but within an hour thirty or forty motorcycles lined the runway. I had a nice conversation with a couple of riders from Pennington who might be candidates for membership in Shore Riders.

From the airport I took route 12 from Frenchtown to route 519 south. This is always a good ride and this day would be excellent, with traffic light and temps still in the 70's. I cut across to Hopewell and then to Princeton and the traffic began to build. A detour outside Princeton cost me some time. I found route 33 with the aid of my trusty compass and managed to find my way home. The traffic really concentrated at Collingswood circle and it took me almost an hour on routes 34 and 35 to get into Point Pleasant Beach. Who said gas prices would keep people off the roads? Not true at the Shore!

*** Editors note – Vanson perforated leather sorely sucks eggs in rain.. that means you have to be willing to ride in rain, so I guess it's OK for some people.*

NTTAWWT.

Seen on the Web

15.07.2008, BMW MOTORRAD SUPERBIKE PROJECT GATHERS PACE

Munich. In the eight months since BMW's announcement that they would enter the Superbike World Championship in 2009, the project has gathered pace and race fans everywhere have now been able to see the tangible aspects of the project properly for the first time. The new BMW S 1000 RR has been tested at various racetracks in Spain, but it has now had its first test at a track used by the Superbike World Championship - the Eurospeedway Lausitzring.

Court: Wisconsin law bans sex with dead bodies

The ruling comes after 3 men were accused of trying to dig up body for sex

A ruling by the Wisconsin Supreme Court in Madison on Wednesday reinstated sexual assault charges against twin brothers Alexander and Nicholas Grunke, 20, of Ridgeway, Wis., and Dustin Radke, 20, of Dodgeville, Wis. The trio was accused of digging up a corpse so one of them could have sex with it.

MADISON, Wis. - Wisconsin law bans sex with dead bodies, the state Supreme Court ruled Wednesday in reinstating charges against three men accused of digging up a corpse so one of them could have sex with it.

The court waded into the grisly case after lower court judges ruled nothing in state law banned necrophilia. Those decisions prompted public outrage and a push by a state lawmaker to make sex with a corpse a crime.

In Wednesday's 5-2 decision, the high court said Wisconsin law makes sex acts with dead people illegal because they are unable to give consent.

The ruling reinstates the attempted sexual assault charges against twin brothers Nicholas and Alexander Grunke and Dustin Radke, all 22. The charges carry a punishment of up to 10 years in prison.

Sex without consent

Justice Patience Roggensack, writing a majority opinion with three other justices, said state law bans sexual intercourse with anyone who does not give consent "whether a victim is dead or alive at the time."

"A reasonably well-informed person would understand the statute to prohibit sexual intercourse with a dead person," she wrote.

Jefren Olsen, an attorney who represented Radke, said

the decision was flawed because the law was never intended to punish necrophilia.

"Obviously, the facts are rather notorious and not the easiest to deal with," he said. "I assume that had some impact."

Police say the three men, carrying shovels, a crowbar and a box of condoms, went to a cemetery in southwestern Wisconsin in 2006 to dig up the body of Laura Tennesen, 20, who had been killed the week before in a motorcycle crash.

Nicholas Grunke had seen an obituary photo of her and asked the others for help digging up her corpse so he could have sexual intercourse with it, prosecutors say.

Authorities say the men used shovels to reach her grave but were unable to pry open the vault. They fled when a car drove into the cemetery and were eventually arrested.

Attempted assault charges

The men were charged with attempted third-degree sexual assault and misdemeanor attempted theft charges. The case has been on hold as prosecutors appealed the dismissal of the assault charges.

Suzanne Edwards, a lawyer representing Nicholas Grunke, said she was disappointed in the decision. She said the men will be arraigned on the charges and have a chance to plead not guilty.

Attorney General J.B. Van Hollen, whose office represented prosecutors in the appeal, praised the decision.

"Words matter and the Legislature chose its words carefully to extend the sexual assault law to those heinous circumstances where a dead person is sexually assaulted, whether or not the defendant killed the victim," he said. "Necrophilia is criminal in Wisconsin."

The decision brings Wisconsin into line with more than 20 other states that prohibit necrophilia or the abuse of a corpse, according to the National Conference of State Legislatures. California joined the group in 2004 after prosecutors said they couldn't bring charges in some cases without an official ban.

The law in Wisconsin had been murky, and two dissenting justices insisted Wednesday that lawmakers did not mean to ban necrophilia.

Editors note: I'm not making this up. This was actual news. And it even has motorcycle content.

New Jersey Shore BMW Riders

c/o Art Goldberg

82 Kings Way

Freehold, NJ 07728

(Postmaster: Address Service Requested!)

TO:

Club Meeting – August 13th

Schneider's German-American Restaurant, Rt 71, Avon



Coming This Summer
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