

February 2004 NEW JERSEY SHORE BMW RIDERS Inc

Website: <http://www.njsbmwr.org>

Messageboard:

<http://groups.yahoo.com/group/njsbmwr/>

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Roving Cub Reporter, Newsletter Publisher

Don Eilenberger, Trustee and Newsletter Editor

John Welch, Trustee

Glenn Martin, Strange But True Reporter



He had read somewhere that the Eskimos had over two hundred different words for snow, without which their conversation would probably have got very monotonous. So they would distinguish between thin snow and thick snow, light snow and heavy snow, sludgy s... Hitchhiker's Guide to the Galaxy - Douglas Adams

President's Message

This has been a January to remember, with snow covered roads and temperatures seldom reaching thirty degrees. While I have not started my bike in over six weeks, there has been plenty of club activity.

Jim Baechle has pieced together a club roster with the help of Don Eilenberger and Carl Cangelosi. The new roster is available on the Yahoo Group "Home Page" under the heading "Database".

The planning meeting established dates and selected chairmen for the club's major events. We also created a list of the rallies, events, rides, shows, etc. that our members are most interested in. Roger Trendowski entered this data in the "Calendar" on the Yahoo Group "Home Page". Please mark your calendars now to avoid scheduling conflicts.

We have over thirty major activities already scheduled in the calendar! These activities along with the weekly group rides afford everyone the opportunity to enjoy their bikes and friendships.

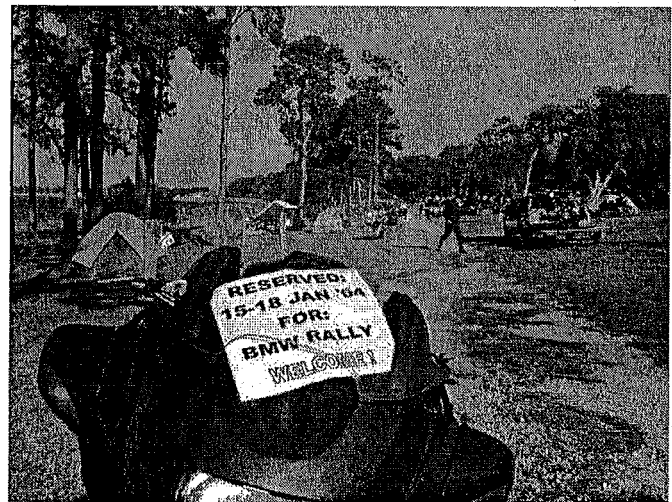
See you at the meeting on Wednesday February 11th.

Skip Palmer

Ramblings of Biker Tom

It wasn't a difficult decision in mid-January to leave cold and snowy Jersey for a warm sunny spot in Florida . .

Especially when activities centered on my second annual NE Florida BMW Club's Winter Rally. This gathering is noted for bad weather and great steaks but this year the weather was great and the steaks even better. Starting at noon Friday, the next 52 hours was a festival of brats & kraut, grilled steaks, bountiful breakfast spreads, adult beverages, occasional topless females, daily group rides, seminars on European bike travel, bike how-to-dos and other areas of interest.



Since this event is a camping experience, the site provided wonderful vistas and private accommodations for the attendees. Story telling, cigars and more adult bevs around the evening bonfire produced an atmosphere is relaxation and love that's hard to duplicate. This club has 180 active members and hosted a nice rally with approx 400 attendees.

We also established a list of the national, regional and local rallies, events, rides, and shows, etc. that our club members may have an interest in attending.

Roger Trendowski has compiled a calendar on the Yahoo Group "Home Page". This is accessible by opening the "Home Page", clicking on "Calendar", and then clicking on "Month". When you click on the day, a window opens with detailed information about the event and in some cases additional links are provided. Not only is the calendar always accessible, but new postings, updates, and changes can be made instantaneously.

Thanks to everyone for their generous support. It is a pleasure to see each of you contributing to create the best club.

Skip Palmer

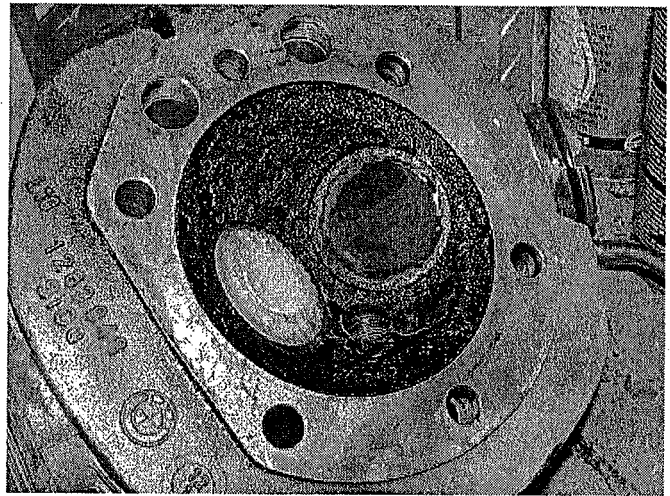
If you feel it coming – it probably is!

On January 1st, several of us rode to Ogdensburg NJ for the Karen Ann Quinlin Hospice Rally. My old 1981 R100RT ran OK, but I felt there was some hesitation in acceleration. On the 4-lane roads it moved along at 70 mph and sometimes 80 without straining. When I got home, 180 miles later that afternoon, the "Green Machine" felt a bit more sluggish and idled at about 1500 RPM with some trumping (sounding like unbalanced carbs). I decided to check compression and found the left side at 130 ft lbs and right side at 60. Whoa.... sixty? Let's try that again. 65 ft lbs the next time. So I took readings on the left side, then right side again. The same result! I then tried a different compression gauge. Same results. "Houston, we have a problem!"

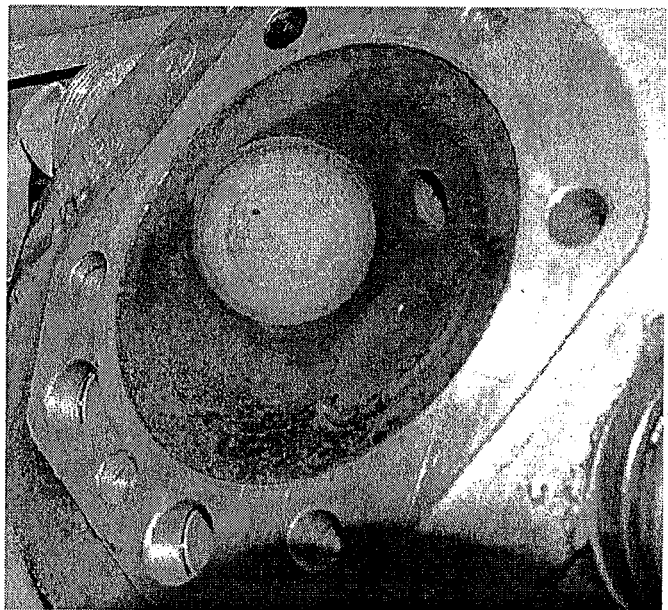
When I restarted the bike the next morning, it barely ran... I nursed it down to Mike Kowal's shop, spitting and backfiring the entire way. After pulling the heads, Mike found that I burned the right side exhaust valve. As you can see from his pictures, the exhaust valve (white color) looks carboned up as does the chamber. The valve was clearly damaged. He sent them out to a machine shop that specializes in BMW heads and Blue Diamond valve replacement for complete reconditioning of both heads.

Now comes the "learnings" from this experience. About 2 months before that ride, I felt the bike was not running normal. It backfired some when decelerating and began to idle strangely at times... but not all the time. Mike had adjusted the valves in the spring before I went to the MOA rally in WV, and I adjusted them in September. Since September I had put on over 3000 miles going to Syracuse several times and on local rides. What happened since September? Don't know. Could have just been out of adjustment again with the exhaust valve tightening up. Could also have been loose head bolts that would also cause the valves to go out of adjustment? Could have been pilot error too, but I'm an

old air-cooled VW mechanic and have done my bike several times over the past 3 years. So the lesson I learned: *If you feel something is coming,... then it probably is. Pay attention!*



Bad head – burned intake valve



Good head

Author's Footnote: This lesson contradicts Captain Don's airhead advice to me last year. During the Chowder Run last fall, I stopped my bike to rest and took off my helmet. While listening to my 100RT engine, with my earplugs and helmet off, I exclaimed to Don: "Boy this thing is loud," as it was clacking and rattling as it idled. Don proposed solution: "Put your helmet back on."
Roger T.

Editors Note: In response to Roger's article, I thought I'd clear up some of the tech involved.. the following is what I replied to Roger about his burned valve:

Roger, several things..

If the head bolts loosen - the head moves away from the cam, so the valves will seat longer - and they won't burn... You will get bad running since they aren't open

had a nice chat with Dan Notte and Scott Barkey about club affairs. Skip outlined our club's plans for the coming riding season and Cross Country's support. It was a mutually beneficial exchange.

A short ride from there and we were at the show. I had been there before and knew that it was not the "end all" of shows, but it was good to see motorcycles and motorcycle people. Shore Riders seen at the show included Art Goldberg and son Ethan, Dan Tompkins and son Colin and Tom Dockery.

Cross Country and Touch of Class shared a booth and had the BMW line on display. Iron Horse from Scranton had the MV Agusta and Ducati line, and I fantasized by sitting on the Agustas. Other dealers included the Japanese bikes, Victory, and Triumph. There was a band and some stunt riding and a lot of booths selling all sorts of motorcycle stuff. Skip bought a new helmet at a considerable discount.

In short, it was a good way to spend a very cold winter afternoon.

Dennis Swanson, Roving Cub Reporter back from the warmth of the southern hemisphere..

Strange but True!

Glenn Martin – our Internet Reporter



Riding 8 Up..

48 Cylinder Motorcycle, from <http://www.bigbikeriders.com/48cyl.htm>

It is a 48 cylinder, 4200cc engine made from s1/kh250 cylinders, by Simon Whitlock.

" Each motor is basically 8 "s1 /KH250" cylinders bolted on to cut up standard casings, with a 8 cyl built up crank, in turn they are bolted to a housing, gear linked and driven thru a BMW road bike gearbox, as the bike is

pretty long already it would be difficult to put a transverse drive thru a gearbox. It has taken almost three years of hard work and he has overcome

some huge problems to get here - - where do you even start to think about building a bike like this? . . . Oh, by the way, Simon is not an engineer of any kind - he oversees the building of shopping precincts etc



Don't look at it as a bike, look at it as a pure feat of engineering . . .and Simon built a Nitrous injected, fuel injected, water cooled, supercharged H1 about 5 years ago!

How will he top this one? He can't - WHO CAN? I think as you say, his next project may be reverting back to a small engine and gaining the maximum horsepower from it "

"The bike has a small 75cc "Donkey" engine under the seat to start it." "The ignition is by 6 x 8cyl E-Type Jaguar distributors."

"Oh, and not only does it run - but it is rideable - JUST! - the engine and box alone weight just over a ton*!"
* = 100 mph

Upcoming Events for cold winter nights:

REMINDER:

Cross-Country BMW: Dan has invited us (and the other NJ clubs) to a tech-night on Thursday February 19th at 7PM. TOPICS: GPS systems, brake systems. Pizza will be served courtesy of Cross Country.

Yahoo Site Members Roster

Is up and running. Please check your listing so we can fill in the blanks! The URL of the site is in the heading of this newsletter.

If you do not have a Yahoo profile – you will need it to view the roster and the club calendar!