



The *SKYLANDER*

Skylands BMW Riders (Est 1991)

BMW MOA #215 - BMW RA #87

February 1997

Club Officers

President: Doug Ochwat
Vice-President: Max Monaco
Secretary: Drew Gibbon
Treasurer: Karl Kretschmer
Past President: Tom Coradeschi

Committees

Adopt-A-Highway: Jeff Roberts
Good & Welfare: Ed Jankowsky
Membership: Max Monaco
Newsletter: Tom Coradeschi
Ride Coordinator: Bill Jasinski

WWW: <http://skylands.ibmwr.org/tomk/sbr/sbr.html>

Info Line: 908.852.2482

1996 Awards Winners Announced!



Ed Jankowsky, Karl Kretschmer, Max Monaco

MEETING HIGHLIGHTS - FEBRUARY 1997

Club Rides: Polar Bear Rides continue each Sunday. Our ride schedule for 1997 is pretty much nailed down and is presented later in this newsletter.

Secretarial: Our MOA and RA charters have been received.

Incorporation: Those present voted to proceed with incorporation. Tom Coradeschi and Doug Ochwat will complete and forward the paperwork to Trenton. Further research into our tax status is required. Tom will continue work on this issue.

Insurance: The issue of insurance for club events has been investigated. Max Monaco reports that the AMA will provide liability insurance at low cost for any AMA-sanctioned event. This would require that we become an AMA-chartered club and that our sanctioned events be open to the public. The consensus was that we do not intend to run open events at this time, so we will not seek an AMA charter.

Rider Safety: Drew Gibbon has arranged for an MSF Experienced Rider Course for the Skylands BMW Riders. The date is May 10th, with the location to be either County College of Morris, or Middlesex Vo-Tech. Contact Drew for more details. Class size is limited to 12 riders! Max Monaco has information on CLASS school at Mid-Ohio (14th & 15th July). There will be NO CLASS at Watkins Glen this year!

Good & Welfare: Ed Jankowsky reports that Bob Kurzweil, Nora Ochwat and Len Parkin all spent time in the hospital recently and that Dave Unangst's dad passed away.

Awards: This year's awards winners were: Ed Jankowsky - Top Recruiter; Karl Kretschmer - Top Participant; Max Monaco - High Mileage. Our awards plaques (3 annual awards and 100k mile riders) will be featured in a display case at Touch of Class.

FROM THE EDITOR:

Well, none of your elected officers (ahem) gave me anything to print here, so you get to read my prattle for another month!

As you can see in this month's issue, things are really coming together for what promises to be a great riding season in 1997! We've got details on the Nova Scotia rolling rally, an outline of the monthly group rides that have been planned and a complete list (well, pretty much complete) of all our committee chairs for this year. These are the folks who are working to make our club activities a success, so help 'em out when you can! Also, check out the background info on the development of the K1200RS.

Special kudos for Dave and Ellen Cushing, who've been awarded a trip to the Alps for their sales levels in the 4th quarter of 1996!

Tom Coradeschi

Membership: Currently we have 36 paid Riding and Associate Members. Dues are DUE! If you do not pay your dues by the end of March, you will be dropped from the club rolls at that time. The March Skylander will be the last you will receive!

Treasury: Ellen Cushing has audited the books for the preceding 2 years and finds that all monies are accounted for. Recommendations were made to increase the detail of our accounting to note the source of income (dues, dinner monies, 50:50 proceeds, etc). Please get your dues check for \$24 to our Treasurer, Karl Kretschmer as soon as possible! Karl has found a new bank which will handle a club account like ours without a monthly service charge. Pending completion of our incorporation, we will move our account there. Our current account balance, effective January 31st, is \$1,163.69, with \$564.47 in expenses paid out in the month of January.

Archives: Tony Loria reports that we now have 3 complete photo albums and 2 more have been purchased.

Tech Sessions: Dave and Ellen have arranged another tech session for February. This will cover K & R (airhead) valve adjustment and will be held at Touch of Class, Wednesday the 19th, beginning at 7PM sharp!

Daytona: As you probably know, this year is the last year for the Battle of the Legends! Richard Dampf (BMW NA) is looking for help with running tech inspection for bikes going on the Pace Lap(s). There will be 2 Pace Laps this year, one a women-only event and one open to the general public. If you're going to Bike Week, consider giving the folks at BMW a hand. Contact Max Monaco for more details. There is also a new BMW dealer in Daytona. See Dave Cushing for details on location, etc. BMW will be doing test rides at Daytona this year, on Monday and Tuesday on the street and on Saturday at the track (Gate 50 area). Finally, a Battle of the Legends book is going to be available at Daytona. If you're not going and would like a copy, Dave Cushing is willing to bring some back, so contact him for more details.

Mileage: Dick Jagush is running this year's mileage contest. Get him your starting mileage. A summary of the 1996 contest is elsewhere in this month's issue.

By-Laws: The By-Laws committee has received some comments and suggestions for changes. A complete copy of our current documents was provided to you in the January 1997 Skylander. Please review these and provide your comments to the committee members! We hope to have a package on the table for you to vote on at the April meeting.

Rolling Rally: Dates have been revised. See info elsewhere in this issue.

March Meeting: The March club meeting will be held one week late, on March 10th, to accommodate those club members who will be going to Daytona for Bike Week.

CLUB COMMITTEES

The following are the folks who will be preparing us for our activities in 1997. As you can see, there are a couple of vacancies - if you're interested in helping on one of the committees or filling one of the vacant slots, contact a committee chair or Doug Ochwat.

Adopt-A-Hiway: Jeff Roberts, Drew Gibbon

Archives: Tony Loria

Awards: TBD

By-Laws: Max Monaco, Tom Coradeschi, Ellen Cushing

Good & Welfare: Ed Jankowsky, Dave Cushing

Membership: Max Monaco, Dave Cushing

Mileage: Dick Jagush, Max Monaco

Miracle Ride: Tom Coradeschi, Max Monaco, Len Parkin

Newsletter: Tom Coradeschi, Doug Ochwat

Nominations: TBD

Public Relations: Tom Coradeschi, Ken Lewis

Rides: Bill Jasinski, Vic Ohoski

Rolling Rally: Skip Metz, Max Monaco, Doug Ochwat

Social: Max Monaco, Karl Kretschmer

1996 MILEAGE CONTEST RESULTS

Jim Bessette	16,500
Tom Coradeschi	9,364
Dave Cushing	4,866
Ellen Cushing	461
Paul Gavin	8,898
Al Jagush	4,305
Dick Jagush	13,809
Ed Jankowsky	8,768
Bill Jasinski	11,663
Frank Kildren	12,035
Karl Kretschmer	14,155
Glenn Larson	9,876
Tony Loria	16,670
Skip Metz	12,144
Chris Monaco	6,497
Max Monaco	19,100
Bob Moore	2,966
Doug Ochwat	11,231
Vic Ohoski	5,486
Len Parkin	6,975
Bill Penschow	19,188
Dave Unangst	7,295
Total miles:	222,252
Rider average:	10,102

OTHER CLUBS

NJ Airheads First Barley Therapy Gathering on the Equinox (March 20). Harvest Moon Brewery, 392 George Street, New Brunswick. Contact Bob Bertolatus (see directory) for more details.

NOVA SCOTIA ROLLING RALLY

Start Date: August 1, 1997. Return Date August 9, 1997 (Riders option)

Things to do:

Ferry Reservations prior to April 7th club meeting. Call Bluenose Ferry 800-341-7540 (Portland, ME - Yarmouth, NS)

Options: M/C only, M/C & passenger, M/C & passenger with cabin for two (Approx \$225.)

or

Alternate land route via Maine, New Brunswick and to Nova Scotia with group meeting place to be determined.

-Hotel reservations to be made by the committee with a \$50 per person deposit required at the April meeting, or mailed to one of the committee members prior to April 7th. Hotel reservations are for only two nights on Cabot Trail. Campers should make their own reservations. All other nights will be at the riders choice based on the itinerary presented by the committee.

At the April meeting we will have a planned route outlining the group meeting place for those not taking the ferry, the hotel/towns where the two nights will be booked by the committee, as well as the locations selected for the other free nights. These nights will be the responsibility of each rider to make hotel or camping reservations. This is a Rolling Rally and the rider will have complete flexibility in selecting route and pace, riding in a group or alone, etc. The committee requests that we all stay together the two preplanned nights.

It is recommended that each rider contact the Nova Scotia Tourist Bureau at 1-800-565-0000. They will provide you with a complete package with maps, hotels, restaurants, attractions, etc. This is strongly recommended so that you can plan and enjoy your experience to the max.

Things to be considered:

Condition of your m/c and appropriate clothing.

Valid m/c/ license.

Passport if available or other appropriate ID.

Canadian proof of insurance, which should be available from your insurance agent.

Remember, this is the "Skylands BMW Riders" event and the committee can only plan the event, but only you can make it successful and a trip you will never forget.

Tentative Nova Scotia Itinerary:

August 1, 1997 Leave Hackettstown area for Portland, ME.

Board ferry to Yarmouth, NS in evening.

August 2, 1997 Leave Yarmouth to Halifax.

August 3, 1997 Leave Halifax to Port Hasting (Cabot Trail)

NS.*

August 4, 1997 Leave Port Hasting to Cheticamp.*

August 5 1997 Leave Cheticamp to Sydney.

August 6 1997 Leave Sydney to Amherst.

August 7 1997 Leave Amherst to Camden, ME.

August 8, 1997 Leave Camden to Wherever.

August 9, 1997 Arrive New Jersey

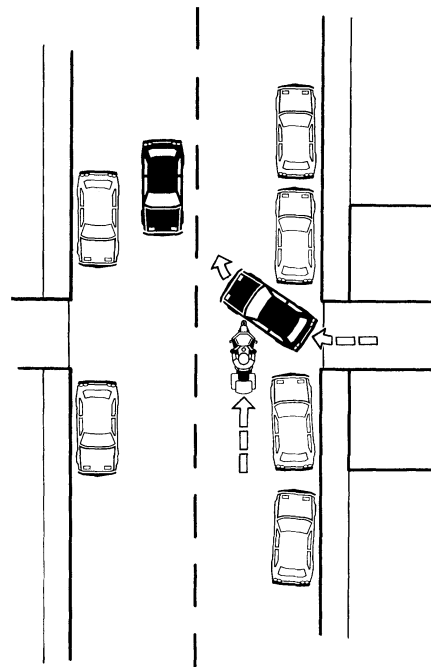
* Hotel reservations to be made by the committee

STREET STRATEGIES

You are riding down a quiet residential street. Traffic is light, the road surface is clean and you have a clear view of the street ahead. Approaching an intersection where the view is partially blocked by tall hedges, you cover the front brake and scrutinize the side streets for cross traffic, bicyclists and pedestrians. The intersection is clear, so you roll back on the throttle and continue on your relaxed ride.

But right in the middle of the block, a car suddenly darts out of an alley partially hidden between two garages. You reach for the front brake and squeeze the lever as hard as you can just short of skidding the tire, but even your best quick stop technique can't bring the bike to a halt short of a collision. Your front wheel crumples into the car door just as the startled driver slams on his brakes.

You know that intersections are dangerous, and you are wise to cover the front brake in the event a quick stop is needed. But we tend to forget that alleys also intersect the street, and most alleys are so narrow the view of alley traffic is often limited. Only 13% of motorcycle accidents occur at alleyways or driveways, yet they account for fully 17% of all motorcycle fatalities. You should have been just as cautious approaching the alley as when entering an intersection. You could have moved to a lane position offering a better view of the situation. And slowing from 40 to 30 mph could cut your stopping distance in half.



REPRINTED COURTESY MOTORCYCLE CONSUMER NEWS

CLASSIFIED ADS

(Ads will run for 2 months)

BMW Active Line Multi-Function Suit, black w/ removable Gore-Tex inner suit, XLarge (good cond), \$300 or best offer. Call Max @ 908.852.9321. (2nd month)

1989 K100LT, Blue, \$5500; Givi Maxi Travel Trunk w/ mount for K-bike, \$150; Reynolds trailer hitch for K-bike, \$125; Ultra Wheel Cargo Trailer (one wheel), \$500; BMW brown leather jacket by Stadler, Large, \$150. Call Bill @ 201.726.8321. (1st month)

CLUB GEAR

The following are currently available:

Hats: Eddie Jankowsky

Shirts: Max Monaco

Patches: Max Monaco

[Part two of three parts. Funny how we really haven't had any snow this year. Guess everyone bought a snowblower last fall, huh? - ed]

We got another five inches of snow last night and I thought the list might be interested in an update on today's adventures.

Several problems have surfaced with the R-Blower design.

I had been running the R-Blower very successfully for about 30 mins this afternoon and began to experience really severe vibrations. The far side of the engine start heaving into the air about four inches slamming itself up and down on the deck of the blower. A quick inspection revealed that two of the angle iron motor mounts had torn loose from the sheet metal deck of the snowblower. I rewelded them but would suggest anyone attempting this conversion reinforce the entire snow blower with steel straps welded to form a lattice frame and get the Lustmeister engine mounting kit with the rubber dampers.

The other thing that happened was totally unexpected... the splines on the output shaft started to disintegrate. As you recall, I mounted a pulley on the output shaft. To do this I took the female part of the spline assembly and welded it to the pulley and put this new piece on the output spline (male part). I thought that a little freeplay in the thing would minimize the effects of engine vibration etc. I notice shiny wear ridges on the spline this afternoon. It appeared that the water and salt were getting on the splines and drying them out causing the excessive wear. Here's my solution...

I took a metal fence post and welded it upright to the deck of the snowblower. When I was finished it stuck up about four feet from the top of the machine. I then suspended a bottle of gear oil, using a coat hanger, from the top of the post. I punctured a very small hole in the bottle of oil, inserted a grommet into the hole and then inserted an end of a length of small gauge plastic tubing through the center of the grommet. The other end of the plastic tube was routed to a position about an inch above the splines and duct taped in place. Using a tube clamp I was able to squeeze the tube down to the point a single drop of oil, dropped from the end of the tube onto the splines at the rate of one every five minutes.

This fix works great. the splines are constantly lubed and I have not noticed any further wear. I believe that this type of system would work on those nasty K bike splines but think I would come up with some sort of salvage system to recover the oil. A small electrical pump might work well and the bottle of oil could be mounted somewhere under the seat.

Tom Keen

Next month: The R-Blower reaches the end of the line.

[The following was translated from Das Motorrad, January 1997 issue, by Kari Prager, Cal BMW/Triumph]

Das Motorrad, Issue #2, Jan. 4, 1997

Test and Technology

The Development of the BMW K 1200 RS

by Waldemar Schwarz and Fred Siemer

Photos from the Factory Archives

"Our Very Finest" (Photo of entire development group accompanies article)

For three years the development team worked on the pinnacle of the BMW program - the K 1200 RS...

The penthouse in the heart of BMW's Development and Engineering Center possesses the strange allure of a combined gymnasium and theater stage. Set in the midst of BMW's most exclusive territory, it normally serves as the setting for presentations at the absolutely highest level. Here, on a series of rotating stages, the board of directors can examine the variants of BMW's newest cars or motorcycles, before giving the designers the imperial thumbs-up or thumbs-down. On the stage directly in front of the wall-sized window, in the best possible light, David Robb, Chief Designer of the BMW Motorcycle Division, has placed his newest creation.

From the first sketches and clay models to the first running prototypes - this motorcycle has been thoroughly worked, reworked and developed by 41 year old American and his team over the last three years. The finalized version, as presented in October of 1996 at the IFMA show, has already been completely familiar to Robb for months. Nevertheless his honest pride betrays itself as he invites the viewer to the window. "Take a good look, and see for yourself how we have worked to combine power (Kraft) and agility (Leichtigkeit) into one design".

It is easy to recognize where the center of power resides in the K 1200: the single, continuous surface of the fairing and tank-cover looms high on the bike, and reaches its widest, most imposing dimension just in front of the rider's knees. The newly designed valve cover peeks out through a cutaway on the left side of the fairing, while the matching cutaway on the right side provides access to the engine oil-filler cap. Below the two large fairing side panels the motor spoiler rounds off the complete encapsulation of the powerplant, while above a narrow panel bridges the two sides of the fairing over the tank. "This bridgepiece has a channel along the bottom edges, from which

both of the fairing side panels are suspended. Thus very few fasteners are required to hold the bodywork in place." This practical attachment method is a response to the demands of the production and service personnel, the practically invisible arrangement of the fairing screws is the result of the wishes of the designer: "...The highest possible quality everywhere, even in the smallest detail..." Then Robb strokes the curves of the K with his hands. "No harsh, rigid lines, lots of surprises... from every perspective." In brief bursts of words he describes the formula for the new design. Now he calls attention to the (mirror-like) projections on the sides of the fairing uppers: "Here is a classic K-element in the design, which offers (immediate) recognition and familiarity." These elements contain the turn signals in their leading edges. Small air passages on the inner surfaces protect the rider's fingers from storm and rain, because they have been so perfectly developed in the wind tunnel that they deflect the surrounding airstream to either side. The sporting character definition, so unexpected in this context from BMW, is provided by the tail section: only the massive, stainless steel muffler, no less bold than any of the Japanese sportbikes, obstructs the view of the five-spoke wheel, with its huge 170-series tire. Upward flowing lines, a slender tapering seat and a sparingly drawn rear fender complete the elements of the dynamic ensemble. Observed in this manner, the RS cunningly conceals its ready-to-ride weight of 285 Kg (627 lbs w/fuel). "Yes, and you don't feel it, either..." said Juergen Bachmann, the Lead Development Engineer for the K Series, as he steps forward with his colleagues to expand on the technology of the RS-Concept. Like all engineers, he suffers under the burden of reconciling conflicting design goals: First, the sport tourer should be as nimble as it looks, and simultaneously have the power to handle the BMW-benchmark load capacity of 215 kg (473 lbs. GVWR). Second, the vibrations of the K four-cylinder motor were only to be avoided with either a heavier frame construction method or a costly re-design of the motor itself.

But back to the old K Series: partly out of basic research curiosity, and also as a possibility for future K generations, BMW started experimenting with center-hub steering. The results were disappointing, and the project was suspended in the summer of 1992. "A close call!" as it turned out, since later in the year the Germans were completely taken by surprise when Yamaha unveiled the GTS 1000. In spite of this setback, by the beginning of 1993 the K 1200 RS was already in the design stages using the factory's own Telelever. As we know it from the Boxer series, this swingarm front suspension system pivots on bearings mounted directly in the motor housing, the forks are connected to the drivetrain by a short "supplemental frame", and the R rear wheel swingarm is suspended directly in the transmission housing.

To use this design concept in the K series, the K motor would have to vibrate a great deal less than it does; the K 1100 is not exactly a paragon of smoothness, and with the 1200 cc motor, of greater displacement but using connecting rod lengths the same as the 1100, the shaking from the second order harmonics would be even worse. Consequently an attempt was made to smooth out the flat four with a pair of balance shafts, but their logical placement conflicted with the necessary attachment points for the Telelever. There was, also, no green light given by the higher-ups to any attempt at a completely new motor design with its attendant development costs, so in the fall

of 1993 two parallel (chassis) design concepts were initiated. At the BMW design center a motorcycle was developed with a load-bearing motor, swingarm pivoting in the transmission housing, and a complete isolation of the (rider and) bodywork from the powerplant/drivetrain. At the Bimota factory in Rimini a motorcycle prototype was built to BMW specification that used a load-bearing frame, a totally isolated powertrain, and a rear swingarm pivoting in the frame.

The resulting "Techno-Tourist Exchange" (between Germany and Italy) was quite intentional and encouraged. Thus Juergen Bachmann: "First, on account of the fruitful exchange of ideas with the staff at Bimota. Second, Munich did not have the capability to maintain a design offensive on two fronts, and third, it made for an easier contact with the Italian frame manufacturer Verlicchi, in Bologna. The trips between Germany and Italy became ever more frequent, as it became apparent that the Munich version, with its many vibration-damping elements, could not offer the necessary precise feeling of control ("Fahrgefuehl"). Thus, in August of 1994 the decision was made in favor of the load-bearing frame design.

After the first test rides with a handbuilt frame - "Truly splendid, what they (the Bimota people) have put together down there..." - further along they proceeded to try a stamped stressed-aluminum construction ("Alu-Strangpressprofil-Konstruktion"), then a bolted-up combination of cast-aluminum and steel tubing, and finally a frame built of welded-up aluminum castings. The last proved the most successful, because this construction method not only allowed the closest conformation with the contours of the motor and transmission and produced a stiffer frame, but also would be the simplest to put into production.

Juergen Bachmann (Chief K-Series Engineer) draws two rider requirements together: "With the load-bearing frame we were able to achieve a very positive feeling of control and simultaneously nearly complete absence of vibration." The weight disadvantage compared to the solution (frame design) of the R 1100 RS ads "about 7 to 8 kilograms", estimates Bachmann. In contrast to the R 1100 RS, which is designed to counteract about 70% of front end dive under braking which the Telelever design could have 100% eliminated, the K 1100 RS will have 90% of the dive reaction removed.

Somewhat less spectacularly on the other hand, the motor development team revealed the following:

With the same bore of 70.5 mm - for the K-block will accept nothing larger - the stroke has been lengthened by 5 mm for a total stroke of 75 mm to reach the desired displacement of 1200 cc. The slightly increased compression (from 11:1 to 11.5:1) improves the thermal efficiency and also helps produce the desired increase in torque. A lighter crankshaft, lighter ("Kastenkolben") pistons and lighter valves increase durability at high rpm, for only through higher rpm could the desired peak horsepower be achieved: 130 hp in the unlimited version. Thus the renovation of the K motor, which now contains almost nothing from the original K, has produced a political sensation as well.

Note: This is the first German motorcycle manufacturer's motor to exceed the informal manufacturer's 100 hp voluntary ceiling.)

Development Chief Wolfgang Durrheimer explains the new birth of Bavarian big horsepower: "There are markets which demand more than 98 or 100 horsepower. We began considering

this quite some time ago, of course. The torque and horsepower curves verify that the 98 horsepower version is unusually strong in the lower rpm range, and can out-accelerate the open version in a roll-on up to 140 kph. In spite of the dramatic differences in the performance curves, the horsepower limitation is achieved "only" by the use of a different Motronic engine management map and different intake runners. Moreover, both Motronic maps are already resident in the Motronic eeprom. In order to jump from 98 PS to the full 130 PS, it is only necessary to take out a Motronic code plug and install a different intake/airbox assembly.

Ram-air induction, long relied on by the Japanese, is a new arena for BMW, and extensive experiments with various cam designs have been carried out in the recent past. "We achieved the best power characteristics with the 284 degree camshaft from the K 1", was the word from Motor Development Specialist Georg Mittler. Yet another first-time innovation for BMW, the new six-speed transmission, was developed by the transmission supplier Getrag. Naturally it is reputed to soothe the old BMW sufferings of notchy shifting and excessive shifting effort. In addition, there is hydraulic clutch actuation for the first time. But why the six-speed gearbox in combination with such a torque-rich motor? "Because we wanted to optimize the gear ratio spacing with the power characteristics of the motor." replied Mr. Mittler without cracking a smile. "And because it makes it more fun..." Juergen Bachmann added. The fact that the swingarm pivots in the frame and not in the transmission housing does not mean that the six-speed gearbox cannot be used in the R series in the future. "To do so would require only a new transmission housing."

What remains is what we surmised from the whole presentation: Naturally the motorcycle is detailed with three-way catalytic converter and anti-lock brakes, now as standard equipment on all production. Naturally the K 1200 can carry saddlebags, on its attractive and elegant mounting system. Logically, BMW has refined even further their unique and characteristic attention to ergonomic adjustability, a BMW specialty that has been ignored by all other manufacturers. Along with an adjustable wind deflector, handlebars and seat, there are now adjustable footpegs and controls. Surely they are going to let us try all this out... "Sorry", says Juergen Bachmann, "the introduction is set for the beginning of March, and besides, outside it has just now started to snow..."

1997 RIDE SCHEDULE

March	Polar Bear
April	Bill Jasinski
May	Jim Brown ERC
June	Karl Kretschmer Gooch's Garlic Run MoOA National
July	Dave Cushing
August	Al & Dick Jagush Nova Scotia Rolling Rally
September	Overnite (suggestions to Bill Jasinski) RA National
October	Miracle Rid
November	Polar Bear

***Next meeting March 10, 1997
Touch of Class: 7:30***

NOTE THE NEW DATE!

*Meet for some pizza at Enzo's Pizza, Rt 57 ,
Washington
6 miles east of T.O.C., 1 mile west of Rt 31
Any time after 6:00*

Skylands BMW Riders
22 Highland Rd
Hackettstown NJ 07840