



The *SKYLANDER*

Skylands BMW Riders (Est 1991)

BMW MOA #215 - BMW RA #87

April 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/sbr/>

Info Line: 908.852.2482

FROM THE EDITOR

Hello again! April brings with it the real start of the riding season (OK, OK, so I had to shovel an even foot of snow off the top of my driveway on the 1st, but it WAS an April Fool's storm!). This month's issue of the Skylander some words of wisdom from Drew Gibbon, our club Secretary (I nominate Drew to be newsletter editor somewhere in the future), further notes on a K12RS test ride from Germany, tidbits on the R1200C and some "wonderful" news from BMW MOA. I'd love to do more, but time constraints being what they are, that's about it for this month (If you haven't already heard, Elizabeth Anne Coradeschi was born on April 2nd. 8 lb 15 oz, 21 in long - Nora & baby are doing just fine, but we're all a bit tired and this issue shows it).

Nora and I would like to thank the club for sending us the flower arrangement!

A couple of other quick notes: feel free to hit our World Wide Web site. The URL has changed a bit over the past few months, so if you have an old one bookmarked, it's probably no longer valid. Also, we have an answering machine set up at 908.852.2482. It contains the current month's activity info. If there's ever a question about the date for a ride or other activity, you can always check the machine!

Ride safe...

Tom Coradeschi

"REASONS TO ROMP"

Some thoughts about our sport, our club, and their intertwinement.

Being members of a club, we all have something in common. Being members of motorcycle club for BMW owners, primarily, put us all on a very powerful common wavelength. We all know what makes us different from the owners of other brands. We are unpretentious, we are dedicated to the long ride home and we are able to appreciate on another's friendship and

camaraderie.

Well, with springtime finally with us once again, we can look forward to a new beginning, a new opportunity to grow (both in our riding and our wrenching skills), to seek out new vistas, new places, new friends.

Two-wheeled motoring is pure poetry in motion. If I may paraphrase some recent thoughts of the great writer Kevin Cameron of Cycle World magazine, it might help me to illustrate my thoughts. People who may be big and awkward on their own two feet can be graceful and almost effortless on a bike, leaning into corners, following the shapes and contours of the land, over hills and diving down into valleys, becoming in tune with nature's laws. Our "Duetscher Motorrads" are powerful, far-ranging, equal to the birds and beasts - there is motion, vibration, breathing, swooping, alighting.

In a world getting ever more sophisticated, complicated, confusing and overwhelming, it is nice to just go out to the garage and turn on the light and stare at that fabulous machine; its ingenious design and its careful craftsmanship. And even the advanced engineering of the BMW bike is not really beyond our comprehension. As a grizzled racetrack veteran recently put it, "This is something I can at least come close to controlling and understanding." On the other hand there is much to challenge us for an entire lifetime of two-wheeling in our attempts to hone our skills in handling our "motors" with skill and judgement. Many of us who have attended Pridmore's CLASS will recall hearing Reg say, "As a seasoned, skilled racer, I still haven't put all the pieces of the puzzle together."

The fascination we all have with the gears, the wheels, the fuel-injectors, leads us down endless roads of curiosity. I know when I was a kid, I thought it a miracle of magic that this assemblage of metal, rubber, and plastic could propel itself down the road at awesome velocities. "How does that lump of metal under that sleek, smooth, painted gas tank skin do it?"

Our bikes offer a way to get away from the mundane chores and worries of life. Something like just popping open the escape hatch, yelling "Geronimo!" and roaring out on our trusty steeds of steel. Like a young foal in the pasture; kicking and bounding,

romping for the fun of it. "I'm doing this, just 'cause I can, see?"

We don't have to be fast and crazy. We don't have to show incredible skill. We can just romp through the spring landscape or through a bright tunnel of autumn leaves, or just trickle along any pleasant road in whatever way pleases us. Meet up for a club ride. Live

Drew Gibbon - Secretary

MEETING HIGHLIGHTS - APRIL 1997

Club Rides: The April ride be "Something for Everyone..." and will be led by Bill Jasinski (not only sets up a ride, but gives it a name? Good deal, Bill!). We will depart Touch of Class on April 20th at 10 AM. Destination will be High Point State Park - Bill will be setting up a picnic once we get there. Sounds like a good time! The May ride will be led by Jim Brown and will depart Touch of Class at 9 AM on the 10th of May. More details in the May issue. Note that this will be a Saturday ride.

Secretary: We are ready to proceed with incorporation in the State of New Jersey. All forms have been completed and signed by the appropriate parties.

By-Laws: The revised By-Laws were discussed. A motion to accept them as amended was proposed and was accepted. Unfortunately this motion conflicts with our By-Laws (existing and revised), which stipulate that any amendment must be reviewed at 3 club meetings before any vote be taken, so it isn't invalid. Just as well, since a few more changes needed to be made - primarily the addition of statements indemnifying the officers. The proposed documents will be voted on at the May meeting. A copy of the final documents and a ballot are enclosed. Please vote!

Treasury: Our current account balance, effective March 31st, is \$865.84.

Membership: Effective the 31st of March, our roster was purged of all inactive members. We have 2 new members, bringing our total to 56, as of April 7th.

Rolling Rally: Deposit for the hotel in Cheticamp were due in by the April meeting. If you didn't get your \$50 check to Max Monaco, you're probably out of luck. You can always call him and grovel (or blackmail) for another chance. The balance of the hotel costs will be due in June. The following members have deposits in: Doug Ochwat, Chuck De Santis, Max Monaco, Tony Loria, Chris Monaco, Bill Jasinski, Skip Metz, Drew Gibbon, Paul Gavin, Ken Lewis, Michael Lalonde, Bill Morrison, Bob Moore, Joe Christie and Ivan Sobel.

Mileage: Our new (newest) mileage contest rules: End of the year, send Dick Jagush your total mileage ridden, on bikes you

own, for the year. Simple as that!

Club Gear: Our club logo is in 9 colors right now and needs to be reduced to 5 so that a silk screen pattern for t-shirts can be made. There's a \$100 setup charge for the shirts. Talk to Max Monaco if you're interested. Tony Loria is getting ready to do another run of club license plate frames. They're 10 bucks each and he needs 1/2 dozen, minimum, to make up an order. Why not show your pride in Skylands? (if only someone made frames which fit the old blue plates)

Rallies: Max Monaco has a couple of hotel rooms available for the RA in Fontana, September 18-21. Contact him before the end of April if you're interested.

May Meeting: The May club meeting will be held on May 5th at Touch of Class, 7:30 PM.

MOA BLOWS IT AGAIN

Did you get your April Owners News? Did you read the position statements from the candidates? Did you look at the ballot? Did you notice that Elsie Smith's position statement indicates that she's running for Secretary, yet the ballot shows her as a candidate for Director?

Yep! The Highly Paid Employees at BMW MOA have done it again. 2 years ago, they cut off a bunch of Jeff Kaplan's position statement. 2 years before that, Chick Morse was allowed a much longer statement than any other candidate (the limit is 400 words, if I recall correctly). The gist of it all? The ballot in the Owners News is invalid. MOA is printing and mailing out a corrected ballot to all members, at a mere financial hit of about \$12,000. Just what I want my dues money spent on (not). My only comment on all of this is that the only 2 ways you and I, as MOA members, can change this are either to quit outright (Bob Hidgon did) or to vote for change in the coming elections. I favor the latter (quittin's not my idea of a good time). I don't think it appropriate to launch into this in the Skylander, so if you'd like to talk about it, call me or speak to me at the May meeting (ballots must be postmarked by May 31st, so there's plenty of time).

Here's the letter from MOA prez Deb Lower which contains the gory details:

April 7, 1997

To the BMW MOA Membership

It was brought to my attention on April 3rd that there is a mistake in the election ballot which was enclosed in the April issue of BMW Owners News and which has been mailed to Associate Members. The mistake is listing Ms. Elsie Smith as running for Director when her position statement clearly states she is running for Secretary. The other candidates for Secretary are Ms. Betsy Dow and Ms. Susanna (Battit) Parkhouse.

The error on the ballot was not noticed until April 3rd by

BMW MOA staff. Several options were considered to avoid the cost of almost \$12,000 in reprinting and mailing an "Amended" Official Ballot, but it is clear that only an "Amended" ballot listing the 3 candidates for Secretary will be fair to those running for Secretary and those running for Director. The "Amended" Official Ballot appears in this mailing. The "Amended" Official Ballot lists for each position, the candidate(s) and their place of residence, as required by the By-laws.

Any mint green and black ballots enclosed with the April issue and mailed to Associate Members will be void and not counted, if received, by the election committee. The only ballots in the 1997 BMW MOA Election which will be counted are those printed in blue and have "Amended" Official Ballot at the top. If you have already mailed in the original ballot, you will need to complete and mail in the "Amended" Official Ballot that you will receive shortly.

This "Amended" official ballot will be the only ballot counted in the election, that will still close on May 31, 1997, the date stipulated in the By-laws. All "Amended" official ballots must be postmarked no later than May 31, 1997.

This election ballot error is a serious matter and will not be treated lightly. At the next BMW MOA Board meeting, to be held on May 3 and 4 in the St. Louis area, the Board will discuss the actions taken by Barb Zingre, Association Manager, in response to this mistake. At that time the Board will decide if any further action must be taken on this matter.

If you have already voted, please send in a new "Amended" Official Ballot, once you receive it so your vote is counted. If you have not voted yet, please take the time to review the candidate's position statements found on pages 26 through 41 in the April issue of the BMW Owners News and cast a ballot.

Deb Lower
BMW MOA President

K1200RS TEST REPORT FOLLOWUP

By: Jeff Bacon <bacon@twinight.org>

A couple of things I forgot to include in the original report: At long last it seems, BMW finally has mirrors on a KRS that work. No, this isn't rocket science stuff, it's just one of those little things that are important. For someone who's had to try to use these too-far-in KRS mirrors for too long, the view on the K12's mirrors are a wonder, and it's nice that it's finally fixed.

I'm sure you've seen pictures of the instrument cluster by now. There are two rows of lights along the bottom; all of which are large enough to see without being too terribly intrusive. Hopefully they aren't so bright as to be annoying at night; dunno yet, first impression is that they're probably not too bad. The ABS lights, which flash at power-up until you actually start the engine, are a little disconcerting at first but that's easy enough to get used to. Small LCD readout for time and gearshift. I find them both a little small but they're not the most important thing in the cluster either.

The gauges are nice enough. Tachometer reads up to 11 or

12 krpm, I forget, far higher than I can breathe. Engine seems perfectly willing to wind all the way up there though in practice there's not much need. I think the numbers on the tach sit at an odd angle - redline starts at around 1 o'clock and goes to 2-2:30 o'clock, 0 is at around 7 o'clock. Not quite intuitive to look at. I didn't bother, it wasn't worth it. I have a sense they were going for style points here, and I'd say they went too much for style and missed on functionality; it's not what we're used to looking for.

The resolution on the speedometer isn't too terribly high - that's what you get for calibrating the thing to 280 kph. Fortunately, the German Polizei aren't too terribly concerned about 10 kph one way or the other.

(I have yet to see a Polizei-Auto wasting time by the side of the road clocking people. Presumably they are off doing less useful things like taking care of accident scenes, chasing criminals, and drinking coffee and eating broetchen. I have been passed by Polizei-Autos on the autobahn, but this isn't anything especially new to Americans used to police cars whizzing by. I have been stopped once, by a couple of very polite officers curious about the funny American license plate; a quick inspection of my passport and Gruene-Karte and I was on my way, with a helpful reminder that my Gruene-Karte was about to expire and I should do something about it. I've quit worrying about watching for police since that incident. Oddly enough, I find myself more relaxed about the whole riding experience now, and find myself riding somewhat more alertly - when one doesn't continually have to keep an eye peeled for revenue collection agents, one tends to have more time and attention span to watch for more important things, like traffic and pedestrians. I think there is something to be learned here.)

The seat does adjust, though there's only a "up" and "down" setting and the difference is maybe 3/4"; doesn't seem to matter too much, at least by my seat-of-pants testing. The pegs move somewhat farther, it seems, I didn't try this because it involves unbolting things and that probably wouldn't have been cool. I imagine the only real difference any of this will make, though, is helping larger/smaller riders fit the bike; it doesn't seem like one is going to be able to change the riding position per se, and judging from the dynamics of the bike, I don't think one is going to want to try to ride the bike in any position than the one it dictates to you.

(I think this is a bit of a departure; it seems to me that the K/K11 both were rather flexible in that regard. However, one can also say that the bike didn't give you lots of support in whatever position you chose. The K12 dictates a position, but then does more to support/protect you in that position; evidence the sculpt of the bodywork, and it seemed at least to me that the bike made it easy for you to tuck your legs up and in and keep them there.)

Finance points: cost out the door is DM 27500. Given current exchange rates of around DM 1.68/US\$1, that boils down to around \$16k. Of course you're going to have to deal sharp and know where and how to exchange your money to get that kind of rate; that's spot FOREX rates, and Thomas Cook Travel ain't gonna give you that. (Fortunately, I have a friendly commodities broker. :)) But by that token, it's not all that unreasonable. Note that the R bikes are all in the DM26k range here.

R1200C ON THE WAY

BMW issued a press release on April 1st, 1997, officially announcing the R1200C, their entry in the American cruiser market. If you haven't seen the photos in OTL or (I kid you not) The Wall Street Journal, here's a couple for you.



The R1200C is based on the four-valve engine and Telelever suspension of the Oilhead Boxer. The engine has been punched to 1170 cc, but is tuned for torque, rather than horsepower. Specs are 61 HP at 5000 rpm, 70 ft-lb torque at 3000 rpm. Road ready weight is 584 lb and seat height is 29.1 inches. ABS will be available, but no Paralever, from the looks of things.

Now, I know the old adage "torque makes motorcycles go, horsepower makes motorcycles sell" but in this case I think BMW has missed the boat. Taking the wonderful R259 mill and detuning it to produce 60% of the power of the R11RS? What's next, drag pipes for the bike? In this case, I think BMW would have been well-served to learn from Honda, who installed a hotted up version of the GL1500 motor in the Valkyrie, rather than Yamaha, which detuned the VMax engine for the Royal Star. Anyone else agree with me?

At least it gives one hope that a decently-tuned version of the 1200 cc motor will make an appearance on the remainder of the Oilhead series. (Gotta try to keep up with the K-bikes, after all!)

The worldwide intro is set for May (or June, depending on who you talk to), in Tuscon AZ.



STREET STRATEGIES

Neighborhood Dogs

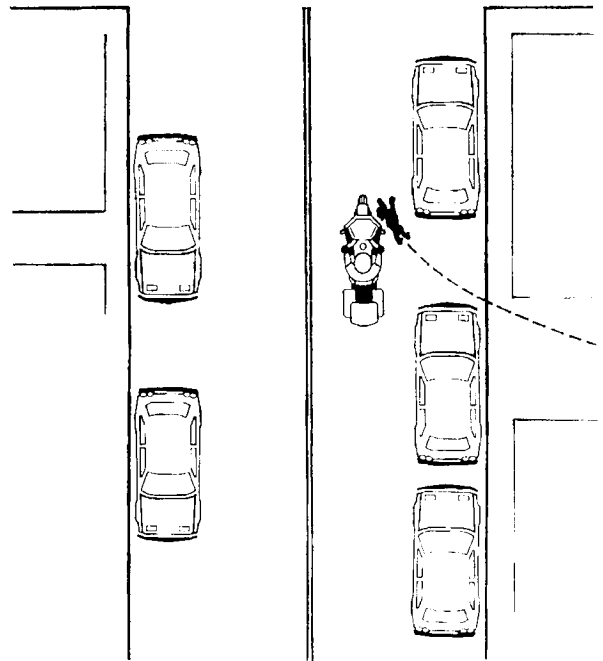
You are cruising along a shady side street in the suburbs. It's a warm afternoon, traffic is light and you're in no hurry.

Suddenly you are aware of an animal running toward you from a side yard. The dog has ears laid back, tail down and teeth bared. You prepare to kick at the dog if it tries to bite you. But the dog sprints out fast enough to intercept your path just beyond a parked car. He leaps into the street, running alongside your front wheel snarling and snapping, just out of reach of your kicks.

To your surprise, he darts under your front wheel. The impact lifts the tire off the pavement, and you lose balance and go down. The dog limps off.

Loose dogs are a problem in many neighborhoods. You know that dogs show their aggressiveness through body language, and an aggressive dog like this might try to bite your leg. More importantly, even a small dog can upset a motorcycle by getting under the front wheel.

Rather than trying to defend yourself by kicking, you should have outsmarted the dog. Most motorcycles can accelerate faster than a canine. Decelerate, shift down a gear, and let the dog believe there is no hurry getting to the intercept point. Then, as he gets closer, accelerate quickly out of reach.



REPRINTED COURTESY MOTORCYCLE CONSUMER NEWS

CLASSIFIED ADS

(Ads will run for 2 months)

1993 K1100RS, red, immaculate condition, 10,600 miles, \$10k OBO; Multivario bag for 1993 K, \$125; BMW battery charger, \$35; helmets, boots, gloves, leather pants, Widder vest, Corbin seat, bike cover (too much to list). Call Bruce @ 201.379.7346. (2nd month)

1995 Ford F150, 23k miles, warranty to 8/01, metallic red w/ matching cap, 5sp, bedliner, \$14k OBO; Fieldsheer magnetic tank bag used once, \$60; Black leather jacket w/ zip-out lining, \$175. Call Jeff @ 908.651.1257 (2nd month)

***Next meeting May 5, 1997
Touch of Class: 7:30***

*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*