



The *SKYLANDER*

Skylands BMW Riders (Est 1991)

BMW MOA #215 - BMW RA #87

May 1997

Club Officers

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

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Good & Welfare: Ed Jankowsky
Membership: Max Monaco
Newsletter: Tom Coradeschi
Ride Coordinator: Bill Jasinski

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FROM THE EDITOR

Welcome to another Skylander!

This month we've got some thoughts on our hobby from a decidedly ... "Karl" perspective (the only way I can describe it); info on Gooch's Garlic Run and the annual Bike Blessing, as well as Tech Info for you Airhead owners; riding tips for those of us not able to take the Experienced Rider Course, Karl's Top Ten List of ways to put on a good club ride and more.

As always, if you've got something you think folks would like to read about, send it on in! Email it to me at tcora@skylands.ibmwr.org, type it and mail it to me, write it on a bar napkin and hand it to me. Our Motto (stolen from the NY Times) "All the news that fits, we print!"

Ride safe...

Tom Coradeschi

"A TRADITIONAL BMW & WHO RIDES BIKES"

I bought my first Motorcycle when I was 16, rode it around the back yard and in the cellar. It was a German DKW (one of four companies that made up Auto Union of which Audi is the sole survivor) a 200 cc two stroker. We used to dream of owning a Traditional BMW, you know, with the cylinders sticking out the sides, which was the only kind that they made back then besides the single "thumpers." But they were hard to come by at that time in history and none of us could afford one anyway.

At age 18 (1943) like all 18 year olds of my generation I was drafted into the military. Four years later I was back home. I couldn't afford a car so I bought an Army Surplus Indian 30/50 Scout. (30/50 was for 30 1/2 cu ins or 500 cc). I installed what was then known as a "Buddy Seat" and that's how Dora and I got around. (Yes, she did ride with me then.) An old friend recently reminded me of one time when three of us rode to work at Newark Airport on that Indian. I had forgotten all about it. We all lived in Newark at the time. Two of us were on the buddy seat and the third guy was on the luggage carrier. In 1951 we

moved to Miami and the Indian was sold back to the dealer. And it was my last Motorcycle until the K75S.

In 1954 we moved back to New Jersey and I started my life with Pan Am at age 29. 1960 to 64 we lived in Germany where I became involved with Gliding & Soaring which lasted until this day. However, the Motorcycle Bug never completely left. Every spring I'd still get the urge to get on something and ride. And I still dreamed of owning a Traditional BMW, you know, with the cylinders sticking out the sides. The fact was that with owning various gliders and airplanes it came down to the question of how many expensive toys can a guy play with at one time. Well, time went on and the gliders were gone but we still had an airplane, a 1953 Cessna 170, by then considered a classic, which we ultimately owned for eleven years. But I always said that when the airplane goes, I'm going back to motorcycling and I'm going to get myself a Traditional BMW, you know, with the cylinders sticking out the sides.

Well, time went on some more and in 1987 at the age of 62 I decided that it was time to say "Bye-bye" to my job as a Flight Engineer with Pan Am. And of course, four years later in 1991 Pan Am said "Bye-bye" to me and everyone else for that matter. July, 1990 we sold the Cessna when the hanger rent reached the equivalent of house mortgage payments. But it wasn't until spring of '94 that I began seriously thinking about motorcycling. I don't remember what I did during those four years. I know that during 1992 we bought our BMW automobile, and in '93 my Dodge truck and also Dora had said "If you don't do pretty soon you may as well forget about it." So I finally started looking for my Traditional BMW, you know, with the cylinders sticking out the sides.

I was shocked to find out that new ones cost as much as we paid for our second house (for that matter, the car had cost more than we sold the second house for). So I started looking for a used one (pre-owned is what it's called now) and found that there were none around. A Young Salesman at Blackmans told me that they had something called a "K Bike." Available with 3 or 4 cylinders. I had no idea that BMW made such things. But I agreed to look at one. You can imagine my shock and horror when I saw that absolutely nothing stuck out the sides of these "K Bikes." Well, almost nothing. I questioned whether these things were really BMWs. The Young Salesman assured me that they

were indeed BMWs and proceeded to show where it said so in five different places. They had a K100 and a K75S. I tried them both on for size and told the young salesman that they feel top heavy. He said "They are top heavy." I decided on the K75S which appeared to be the least top heavy of the two. I wondered what the "S" stood for. At first I thought it was for "Schnell" which is German for "fast." But the young salesman said it probably was for "sport" which is the same in both languages. They delivered it to my house for free, which kind of reflected their confidence in my ability to get it home in one piece. Now all I had to do was to renew my motorcycle license which had expired years ago.

I joined the BMWMOA and read the magazine where I came across various unfamiliar terms such as "Air Heads and Oil Heads." Air Heads I knew about since we have two daughters whose past actions sometimes qualified them for that category, but Oil Heads was a new one. Eventually I found out that both terms applied to the Traditional BMW, you know, with the cylinders sticking out the sides. And then there's "Bikers," referring to people who ride "Bikes." When did Motorcycles become "Bikes?" When I first began riding, Motorcycles were called "Machines." "What kind of machine do you ride?" or "Hey, nice looking machine you've got there." But not "Bikes." Kids rode "Bikes," little kids, and they usually had three wheels. Bigger kids and adults rode a "Wheel." "I see you have a new Wheel" or "I heard you took a spill on your Wheel yesterday." Why the singular I never knew. Bicycle Clubs were known as Wheel Men, such as "Pooptown Wheel Men." I don't recall any Wheel Woman Clubs but they probably existed. Only those days it would have been "Pooptown Wheel Ladies." Today of course the clubs would have merged and be known as the "Pooptown Wheel Persons." And the Motorcycle was a "Machine," 'cause Kids rode Bikes, little kids. And why "Bikers?" People that operate Airplanes are called Pilots, Flyers, Aviators, but not Airplaners. How about horse back riding. Those people are known by the Hoity - Toity term of Equestrians or Riders. But definitely not Horsers. Back to Motorcycles: We have to admit that the Motorcycle of today is a highly refined and complicated piece of work, especially when compared to the motorcycles of yesteryear. They are definitely not "Bikes." Kids ride bikes, little kids.

Well, a few months ago I finally got to realize my life long dream and became the proud and happy owner of a Traditional BMW Motorcycle, you know, with the cylinders sticking out the sides. But I grew to like my K75S. I like how smooth it runs and I've learned to cope with its top heaviness. I like some of the amenities of the K series, such as self canceling turn signals, the nice tool compartment aft of the seat and, very important to older people, bigger numbers on the Tach and Speedometer. (I'm sure "Pops" will back me up on that one!) So I'm keeping it. But, lest I become known as set in his ways old f--ht unable to accept change, I will concede that I'm a Biker and what I ride are Bikes. But deep down I know that I'm still a Rider and I ride a Machine, 'cause kids ride bikes, little kids.

Karl

PS: There will be a Quiz at the next meeting.

MEETING HIGHLIGHTS - MAY 1997

Club Rides: The April ride was led by Bill Jasinski, and included a picnic lunch courtesy of Bill and his girlfriend, atop High Point! Following that a brisk (weather and otherwise) run up through New York and return. A well-planned ride by our Ride Coordinator put the mark on the wall for everyone else to follow this year!

The May ride (history by the time you read this) will be lead by Jim Brown. Departure is from Touch of Class at 10AM on the 10th and the run will meander through the better part of Warren and Sussex Counties. Lunch break will be in Colesville.

The June ride will be led by Karl Kretschmer and will be one week later than normal due to Father's Day (Karl, do you *really* want that necktie?). Mark your calendars for the 22nd of June, with details to follow.

Americade is coming up soon. Any members who will be there are invited to meet at Ed Jankowsky's room, Thursday, June 5th, 7PM at the Sundowner Motel for dinner, debauchery, etc!

Gooch's Garlic Run is June 18th this year. More info later in the newsletter.

Tips on how to run a successful club ride are later in this newsletter.

Secretary: Incorporation papers have been filed with the State of New Jersey.

By-Laws: The revised By-Laws were discussed. A motion to accept them as amended was proposed and accepted. Our revised By-Laws are now "the law of the land." Copies will be distributed to all members by the end of June.

Treasury: Our current account balance, effective April 30th, is \$864.55, with \$80 petty cash.

Nova Scotia Rolling Rally: The balance of your hotel costs will be due in June. Final list of accommodations will be available then. Contact Doug Ochwat, Max Monaco or Skip Metz if you have further questions.

Club Gear: Mike Kimm has taken over doing polo shirts for the club. Outer Banks 100% cotton shirts with the club logo embroidered on are \$23 each, with no minimum order. Contact him before the June meeting if you'd like one! Tony Loria will have license plate frames, already ordered, delivered by the next meeting.

Social: Our club picnic is now in the planning stages. If you have any ideas or suggestions, please contact Max Monaco or Karl Kretschmer (co-chairs). Karl has volunteered the use of his house and pool for the club again this year!

Adopt-A-Highway: Our second cleanup of the year will be held on June 7th. Meet at Touch of Class at 9AM.

Good and Welfare: Flowers sent to Nora & Doug Ochwat on the death of Nora's mother. Flowers sent to Nora & Tom Coradeschi on the birth of their daughter.

Mileage contests: The deadline for submission of starting mileage for the MOA mileage contest is May 15th. Get a club officer to sign your form or 2 MOA members.

Other stuff: Dave and Ellen Cushing will be touring the Alps this month, courtesy of BMWNA. Congratulations! BMW MOA has sent along samples of the 1997 calendar they have produced. Drew Gibbon has a copy if you'd like to see it. They are surveying clubs to see what level of interest there is for a 1998 calendar. If you'd like to buy one, please let Drew know by the June meeting, so that he can meet his June 15th deadline to get info back to MOA. Note: you do not need to place a firm order at this time! Also, they are looking for rally/other photos to run in the '98 calendar.

June Meeting: The June club meeting will be held on June 2nd at Touch of Class, 7:30 PM.

GOOCH'S GARLIC RUN

As noted earlier, under Meeting Highlights, Gooch's Garlic Run is coming up on June 18th. For those who've never been to the Garlic Run, it's definitely something you want to consider trying! Consider the thought of thousands of motorcycles snaking their way into New York's Little Italy district. Consider the thought that most of them were built in Milwaukee (or York PA) and that few have any actual functioning mufflers. Consider that failing to wear earplugs (particularly in the Holland Tunnel) could lead to deafness, blindness and insanity!

Well, I exaggerate a bit (at least the blindness and insanity part), but still and all, Gooch's is about as unlike a Skylands club ride as you can possibly imagine. That being said, it IS a really fun experience! The Blue Knights do a decent job of closing down the roads, and walking the streets of Little Italy with all those bikes to look at beats the Javits Bike Show hands down. Eating real Italian food (a true rarity in most of northwestern NJ) is also a positive!

This year's Garlic run (the 10th anniversary event), will be starting at the Rockaway Townsquare Mall, in Rockaway NJ. This is the same site we use as a staging area for BMW's Miracle Ride. The event costs 15 bucks at the gate or 10 bucks to preregister. All proceeds are donated to local charities by the Blue Knights.

If you'd like to be part of our preregistered group, please let Tom Coradeschi know, no later than the June 2nd meeting

TECH TIP

By Kari Prager, Cal BMW/Triumph, Mountain View CA

I spent a good deal of time today commiserating with a customer who came in wanting to know what I thought might have caused the sudden, total, catastrophic failure of his connecting rod bearings (& took out the crank, too . . .). He mentioned that his oil light seemed to be a little slower going out than he was accustomed to seeing, a day or so before the failure. I asked him if he had recently changed his oil and filter.

He said "Yes," and was surprised that I asked. He pointed out that he had also used a new oil filter cover gasket to stop a persistent leak at the oil filter cover. (By the way, he'd had the engine taken apart elsewhere after the failure and the technician had reported no visible defect in oil pump or oiling system.) The cover gasket he had used was a red rubbery-feeling gasket (Made by REAL Gasket Corp), which I measured to be about .050" thick (.045" if you squeezed the caliper). The factory paper gasket is about .017" thick. It seems likely to me that the thicker gasket prevented the oil filter cover from sealing properly on the filter o-ring and maintaining pressure in the system. The tip-off to the owner should have been the "lazy" oil light, that took longer to go out, and came back on at higher rpms than usual, right after he changed the oil and filter . . .

This problem would not have occurred if the gentleman had been operating a /5 or /6, with a separate inner filter cover and outer cover. On these models the thickness of the cover filter doesn't matter. On the /7 and later models, the pressure applied by the filter cover to the big o-ring is CRITICAL to maintaining correct oil pressure. The thicker gasket would have required a stack of additional shims under the o-ring to compensate for the reduced "squish."

In my opinion, it would be better to have used the stock gasket, o-ring and shim. This is at least the third airhead motor failure that I am certain was caused by use of inappropriate parts (always oil filters & gaskets). This doesn't count the many that have been caused by incorrect installation of the factory parts . . .

By the way, I have seen a similar gasket material used for valve covers, and don't see any problems with its use in that application, to compensate for warped heads . . .

Followup by: Stan Smith, Rocky Point Cycle, Xenia OH

Thank you for the word of warning regarding the oil filter cover gaskets. As a supplier of aftermarket parts for British and German motorcycles, I started stocking the REAL silicone gaskets a month or so ago, and have been impressed with their performance, particularly their ability to stop chronic oil leaks. The oil filter cover gaskets I have received from REAL are made of a gray material and are the same thickness as the stock gasket. Apparently, the company has made a change in the correct direction with this gasket.

I am sure that the folks at REAL would replace any of the thick, orange gaskets which are out there; the company can be reached at 800-635-7325. Talk to the president, Doug Price.

[Bottom line: if you've got some of the red oil filter gaskets by REAL sitting around and intend to use them on your Airhead boxer, contact REAL about swapping them for the revised part - ed]

OTHER CLUBS

This year's Bike Blessing is at a new location. Father John is now the pastor of Mt Carmel church in Swartwood NJ. The church is on Cty Rt 622, about 5 miles west of Newton (just east of Cty Rt 521). The blessing will be on May 18th following the 11:30 mass. Contact Tom Coradeschi for more details.

The NJ-Shore BMW Riders along with the Fossil Riders of NJ will be sponsoring Ted Simon - (author of Jupiter's Travels, a story of his round-the-world 4 year trip on a Triumph 500) in his show/tell/slide show talk in NJ. June 13th, at 8 PM, location to be the Bricktown VFW, off Rt 88 in Bricktown.

NJ Airheads will meet for a Barley Therapy session on Friday, May 16th, at 6:30pm, at Jersey Jim's Brewing Company on Route 206 south in Hillsborough. All motorcycle riders are invited. E-RSVP appreciated at blueroad@acgnj.org or contact Bob Bertolatus for more info.

HOW TO RUN A SUCCESSFUL RIDE

By: Karl Kretschmer

Some things to consider when planning a Club Ride:

1. Know your planned destination
 - a. Is it Motorcycle friendly?
 - b. If it's an eating place - can they handle a large group?
 - c. What kind of food? Price within reason?
 - d. Anything else of interest?
2. Know your intended route - Lay it out on a good road map. County maps will show roads not on a state map and sometimes give road names.
3. Try to avoid heavy traffic roads. Roads with many traffic lights and stop signs. Most important - no recently graveled roads.
4. Find a route with enough curves and hills to make it interesting; with not too many long straight stretches.
5. Ride or drive your route. Construct a "Ride Plan" showing road names and Highway numbers. Show mileage and estimated riding time to major points and road name or highway number changes.
6. Identify any sharp curves or road surfaces that require caution. Anything else that riders should look out for. This will help in avoiding surprises which could result in unpleasant incidents.
7. Divide a large group into smaller ones. Keep people with similar riding styles together. For example:
 - a. More experienced or aggressive riders in one group.
 - b. Two ups in another group.
 - c. Newer riders with the more conservative riders in a third group.Suggested number of riders in a group 4 to 6. Each group should have its own leader.
8. Have sufficient copies of your "Ride Plan" at least for all leaders.
9. Hold "Pre-Departure Briefing." - Establish the groups and leaders. Discuss the route to destination. A second briefing can be held prior to leaving the destination for the return trip.

Consider fuel and "pottie" stops. Possible "ride breaks" at points of interest.

10. When presenting your intended ride to the membership and at the club meeting:
 - a. Describe the destination and what will be done there.
 - b. State mileage to destination and return.
 - c. Give estimated riding time to destination and return.
 - d. A brief description of the route and roads to be ridden.
 - e. Pray for good weather.

STREET STRATEGIES

BUMPER BIKES

You are headed home from a Sunday ride. Traffic is heavy and moving fast. You're overheated and tired from a long day, but you try to maintain a fast pace on the superslab to keep from getting pushed aside by aggressive drivers. When you finally get to your turnoff, you breath a sigh of relief for having survived the insane rush of traffic, and continue toward home on the busy four-lane arterial. Whenever you drop back to maintain the recommended two-second following distance, other drivers zoom into the space, so you close up the distance to a second and hope no one does anything stupid.

You glance down at the clock for a second, and when you look up again, the car ahead has its brake lights on. As quickly as you can, you grab for the brakes, but you can't get the bike stopped short of a collision. Your front wheel slams into the back bumper of the car, and the car behind you squeals to a stop with its bumper up against your saddlebags. You aren't hurt, but your bike will be out of commission until it can be repaired, and you now have an accident against your driving record.

Since surface streets are even more hazardous than freeways, you should have maintained your guard even at the slower speed.

Rather than glancing at the clock, you should have been looking several cars ahead to predict what's going to happen. If possible, position yourself to maintain at least a two-second following distance, take steps to shake tailgaters and favor the left wheel track where you are more likely to be seen. When aggressive traffic won't let you hold a two-second interval, ride with all four fingers covering the front brake lever to reduce reaction time.



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CLASSIFIED ADS

(Ads will run for 2 months)

1986 Yamaha SRX6; 600cc thumper sportbike; clip-ons, triple discs, no plastic bodywork. Amazing brakes, handling, engine character! Very nice, original condition, 26,000 pampered miles. \$1500 firm. Call Drew @ 908.637.6538. (1st month)

*Next meeting June 2nd, 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*