



The *SKYLANDER*

Skylands BMW Riders (Est 1991)

Host Club for the 1997 Miracle Ride East
BMW MOA #215 - BMW RA #87

June 1997

Club Officers

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

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

Committees

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

Info Line: 908.852.2482

FROM THE EDITOR

Welcome to another Skylander! (I write that every month, don't I?)

Member input this month comes from Chuck DeSantis (thanks, Chuck). Also, Rob Lentini, from Tuscon, gives us initial riding impressions on the R1200C.

We're well into the riding season now - 2 club rides and our ERC completed already. There are lots of events to report on for June - Gooch's Garlic Run, Ted Simon's visit to NJ, our club ride on the 22nd.

Ride safe . . .

Tom Coradeschi

“HOME FROM CASS”

[The following is a note from Chuck DeSantis, associate member and a personal friend of some 25 years. Chuck joined Max, Tony and myself at the recent Cass Rally in West Virginia. Chuck and his wife Kathy will also be joining us in Nova Scotia. - Doug Ochwat]

By Chuck DeSantis

Dear Cass Riders:

Bet you've been waiting with baited breath for this recap of my trip home, huh? Well wait no more!

As at least Max is aware, I pulled out of the Boyer Station Motel at 7:00 AM to head back to Chicago. The sky was heavy and rain seemed imminent - but the pavement was dry. As I headed south on Rt 28, the first curve yielded Bambi standing in the middle of the road, sideways, no less. With the light morning haze and gathering daylight, Bambi actually looked very pretty, albeit dangerous. No big deal here; she took off well before I got to her, and she and a companion watched me ride by from the relative safety (theirs and mine) of the woods alongside the highway.

The rain held off until about Marlinton, about 25 miles or so. Along the way, the ride was *fantastic* with great curves and no more than 3 cages all the way to Marlinton. I rode most of the distance at a steady throttle; I recalled the articles in the moto rags a few years ago touting the "Pace." This was it. I was in the zone; not super fast, but very, very satisfying.

So the rain started as I approached Marlinton (shades of last year) and that was it all the way to Chicago. The rain was of the intermittent type and stayed fairly light. My route took me south and slightly west to I-64 in West Virginia. From there, it was interstate to Charleston; there I would decide on slab or 2-laner for the bulk of the trip home. Well, the trip to I-64 was no fun due to the rain slicked surfaces and it was looking more and more like the slab would be the route. It was.

My speed on the slab stayed at an indicated 80 MPH for most of the trip; I passed more than I got passed, but I was nowhere near the fastest thing on the highway. Not much enforcement out on Sunday, probably due to the rain.

The trip was uneventful until just west of Indianapolis; the rain came so hard that I had to pull off the road and take a late lunch break. The rain was coming so hard that the cages were pulling onto the shoulders and under overpasses to wait out the heavy stuff. With a stop at Micky D's and a gas up, I was back on the highway in just under an hour.

From Indianapolis, it is almost a straight shot north to my home. The further north I got, the colder the ambient temperatures. I stopped at the first rest area north of Indy to put on the Gerbing jacket. Unfortunately, the connection at the switch broke about 65 miles from home, so the last hour or so was pretty chilly. By the time I got home, the temperature was in the low 40s. Springtime in Chicago!

All in all, the trip home covered 792 miles in just under 14 hours, including stops. Not my all time high mileage day, but close. The LT performed flawlessly as usual. I really get spoiled by the size and comfort of that bike.

The trip was a ton of fun for me. The weather was good to great except for the trip home, and who cares at that point? It was good to see and ride with all of you guys. The episode with Chuck and the sheriff was priceless. No doubt this will become

one of those stories we'll be telling for a long time. By the way, Max, you'll surely burn in hell for it!

Max's Trophy is one hellacious bike: fun to ride and very comfortable. It sure handles much better than a big K and the power is awesome. A hot rod for us older guys? Best of all, it looks great. I've always been partial to the green/tan color combo, but the green/gray/black color scheme of Max's Trophy is a killer.

Well, time to run. Got to attend to things (putting myself out of a job). Once again, I really enjoyed the trip and it was because of you guys. We need to find a way to do it more often, don'tcha think?

MEETING HIGHLIGHTS - JUNE 1997

Club Rides: The May ride was led by Jim Brown. 8 bikes out for a nice tour of Warren and Sussex counties via Colesville.

The June ride will be on Sunday the 22nd (the week after Father's Day) and will be led by Karl Kretschmer. The ride will head up into the upper Delaware Valley, with a lunch break at the Chatterbox Cafe (recently featured in Backroads magazine). The ride will *depart* from the intersection of US Rt 46 and County Rt 519 in White Township at 9:30 AM.

July's ride will be led by Dave Cushing and will be covered bridge tour of Bucks County PA. More details to follow. [*Hey, Dave! Where's our Ice Cream Run schedule? ed*]

Gooch's Garlic Run is June 18th this year. It's too late to pre-register for the event, but that doesn't mean you can't come along! The ride departs Rockaway Mall, I-80 Exit 35, at 6:30. Look for the yellow K-Bike in the parking lot and join the rest of us. So far we have 9 bikes pre-registered.

Secretary: Our incorporation papers have been approved by the State of New Jersey effective May 8th (so we're officially The Skylands BMW Riders, Inc).

Treasury: Our current account balance, effective May 31st, is \$876.97.

Miracle Ride: The club voted to donate \$250 to support this year's Miracle Ride. This money is raised from our monthly 50:50 drawings. The club logo will be featured on the Miracle Ride t-shirts, in the donation booklet, etc. The Skylands BMW Riders will be the Host Club for the Miracle Ride again this year.

Adopt-A-Highway: The second cleanup of the year will be on June 9th. A second "Highway cleanup ahead" sign has been sent to us by the state highway department.

Membership: Welcome to 4 new members! Dave Croman (K75S), Bruce Robinson (R80ST), Don Riggs and Don Gordon (the last two have way too many motorcycles, certainly too many to list here!).

Experienced Rider Course: 9 riders attended the ERC on May 17th at County College of Morris. There are currently 4 open slots in the ERC scheduled for August 16th. Contact Max Monaco if you're interested in taking the class on that date.

Good and Welfare: Flowers sent to Jody & Debbie Villa. Also, Pops Penschow broke his ankle. He forbids us sending him flowers or anything of that nature, but he can't stop folks from calling him up. Take a moment to give him a buzz.

Nova Scotia Rolling Rally: The balance of your hotel costs are due. Send your check to Max Monaco now! Contact Doug Ochwat, Max Monaco or Skip Metz if you have further questions.

Club Gear: Mike Kimm had the polo shirts already ordered ready for the June meeting. They look great! If you'd like to order one, contact him. Tony Loria has license plate frames on hand.

Social: Our club picnic is scheduled for July 26th. It will be held at Island Park, on Rt 46 in Buttzville (just east of Rt 31) from 4:30 to 8:30. The cost will be \$10 for members and \$15 for non-members - due by the July meeting. Contact Max Monaco or Karl Kretschmer for more details.

Other stuff: Dave and Ellen Cushing reported on their Edelweiss Tour of the Alps, courtesy of BMW NA. Ellen's quote "I'm going back. I don't know how, but I'm going back!" pretty much said it in a nutshell. Thanks to Dave and Ellen for the German food and the "oom-pah-pah" music preceding the June meeting!

Meetings: The July club meeting will be held on July 7th at Touch of Class, 7:30 PM. The August meeting will be on the 11th and the September meeting on the 8th. Both are to be one week later than usual - August due to the Rolling Rally, September due to the Labor Day holiday.

R1200C FIRST IMPRESSIONS

By Rob Lentini <lentini@azstarnet.com>

[*The following was cleared by Don Douglass, Editor of BMWMOA Owner's News who I represented at the R1200C "Cruiser" press intro here in Tucson last week, 29-30 May. A full report will follow, to be printed in the August Owner's News, I think. Look for the entire "skinny" there. Anyway, here goes...]*

To begin with, the ENTIRE BMW AG motorcycle brass appeared to be present here in Tucson. I met and "cruiser talked" with Dr. Michael Ganal, AG motorcycle division honcho; David Robb, styling boss; and Wolfgang Durheimer, the guy at the top of the engineering food chain. By the way, they are ALL riders and enthusiasts. Wow!

Yes, of course, we were all wined, dined, and inundated with the best BMW had to offer. This was the WORLD press introduction of a major BMW investment, and 48% of the market is right here in the US!!! That's why the Uncle Sam intro location.

OK, you want to know how this motorcycle performs as a cruiser and as a BMW. Rest assured it does both very well!

It was already getting hot when we left the Westin La Paloma resort for the planned 280 mile ride to Canyon Lake

(near Phoenix) and back. I wouldn't have planned this route during late May, but I was on the dole and not arguing.

I was assigned M-DN-624, a "Canyon Red-Metallic" hummer. There are three available colors: this one, metallic black, and my favorite, the metallic ivory.

Prior to leaving the parking lot (to the trumpet recording of "Charge!") I did what any MSF Instructor would do - a number of tight U-turns and circles, combined with quick stops. This is a LONG motorcycle and feels it, but the steering is surprisingly light and neutral, with no "flop in" of the front end common on so many stylized machines.

Then off we went into the heat towards Globe Arizona and on to Canyon Lake on the Salt River for lunch. The detuned but enlarged engine is perfectly happy to be put in 5th gear and forgotten. The peak torque is at a measly 3000 rpm and max HP is 61 at only 5000 rpm. There's no tach installed, and you don't need one. The engine doesn't need to be revved to make power, and the rev limiter will tell you when you goofed!

Roll-on passing power is fine. I only needed to downshift once or twice to dispatch any overtaken cage. By the way, that brings me to the tranny. It is the new design that shares internal configuration (except for 6 speeds) with the K1200RS. Shifting was flawless, but the big change I noticed between it and my post-Beta RS was the ease of placing it in first gear at a stop, just as Kari Prager had stated was a major goal! Try as I might, the tranny slipped into 1st gear every time from a stop. I even repeated this 12 times with a comforting "snick" into 1st the always reliable result.

On the way we hit plenty of fast and slow curves. This is a cruiser - slow down, correct? Nope. While cornering clearance is certainly less than my RS, this didn't cramp my style and enthusiasm going into and out of Canyon Lake, a real gnarly road!

Top speed is listed at 105 mph, though I got to only 90 or so. Speeds much above 75 start placing a lot of wind loading from the high bars on your shoulders, reminding you this is a CRUISER, dummy! Also, there are some objectionable handlebar vibes above 80 which could likely be solved with bar-end weights (currently there are none). The only other significant complaint I had was the stiffness of the suspension. Now granted, at 135 I am light, but this is indeed a cruiser and customers will want to be coddled in comfort from the suspension, I believe. Softer springs???

As I've stated before, the fit and finish of this machine will water your eyes. Tank paint is a mile deep, with hand pinstriping and two clear coats. Everything looks fitted and anal.

There you have it; this bike is a WINNER! Look for my complete report in a soon to be released Owner's News.

AN EVENING WITH TED SIMON

The NJ-Shore BMW Riders and the Fossil Riders of NJ will be sponsoring Ted Simon, the 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 on June 13th, at 8 PM, at the Bricktown VFW, off Rt 88 in Bricktown. Contact Tom Coradeschi for directions.

STREET STRATEGIES

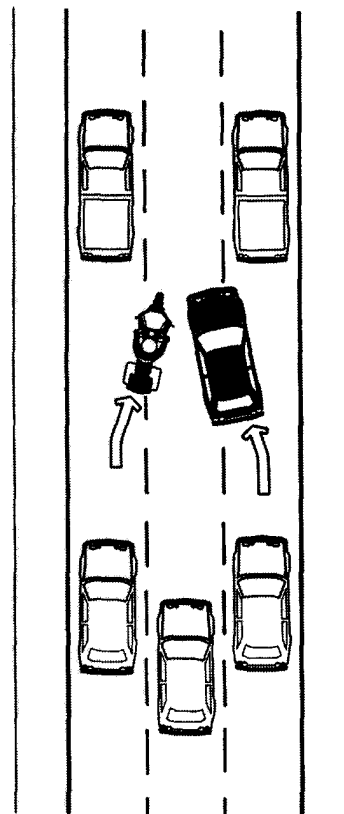
LANE CRASHING

You're cruising down the freeway in Sunday afternoon traffic, heading for home. You can see an interchange coming up, and know there will be traffic exiting and merging on the right, so you stay out of the right lane. Coming up on a slow driver in the center lane, you move left into the passing lane. But there is a pickup driver ahead of you, cruising in the passing lane. You flash your high beam as a signal you want to pass, but he doesn't seem to notice. Then a space opens in the center lane, and you decide to pass the pickup on the right.

You quickly check the mirrors, and flick on the right turn signal as you swing over. But suddenly you realize a car in the inside lane is also dodging into the same space, and you are barely able to swerve and brake to avoid a collision. It's a close call, and your blood boils at the inconsiderate actions of your fellow motorists.

Yes. It was inconsiderate to change lanes without signaling. But remember, the purpose of turn signals is to let other drivers know what you are going to do - not what you are already doing. Perhaps if you had started signalling when you first decided to change lanes, the other drivers would have understood what you intended to do.

You should be aware that many drivers don't signal these days, which is not only inconsiderate. but illegal.



REPRINTED COURTESY MOTORCYCLE CONSUMER NEWS

CLASSIFIED ADS

(Ads will run for 2 months)

1975 R90S. Restored in 1992, Smoke Red by St. Louis Motorrad, new seat/cowling, mufflers, switches, 21k miles; Asking \$6500. Call Tony @ 908.735.4938. (1st month)

Hein Gericke/First Gear Kilimanjaro Jacket and overpants. Jacket Size XL(44), Pants 38-40. Waterproof. New \$395./BO. Call Max @ 908.852.9321. (1st month)

1982 R65. 30k miles, Vetter fairing, Krauser bags, engine guards, tank cover. From 1986 R80RT: stock seat, US light switch & harness, stock windshield. All prices negotiable, trades considered. Call Ivan @ 201.539.7819. (1st month)

1994 R1100RSL. 20k miles. Teal. Immaculate and loaded with extras including Ohlins shocks F&R, Corbin seat, full set of gages, fairing mounted mirrors. Call Doug @ 908.852.7772 eves, 908.850.9643 days. (1st month)

***Next meeting July 7th, 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*