



# The *SKYLANDER*

Skylands BMW Riders (Est 1991)

Host Club for BMW's Miracle Ride East  
BMW MOA #215 - BMW RA #87

August 1998

## **Club Officers**

President: Max Monaco  
Vice-President: Karl Kretschmer  
Secretary: Ivan Sobel  
Treasurer: Jody Villa  
Past President: Doug Ochwat

## **Committees**

Adopt-A-Highway: Jeff Roberts  
Good & Welfare: Ellen Cushing  
Membership: Karl Kretschmer  
Newsletter: Tom Coradeschi  
Ride Coordinator: Matt Fretague

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

Info Line: 908.852.2482

## **EDITOR'S CORNER**

Welcome to the "Dog Days" of August. So far, it looks like someone has forgotten to tell the weather that it's supposed to be hot and sticky this month. Amazingly, with the weather we've been having, riding home from work on a K-bike, in full leathers, on Rt 80 really isn't all that bad! Well, unless you consider all the braindead cagers, of course, but they're there all year 'round, so you kinda get used to them, I guess.

For those who came out to ride to the Guggenheim on the 2nd, well, let's just say that if you didn't, you missed it. A perfect day, a "piece of cake" ride into NYC (and home again) and, of course, the show itself. Quick quiz questions for y'all: How many miles were on the odometer of the red K100RS? What VERY unique engine modification can you identify on the Kompressor land speed record bike? (the supercharger doesn't count) Who owns the MV Agusta F4? Check back next month for the answers.

Coming your way this month, more cleaning tips from Bill Shaw, some R1100S info from Das Motorrad and a new feature you'll see for the next few issues, a puzzle to try to solve!

Go slow, take Geritol...

Tom Coradeschi

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## **MEETING HIGHLIGHTS - AUGUST 1998**

Membership (Karl Kretschmer): A whole bunch of new members at this month's meeting: John Bares, from Allamuchy, Roger Drake, from Highland Park, Chris Morgan, from Springfield and Jack Wells, from Sparta. Welcome all!

Secretary (Ivan Sobel): Minutes from the most recent BMW MOA board meeting were received.

Treasury (Jody Villa): Account balance as of July 31st is \$569.87.

Rides: Dennis Dauria and Len Parkin participated in the

Ramapo 500 the weekend of July 18 & 19.

The ride to the Guggenheim Museum on August 2nd included Tom & Nora Coradeschi, Billy Jasinsky & Kerri Quick, Dennis Dauria, Len Parkin & son Chris (I get that right, Len?), Dave Cushing, Jonathan Hanbicki. Met up with Glenn & Carol Larson, Jack Wells, Don & Mary Anne Gordon, Matt & Randi Fretague and Bob Wrubelviski at the museum.

Our August ride will be to the Rhinebeck Aerodrome. Meet at the last rest stop on the Garden State Parkway (between the 171 & 172 mile markers) on the 16th. Departure is 9AM. The show at Rhinebeck is at 2 PM and admission is 10 bucks. There will be reserved parking for our group! Call Karl Kretschmer if you have any questions about this event.

September will be a ride up into NY west of the Hudson and will be lead by Dennis Dauria. The 13th is the date for that ride. Meet at the diner, intersection of Rts 46 & 519 in White Township, leaving at 9 AM.

Club Overnite (Ed Jankowsky): The weekend of October 2, 3 & 4 has been chosen for our trip to Lake George, NY. A block of rooms has been reserved at the Sundowner Motel 518.668.5175 (correction on the phone number from last month) under "Ed Jankowsky c/o Skylands." Rates are \$49 and up. Dinner reservations have been made for Friday and Saturday nights. Mark your calendars now for what promises to be a great weekend in the Adirondacks!

Finger Lakes Rally (Ed Jankowsky): Ed has arranged a group dinner for Skylands members attending the rally this Labor Day weekend. This will be a dinner cruise on a paddlewheel boat. Ed MUST know if you will be attending NO LATER THAN September 1st.

Ice Cream Rides: Since Upstream Farms, scheduled for August 5th, has closed, we'll go to Taylor's, in Chester, on that date.

Miracle Ride (Tom Coradeschi): There will be no Miracle Ride this year. A number of issues with both CCFA and BMW made the committee decide to cancel the event, at least for 1998. Since we have raised several hundred dollars via our monthly 50:50 raffles, which was intended to be used to support the Miracle Ride, the members present voted to donate the money to

the Matheny School. Joe Christie will research a specific item or program toward which we will be able to make our donation.

Adopt-A-Highway (Jeff Roberts): Our third cleanup of the year will be on August 8th. Meet at 9 AM at Touch of Class.

Good & Welfare (Ellen Cushing): Nothing to report!

Club Gear: License plate frames are in stock! Contact Jody Villa if you want one. 10 bucks each.

Michael Kimm has club T-shirts. Club logo on the back, the "moto man" and "Skylands BMW Riders" on the left breast. They look GREAT! 20 bucks a copy and available from Michael.

Club patches are once again available. These are the original, vintage 1992 patches, soon to be collector's items! See Max Monaco.

Rallies: MOA - A number of club members reported on their experiences at the MOA National in Missoula. Assuming that you managed to avoid some killer thunderstorms and didn't go white water rafting it sounds like a good time was had by all!

RA - Plan to meet at the beer tent on Friday at 7PM!

Programs (Drew Gibbon): This month, we had a presentation by Larry Giancola, an AMSOIL distributor. Larry explained some of the basics of oil: weights, rating systems and so forth, and presented some information on the lubricants his company sells. Steve will be selling AMSOIL products at Touch of Class if you have any further interest in them.

At the next few meetings:

September: Bob Wrubelvski who will talk about his motorcycle racing experiences.

October: Ed Kollin, from Exxon Research & Engineering on lubricants and fuels.

If you have an idea for a program, please contact Drew Gibbon!

Meetings: Our next meeting will be on September 14th.

NOTE: Nominations for officers for 1999 will open at this meeting. Please take a moment to decide if you will be able to help your club in 1999 by serving as an officer! It's not a lot of work, but it's what helps make our group the success it is.

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## ***R1100S INFO FROM DAS MOTORRAD!***

Test & Technik : Presenting the BMW R1100S -  
Motorrad Issue 15, 11.Juli, 1998 - Translated 14.7.98  
"S-KLASSE" (lit. "S-CLASS")

For the heavy-hitter R1100 there was only one BMW Type-symbol to be considered: the letter "S", traditionally reserved by BMW to award the "Sport" designation to especially dynamic Boxer twins.

By Juergen Schmitz, Staff Motorrad

BMW says that the R1100S may be the most dynamic and powerful Boxer twin which BMW has ever produced. Ah, but BMW is also quick to mention that this motorcycle should not be mistaken for a Supersport motorcycle.

The worry, that the German youngster could be seen as hanging with the wrong crowd, that of the narrowly focused Supersport street racers of Japanese, British or Italian origins, is not unfounded. For never before has there been a BMW which has so blatantly played the "Sport" card as the new 1100. The

tucked in three-quarter fairing, the narrowly tapered waist, the boldly drawn tail section, the delicately spoked wheels, the aggressive yet compact overall appearance... All this leads to a new body language for BMW, communicating Sport capability in unmistakable terms. "Gummikuh" ("Rubber Cow")? This word doesn't exist in the vocabulary of the "S".

[Image]

Also the suggestion that the new Sportbike offers an unmistakable aptitude for touring, thanks to the comfortable seating for rider and passenger, and the possibility of carrying saddlebags, fails to convince us that BMW hasn't finally dared to venture out from the security of their "sport-touring" domain. Is there a little anxiety mixed with their courage?

It seems not to be warranted, for the new Boxer has plenty of attitude and is not going to get parked in the shade. In comparison with the previous RS, (the RS produced 90 horsepower at 7250 rpm and 95 Newton /meter torque at 5500 rpm), the heart of the new "S" klasse has 8 more horsepower and 2 more N/m to offer, and reaches it at only 250 rpm higher engine speed.

The greatest horsepower improvement appears to come from the improvement in intake and exhaust flow. The exhaust system has less back pressure and the optimized induction system of the ram-air type lets the engine breathe more freely. Ancillary improvements complete the Boxer tune-up: higher compression (10.7:1 increased to 11.3:1), improved engine lubrication, with larger oil supply and optimized electronic engine controls. The latter now permit a 500 rpm higher redline (to 8400 rpm) and if there are engine driveability problems, they can be addressed by a diagnose/test computer.

In spite of the massive torque curve, which offers more than 80 N/m over a 5,000 rpm range, the "S" model is wedded to a 6 speed transmission. In addition to offering the most optimal shift points, BMW's new gearbox promises better shifting comfort, precise gear changes and less noise generation.

Given that the new 6-speed gearbox, like that of the K 1200 RS, no longer has to (could not?) support the rear drive and swingarm, has led to a completely new frame design. The main frame section of welded aluminum supports the Paralever, pivots and rear wheel suspension, the front frame, of cast aluminum, serves to support the steering assembly (and upper shock mount). As before, the motor/transmission assembly remains in a load-carrying role.

The Telelever front end of the R1100S presents itself as refined in the details. The shock damping settings of the front suspension can be set by turning a handle while in normal riding position, and the sliding tubes of the front fork, now built-up rather than cast assemblies, save 2.2 lbs of unsprung weight at the front. These new components look much more eye-catching than the older cast sliders, too.

A more enjoyable appearance and lower weight are the advantages of the new cast wheels in paired-spoke design, derived from the K 1200 RS. The wheels are 3.50x17 in front and 5.00x15 in the rear, and can accept tires of 120/70 ZR 17 and 170/60 ZR 17 sizes, respectively. The front brake departs from the R1100 RS pattern; instead the floating discs are bolted directly to the wheel itself, without any intermediate carrier. The master cylinder has been reduced in diameter to require less braking effort at the lever.

Not standard equipment, but available along with many

other things as an upgrade - ABS; this is a clever marketing move, as it keeps the weight and purchase price of the "basic" model in a more friendly range.

Without odds and ends like ABS, the R1100 S should weigh 229 kilos, ready for the road, and cost 20,900 marks. "S-Class light", after BMW standards, one must mention appreciatively.

Loosely translated by Kari Prager (Cal BMW), without permission, for free informal use only.

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## **BIKE CLEANING - #3 IN A SERIES**

How To Keep Your Beemer Clean  
a step-by-step guide for the anal retentive  
by Bill Shaw (bmwbobs2@aol.com)

I have dedicated the majority of my adult life and all my waking hours for the past 22 years in pursuit of keeping motorcycles looking new. I have a doctorate in Automotive Detailing, and I am the founder and President/CEO of a nondenominational group of BMW motorcycle cleaning enthusiasts. We do not discriminate based on make, model or displacement, and are incorporated as the Anal Retentive Internet BMW Riders (ARIBMWR). It is our goal to proselytize the fundamental principals by which we live our life: Keep It Clean, or Park It!

If you have any additional input, comments, suggestions or recommendations (you'll be wrong...but let me know anyway, I'm always up for a good laugh), please let me know. Toodles.

[For those who believe that a clean bike is a sign of one not ridden, Bill Shaw has ridden an immaculate bike through more states in the last few years than I have visited in my entire life ... ed.]

### **Cleaning Tips, Part 3...Polish and Wax**

Hello all,

Now that I thoroughly insulted everyone by explaining how to properly wash a bike, the next step is about caring for and protecting your paint. Due to some confusing terms associated with this process, I thought I would continue my condescending diatribe by providing several definitions first.

**POLISHES.** Polishes (often referred to as cleaners) are designed to clean the paint by removing contaminants and oxidation, restoring the paint to a rich, light-reflecting luster, covering swirl marks, and preparing the paint for wax. While polishes can be in the form of a chemical, the most common types are friction cleaners that contain abrasives. It's almost always best to begin by using a fine abrasive (a glaze), vice starting off by using a coarse abrasive (a rubbing compound or clay).

**WAXES.** Generally speaking, there are two kinds of waxes: organic and polymer-based. Most polymer waxes are chemically manufactured from petroleum distillates and contain silicone or Teflon. I am a traditionalist at heart, and am not convinced polymers are the best wax; i.e., provide the longest-lasting protective finish, so I tend to go "au natural." The most common organic waxes are from tropical plants (Carnauba) or from bee's wax. The proverbial jury is out as to which is best or whether a

paste or liquid wax provides the best protection. My personal experience has been that a liquid wax containing Carnauba not only offers a long-lasting protective finish, but is easily applied and removed.

**CLEANER WAXES.** I suspect these one-step products are being marketed for today's busy executive. However, I think it's counterintuitive to expect one product to perform two diverse functions as cleaning/polishing, while simultaneously applying a protective coat of wax. These products, in my opinion, are best suited for a Ural...not a concours R51/3.

Now for a reminder about paint preparation. Always wash the bike thoroughly before starting (this can not be overemphasized), unless you don't mind seeing the image of New York City's transit system permanently etched in your paint. The bike should be cool to the touch, and the wax/polish should be applied and removed in the shade with the softest applicators you can find.

I generally polish my bikes about once a year, and I ALWAYS apply a coat of wax immediately after polishing them. Most, if not all, major wax manufacturers also make polishes. Just remember to buy the least aggressive polish available.

The frequency with which you wax your bike will depend on its use. If the bike is garaged and covered, and only ridden 3,000 miles a year on nice days, then you might only wax it once a year. If it's a daily commuter, then 3-4 times a year might not be unreasonable. Remember, wax is a sacrificial coating that protects the paint against prehistoric flying insects, acid rain, suicidal swans, road kill, and tree secretions.

The real die-hard detailers apply paste wax with their fingertips. This method minimizes the potential for accidentally rubbing in a piece of sand, grit or asteroid that imbedded itself onto your applicator. Another tip is to apply and remove polishes/waxes in the same direction as the wind flows over the bodywork. This prevents you from creating swirl marks in the paint which are more readily seen than perpendicular scratches (scratches are apparent when viewed at a 90 degree angle, that's why swirl marks are so easily spotted from all directions).

I do not encourage the use of Pledge or any other household products to shine motorcycles. The chemicals in some household products might not be compatible with the chemicals in the paint. The reason that you don't apply wax to a painted surface immediately after it's been painted, for instance, is to allow the chemicals within the paint to "outgas" or breathe. Therefore, my personal view is not to risk it. Also, household products do not provide a lasting protective finish to the painted surface against UV, acids, salts, etc.

## ICE CREAM RUN SCHEDULE

### CLASSIFIED ADS (Ads will run for 2 months)

Dayton tool boxes. Good condition. Top box 10 drawer w/ top tray, \$60. Roller bottom, 5 drawer w/ large storage on bottom, \$70. Both for \$120. Call Jody Villa @ 908-439-9193, [jvilla@hunterdon.csnet.net](mailto:jvilla@hunterdon.csnet.net) (2nd month)

K-bike stuff: BMW saddlebag liners, like new; BMW tank bag for K or R, other than late model R; BMW tank bag mount for K1100RS; left K saddlebag in excellent condition; K75 exhaust (brand new); Ohlins shock for K1100; K1100RS stock seat. If you need any of these items, let's talk. Call Doug Ochwat @ 908.850.9643 (2nd month)

**Meet at all locations between 7:30 & 8:30**

August 5: Taylor's. Rt 24 Chester, just east of Rt 206.

August 19: Hartman's II. Cross the Rt 22 bridge and take the 2nd exit (marked Easton). At the light, go right and up the hill. Follow this road through Stockertown. Hartman's is on the right another 1/2 mile further on (also reachable by crossing the bridge in Belvidere - consult a map for details).

A	G	F	E	W	E	X	I	K	U	Z	U	S
B	S	O	I	A	U	G	N	B	A	I	T	E
I	R	K	R	L	V	A	E	J	F	O	D	X
T	G	A	Y	E	T	M	W	A	O	I	O	Z
H	I	A	K	L	M	E	T	B	R	P	U	R
O	J	E	U	E	A	B	R	D	K	S	A	Y
D	I	N	R	G	S	N	E	S	O	P	S	O
A	B	I	T	H	E	A	D	L	I	G	H	T
X	I	G	U	I	L	F	E	E	L	O	O	S
A	N	N	H	E	T	A	O	O	R	P	C	U
W	D	E	R	I	T	A	V	N	C	A	K	A
R	I	E	O	H	S	E	C	A	D	N	O	H
F	A	N	E	A	S	K	S	U	W	I	A	X
K	N	R	G	S	R	E	N	I	D	C	M	E

Can you find the following words?

ARAI  
DEALER  
FILTERS  
GLOVES  
LEATHER  
SUZUKI  
WING

BEEMER  
DINER  
FORKOIL  
HEADLIGHT  
RIDE  
TANK

BELL  
DUCATI  
GAS  
HONDA  
SHOCK  
TIRE

BOOTS  
ENGINE  
GAUGE  
HORN  
SHOEI  
TOPCASE

BRAKES  
EXHAUST  
GEARS  
INDIAN  
SKYLANDER  
WAX

**Next meeting 9/14/98**  
**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*

*MOTORCYCLE RACING on TV*

Aug 11	8 PM	Speedvis	Joliet Formula Extreme
Aug 14	9 PM	Speedvis	Joliet 750 SS
Aug 15	1 PM	Speedvis	24 Hours of Le Mans
Aug 23	4 PM	Speedvis	Czech 500 GP
Aug 30	10 PM	Speedvis	Austria World Superbike
Sep 6	4 PM	Speedvis	Pikes Peak Superbike
Sep 6	5 PM	Speedvis	Imola 500 GP
Sep 8	9 PM	Speedvis	Czech 125 GP
Sep 11	8 PM	Speedvis	Czech 250 GP
Sep 11	9 PM	Speedvis	Pikes Peak 750 SS
Sep 18	8 PM	Speedvis	Austria World SS

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