

New Jersey Shore BMW Riders

CLUB NEWS - Midwinter - 1997

A loss to us all...

It was with deep regret that we called the club membership in early January to tell them of the passing of one of our club members - George Hoffman, our club treasurer.

For those who had met and ridden with George, you know that he was an enthusiastic club member, rider and adventurer.

One side of George which he didn't make a big point of was his involvement with skin diving, and the efforts he had made to organize and advance the sport in New Jersey. George was a founder and President of the NJ Dive Association.

Having ridden with George quite a few times, both on club activities and on informal rides, he was really a pleasure to ride with - always enthusiastic, always cheerful and unfailingly an interesting riding companion.

I know I'll miss him deeply, and the club will feel his loss.

Wherever you are George - may the wind be at your back, the road smooth and twisty, and the weather perfect for riding!

Don



NY International Motorcycle Show

- February 7, 8, 9th!
- *Going Friday?* Call Glenn 908-583-3945
- *Going Saturday?* Call Don, 908-449-1533

Club rally on hold - ideas needed!

As many of you have noticed and mentioned, the BMW-RA rally this year is the same weekend as we had proposed for our first rally.

Since the RA rally will be held within a reasonable distance of NJ, and the North Jersey and New Sweden rallies are the weekend before and after our proposed date - the officers and members of the club present at the last meeting decided to put our rally on hold.

Discussion has been ongoing about an alternative - and we need input and help from the members.

Several of the ideas are:

- Club Picnic - with optional camping
- Mini-Rally - a one night affair with eat-on-the-run (plan for a local restaurant).
- Your idea?

We need your help and ideas to make one of these plans work! Our plans should assume we will invite the members of the other NJ clubs to participate as our guests.

We need your help with deciding which we should pursue, and where to hold the event.

DO you know of a campground where we'd have reasonable privacy, where beer is allowed, where motorcycles are welcome? If so - **please contact President Glenn Martin at 908-583-3945!**

Next Meeting! February 12th!
Eat and Meet! 7PM

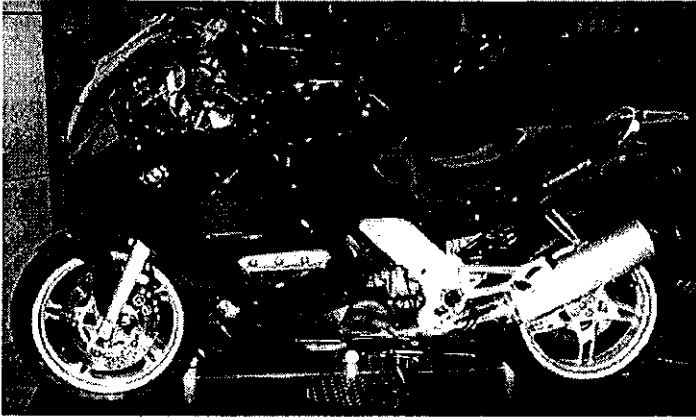
Finley's Pub and Eatery, Rt 33, Neptune

New "Sunday Rides List" - called Special Events Listing Inside! Want to be on it - contact Don!

For Sale - only used once or twice

- Gerbing thin electric jacket liner - large
- Gerbing - heated gloves, waterproof
- On-off switch for above
- BMW accessory plug
- Unused motorcycle ramp for pickup truck or van

Contact Glenn Martin for details!



More on the K1200RS!

K1200RS - we promised more info!

Thanks to Kari Prager of CAL BMW for posting the following article to the Internet BMW Riders mailing list, and allowing us to publish it!

Here is article from Motorrad, which nicely covers the story of the K 1200 RS technical development. I make no representations for 100% translation perfection & I don't use spell-checkers... Kari

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

Test and Technology

The Development of the BMW K 1200 RS

by Waldemar Schwarz and Fred Siemer

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 sidepanels 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 sidepanels 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 turnsignals 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.

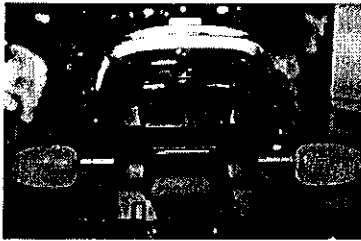
The sporting character definition, so unexpected in this context from BMW, is provided by the tail section: only the massive, stainless steel muffler, no less bold than any of the Japanese sportbikes, obstructs the view of the five-spoke wheel, with its huge 170-series tire. Upward flowing lines, a slender 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.

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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.



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.

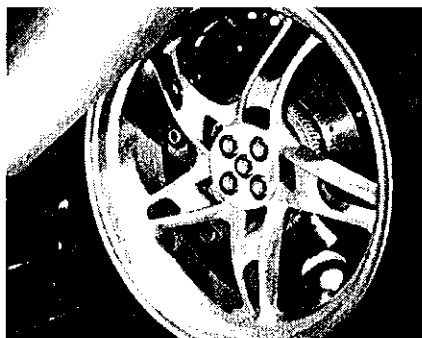
Juergen Bachmann (Chief K-Series Engineer) draws two rider requirements together: "With the load-bearing frame we were able to achieve a very positive feeling of control and simultaneously nearly complete absence of vibration." The weight disadvantage compared to the solution (frame design) of the R 1100 RS adds "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 rpms, for only through higher rpms 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.)

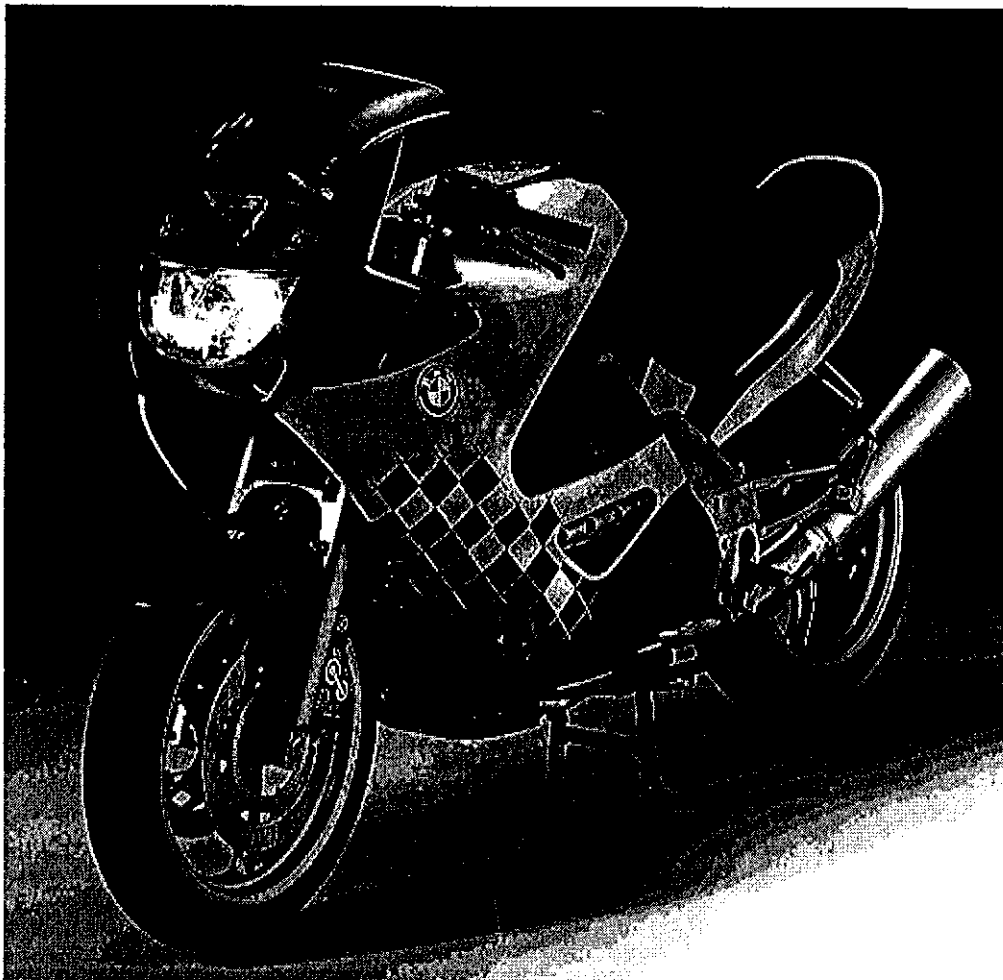
The resulting "Techno-Tourist Exchange" (between Germany and Italy) was quite intentional and encouraged. Thus Juergen Bachmann: "First, on account of the fruitful exchange of ideas with the staff at Bimota. Second, Munich did not have the capability to maintain a design offensive on two fronts, and 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.



Development Chief Wolfgang Duerrheimer 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

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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..."

This translation is not for commercial publication and is provided for informational purposes only. I am not a professional translator and I did not request or receive permission from Das Motorrad to make this translation. I don't mind if anyone uses this translation in club newsletters as long as the provenience is given.

Kari Prager, California BMW Triumph, Mountain View, CA 94043

NJ Airheads

First Barley Therapy Gathering on the Equinox (March 20)

by Bob Berto

As the recently appointed AirMarshal for the Garden State, I'd like to invite all fans of air-cooled BMW motorcycles to a get together to be held on Thursday, March 20, 1997 at 6:30pm.

The location is the Harvest Moon Brewery located at 392 George Street in downtown New Brunswick. Dinner is optional but suggested. Rutgers U. is on spring break that week so we won't have to deal with hordes of students. Prospective Airhead club members are certainly welcome but may be heavily recruited.

On the 1st day of spring in New Jersey, anything can happen weatherwise so use your best judgement regarding the use of two wheels, four wheels, or even steel wheels (NJ Transit/Amtrak). If you would like to join up with others in your area to ride together or cagepool, contact me and I'll try to match you up.

There is secure parking in three decks on nearby Church Street (one is free in the evening). George Street is the main east-west street in town. The best way in is by NJ 18 North from either the NJ Turnpike at Exit 9 or US 1. Take 18 North to NJ 27 South (Albany street) ramp. Go left at the 2nd light at the Hyatt Hotel on Neilson Street. Take the first right onto Church Street. One block south on Church is George Street where you'll see the brewery on your right. Go straight thru that light up to the parking deck on your right (structure with steel cables). From I287, take Exit 6 to 527 South (Easton Avenue) toward New Brunswick for about 4 miles until it hits NJ 27 at the railroad station. Go under the tracks, make a left, go right at the 1st light onto George Street. The brewery is on the right. Turn right onto Church Street up to the deck.

Any questions or concerns feel free to E-mail me at blueroad@acgnj.org or call 908-271-4379 day or 908-247-4321 eves. As this will be a first get together of NJ Airheads, bring your ideas on what the NJ Airheads should be and do. Let's welcome Springtime !

Bob Berto

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