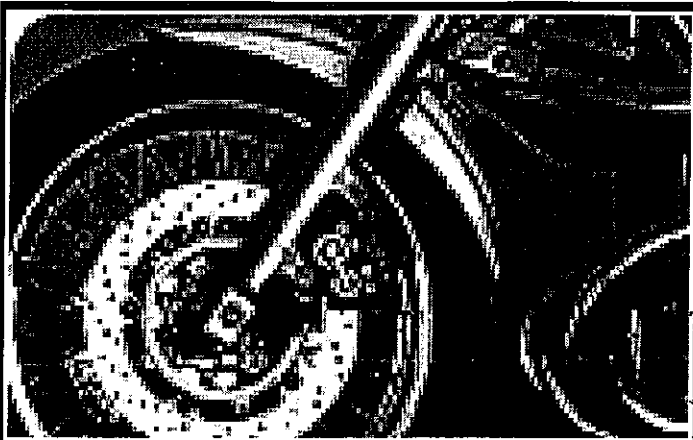


# New Jersey Shore BMW Riders

CLUB NEWS - Going Rallying - Short Issue - July 1997



Thanks to Prez Glenn for getting permission from Rob Lentini for the following first hand review of the new cruiser!

## R1200C - first hand review

by Rob Lentini (now a Director of the MOA).

The following is 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. BTW, 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 press 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 tight 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 AZ 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 down-shift once or twice to dispatch any overtaken cage. BTW, 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 stated was a major goal! Tried 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 knarly 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 (which there are none). The ONLY other significant complaint I had was the stiffness of the suspension. Now granted, at 135 I 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.

Rob Lentini, Tucson, AZ (520) 790-8865 '94 R1100RS Three Flags 97 #205 MSF, BMWMOA, BMWRA, IOC, AMA Candidate for BMWMOA Director  
"Let's RIDE more and politic LESS"

## Rallies and such!

**Udder Nonsense** -Cairo, NY.

**This weekend, July 4, 5 and 6th.** Looks like we'll have a good turnout! If interested - call Don Eilenberger (732-449-1533) or Frank Kirklewski (908-240-2510).

**Ramapo 500**, 21st 500 mile Weekend Motorcycle Tour. **July 19 & 20th.** Starting at Red Apple Rest, Southfields, NY. Pre-registration, \$30, day of event \$40. AMA Sanctioned. Contact Nick (914-623-6885)

**Surf and Sand** - Virginia Beach VA, **Sept. 5th to 7th.** BMW Motorcycle Club of Hampton Roads. Rally fee \$30 (\$15 for 12 and under). Preregistration \$25 (\$12.50 for 12 and under). Friday AND Saturday night dinners, rally pins, door prizes, doughnuts Sunday AM, field events, fresh roasted peanuts, beautiful award plaques and videos both evenings. Cabins and trailers available on a first-come-first-served basis through the KOA campground (at additional cost - mention rally for reduced rate (757-428-1444). Within 3 miles of beach/tourist area. Saturday night is a pig-roast! For additional info, contact Carol Beals (757-548-3381)

**Snappin'Turtle**, BMW-MC of North Jersey, Kittatiny Campground, Dingmans Ferry, PA. **NEW SITE! Sept 12-13-14th.** Good rally! More details as they evolve.

**BMW-RA Int'l Rally** at Fontana Dam, NC. Should be excellent. **Sept 18-21.** More details as in our next issue!

**Last Chance Rally**, Septemberfest. Mays Landing, NJ. **Sept 26-27-28th.** More details next issue.

## Meeting! July 9th, 7PM at the Circus Drive-In

Route 35, just south of intersection with St. Hwy 138 (I-195 extension).



Need directions?

Call Don (908-449-1533) or Glenn(908-583-3945)

**Club Patches will be available!**

**Latest Sunday Rides List will be available.**

**Be there!**

## Help wanted!

Your articles, pictures and stories for this newsletter. Help make this a CLUB newsletter about what we are doing! Send submissions to Don Eilenberger (email - [deilenberger@monmouth.com](mailto:deilenberger@monmouth.com), or via US-Mail at address below). I can scan your pictures and if you can at least type your article or story - it WILL be in the newsletter!



NJS-BMW Riders  
C/O Don Eilenberger  
1213 Pond Rd  
Spring Lk Hts, NJ 07762



Klaus Huenecke  
POB 40

Tennent, NJ 07763