

OCTOBER 2016

# NORCAL NEWS



Ride to Camp

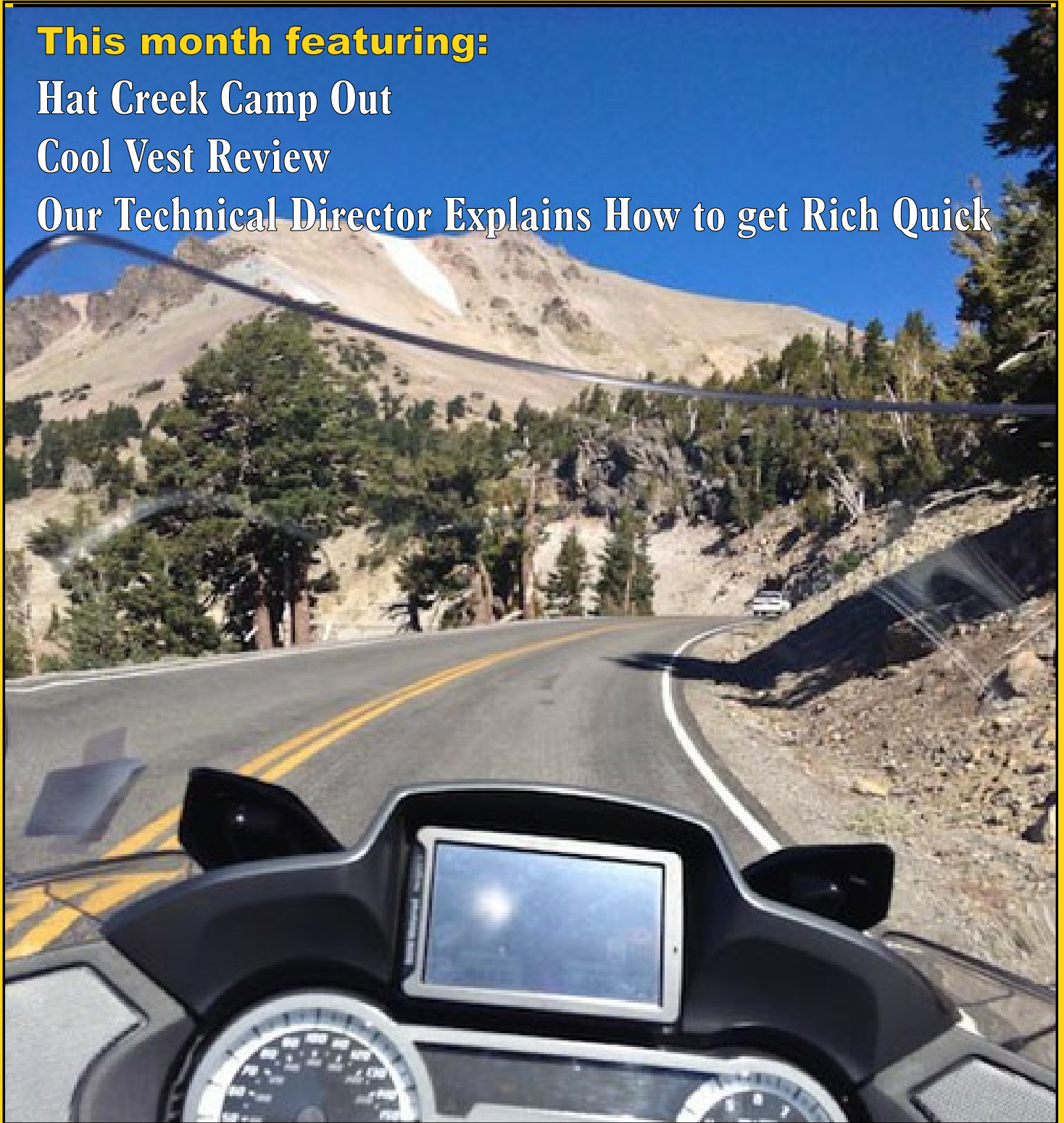
Camp to Ride

**This month featuring:**

Hat Creek Camp Out

Cool Vest Review

Our Technical Director Explains How to get Rich Quick



BMW Motorcycle Club of Northern California

OCTOBER 2016

BMW Motorcycle Club  
of Northern California



Ride to Camp  
Camp to Ride

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**SECOND SUNDAY BREAK-FAST**

Open Position

*\*Board Member*

## Editor's Corner

Big thanks this month to Fred Montano for not only his contribution to this newsletter but also acting as a one man replacement for the board at the Hat Creek camp out. Fred sat there on his own for an hour giving the presidents report, the VP report and guest welcome, the treasurers report and the historians report. *(His brilliant pronunciation of the names of the Indian tribes brought the crowd cheering to their feet).* The only thing he didn't do was take notes. Now remind me again what board position does he hold - oh yes, secretary. Must do better Fred!! Fred also wrote the historians reports, the ride impressions and took some of the photos which are included in this newsletter. In fact this newsletter would be pretty empty without him.

I would also like to thank Sky George, a new member for the some of the photos of the campout including the shot I used on the front cover. Sky posted his pictures on Meetup and I shamelessly stole them.

Last months' newsletter I included a note left on a member's bike by the widow of Darryl Shear who was the club president in the early 1970's. Chris Weld saw the note and emailed me. He said that he remembered Darryl and Connie very well. Sadly Darryl was killed in a hit-an-run accident.

*John Ellis*

## Why Do GS's Have Beaks?

I often see reference to "the beak" on ADV bikes. Is it functional or merely a styling cue? I found out a few weekends back while riding my BMW GS1200GS. I spotted a large deer on an intercept course that leapt gracefully across the road. Trailing it less gracefully was a nearly full grown offspring. I braced myself to keep the bike in a straight line after the impact. The young deer landed squarely on my beak and spring-boarded off to the right, sliding through the long grass, then righted itself and bolted off. Turns out the beak is actually a cow catcher/diving board combo. Who knew?

*Lance Peterson*

*Letter published in Nov 2016 Motorcyclist*

## Presidents Report - Hallo aus Deutschland.



I'm traveling this month visiting friends in Germany, and I'll see everyone at the club's end of the month Membership meeting at Rancho Seco. We'll be celebrating the club's 51st anniversary. Head over to the website to register for meals and camping. Registering for a meal is important for us to be able to give the caterer a headcount for food.

I opted to leave my riding gear. While I'm a bit sad that I'm not going to ride, spending time with friends outweighs any loss of riding time. Munich has been a great city to visit over the past week. I did go to Oktoberfest while in Munich, and I can firmly strike it off my list of things to repeat.

We are searching for a new tour captain to finish out this year for Dan Harmon. Dan has decided to step down due to a higher workload.

I look forward to seeing everyone at the end of the month.

*Dan Rowe*



## Oktoberfest Meeting & Campout, Rancho Seco, California! Oct 22-23, 2016

We have a large grass camping site that gently slopes down to a beautiful lake. Shower and full restrooms available at the park. Registration (on our web page) must be completed by 10/14/16 to guarantee your meal.

The park is located at 14440 Twin Cities Rd, Herald, CA 95638

### Fees

Admission to park - \$5 motorcycle, \$10 car

Camping fee \$10 members, \$20 non-members

Meal and beverages \$20



## Product Review AF-XIED Oxygen Sensor Manipulator



As motorcycle enthusiasts (Bikers) some of us are always looking for anything that will give us a little more edge to make our bikes run "better" I have used almost all of them. Techlusion ,Power Commander although both of them were pretty good I still wanted a little more. I found just that

in the AF-XIED !!!!

Most riders only make minor upgrades to their

Chris Daily says - if you are "happy" with the way your bike is performing then don't mess with it

bikes, like exhaust and air cleaner changes, or leave the bike completely stock. Within the scope of these modifications, modern closed loop ECMs are capable of maintaining stock fuel ratio's. While this ability to correct the fuel mixture will prevent an engine from becoming leaner than stock specifications, but it often exaggerates the annoying byproducts of OEM tuning such as

- Low RPM Engine Surge
- Poor Throttle Response
- Tendency towards Engine Ping
- Excessive Engine/Exhaust heat

These common complaints may be observed with or without exhaust and/or air cleaner upgrades.

Fine tuning of the fuel mixture and adding 2>9% proportional fuel across the RPM/Load range will reduce or eliminate these situations for the average rider.

Not every rider needs complex and expensive dynamometer engine tuning. Most people with stock bikes or those with exhaust and/or air cleaner upgrades just want ensure their engine runs properly.

Nightrider's Patented XIED® technology is designed to work with OEM closed-loop ECM's to maintain or improve fuel mixtures.

XIED is like installing a bigger jet in a carburetor and provides one or more of these benefits.

- Lower Engine/Exhaust Temperatures
- Reduce Engine Surge
- Improve Throttle Response

John Ellis's was experience improved mid-range response and a smoother engine

XIED is a simple Plug-N-Play Installation and is easy to install or remove. No costly dynamometer tuning or complex software tuning is needed; adjustment requires only a small screwdriver to fine tune the fuel mixture.

John Ellis says that the XIED is reliant on a properly operating oxygen sensor which is located behind the catalytic convertor. From both car and bike experience I can state that these things don't last forever. If you have access to a GS-911 then you can read fault codes to determine the state of the oxygen sensor. If you don't know if its working and your bike is more than 5 years old I would recommend changing it before installing the XIED. They are available for around \$60 from Beemberboneyard.

Installation is straight forward. The XIED plugs in between the OEM O2 sensor and OEM motorcycle wiring harness using a model specific adapter. The OEM adaptor is typically under the

gas tank so removal of the gas tank is the first step.

After installing the XIED, and reinstalling the gas tank it is necessary to start the motorcycle. A flashing LED on the XIED in conjunction with a single adjustment screw allows the fuel mixture to be set.

Our friend Mike at Beemberboneyard said before he endorsed the AF-XIED he tested it head to head against his personal bike a "Power Commanded" Dyno tuned R1150R. He walked away so impressed that he sold his Power Commander and now offers this product on his web site!

Search for reviews from our fellow BMW riders at [BMWMOA/BMWstporttouring/ADVrider](#) [BMW | h](#)

I have used the Xied for the past 4 years and it really does exactly what it says.

*Chris Dailey (Sidecar Chris)*  
Safety/Tech Director

Always remember  
to always look over  
your shoulder before  
you change lanes..  
your mirror may  
trick you



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[Beemberboneyard.com](http://Beemberboneyard.com) or

e-mail at [inquiries@beemberboneyard.com](mailto:inquiries@beemberboneyard.com)

AF-XIED is designed specifically for BMW R-series and K-series engines. Richen the closed loop fuel mixture from 14.6:1 to as much as 13.8:1 using advanced design based on out patented technology. This adjustable closed loop fuel controller allows you to externally alter the fuel to mixtures as rich as lambda .938 (13.8:1).

There is a plug-n-play, custom designed, interchangeable wiring harness available for each model bike. For non-standard bikes or Riders wanting to save some money, there is a Universal wiring harness that does not include the O2 sensor connectors. Current availability includes:

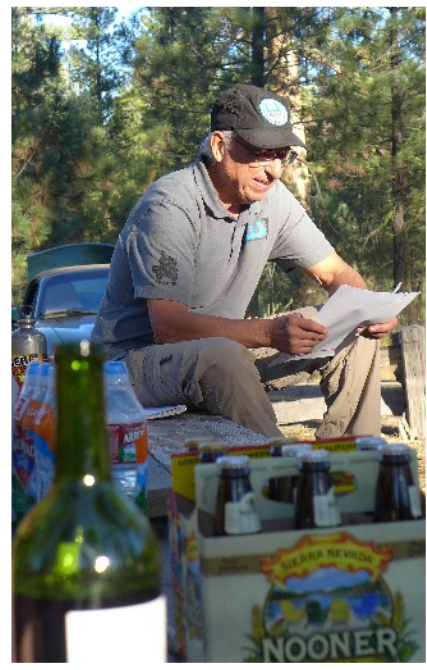
- **R1100S, 1150 ,1200C, K1200RS and LT Models** - Use the R1150 Harness adapter. Plug-n-play.
- **K1600 & R1200 Hex/Camhead Watercooled Models** - Use the R1200 Harness adapter. Plug-n-play.
- **K1200 Models** - Use the R1200 Harness adapter. Plug-n-play
- **F650, 700 & 800 Models** - Order as a F800 Harness adapter. Plug-n-play
- **R1100 Models** - use the Universal Wiring Harness. DIY. Our testing partners have devised a 'single cut' method of integrating the BMW-AF-XIED onto the OEM BMW O2 sensor wiring..

**Go to [Beemberboneyard.com](http://Beemberboneyard.com) for additional fitments.**

# Hat Creek Camp-Out and Meeting Sept 24<sup>th</sup> 2016



# Fred Montano's Ride Report



This was an unusual meeting & ride due to the fact that the only Board Member present was Secretary Fred Montano and the Tour Captain was John Ellis our Newsletter Editor. This is an example of the leadership and team work of the NorCal BMW Motorcycle Club.

We met at the Black Bear Restaurant in Vacaville. I must say that the facility, service, and food was

very good and a nice start to our ride to Hat Creek. Nine riders showed up for the ride. After breakfast, John Ellis conducted the riders information and question meeting before the ride began. He was very thorough and handed out maps that were in color and detailed each segment, distance, place, and turns. "Ya man" that's great for people like me that still use maps!

And we were off to Hat Creek heading on Pleasant Valley Road past Lake Sonoma Park. Then onto Hwy 128, to Hwy 16 past Rumsey and Hwy 20 (oh yes the 20). Now we were heading to Chico and Hwy 32 after some twists and turns.

A needed stop at the 7-Eleven in Chico for bladder control, gas and refreshments. Ahh - heading into the mountains and the great curvy road heading to the junction of Hwy 89. About 5 miles before the junction, I saw Sky George blinking his lights and honking. I pulled over and he yelled "Rider Down". Oh no! Something we do not want to happen on any ride. John stopped and we all turned around to find Martin & Elaine (who were riding two up on a 2014 RT), on the side of the road with Warren and Rick

Web. Apparently Martin took the turn wide and caught some gravel. They had clipped the guard rail on the right side and went down on the left side of the bike. They were wearing good jackets that took the brunt of the collision to their bodies. The shoulder pads and arm pads were scratched but no injury. The only visible abrasions were to Elaine's knuckles on her left hand. Apparently she had taken her gloves off because it was warm. "Ahh - to bad"... The bikes left side was scratched, the left mirror was broken off, the right foot peg was gone, and the throttle was stuck. After we took turns trying to unstuck the throttle. Warren finally got it to work. Martin & Elaine were back on the bike and continued with us to Hat Creek.

Three of us took off to Hat Creek and the other group rode with Martin & Elaine the rest of the way. We rode to beautiful Lassen National Park. It was a free weekend at the park. So no one had to pay the \$15 fee for entering the park. What a beautiful ride. Lassen Peak is so scenic and picturesque and the road is challenging with curves and climbs to 8,511 ft. There are lakes, plenty of trees, volcanic steam, and vistas of mountain peaks – Lake Almanor – cliffs and rock walls. We headed out of the park and 26 miles north was Hat Creek Campground. It was a welcomed sight, since I had some pressure building up in my bladder. The campground is big and there were not many campers to contend with. Our campsite was spacious with plenty of trees and tables to spread out on. There was no grass but the ground was level and there was plenty of firewood and good fire pits.

I chaired the meeting and made reports for the other board members. All went well and afterwards some of the guys ate at the restaurant in Old Station and half of the group cooked at the campsite. The bonfire was roaring, the beer was flowing, Don was pouring the wine, the stories were flying, and it went on until well into the night. The night was rather cold but I did not hear many complaints. It was another terrific ride & campout.

A special "Thank You" to John Ellis for leading the ride to Hat Creek.

*Fred Montano, Secretary*

**This is why we don't camp in Lassen in March**

# Hat Creek History Report

Hat Creek is located in Shasta County and is 26 miles north of Lassen Park. Hat Creek is situated at an elevation of 3,422 feet. Reported population is 309. The town's main economies are tourism, fishing, camping, and lodging.

The town of Hat Creek got its name in the 1850's. There was a group of surveyor's in the area. Apparently one of the lead surveyor lost his prized and valued Peruvian Hat as it fell into the creek. He tried in vain to retrieve his valued sombrero. However, after much time and effort – the hat was gone. The hat was a topic of conversation before it was ever lost in the creek because of its unusual size, its form, and texture. The loss became a point of kidding by the other guys in the surveyor group, and became a light comedic story. The story grew with time. Therefore the area became known as "Hat Creek".



Prior to the arrival of the first white men less than 200 years ago, five tribal groups lived in what is now Shasta County, each in their own territory. They were the Achomawi (a group of the Pit River Indians), the Atsugewi (a group of the Hat Creek Indians), the Okwanuchu (a group of the Shasta Nation), the Wintu, and the Yana. Archaeological evidence now confirms Indians have inhabited certain areas in Shasta County for at least 12,500 years! However, tribal territories or boundaries changed many times throughout those thousands of years and it is not known which tribal group was the first nor how large or small their territory was. A major cultural difference between all the groups was language. Two completely different languages were spoken. Even though there were language differences, they were very similar in all other aspects of their lives.

The first white man seen by the Indian people was a Russian explorer in approximately 1815. In 1821 Luis Arguello and 55 Spanish soldiers traveled into the southern portion of what is now Shasta County. In 1828 Jedediah Smith traveled through what is now the southwest portion of Shasta County. Shortly after, Hudson's Bay trappers and explorers began arriving from the north traveling south in large parties of usually 50 people and sometimes as many as 100, which included their wives and children. Their relations with the Indians was usually good; Hudson's Bay trapper Michel LaFramboise got along so well he supposedly married an Indian woman in each tribe to ensure ongoing good relations with Indians.

Trapping ended in the 1840's, but before it did, disaster was innocently brought to the Indians in the form of malaria, or possibly influenza, by trapper John Work and his party who were unknowing carriers of the disease. The Indians contracted the disease in 1832 during Work's southbound trapping expedition. By his 1833 return trip north, entire villages had already been completely wiped out. Journals of later trappers mentioned coming upon abandoned villages whose grounds were strewn with bones and skulls. It is believed the epidemic was so severe that it decimated and greatly reduced the Indian populations and made the subsequent Gold Rush and white settlement easier to accomplish and impossible for the Indians to stop.

The Gold Rush began in 1848, was in full swing by 1849, and brought complete turmoil and chaos to the Indians' way of life. The thousands of newly arrived gold miners poured into the gold regions and immediately competed with the Indians for the same foods - fish and wild game. The miners also immediately began spreading out in all directions and taking over the Indian lands. They were here to find gold and being confined to a specific area would not suffice. Before it was all over, no stone was left unturned, and no Indian was allowed to stand in their way as they feverishly searched for the elusive yellow metal.

European Settlers began arriving in the 1860's. This was prompted by the mad rush for gold. They came via the Immigrant Trail and the Peter Lassen Trail. However, Hat Creek soon became known for its timber industry as no gold was found in the area. A wood mill was established in Burney and Fall River to enhance the economics of this area and Fort Kirk was established in the area to control the Indian population.

The town of Old Station was named because it was a stage coach stop.

There was a CCC (Civic Conservation Camp) here in 1930 that helped build the up area and the roads in Mount Lassen.

The Hat Creek Radio observatory was founded by the University of California, Berkeley in the late 1950s. The Observatory is a cutting-edge radio astronomy, satellite tracking, and research services facility. It is surrounded by mountains which block interferences such as television and radio signals and cellular phone transmissions.

*Fred Montano*





Peter Lassen was born on October 31, 1800 in Farum, Denmark and immigrated to Boston, Massachusetts in 1830. In 1840 he immigrated to California and became a rancher.

Peter Lassen established the Lassen Cutoff of the California Trail, which left the main trail near the modern-day Rye Patch Reservoir and crossed a desolate section of what is now northwestern Nevada, including the Black Rock Desert. The Lassen Cutoff continued to Goose Lake in northeastern California, and then followed the Pit River into California's Central Valley. Portions of this trail were particularly arduous, and many of its early travelers greatly regretted choosing it. The route was extensively traveled during the years 1848-1853 but because of the hardships of the route, the trail was little used after 1853.

Lassen was murdered on April 26, 1859 in Clapper Canyon (then known as Black Rock Canyon) in the Black Rock Mountains as he was traveling in the area (later known as Hardin City, Nevada) to prospect for silver. He was traveling along with Edward Clapper and Americus Wyatt, Clapper was also killed in the same incident, while Wyatt escaped. The circumstances surrounding his death remain mysterious. According to Wyatt, Lassen and Clapper were shot by an unseen sniper while breaking camp

*From Wikipedia*



Mount Lassen erupting in 1915



The Aftermath



Fred (representing the whole board) running the Hat Creek meeting



## Nobody ever accused me of being cool

For the latest campout at Hat Creek it was fairly obvious from the weather forecast that it was going to be extremely hot crossing the valley when coming home on Sunday. I decided it was a good opportunity to test out my latest clothing addition; a cooling vest. I have owned a cooling vest previously and was less than happy with it. It needed to be soaked in water for about 15 minutes and then felt pretty slimy when worn and provided relief against the heat for less than an hour. I don't do well in the heat and was perfectly willing to spend close to \$200 on a newer style in which a cup or so of water is poured in through an opening. However, reading the negative reviews changed my mind.

I definitely needed something so checked out the feedback on the Cycle Gear Bilt cooling vest and the reviews were in the most part positive. The product is sold for less than \$40 on sale (which is typically

all the time). I bought one and figured the Hat Creek weekend would be a good test.

The vest needs to be soaked in water (like my old one) but not as long. I soaked it at home and it fitted perfectly in a gallon ziplock bag. It was in my side bag all weekend and I eventually pulled it out on Sunday around noon. I wore it for the 3 ½ hours it took to get home and my shirt and the vest was still soaking wet when I arrived home. I figure it's probably good for at least 5 hours. I really liked it – it worked and it didn't feel slimy like the old one.

The one gallon ziplock is ideal because it not only keeps the vest wet when carrying it, but also can be used as container to re-soak the vest from a tap when on the road. When you get home just remember to dry it out or it will end up moldy.

*John Ellis*



# New Members and Guests at Hat Creek



For Martin and Evelyn Cas, who live in Napa, this was the first Norcal camp out they had attended. Martin has been riding for two to three years and his 2013 R1200RT is only the second bike he has owned, his first bike being a Honda VTX. Martin found out about the ride through the web site and decided to make a weekend of it. Definitely hope to see Martin and Evelyn on future rides and events.



Sky George also joined a Norcal ride for the first time. Sky is a long time BMW enthusiast owning a series of K bikes since 1987. He bought the R1200RT new in 2015 and basically finds himself unable to stay off of it. In fact he contemplated selling it after two months since he spent so much time on it he wasn't able to get any work done. (Sky makes jewelry in Sebastopol). He has already got 20,000 miles on the bike and figures the flexibility of the bike and its

long travel suspension allows this bike to be pretty much ridden anywhere.



Chris Wallace from San Mateo, was a first time guest at the camp out. Chris is an airline pilot and has plenty of time between assignments to enjoy his 2014 R1200RT. Unfortunately for Chris his RT was one of the early ones with a recall, but he stuck with the bike taking a loaner until it could be fixed. Chris has been riding street bikes for 15 years. Previous bikes included Ducati, Buell, Triumph and, of course, BMW. Chris found out about the ride through the web page, and wants everyone to know he is looking for partners for mid-week rides, to occupy his down time.



Aaron Pollard has previously attended 49er rallies and has been a member for a couple of years but this is the first time on a camp out. Aaron works for PG&E and is lives in Sacramento. He started riding on dirt when he was 7 or 8 years old, and is currently riding a 2013 F800GS. He is currently in the process of figuring out the changes he can make to this bike to make it perform better off road.

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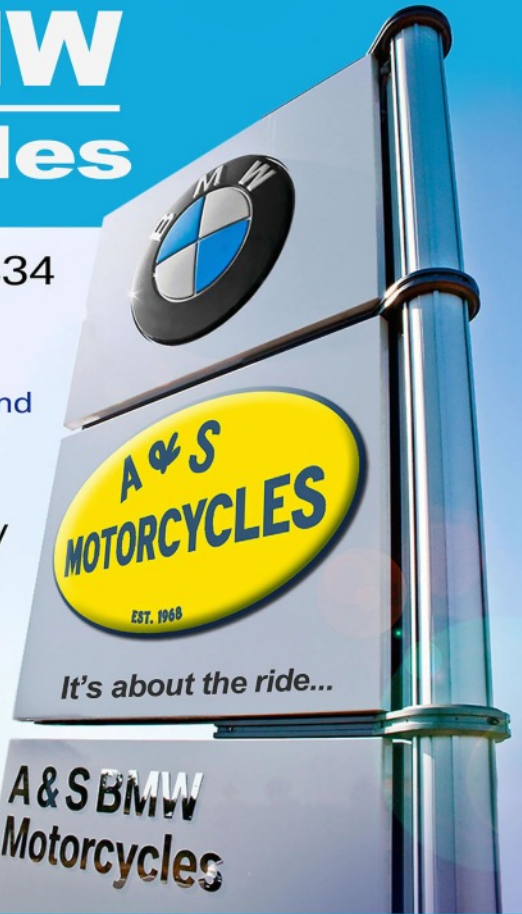
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OCTOBER 2016



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### Pins for Oct – Dec:

Richard Mayeda 40 years  
John Vashon 5 years  
Debi Westlake 25 years  
Tony Westlake 25 years

## Upcoming Events

09 Oct 2016 8:00 AM - 1:30 PM Second Sunday Breakfast Ride  
Location TBD

22 – 23 Oct 2016 Oktoberfest Meeting & Campout, Rancho Seco,  
California! Start 8:00 AM Breakfast Meeting Location TBD



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