

MAY 2021

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

Presidents Column

Our club is back with a bang and quickly shaking off the cobwebs of the long Covid induced hibernation. I am sure everyone who wants a vaccine has had at least one if not both of your shots and I do hope that everyone in the club wants a vaccine. This past month we had two great rides. The first was our second Sunday breakfast ride that started in Mill Valley, had a great stop on Mount Tam and ended at an outdoor food court in Petaluma. We had a fun mixture of first timers and existing club members. We headed back to SongDog ranch in Southern California for a fun two-day campout. The Club rented out the back half of SongDog including the lodge which was a fun place to hang out in after dinner and for the breakfast.

We invited a number of sister clubs to join us and Chris Wilson and Brent Ellinwood of BMW SoCal cooked up an outstanding dinner of hamburgers, chicken and sausages with homemade coleslaw and beans. We ended our first official club meeting in 18 months right on time and the meal was just coming off the fire. The next morning, we had an outstanding breakfast with eggs, sausage, peppers and potatoes. A huge shout out to Chris and Brent who put on two great meals and made it look easy! Everyone enjoyed the campout, meal and campfire getting back to what we love, riding, camping, eating and socializing. We also had a number of first timers attending and they all really appreciated the welcoming nature of the club.

It's great to see so many riders interested in the club and can see that in the number of new signups on our club site plus all the emails I get wondering just how to become a club member when we don't have campouts. The great news is its now very easy. We have a full summer of campouts posted plus the 49er so there should be no problem.

Speaking of the 49er, Greg Hutchinson and Mark Rodda stepped up the pace big time and we are well on our way to another outstanding club event. There is still much work to be done but made easier with Mike Murphy serving as the volunteer coordinator. Mike has managed to fill a number of critical spots as well as a significant portion of the daily volunteers we need for a smooth-running event. Also, we were able to confirm the GS Giants are building the GS Challenge and English Trials course again. Many thanks to Dennis Goodwin of BMW SoCal for supporting the event. It's a testament to the wonderful people in the BMW Motorcycle community that make it so great. We are still in need of some folks to help out planning the poker runs so if you can spare a day or two riding around the Sierra Nevada mountains please connect with Greg Hutchinson.

Our annual club election meeting is now posted for June 19th. This is one week earlier than normal to enable people to attend the BMW MOA National Rally in Great Falls MT. With the club shut down for the last election, the entire Board is up for election this year. So please consider nominating yourself or a fellow club member. I promise it's a rewarding role that doesn't take a huge time commitment with the most important one being a commitment to ride and camp J

I look forward to seeing old and new members soon at the 49er, our election meeting and the BMW MOA National Rally.

Stay Safe and get your shots

Kevin Coleman President.

Norcal Directors Election Meeting - 19 Jun 2021

WE NEED YOU!



All Director positions are up for re-election this year with the President, Secretary, Historian and Treasurer serving a 1-year term and Vice President, Safety Director and Tour Captain serving a 2-year term.

So please consider serving your fellow club members on the Board. Reach out to any of the current Board Members for more details on roles, responsibilities, and time commitments or check out the recently revised by-laws which contain excellent descriptions of each Director's responsibility. The by-laws can be easily accessed at [BMWNorcal.org](https://bmwnorcal.org/Club-By-laws). (<https://bmwnorcal.org/Club-By-laws>)



Members can nominate themselves or others. If you plan on nominating someone, please let our current President, Kevin Coleman know (president@bmwnorcal.org). This will allow nominations to be published in next month's Norcal Newsletter.

The election meeting will be held on 19th June, at a private ranch location in Loyalton north of Truckee with the rancher providing a BBQ dinner. Further details will be published closer to the time of the meeting.

The success of the club depends volunteers. Have fun and contribute by serving as a board member.

49er Update

The great part of being a member of NorCAL is the pool of talent this club has that will step up to fill a need when asked.

Planning and organizing a 49er Rally usually starts around November of the preceding year but with the pandemic and uncertainties over the last year, we had to compress everything down to half that time or less. It's been "exciting" to say the least.

Registrations are exceeding expectations, we have a stellar lineup of seminars on all kinds of subjects, the Adventure Riding Training sessions are filling up, more vendors are coming, food options have just been expanded, 2 poker runs and local riding events are being finalized, prize donations are committed, and the Mariposa Fairgrounds has been a great partner in helping us pull everything together in almost no time.

Everyone will have a chance to learn something new, watch or participate in events, win lots of money and

prizes, buy stuff, get a new seat made, enjoy riding the Sierra foothills, and just sitting around appropriately distanced at the Bier Garten and relaxing to fine live music.

Hopefully, the break everyone has been needing for too long a time.

There will be one more call to fill the last volunteer slots so if you've never volunteered for something like this, please do. You get to meet people from all over and have fun.

My Co-Chair Mark Rodda, the Club BoD, and I look forward to seeing lots of smiles and hearing lots of laughter in a few weeks so thank you all

Greg Hutchinson 49er Chair

Volunteer to help at the 49er

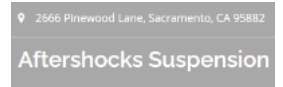
Gate registration (Friday, Saturday) – Hand out registration packets and wristbands to registered attendees. This is a great way to meet your fellow rallygoers.

Rally HQ and Club Store (all days) – Answer questions about the Rally, sell some Club swag, make friends.

Beer Garden (all days)– serve beer, make friends.

[Click here](#)

49er Sponsors



Editors Corner

My personal vote of thanks to Kevin Coleman for organizing the April SSBR and the camp-out at Songdog. The Songdog camp out was exceptional and maybe one of the best I have attended. Great to see everyone again. Also big thanks to Greg Hutchinson, Mark Rodda and the BoD for pulling together the 2021 49er in record time.

As far as this newsletter is concerned I was able to move the focus to current club events. Thanks to Mark Rodda, Chris Weld and Manny Rubio for the photos from the camp out and Rick Webb for his Songdog historian report, which is printed in full.

When putting together the newsletter I try to match the big stories or written contributions with small observations or products which club members may find interesting. This

month Kevin Coleman discovered a way to pay for gas at a Chevron station without cash or credit cards and wrote it up. Although I continue to ask for content and articles, remember it does not always need to be 3000 words. Short pieces are just as welcome. This month I wrote a piece of nonsense about my person struggles when working on my bike.

So if you have a grand adventure, a little insight, advise or product review please share it and send it to me. Next month I will start again with another 10 blank pages and 30 days to fill them.

John Ellis

A Tip for Home Mechanics

I am not sure how many club members actually repair their own bikes. The new technologies make things much more difficult. Although I have not actually done a major repair on a modern bike, I have completely rebuilt several vintage bikes. I remember reading the advice offered by Titch Allen (the founding member the Vintage Motor Cycle Club in the UK) thirty or forty years ago. Titch recommended that when working on a motorcycle never work continuously for more than 2 hours. He figured that working for longer periods can result in tiredness, high frustration and mistakes.

I own several Velocette motorcycles, one of which I have owned for 50 years. The clutch on the Velocette, introduced in the 1920's was designed to be thin enough to allow it to be placed between of the final drive sprocket and gearbox. This made it very easy to change overall gearing, particularly important when racing. The clutch is tricky to set up and even more difficult to assemble. The final assembly requires the outer spring ring to be threaded on a distance piece from the gearbox. Without going into detail this is extremely awkward, since the distance piece move away freely on the drive shaft and springs can't be depressed. During assembly the clutch plates are at the point of falling apart. I have been doing this for 50 years and it can take me up to 4 days. My strategy is to try for 45 minutes and then walk away and try again the next day.

The reason I am putting pen to paper here is not to do with the Velocette, but as a result of recent experience with my modern Yamaha.

Within the first month of ownership((four years ago) when returning from a MOA rally in Utah, a rock struck the mag-alloy side cover and punched a small hole. I ordered a new part but needed the bike for another adventure before the part arrived so I patched the part with epoxy metal and never replaced it.

This month I was looking at the cover and figuring it looked a bit scruffy, decided now was the time to replace it.

The damaged cover was on the alternator side of the bike. The coils were in the cover and the magnet on the crankcase. The cover also contained two bearing to support of gears for the starter motor drive and of course the cable to the alternator coils.

The first thing to understand is that there is an extremely strong magnetic pull between the coil screwed into the cover and the magnet. After removing all the retaining screws (Allen - thank you Yamaha) removing the cover was a real struggle.

The really tricky bit was replacing the new cover. Space was tight and there was wiring and other parts around the edge. In addition, there was a gasket. Every time I attempted to carefully position the cover, gear bearing and exit cable, the magnet pull was sufficient to put the cover and case together trapping my fingertips between the two, moving the gasket, or displacing a bearing. After several unsuccessful attempts my fingers were covered with a dozen small and painful cuts. I was not making progress and there was a real danger that I would break something. Then I remembered Titch Allen's advice. One issue I had was the gasket was moving so I broke out some gasket goo stuck the gasket down and figured I would try tomorrow.

In actual fact my hands were so painful so it was 4 days before I tried again. Having had time to think I had thought of a number of ways to make the task easier. Without boring readers with the details, this time it went on first time and I did not trap my fingers.

So that's the advice to the home mechanic. When things get tough and bits won't fit or won't come apart take a deep breath and walk away. Think about it and try again another day.

John Ellis

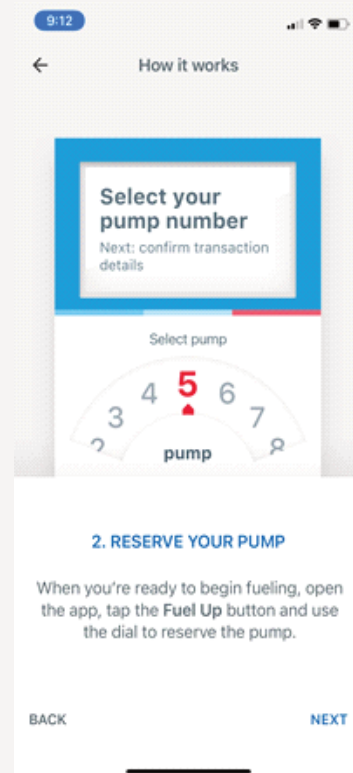
Speed through your Refills at Chevron

One day I was out riding and realized I forgot my wallet and had no money or credit cards and was getting very low on gas. I recalled that many Chevron gas stations accept Apple or Google Pay so I headed to the nearest Chevron to fill up using Apple pay. Unfortunately, that station did not have RF readers and I thought I was out of luck when I saw a QR code to download an App.

So, I got the app installed, registered and was able to add ApplePay to my account in about 60 seconds. Next, I logged in and with location tracking enabled, up pops the gas station I am parked at and asks me what pump number I am at. I plug that in, hit the go button, scan my face and the pump is activated. It was super easy and faster and safer than using your magstripe on the card.

Now when I need gas, I search out Chevrons for the ease of payment. I can pull into the gas station and since my phone is mounted on the handlebars, pay for the gas without digging through my pocket trying to find my card, or take my phone out of holder to use ApplePay. Also, if you have an Apple Watch, there is an app so you can also pay right from the watch. That would work great if you keep your phone tucked into your jacket or tank bag. Check out all the details at <https://www.chevronwithtechon.com/mobileapp>.

Kevin Coleman





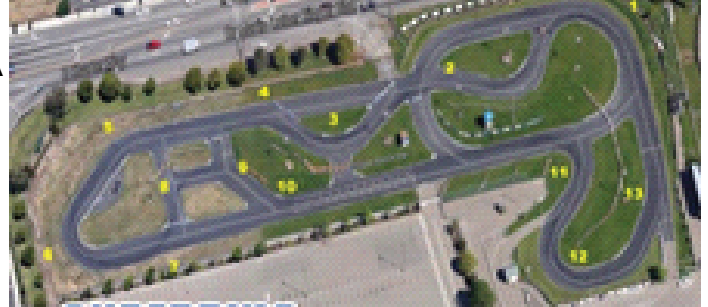
**Bmw Norcal is proud to announce yet another Member Clinic!
Advanced Riders Class hosted by Superbike-Coach Can Akkaya.
This class is designed uniquely for our club and riding needs, and it
will suit most riders.**

When: July 10th from 9:00am to 4:30pm
Where: Little 99 Raceway 1658 S Airport Way Stockton, CA 95206

What to bring: Fresh tires, a full tank of gas, and make sure your brakes are within specs. Other than that, there is no bike prep necessary. Come in your regular street riding gear. There is opportunity to order lunch, otherwise you are welcome to pack your own.

What to expect: A whole lot of fun and professional coaching on how to find and keep the riding line, waypoint viewing technique, mental aspects, trail braking, 'uber' counter steering (skills only Coach Can Akkaya teaches), brake to steer (a bad ass survival skill), and ABS emergency braking. The day will be spent in the classroom and on the track with drills and demos.

Cost: For NorCalMembers: \$139.00 + a booking fee (includes access to the track, free sport photography, snacks and water)



Please visit <https://www.superbike-coach.com/events/bmw-norcal-advanced-rider-class-2> to sign up.

BmwNorcal members who are currently members of MOA can apply for the Paul B. group scholarship to cover the costs of this class:

https://cdn.ymaws.com/www.bmwmoa.org/resource/resmgr/foundation/paul_b_scholarship_applicati.pdf

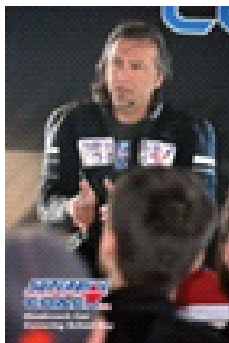
Please note, you should review your insurance policy carefully as your insurance may not cover incidents taking place on a racetrack.

This class is limited to 30 riders so it is first come first serve.

If there are any questions please email Jorgen Larsen, safetydirector@Bmwnorcal.org

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Can"Jon" Akkaya is a former professional motorcycle racer, writer, and founder of the Superbike-Coach Corp. Can is a passionate motorcycle riding coach and has taught thousands of students to be faster, more confident, and most importantly, safer riders. He is also official rider trainer of the United States Air Force.

Second Sunday (no Breakfast) Ride



Big thanks again to Kevin Colman for organizing another SSBR this time starting at Mill Valley riding along Hwy 1 to Muir Beach and then back to the Mt Tamalpias look out. It is many years since I rode this section of Hwy 1, I think it was closed for some time, but the views from this road are truly spectacular.

There was probably around 30 riders who showed up, and after the riders talk Kevin asked if anyone would volunteer to act as leader to split the group. I volunteered and hung around when Kevin left. Checking on the people remaining there was one guy who was suffering from a flat battery. Apparently the message had been passed to Kevin (who had a starter battery) and he returned with a trailing gaggle. Some turned around immediately but others hung around to help. There were a few remaining so I set off expecting others to follow - nobody did. No matter. As I was riding up the road to the Tamalpias look out, I remembered Kevin and others were behind me and I had a potential photo opportunity. I stopped beside the side of the road but before I could get my camera out Kevin and Co flashed by. Not to be beaten, after taking the group photo above, I set off early to find a good spot to photograph the bikes on their way down. A few of the pictures are above.

I walked back to my bike. Put the camera away and set off. I saw no one else for the rest of the ride. Amazingly I had ridden the whole ride completely on my own. Downside of being Newsletter Editor I guess.

From the ridge in Tamalpias nature reserve the road drops back down to Hwy 1 via a twisty road called Fairfax- Bolinas. Great road and very beautiful on this Spring morning. There is

a short section that goes through a Redwood forest. The shadowed road surface appeared fine, and I gently applied the brake lever to steady the bike before entering a corner and suddenly I was in a two wheel slide with the handlebars flopping from side to side indicating the beginning of a tank slapper. For Marc Márquez this would be the norm. For me I figured I was heading straight into the trees. By some miracle I saved it.

Continuing the ride on my own, I had plenty of time to think about what had just happened. I had obviously hit a very slippery patch of something, I know not what, but why didn't the ABS kick in to save me? My bike has linked brakes. That is, a squeeze of the front lever causes the front AND back brakes to operate together. It's a great feature and a gentle squeeze is all that is required to steady the bike up for the corner. I checked the handbook and ABS is supposed to kick in if the wheel speed differs, and the controller has something that detect motion. I think when I hit the slippery patch, both wheels locked and what ever there is to detect motion did not work.

Whats the solution?. Your bike has great technology but it may not work under all circumstances. If I had been using trail braking using the rear brake only, I probably wouldn't have found myself in this situation. Something to think about where you don't have clear view of road surfaces.

John Ellis

Songdog Historian's Report by Rick Webb

In 1840, at the age of 13, Snowshoe Thompson moved with his family to the Sugar Creek Settlement in Lee County, Iowa. That same year Sutter's Fort was built in Sacramento. And in 1940 a replica, built of adobe mud bricks, was completed in Taft, where many of us provisioned ourselves with beer en route to Songdog.

Oil was discovered in what became known as the Sunset area that is now south of Taft in 1880. The volume of oil produced there and from area to the north, known as Midland, became so great the Southern Pacific Railroad was built though what was named Siding Number Two. The townspeople asked the railroad to name their community Moro. However, since it could be confused with Morro Bay a railroad official added an 'n' to the end of the name on the depot and post office. This was before American psychologist Henry Goddard coined the term 'moron' in 1910, which he defined as an adult who had the mental capacity of an 8 to 12-year-old. A few years later the town changed its name to Taft.

The Midland-Sunset oil field is the highest producing region in California and in the early days, with pipelines everywhere, locals participated in a practice known as 'dripping'. They would fill their automobiles with gas from leaks in the lines. The 1910 Lake View Gusher, though, was bit too much of a good thing. 9 million barrels of oil shot skyward from a drill rig over



a period of 544 days before workers could control the flow and end the world's largest accidental oil spill.

In 1924 the Bureau of Biological Survey, which is now called the U.S. Fish and Wildlife Service, launched a project to eliminate coyotes, hawks, and other predators in Kern County. This allowed the mouse population to breed unimpeded. The dry Buena Vista lakebed northeast of Taft planted with wheat, barley, corn, and cotton was home to millions of mice.

A late November rainstorm in 1926 started to fill the lakebed, causing the mice to suddenly flee in all directions. Waves of mice

scampered across oil fields, camps, and ranches. They ate everything. Oil workers dug long shallow trenches lined with poisoned grain. Some mice died, but survivors were breeding so fast that it didn't matter.

The mass of rodents had grown to about 50 million when it reached Taft. The main highway was reported to be "slushy with dead mice." Residents complained of mice running across their beds all night long. Traps had little effect. They even ate an entire sheep in its pen. The mouse-to-citizen ratio was estimated at 20,000 to 1.

In January 1927 the Bureau of Biological Survey was called in to help. They sent their top infestation man, Stanley Piper. Piper calculated there were over 100 million mice. He was preparing to attack the main source of the breeding mice, the old lake bed, when a miracle happened: Predatory birds of every type arrived --- owls, hawks, ravens, and more --- and descended on the lakebed buffet. Finally in mid-February another large rainstorm drowned the remaining mice.

These days, if you take a tour down Main Street, not Highway 33, the town may seem familiar because you've seen it in films such as *Thelma and Louise*, *Five Easy Pieces*, and, most memorably, *Attack of the 50 Ft. Woman*.





Songdog Campout Pictures

By Mark Rodda, Chris Weld and Manny Rubio





“That was the best day’s ride ever”

These were the words not spoken by a motorcycling novice but Ed Perry, who has ridden motorcycles over five continents. His thought was backed up by Fred Montano who newsletter readers know has also ridden to a few interesting places.

Who was the genius who put together this extraordinary ride - none other than your truly.

I have visited Songdog ranch with the club a couple of times before but those times we only stayed for a single night. This time it was for two night which meant Saturday was free, so I studied the maps ahead of time to figure out a route for Saturday. I was looking for a loop, so the most obvious first step was to head south on Hwy 33, the Maricapa Hwy to Mira Monte. On the map the road had plenty of bends, but the map did not give a hint at the incredible desert mountain vistas. It reminded me of some of the spectacular rides through Utah, but who knew there was anything like this in California?

From Mira Monte we took Casitas Pass Road (Hwy 150) and 192 to Santa Barbera. This avoided Hwy 101 but did mean we ended up riding through Santa Barbera.

We then headed north on East Camino Cielo. This road is the pièce de resistance of the ride. Santa Barbara is surrounded by the Santa Ynez mountains and this road, constructed in 1931, leads directly up La Cumbre Peak through Rattlesnake Canyon Park (just love that name). Initially the road passes expensive homes built there for amazing overlooks. The road is a paved single track with unprotected drop off on one side and with no visible valley bottom which was enough for my acrophobia to

start kicking in. Reaching the top of La Cumbre Peak, the road runs directly along the mountain ridge so on one side you look down to Santa Barbara and the ocean, and on the other side down into a desert valley. It felt like we were 5000 ft high and on top of the world but Ed with his trusty Garmin was able confirm we were only 3,997 feet up.

When I was planning the route, I was hoping to find similar tracks Los Padres National Forest to allow to join up with either Hwy33 or 166. There are many similar roads though, all look amazing on the map, but apart from East Camino Cielo, I couldn't find one which did not come to a dead end.

Coming down the other side, the road was just twisty but without the ocean views until we finally hit Hwy 154 and then 174, before turning off on Tepusquet Road, another very nice road with twisty bits, woods and beautiful green countryside.

Tepusquet Road eventually joined with Hwy166. Normally I would consider Hwy 166 to be a pretty decent motorcycling road, but compared to the roads we had ridden it felt more like a six-lane highway.

We arrived back at Songdog at 5 o'clock, just before the start of the group meeting and the BBQ supper. A truly memorable ride, and as Ed says “That was the best day’s ride ever”.

John Ellis

Ed's 2021 Bumblebee with matching crash-bars met with universal approval. However insisting that photographs can only be taken with matching vegetation in the background is taking things a BIT TOO FAR



OVERLOOK ON HWY 33



VIEW FROM TOP OF LA CUMBRA PEAK



OVERLOOKING SANTA BARBARA



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To get the discount, all you need to do is go to Helites website www.HeliteMoto.com and enter BMWNORCAL as the discount code.

Members can get an additional 10% (25% in total) on Helite Airbags when ordering 8 or more products. Again, accessories are not including in the discount. If you are interested in placing an order and you are willing to wait until we get 8 orders, you can email:

Safetydirector@bmwnorcal.org

and we will keep you informed as of when the goal is reached.

We have all heard stories from riders who used the Helite Airbags and can attest the to the product performance. From slow falls to high speed crashes, riders claim that if they hadn't used the Helite Airbag, they would have been in much worse shape.

The holidays are upon us, and what better way to treat yourself - you deserve it.

Regards

Jorgen Larsen

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**BMW Motorcycle Club
of Northern California**



BMW Club of Northern California
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*Board Member

EVENTS

May 1 BoD meeting MotoGuild

May 27-31, 2021 NorCal 49er Mariposa County Fairgrounds

June 6 BoD meeting MotoGuild

19-20 Jun 2021 Campout and Norcal Directors Election Meeting - Loyalton TBD

24 -27 Jun 2021 BMW MOA National Rally Great Falls MT

9:00 AM - 4:30 PM 10 Jul 2021 Advanced Rider Class with Superbike Coach Can Akkaya - Little 99 Raceway: 1658 South Airport Way, Stockton

Anniversaries

Month	Name	Anniversary
May	Don Allison	30
	Ken Caruthers	10
	Jacobo Galina	10
	Barbara Garfien	10
	Ron Harkov	10
	B. Patrick Harpole	5
	John LaRoche	45
	Steve Lawton	10
	Kevin Lindsey	10
	Roger Malone	15
	Frank Parker	10
	Noel Stevens	25
June	Hugo Bonilla	5
	Kevin Coleman	5
	Phillip James	25
	Jorgen Larson	5
	Cliff Marden	5

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