

SEPT 2016

NORCAL NEWS



Ride to Camp

Camp to Ride

This month featuring:

Range of Light - Experiences and Pictures

Mike Huntzinger's Leaning Sidecar

A Face-Full of Turkey Vulture

Fixin' a Puncture



BMW Motorcycle Club of Northern California

SEPT 2016

BMW Motorcycle Club of Northern California



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Camp to Ride

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SECOND SUNDAY BREAK-FAST

Open Position

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Editor's Corner

First off I would personally like to thank all of those that made the Range of light such a great event. I would particularly like to thank Buddy Scauzzo for not only acting as the chair, but also was personally responsible for preparing the art work, T-shirts, GS route pre-ride .. The list goes on. Not sure if many people know that the picture on the programs and advertising matter is Dan Rowe. The picture was taken from a track day photo, flipped 180 degrees and superimposed on the background. Nice work Buddy! I would also like to thank Richard Burton for planning the route. I rode the whole of the second days route and I thought that was my best single day's ride EVER. John Vashon picked up programs and stuffed all the envelopes as part of organizing registration. Ted Crum sat for hours loading GXP files. Chis Daily organized prizes, and lucky me won a hydration pack. Thanks Chris. Randy Johnson drove the safety wagon and last but not least I would like to thank Steve Kesinger for driving the Sag Wagon, picking up beer and muffins etc etc.

I am pleased with this month's newsletter. Great bird story from Lance Harrison, and another ride story from Fred Montano. As editor I would be in real trouble if it wasn't for Fred. Super pictures from Buddy as usual. Thanks to our new new Tech/Safety officer for his article on tire repair as well as fixing members tires on the RoL. I wrote the article on Mike Huntzinger cool leaning sidecar, finding much of the content on the Flexit Yahoo Group site. Thanks to John Goff for allowing me to join.

As always I am looking for Newsletter content. I know a number of our members completed continental tours this summer. What about an article?

John Ellis

A Name from the Past

The wife of Darrell Shear, BMWNorcal president from 1969 to 1971 left this note on a members bike when parked with other BMWs. I wonder if any of the current club members remember Darrell.

Sat. 8-13-16 7:05pm

I admired your
beautiful machines
because I rode w/
my husband N. Cal BMW
President 1968-70
Darrell Shear
Connie Shear
1941-1972
408 469-7165

A Face-full of Turkey Vulture: A Story from the 2016 Range of Light Gypsy Tour

Friday, 05. September. 2016: I was cruising casually down the home stretch of CA-128. I was a few miles outside of Cloverdale, heading for Boonville for the evening check-in at the Mendocino County Fairgrounds. The sun was still up and setting in the west. I saw the yellow deer signs on the road and tried to keep a careful eye out for deer at the roadside. I spied a doe to my left across the road in an open sunlit meadow. "Beautiful picture," I thought to myself. "Wish I'd mounted my GoPro for this trip, after all."

Transiting the north Bay Area roads with the rush hour and Labor Day weekend traffic combined had been, predictably, painfully slow. I got off work early so I could perform last minute fluid and tire-pressure checks, tidy up the last of my packing for the trip and finally load up the 1993 K75s that brought me back into the world of motorcycling, and the ranks of the BMW Riders of Northern California.

Cloverdale is a cute little town with a post card Main Street, and a busy Friday night Farmer's Market. After a quick detour around the 'Market, and a route check on my Garmin GPS, I followed the signs to CA-128 (Oat Valley Road). I followed the winding road up and the rise and fall of the land, in and out of the shadows cast by the trees, watching my speed and looking out for deer. After passing the meadow with the doe on my left, I continued to scan back and forth, side to side, across the road. I was just west of Ingram, about 12.5 miles northeast of Cloverdale, when it happened: BAM!!

The following is a bit of a jumble blur, and may, or may not, have occurred in the order described; mostly. I had been looking slightly left and caught a glimpse of motion out of my right eye, at about eye-level: Two (2) large-ish black shapes. "Oh, cool! Birds!" I thought. Then, "OH, F&#!", as I ran face first into the lead black shape. "OWWW! OH S#!7" It felt like I had run face first into a flying basketball.



Just like in gym class, way back in grade school. *sigh* My nose hurt and it had that distinct feeling that it was going to start gushing blood any second. After that initial panic, and realizing, happily, that I had maintained my lane and my path of travel, i.e. NOT into oncoming traffic heading the other way, I grabbed the brakes, hit the right-hand turn signal switch, pulled over to the left on a bridge, and came to a smooth stop. I flicked the kill-switch to OFF, put down the side-stand, lifted the chin-bar on my modular BiLT helmet, and said, "Holy Crap!!" Loudly.



The GS rider who had been following me the last couple of miles witnessed the bird strike, and had pulled over behind me. After looking down at the mass of feathers sprawled on my tank bag, and breathing heavily for a minute, I noticed that pile of feathers was moving up and down. It was still breathing. Crap! I decided to un-ass my bike quickly, and carefully, before the beastie decided to attack me. While I was standing at the back of the bike, talking to Antonio, the F800GS rider who witnessed this little catastrophe, we heard the bird "flop" off the tank bag and onto the pavement under my K75. We both looked back in amazement: The bird, a large black turkey vulture, was on its feet and looking back at us. "Glaring at us" might have been more accurate.

After a couple of quick selfies, with the bird in the frame, naturally, and a few more choice vulgar epithets thrown its way, that turkey vulture just got up and flew away! I was stunned. Again. I was sure I had done some damage to myself. I was amazed the vulture missed my bike completely. And I was further amazed that S.O.B. could get up and just fly away without a hiccup in its wing-beat.

Following this encounter, Antonio and I continued to ride together till we arrived without further mishap at the fairgrounds in Boonville. Damn! We had a story to tell tonight!

(c) Lance G. Harrison, 09. Sept. 2016

Why is my bike running so well?

My bike now has over 86,000 miles on it and I must have done a 6,000 mile service it at least 15 times. After the last service, prepping the bike for this year's Range of Light, something strange happened. After doing the service the bike ran great. Maybe better than it ever ran before. It pulled like a train, and revved smoothly all the way though the range to beyond 5000rpm.

The question I have is why?

What did I do that was different?

I will explain exactly what I did this time and would be interested to discover if anyone else finds the same improvement after following these simple steps.

Step 1. Before the service I put a 1/3 of a can of Seafoam in the gas tank. Done this lots of time before but not sure I noticed a big difference.

Step 2. Checked valve clearances. All were good except 2 inlets on the left hand side which were maybe a thou or a thou and a half too big. I adjusted these two. I believe very accurate setting of valve clearances is critical (see Norcal newsletter April 2016)



Step 3. Removed plugs (only 6000 miles old) so just cleaned the insulators removing all dirt. Made sure they were all in tight.

Step 4. Now this is something I have only started doing recently. I take a Q-tip and spray the end with electrical contact cleaner to thoroughly clean the metal contacts inside the plug caps and ignition coil sticks. It is surprising how dirty they get. I also clean the rubber inside the cap/coil sticks. I then put a very small amount of dielectric grease on a clean Q-tip and smear the inside of the rubber caps, taking care not to get any near the electrical contact.



I took it for an 80 mile ride (to the Junction bar and Grill and back) and noticed immediately the bike seemed smoother. However when I got back I noticed the tick over was not even.

Step 5. I synced the throttle bodies for tick over. I did not need to touch the throttle cables.

That's it. Maybe BMWs just need 86,000 mile to get run in. Maybe it will blow itself apart next week. Life is a mystery.

John Ellis

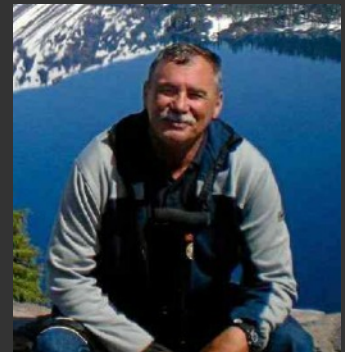


I recently purchased new coils from Euro Motoelectrics. Here is an extract from their instructions

Switch off the IGNITION. Wait for 15 minutes before removing the spark plug coil. This prevents voltage peaks that may damage or destroy the Engine Electronic Control Unit .

We were saddened to learn of the death of Neil Talbert, a NORCAL club member since 2005. He died on July 22, 2016 after being struck by a car Friday while riding his motorcycle south on Highway 17 near Redwood Estates. A decorated veteran of the Vietnam War who suffered extensive wounds in combat. Talbert spent much of his life reaching out to other wounded soldiers and pursuing his passion for BMW and Harley-Davidson motorcycles.

A lifelong rider, Talbert favored BMWs and Harley-Davidsons, but also owned a Vespa scooter he enjoyed riding. He was an early member of the BMW Motorcycle Owners of America.



NorCal's 2016 Range of Light



Range of Light – Gypsy Tour by 2016 Fred Montano

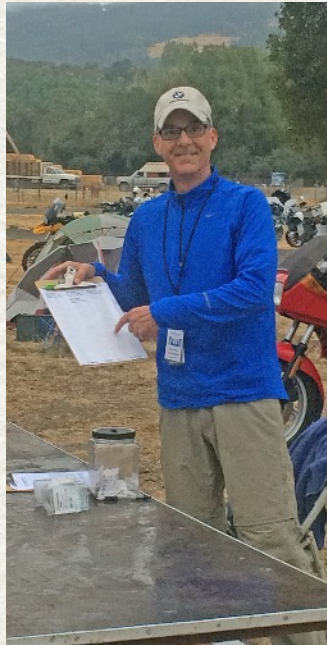
After returning from my 8,500 mile ride to the annual MOA International Tour in Hamburg NY, it was time to prepare for the annual Range of Light Gypsy Tour. Since I will be riding my R100R Airhead a list of maintenance issues was made.

- Tires (are they ready for 1000 miles)
- Change Oil & Filter
- New Spark Plugs
- Adjust the valves
- Check all lights
- Check brakes
- Clean the bike and check all wires and hoses

OK - I got the parts for the maintenance work. Changed the oil and filter. Took off the valve covers and began to adjust the valves. Oh no! I discovered that one of the adjusting bolts was stripped. Don't know if I did it or it was tightened too much previously. Darn... I called Greg Hutchinson, our resident airhead Geru & club member since 1989; he indicated he had a replacement rocker arm. Whew! Big problem averted. Thanks Greg! Now to finish cleaning and checking the bike for general problems. Everything seems to be in good order for the ride. Time to pack and get ready to ride Friday morning to Boonville and the Mendocino County Fairground.



I arrived early at Boonville and had lunch at the local Deli/Market. Wow what a great sandwich and good people. I went back to the Fairground campsite where Buddy, Mini, and others club members were setting up their tents, tables, and the trailer with beer had arrived. I found a good spot under a tree that was away from the

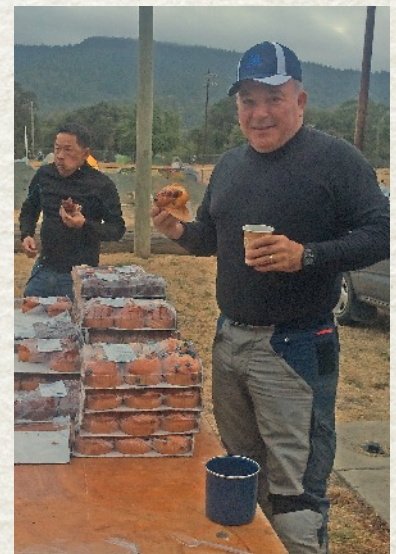


main activity and check in area. After setting up my tent I joined in to help out. Buddy asked me to help Tom Short at the beer trailer. Hey I can do that! This is one place where you can meet new members, guests, and greet club members that are on the ride. This was fun and an enjoyable activity.

The next day, after coffee and muffins, Ed Perry, John Ellis, Dan Rowe and myself took off on the ride to Hayfork. And what a ride it was. Beautiful road and



scenery on Highway 128 to Hwy #1. I was amazed that there was not congestion on #1. What Luck! Great ride on #1 as usual. The ocean and coastline is spectacular. I never get tired of this. At Leggett we turned on to Hwy 101. We met Buddy, Mini, and others at Garberville for lunch. Now up to the Avenue of the Giants and get on the Creek Flats/Matole Road. This takes us to the Lost Coast. This is a



challenging road with twists, turns, climbs, and potholes. We were truck'n up an down and over the one lane bridge and up the other side when "Oh No..." My right saddle bag popped off as I hit a pot hole. Luckily it did not hit Ed or Dan as it bounced on the road and opened. I heard a strange noise and looked back to see that my saddlebag was missing. Carumba – Que Passa? I stopped on the road and looked back to see Ed and Dan off their bikes and picking up my stuff, and a car had stopped to help. I quickly turned around and helped pick up my camping gear. What a shock – but everything stayed in the case. There were some items to gather but surprisingly it was all there. Well now what? Well I got out the ROK straps and Ed & John had a couple of Bundgee cords. Good enough!

Highway 36 was fun and fast. We finally arrived at the Trinity County Fairgrounds just in time for dinner. Oh yes – I'll have a big Burrito with chips and salsa. Good Night, it was a fun day!

What? The long route is closed. Buddy recommended a short abbreviated route that is 100 miles shorter and not as challenging? Well - we'll see! Ed & John put their heads together and decided that we will take our chances and ride the original route that is 340 miles long and a real challenge. If I thought yesterday was good, this was a real beautiful, out of the way, unique road. Jerry Baker joined us. The ride up to Weaverville was nice and twisty. A little cool but the sun was out and clear. Yea – Hwy 96 was nice then we turned onto Salmon River Road. The ride got very interesting as it narrowed with some gravel and chunks of road missing due to slides. All of a sudden two cars met and they could get around each other. The one in front of us was trying to back up. We did not have much room, so I decided to go forward and squeeze past the car and truck coming the other way. It worked and we all got around. The rest of the ride up Salmon River Road to Somes Bar and Sawyers Bar Road to Hwy 3 was amazing for its isolated beauty between two mountains, river beside the narrow road, twists and turns, and never knowing what to expect next. I could not take my eyes off the road as we were traveling quickly and the road was a challenge to navigate. What a thrill to ride this particular stretch of road. It was heart pumping and exciting! John was a great tour captain he deserved a beer...



We strapped the cases on and we were off and going again, flying up the Lost Coast and up the "Wall" to Ferndale.



We had a well-deserved lunch at Dottie's in Etna and played sand bag toss. I won! No prize just a smirk and "Let's go"... We took off and had a quick ride on good roads to Crescent City. There were a few Cal Fire trucks on Hwy 199 but nothing dangerous. We saw smoke on the mountain but no fire. Guess it was a mopping up operation. We arrived at the Del Norte County Fairgrounds just in time to set up our tents and get to the awards dinner.

Boo Hoo - I didn't win anything but there were many great prizes and everyone was happy.

It was another great affair and a wonderful long ride. I was tired and hungry. The meal was good; the prizes were well received (thanks to all our donors and Cris Daily). A special Thanks to Buddy Scauzzo, Mini and all the people that made this event so enjoyable.

Fred Montana





Safety Tech - On Wheel Tubeless Tire Repair

If you don't have a kit **GET ONE** (no you can't count the one that came with your bike).

If your don't know if you have tubeless tires or not please place your key in an envelope and immediately mail it to:

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"Just kidding"

On a ride?
By yourself?
Maybe with some friends?
And oh shoot.....your TPMS (tire pressure monitoring system) says you have a low tire!

Or perhaps you or a friend notices it "looks low" or maybe.... You see a flipping nail, screw, bolt, washer, Allen wrench, etc in your brand new tire!!!

As we all know our tires are a very important component for our riding pleasure and most importantly our **Safety**.

So let me get off my soap box and let's take a look at the **Tire in Question**.

First let's find the alien object in tire that's causing the leak,

Maybe I will put it on the center stand?

Wait a minute?

Why is it always the rear tire?*

Aha!!!

There it is.

Is it leaking?

If you don't have a spray bottle of soapy water in your tire repair kit you can always use some kind of liquid... spit... water.... But don't get too creative. Spit works best if you can mustard up a good one. Nasty!



Most of the bikes (BMW) today will not allow you to use the accessory plug because the inflator draws too much current, so a direct line from the battery with an inline fuse 10amp will needed.



Wow it's not leaking **THE END.**

Wait.....

Shoot it's LEAKING!!!!



Ok Put the object back in the tire to hold the air in until you're ready to repair it.



Dam it! what have I done to deserve this?

Oh wait I remember...

Now that I have everything ready to repair it.

Tire Inflator, Slime etc, Plugging kit

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Chris says"Safety Seal is the best on the market and I have tried almost all of them ..."

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Wow I am Sold!!!!

So I have got my kit out.

Now I am ready it's really easy.....

I am going to read the Instructions and follow them to the letter!

Visit SafetySeal.com

Chrismond E Dailey aka "Sidecar Chris"
Safety/Tech Officer



No matter what anyone says (even Safety Seal) no repair on a motorcycle tire is a permanent repair. It is only to get you directly to a repair facility for tire replacement - period!

* That subject will have to wait for another "News Letter"

Mike Huntzinger's Leaning Sidecar

Mike Huntzinger rode his leaning sidecar combination on this year's Range of Light. The outfit consists of his 2002 R1150r, which he has owned since new and a Flexit sidecar that he purchased through an Ebay auction.

The Flexit was designed by Hannes Myburgh, an internationally-renowned industrial designer, who took him several years and several prototypes to arrive at his first saleable design in 1981. The sidecar was originally produced in South Africa and its design evolved until 1988 (27 units total), when production was moved to California. This second generation of so called "square nose" units with a aluminum 8 inch wheel are know within the Flexit circle as the 2nd generation.

3rd Generation was made by EZS in Zelhem, Holland (the Netherlands) from 1991 through early 1994. These were the last of the square-nose models, but were substantially refined and improved and came with a 10" steel wheel. Approximately 47 units made.

4th Generation - Late 1994 thru 1999 was again made by EZS made with the new restyled round-nose Flexit units. 45 units of these are thought to have been made, and Mike Huntzinger's example is one of these, made in 1998.

EZS involvement came to an end when it was necessary to make a major capital investment in new suspension tooling. The original designer continued to make limited numbers until 2005 when all production ceased. It is believed the total number made is around 200.

The Flexit leans as a parallelogram using concealed lightweight chains rolling over D-cams to smooth transition and millimeter-fine control. The D-cams are not concentric arcs - they are geodal in shape, to accommodate the fact that they are not mounted on the centre-line of the lean-axis of the bike. The design allows the sidecar to lean into turns with a lean angle from zero to thirty-five degrees. For parking and low speed maneuverings the Flexit can be locked in any position.

The Flexit has an electrically controlled polycarbonate screen which can be operated from either the motorcycle or sidecar. The screen can be opened and maintained in any position when travelling. An on-board compressor allows the telescopic air shacks to be easily adjusted to accommodate passenger or load weight for optimal road holding. The sidecar wheel has a disk brake,

Mike says the outfit rides just like regular motorcycle on corners, but its not too good for lane splitting.





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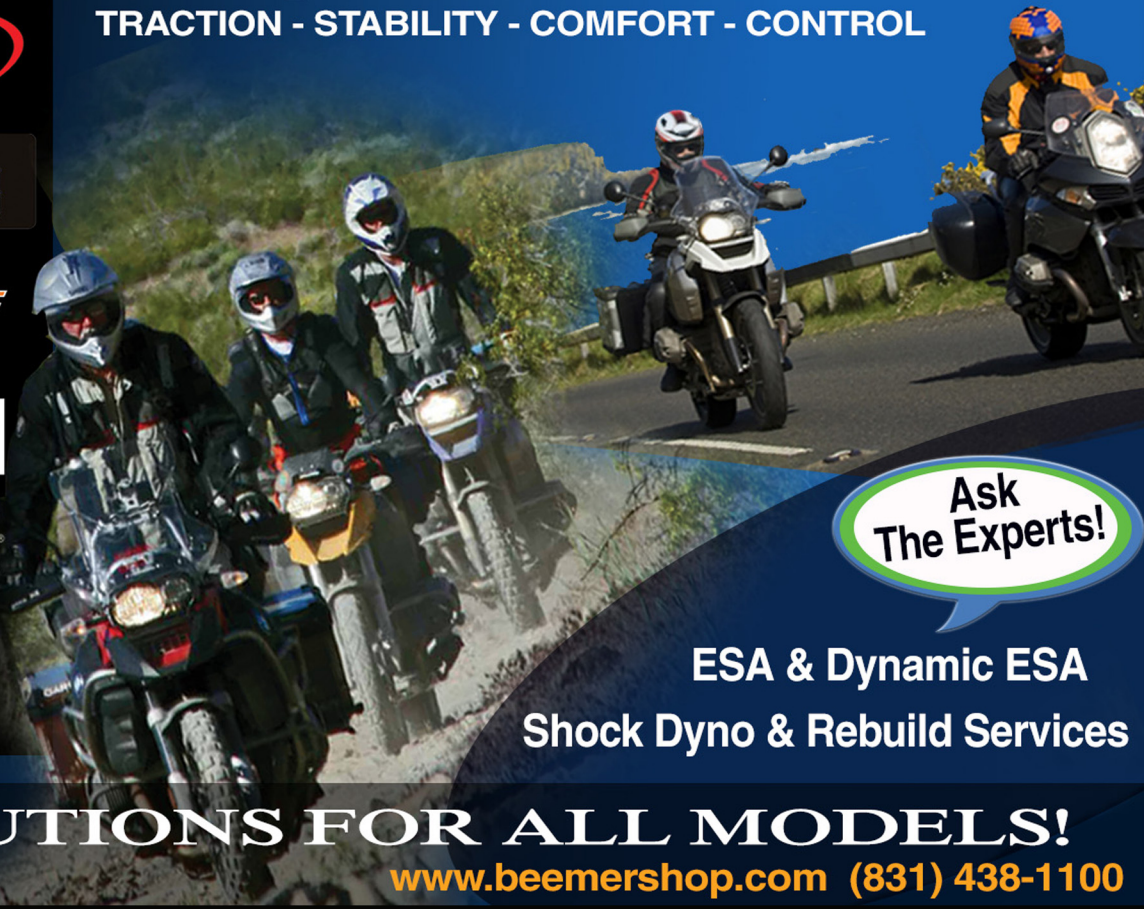
- R1200GS(A) Oil Cooled or Liquid Cooled
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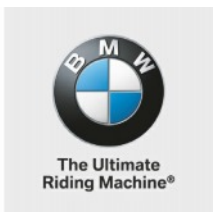


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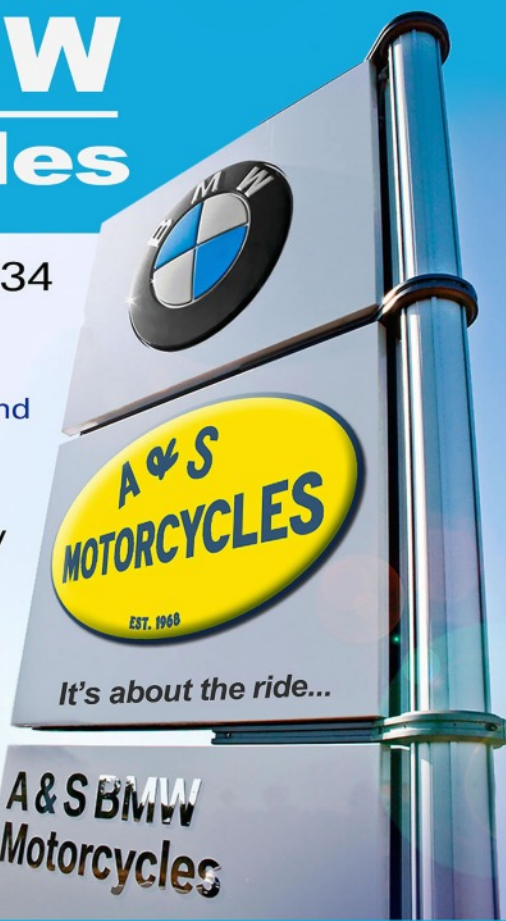
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SEPT 2016



BMW Motorcycle Club
of Northern California



BMW Club of Northern California, Inc.
P.O. Box 2472
Santa Clara,
CA 95055

Pins for July – September:

Dan Gragert, 40 years,
Bob Pelikan, 30 years
Kevin Kelly 15 years,
Pierre Louie 5 years
Steve Weaver 5 years
Bill Lopez 5 years,

New Members for July & August:

Jay Martin, Dan Mulholland & Jens Calley

Upcoming Events

16 – 18 Sep 2016 Autumn Beemer BASH, Quincy, California
Plumas-Sierra Fairgrounds, 204 Fairgrounds Road, Quincy, CA

17 Sep 2016 9:00 AM - 2:00 PM Adopt-A-Highway Clean Up Day
Location Scrambl'z Diner, 775 E. Dunn Ave, Morgan Hill, California

24-25 Sept 2016 Member Meeting & Campout, Hat Creek, Old Station, CA,
Lassen National Forest Saturday Breakfast Location TBD

06 Oct 2016 7:00 PM - 9:00 PM Board Of Directors Meeting
Location Oakland/Berkeley Restaurant, TBA

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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