

JANUARY 2019

# NORCAL NEWS



Ride to Camp

Camp to Ride

**This month featuring:**

Pictures from the Christmas Party

Fremont Peak Camp Out

BMW R7s - Original and Replica



BMW Motorcycle Club of Northern California



## President's Column

Cold, wind, some rain, wet leaves (my favorite) and members and friends in the news.

The ride down Silicon Valley to Fremont Peak was a bit chilly but worth it. The final 12 miles up the twisty road to the top was a great GS road although there's nothing like wet leaves and pine needles in the corners to make the ride "interesting". Over 25 members and visitors witnessed one of the shortest Club meetings in history so everyone could indulge in the food and beverages while the fire was heating up. Cold weather does that. Lee Wolfe from Fresno came over to get his 25 year pin. Nice to see him again. Unfortunately, Mike our VP had a fight with a plum tree in his back yard and couldn't make the meeting so there were no pins to hand out. Lee's pin will be mailed.

The view from the campsite at the top of Fremont peak and Rick's Historian report on John Fremont got everyone's attention. Nick picked a great location and everyone learned a little more fascinating CA history. Then plenty of food, beverages, and laughter followed until time for the warm sleeping bags. Good, fun meeting.

If you're a BMW MOA member, December's magazine had a wonderful article from our own Wynn Benti about her ride through the Great Basin and up to Beartooth. Follow her path if you have a couple weeks and want to see some gorgeous country. .

Further in is an article about the new BMW K1600 bagger. The other rider on the trip to the Black Hat Conference in Vegas is a very good friend of mine, Dr. Paul Vixie. He rides his restored R100 or upgraded '85 K100RS to the office and has a matching set of the same bikes in Europe. You wouldn't know he is one of the architects of the Internet. Brilliant guy and a fun guy to ride with.

I hope everyone had a fun time at the Christmas party. There were lots of liquids, gags, and very handy white elephant presents that got passed around again and again. I've already used the crystal bar glasses to celebrate the New Year. This event is always a fun time to meet everyone without their helmets and riding gear...even a tux made an appearance!

Jorgen has already set up another riding clinic on a race track in Stockton. Learn more efficient riding at speed....be sure to go to the Club website and sign up.

Also watch the website for the location of the next Club meeting.

And be sure to ask Hugo how you can volunteer for something at the 49er. Always a great way to enjoy this event and meet people.

See you on the road.

*Greg Hutchinson President NorCal*

## January Captain's Log

Happy New Year folks! This year BMW NorCal is celebrating its 54<sup>th</sup> year! Not too shabby. And even though we don't have a Member Meeting / Campout in December we still managed to get a lot of folks together at our Annual Holiday Party at Skates on the Bay in Berkeley, once again showing that BMW NorCal can sure throw a party! The 60 + members that attended had a great time and the ever-popular white elephant gift exchange did not disappoint, except that the mythical tool kit failed to make an appearance...

This month we are riding to Sugarloaf Ridge State Park in Kenwood, which should be especially beautiful this time of year as it's loaded with streams and waterfalls. We have a fun ride planned so hopefully the weather will cooperate. And while many of us cook out at these meetings, Kenwood has some great restaurants for those that prefer to eat out. I have also lined up a visit to Arrowood Winery, for those interested, just 10 minutes down the road. There we will be able to take advantage of 35% discounts at the tasting room where we can purchase and **responsibly** taste their wines or just take some back to the campout or home to your spouses. We absolutely don't want folks to get loaded there, it's an opportunity to sample some great wines and take advantage of a decent discount. Full disclosure: yours truly is an employee of Jackson Family Wines, which owns Arrowood Winery, and I am extending my employee discount to the club.

Next month I am looking at a ride and campout down south, hopefully with some hot springs and warmer weather... Keep an eye on the website for details.

Also in the works, another ride into Mexico with our Sister Club in Queretaro. Drop me a line if you're interested or go to the member forum on the club website and respond there if you're a member. Same as last year, we are looking at the 10 days prior to the Death Valley campout. However, this year we may be going into mainland Mexico which will likely be a higher level of commitment and a faster pace.

Thanks and stay plugged in for the next few months, it's chilly out there!

*Nick Gloyd Tour Captain*

### Editors Corner

Big thanks to Nick and Greg for contributing their regular columns. Lots of great event events coming up in the next few months. We are so lucky be able to ride in relative comfort all year round.

Regular readers will notice this month is filled with editorials - that is - articles written by yours truly. This is not a sustainable situation. Please send me content - about yourself - favorite accessory - trip - adventure - anything . Thank you in advance..

*John Ellis*

BMW Moto Club  
Turismo Querétaro



## 2<sup>nd</sup> Annual BMW Cross-Border Rally

Nick Gloyd would like to find out who is interested in participating the next cross border ride. The plan is to leave around 16<sup>th</sup> March (roughly the two weeks prior to the Death Valley campout). If you are interested please contact Nick at [tourcaptain@bmwnorcal.org](mailto:tourcaptain@bmwnorcal.org).

BMW Motorcycle Club  
of Northern California



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## REGISTER TODAY!

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

**When:** April 7<sup>th</sup> 2019 at 9am to 4:30pm

**Where:** Little 99 Raceway 1658 S Airport Way Stockton CA 95206

**What to bring:** Fresh tires and make sure brakes are within specs and a full tank of gas. Lunch can be ordered, otherwise pack what you want.

**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), ABS emergency braking. The day will be spent in class and on the track with drills and demos.

**Cost:** For Norcal Members, cost is \$139.00 + 2% booking fee (includes access to the track and free sport photography, snacks and water)



Please visit [www.superbike-coach.com/events/bmw-norcal-advanced-rider-class](http://www.superbike-coach.com/events/bmw-norcal-advanced-rider-class) to sign up.

BmwNorcal will be applying for the Paul B. group scholarship from MOA. If we can get the scholarship funds we will distribute the funds back to the participants. So after registering on Superbike Coach's website please visit BMWNorCal's website and register there as well.

**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.**

Any questions please email Jorgen Larsen, [safetydirector@Bmwnorcal.org](mailto:safetydirector@Bmwnorcal.org)



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.

## BMWNorcal Member Forum

**Not sure if all members are aware but there is now a NORCAL Membership Forum on our web page. Simply log on and click the Member Forum link on the home page. This is a moderated forum, a place for members to share information, ask and answer questions, as well as post classifieds.**



In October 2018 newsletter I wrote an article on the using the Fastrak Express Lanes on a motorcycle. Since I wrote this article I have been told that Buddy Scauzzo was fined when driving his truck in one of these Express Lanes. The fine occurred because the truck was carrying a motorcycle on the back and this motorcycle (primarily off road) was not registered on his Fastrak account. The cameras picked up the motorcycle licence plate, checked its database came up with nothing and hence the fine.

The conclusion here is that the licence plate detection camera is pretty dumb. It so dumb that it can't by itself figure out that a licence plate is attached to a motorcycle. If your motorcycle licence plate is not registered with Fastrak don't ride in an Express Lane because you will be fined the same as an unauthorized automobile.

## Alan Huntzinger is back!



After completing his 500,000 mile service Alan Huntzinger is back in pristine condition as proven by this photo taken at the San Jose BMW open house. His full service included a decoke and honing of his cylinder bores. The head was found to be in remarkable condition and needed no attention. In addition Alan was fitted with a rev limiter to keep the fuel pump operating within its specified range.

The dealership told him he is good to go for another 100,000 miles. The whole NorCal membership welcome him back.



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BMW NorCal



Christmas Party

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Skates on the Bay



Photos by Mini McMahon and Rick Klein





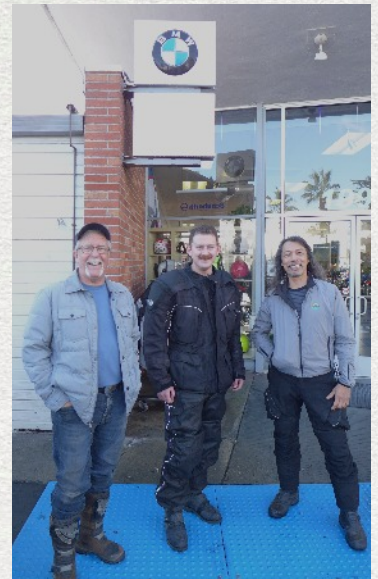
## December 1<sup>st</sup> Camp Out at Fremont Peak and San Jose BMW Open House



Nick Gloyd, our tour captain had arranged this month's campout to coincide with an open day event held at San Jose BMW. Unfortunately rain on the day and the day previously caused the planned ride to be abbreviated at the last minute, so members met at the dealership for lunch and had a look at the new models. In spite of the weather over 30 members showed up. Big thanks for all at San Jose BMW for putting out the welcome mat.

Because of the weather and likelihood of debris on the road, the ride down to Fremont Peak took a direct route, but care was still required riding up San Juan Canyon Road to the camp site. This was not a catered event but plenty of food and drinks were available which was shared out amongst the campers. One individual (who cannot be named for legal reasons) partook rather more than he should in a bid to keep warm, and had to be helped back to his tent. Fortunately somebody brought along some wood so we were able to get a camp fire going which was a popular warm spot as the temperature dropped. Lee Wolf who is due a 25 year pin, attended this month's campout. Unfortunately Mike Morlin did not attend but has promised to send Lee his pin in the mail.

The temperature dropped into the 20s overnight and the camp ground was covered in frost, but some brave soul got the fire going again in the morning and we all survived.





## Fremont Peak 12-01-18 History Report

Fremont Peak State Park was established in 1936. Besides parking and picnic facilities there is a 30 reflector-type telescope that is maintained by the Fremont Peak Observatory Association. During most of the year on Saturday nights the Observatory Association gathers and members of the public are allowed to look through some of the telescopes.

There is also a transmitting tower on the peak that is used by several television and radio stations.

This mountain is named for John C. Fremont, an American explorer and at one point was a Captain in the U.S. Army Corps of Topographical Engineers. He was somewhat of a bad boy and his long and varied career received mixed reviews In 1846 he led 60 armed surveyors to the peak to assess its military value. At the time the territory was controlled by Mexico. General Castro ordered

Fremont to leave California, but he refused and instead built a stockade and raised an American flag. The U.S. Consul in Monterrey, Thomas Larkin, weighed in, ordering Fremont to leave the area.

In 1848 Fremont was court marshaled over a dispute about who was the rightful governor of California following the Mexican-American war. He was pardoned by President Polk, but soon resigned from the Army. He then became one of California's first two senators. He made five treks across the Sierras, including one that roughly followed the route used by Snowshoe Thompson. Fremont fought in the Civil War as Commander of the Western Armies and had significant success. Without consulting Washington D.C. or President Lincoln, however, he issued an emancipation edit that freed the slaves in his district. The President then relieved him of his command for insubordination. He later he became Governor of Arizona from 1878 to 1881.

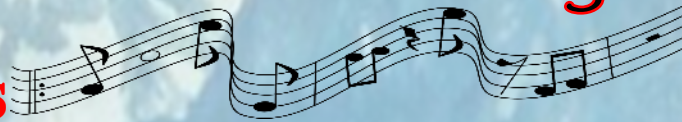
Rick Webb - Historian





# These are a few of my favorite things

## CLEANING STAINLESS STEEL SPOKES



The ride to Alaska on the Dalton Hwy left the spokes covered in a cement like coating that resisted all efforts to clean. The stuff sets like cement. I tried pan scrubs, wire wool, pretty much everything with no success. I cut up bits of cloth into narrow strips to loop around each spoke and used my favorite metal polish Autosol but the cloth simply frayed and broke. I looked online and couldn't find anything, and I checked auto and bike stores - nothing. Then I had a thought - lets see what they had at Michaels, the art and crafts store. I wandered round looking for inspiration and came upon the ribbon section. Most of the ribbons were flat and shiny, but there was one that had a rough texture and about 1/2 inch wide (see picture). At 27 cents a roll I risked it. It worked brilliantly. One 3 foot roll is good enough for doing one wheel. At this point I was thinking of going into business. Print up some appropriate stickers and sell it as spoke cleaning cloth at \$5.99 a roll. Unfortunately I am too lazy so go and buy it from Micheals for 27 cents.



Michaels



I have been using Autosol for over 50 years now. When I was a teenager I used the stuff to make the alloy side cases of those old British bikes shine like chrome. It is an abrasive polish so don't use it on paint or the like. My wife bought some vintage liquor glasses on Ebay. Unfortunately one came with a slight chip on the rim. Autosol to the rescue. I also use it on plastic headlight covers that have turned yellow, and off course it's great on stainless steel spokes.

## Fixing Plastic Panels

The biggest problem with motorcycles is they only have two wheels and tend to fall over. In my case more than most. Unfortunately modern bikes have lots of plastic bits that break in even the smallest of tip overs. If you are lucky you will be able to buy a replacement painted in the originals color. If not you will get into really big dollar numbers for re-sprays and the like. After all this you fall again and go through the same expense. The plastic parts are usually too thin to allow use of a plastic epoxy glue on the broken edge. Plastic welding with re-enforcing at the back is what the Internet usually recommends. There is however a simpler and less risky solution in the form of JB Weld's Plastic Weld. Its a two part epoxy with a consistency like putty. Cut off enough needed for the repair and work in your hands for a couple of minutes until thoroughly mixed. Probably a good idea to use plastic gloves. Set the broken bits together (I used electrical tape on the front) and apply the putty to the back. The stuff sticks and stiffens the pieces. If there are multiple pieces do a bit at a time. You can always add more later. When its set (leave a day) you can remove material with a Dremel.







## Swordfish 32411 Automotive Aluminum Washer Assortment, 450 Piece on Amazon

All oil filler and drain holes on Metric bikes use Aluminum Crush washers. It is recommended that these be used once. I personally have had a hard time finding these locally without paying the exorbitant price the dealers demand. I found this assorted set of 450 pieces on Amazon for \$18.49. I figured if I only used one size I would be still ahead of dealer prices. In fact I found them more useful than I expected and used them on my car, brake lines etc. It just nice to be able to go to a drawer in the garage and pull out the correct size.

## Duplicolor Low Gloss Black Engine Enamel DE1634

Newer bikes and accessories are in many cases painted in a flat finish: not matte, but not gloss but sort of in between. I scratched the crash bars on my bike and was looking around my garage for black paint and I found this stuff. Amazingly it matched perfectly. I have also used it on a silencer - sorry muffler - it stands the heat. I also used in on some Givi black side case and it came out well. Its good for 500 degrees so you can use it pretty much anywhere

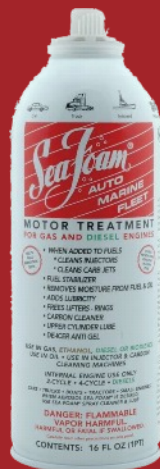


Torque Wrenches are a good thing. I found the 3/8 inch the most useful and bought a 1/2 inch for the high torque wheel nuts, but when I purchased a bike with spoke wheels I needed something that could be used to accurately set low torque setting. I found the **Venzo Bicycle Bike Torque Wrench Allen Key Tool Socket Set Kit on Amazon for about \$45** and am surprised that this bit of kit has turned into one of my most used tools. It comes in a case which is really good for me because I am so disorganized but it forces me to put all the bits back in the case before putting it away. I also bought **21 piece 1/4 in. Drive Metric Socket Set from Harbor Freight (\$15.99)** and the combination works really well for all small nut/bolts.

*Always remember to un-tension torque wrenches after use*

## Yamahalube GLARE® Blast™ Spray Polish

This is an amazing cleaner/polish. You can use it on shiny, and matte surfaces. Returns everything to a new like finish. Can use it on metal or plastic parts. Gets off dirt, and film from switch gear. I use it on my screen. It costs over \$20 but it is totally worth it. Fully compatible with BMWs



Keeping the fuel injectors clean and stopping carbon build up on valves and pistons means that your engine will run smooth and potentially reduce future repairs. Some additives can do harm than good. Everything I have read suggests Seafoam is both safe and effective. I wait till the gas tank is nearly empty and then add half a can of Seafoam and fill with Chevron gas. This means the stuff gets thoroughly mixed in. If this doesn't fix the effects of bad gas then run the gas tank completely empty and then fill with fresh gas (from a container you are carrying)



## Another Ad for SkyMed

For the first time in nearly 2 months I headed out on Mines Road for my Burger and Fries at the Junction. Heading south from Livermore, I had just crossed the Alameda/ Santa Clara boundary and came upon a couple of bikers by the side of the road. I could see one bike on its side. I took one look at



the guy and sitting on the side to realize he had a very badly broken leg and wasn't going anywhere except in an ambulance. I tried my cell phone but of course there was no reception, so I

continued on the Junction where Verizon at least works. I phoned 911 and gave their position and then went inside to pick up a couple of bottles of water, and headed back. I had a puncture on Mines in pretty much exactly the same location a couple of years ago and remembered how I felt when someone stopped and

handed me a bottle of water. I gave the guys the water and told them the ambulance was on the way, and then headed back to the Junction for lunch. After lunch heading back to Livermore and expecting to see them still waiting by the side of the road thinking it would be at least an hour and half for an ambulance to reach them from Livermore I was surprised to see two fire trucks blocking the road and a helicopter

parked between them. I waited 15 minutes or so for them to load the guy in the helicopter before the road was cleared. I am sure there would be little change out of \$30k for that



ride to hospital. I was surprised they sent a helicopter given it wasn't a life threatening injury. I guess its all to do with making the most money. It can happen to anyone. SkyMed would have covered this as well as the recovery of the bike. I only enrolled this year before going to Alaska. I should have done it years ago.



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## 1934 BMW R7

The BMW R7 is a one-off motorcycle that was built as a concept in 1934, but never produced. It was built during the height of the Art Deco movement and is arguably one of the most beautiful motorcycles ever produced.

The R7 was the work of motorcycle engineer, Alfred Böning who produced the R7 to showcase both the design and engineering capabilities of BMW. It was a radical departure from accepted motorcycle design of the period, having enclosed bodywork, a pressed steel bridge frame and for the first time, telescopic front forks.

The engine was also completely different to the BMW power plants of the era. The 800cc Boxer engine was the work of Leonhard Ischinger. For the first time in a BMW motorcycle, the engine was a one-piece tunnel design with a forged single piece crankshaft. The con-rod big ends were split and ran on plain bearings. The cylinder and cylinder head was a one piece, removing the need for a head gasket, which at that time was a weak point in engine technology. The camshaft was located below the crank, which placed the pushrod tubes below the cylinder and so gave a better position for the valves and sparkplug. These innovations, when combined with a hemispherical combustion chamber, produced an engine with performance advantages over the BMW engines in production at that time. Many of these features did not see production until the release of the /5 Series in 1969, a project that was also headed up by Alfred Böning.

The bike was not just a design exercise, but was a road-going motorcycle. However it was never even on display at any of the important motorcycle shows of the time. The direction of BMW had changed with war approaching. The R7 was put in a box and into storage after some usable parts were stripped and used in other projects.

That was the fate of the R7 until June 2005, when the box was opened. Inside, the R7 was 70 per cent complete, but



its condition was not good. Many parts had been severely damaged by rust and a ruptured battery had also caused some serious corrosion problems. This would be a long-term and expensive restoration, but BMW Classic was given the go-ahead for the restoration.

The bike was stripped down to see what was usable and what would have to be remade. The task in hand became slightly easier when the original design drawings were discovered in the BMW archives.

The engine was badly corroded and parts needed to be found from various sources. Some of the missing parts were reasonably easy to gather, as there was an amount of crossover from existing models, other unique parts were remade. The four-speed gearbox and final drive were pulled down and the electrical system was also completely rebuilt. The metalwork was in some cases a disaster. The flowing mudguards were in bad condition and a lot of work was needed to get the frame in a condition that would support the engine.

After restoration the bike has been displayed many times including one appearance at Pebble Beach.

If the original R7 was ever placed on the market it would likely command a price upwards of \$1M. However Stan Lee of NMOTO Studio has created a R7 styled replica using a new R Nine T as the basis. They are currently taking orders for complete bikes for \$49,500. At some time in the future you may be able to buy the custom parts to build your own. This bike is simply drop dead gorgeous. Check out the pictures and video at the NMOTO.com web site.





## Members Ads

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- SECOND SUNDAY BREAK-FAST**  
Open

\*Board Member

## Events

26 Jan 2019 January Meeting and Campout  
Sugarloaf Ridge State Park group site 2  
2605 Adobe Canyon Road, Kenwood, CA  
Breakfast is at Black Bear Diner in Suisun - 8:00 AM  
*Please register on line*

Monthly Board of Director Meeting  
02 Feb 2019, 10:00 am-12:00 pm  
MotoGuild SF,  
849 13th St. San Francisco

Advanced Riders Class  
07 April 2019 at 9am to 4:30pm  
Little 99 Raceway 1658 S Airport Way Stockton CA  
95206

## Anniversaries

**November 2018** **Davis Opheim - 15years**  
**Lee Wolff - 25years**

**January 2019** **Steve Dabrowski 30 years**  
**Pat Holland 30 years**

**February 2019** **Russ Drake 30 years**



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