

MAY 2019

# NORCAL NEWS



Ride to Camp

Camp to Ride



**SUPERBIKE  
COACH**.COM

Picture by Elaina Pitre

BMW NorCal Advanced Class (4-7-19)

BMW Motorcycle Club of Northern California

## Presidents Report

Many thanks to Russ, Hillary, and family for a wonderful location for last month's meeting and BBQ. Kudos to the cook and his crew for some of the best food we've had for a while. Great meeting with lots of Club anniversary pins handed out and around 75 happy campers enjoying a big fire and libations later that evening. Beautiful evening for watching stars and sitting around the fire.

If you ride long enough tragedy will sometimes make an unexpected visit. About 4 weeks ago fellow Club member Dave Gluss was heading for Death Valley when he came to a T intersection and misjudged the stop. He went down and slid into the only pole around. Fractured hip and some other broken bones but he's recovering well and about to be released for rehab.

Then a couple weeks later a fellow rider named Raul Rivero who was a future member and was part of the ride to Mexico went down hard while riding solo, away from the main group. Unfortunately he was killed. The Club raised a salute to him at the meeting and later some Club members attended his memorial service. Please be careful out there.

If you haven't registered for the 49er yet, go to the Club website and do it now. The sooner we can measure the number of attendees, the less scrambling all the volunteers have to do to make sure we ALL have a good time. As you can see from the 49er ads, we have an outstanding assortment of internationally recognized motorcycle aficionados for presentations and event training. Everything from road safety to Adventure Riding, and South East Asia tours. Also suspension setups, GPS vs the phone, and separate adventure bike clinics for men and women as well as an eclectic assortment of motorcycle related movies...no, not "Hot Mommas from Bike Week".

We also have plenty of the new updated Club brochures that need to be used. New BMW owners and fellow beemerphiles don't operate on ESP so ask for a handful of brochures to keep with your bike or in the car to hand out when you strike up a conversation at Alice's or at the local shops. It's a great piece about the club and the more members the merrier.

See everyone at the 49er.

*Greg Hutchinson President*

## Captains's Log

So... all of a sudden it's Summer? I guess it's time to dust off your cool gear, tech shirts, and break out the electrolytes in preparation for the warm months. It also means we're finally getting longer days that allow getting in some rides after work! AND, it means we're heading into Rally Season! And one of the first is our very own 49er Rally! Rally Chair Hugo has been working super hard to put together a great Rally.

One of the changes has been to beef up the GS clinics offered. We are going from 2, always sold out, Lance Thomas clinics to a generous 4 Lance Thomas Clinics and a 2-day Ladies GS clinic with AdvWoman, Pat Jacques! That is a hefty GS clinic line-up, but get in there before they're sold out! And if you could give a rip about GS clinics there are local self-guided rides, the always fun (and hopefully profitable) Poker Run, and the Historical Rides. (these are on pavement...) So register now and get in on the fun!

Member meetings and campouts – April: we raged in La Grange! We booked it early in the month as to accommodate super host Russ Drake's schedule. For the 75 or so folks that were there, you enjoyed a lavish open house at A&S and then uber campout complete with Killer BBQ, cold brews, great comraderie, and a spectacular foothills fire fuel reduction event! Thanks Russ, we can't wait to do it again!

May: the 49er Rally. A built-in 4 day campout and super party. No meeting though.

June: Election time at Finnon Lake. Step up and run for a Board position. Get in on the fun, share the workload! Want a taste of being Tour Captain but without the responsibility? Step up as a ride captain and lead small groups on our rides...

July: Stoney Group Site in the Shasta/Trinity area. Great riding - Great camping!

Thanks and see you on the next ride!

*Nick Glyod*

### Jorgen Larson writes...

If you have a Clearwater CANopener (this is the hardware that connects the Clearwater Lights with your BMW controls) you might be able to upgrade to the new software version 2.5.

I had my CANopener software upgraded and a couple of new features are now an option with the Clearwater Lights.

Please see Clearwater's email:

*"Anyone with the CANopener Rev 1.89 and up will be able to send the CANopener back to us for the update to the new Rev at no additional cost. We added the high beam flashing, hazard flashing, turn signal dimming in our recent changes." Any question please contact Clearwater at (916) 852-7029*

## Utah Lane filtering - What you need to know.

May 14, motorcyclists will be able to "filter" to the front of traffic at stops on the state's major roads

Motorcyclists can move to the front of a traffic light on roads where the speed limit is 45 mph or less and has two or more adjacent traffic lanes in the same direction of travel. Motorcyclists can only move to the front when vehicles are stopped. Motorcyclists can't move more than 15 mph when filtering lanes

They can only filter when cars are stopped. Once the cars start moving, it's illegal for the motorcycles to continue filtering.

If the law change doesn't go well, it could be phased out in 2022 and lane filtering would be illegal again.





**The 49er Rally is the BMW Club of Northern California's annual rally with 47 years of tradition and predating the BMW Motorcycle Owners of America's (MOA) National Rally. Last year we had over 500 Riders in attendance.**

**Admission includes four nights of grassy camping, hot showers, great self guided GS and street rides, tons of events and seminars, live music, and a lot of fabulous motorcycle people!**

**This is the best BMW motorcycle Rally of the year!**

**SIGN UP TODAY  
GO TO  
[WWW.BMWNORCAL.ORG](http://WWW.BMWNORCAL.ORG)  
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**The following rider clinics will take place at the rally**

**Two Lance Thomas GS Clinic on the Friday and one on Saturday (AM)**

**2 day Ladies GS Clinic with Pat Jacques on Saturday and Sunday**

**Lance Thomas HIGH SKILLS GS Clinic, 49er Rally Saturday (PM)**

**To participate in any of these clinics you MUST be a registered rally attendee. It is highly recommended that you register for these events ahead of time since they are extremely popular**

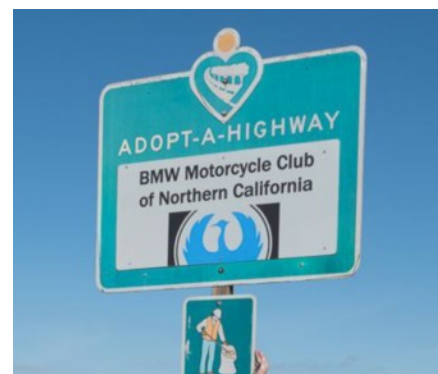
## **Volunteer for 11 May NorCal Adopt a Highway Clean Up**

Meet at Yolked Extreme Breakfast - 775 East Dunn Ave, Morgan Hill at 9:00am (get there earlier if you want breakfast).

Ed Perry will conduct the safety briefing and hand out PPE (personal protective equipment). Wear long pants and footwear with ankle support - bring some water. The plan is to leave most cars and ALL motorcycles at Yolked and drive in two or three cars to our section of highway.

RSVP on on [BMWNorcal.org](http://BMWNorcal.org) and contact Ed if you have any questions at [edwardperry@yahoo.com](mailto:edwardperry@yahoo.com).

*If it is your first time then please review the you tube video found [HERE](#)*



## **Editors Corner**

Thanks to Greg, Nick and Rick for their contributions. Chris Weld for camp out pictures. Jorgen for pointing out the Utah filtering regs and the free CANopener upgrade. David Cardinal for his snowy pics.

I wont be at the 49er so I am hoping you will all send be your best pictures.

*John Ellis*

## **Open BoD Positions for June 29-30 Election Meeting at Finnon Lake**

**One year term  
President  
Vice President**

**Two year terms  
Secretary  
Safety  
Tour Captain**

## Who's heard of Top Tier Gas?

While browsing through online news services set up to find things of interest to me I found an article relating to "Top Tier" gasoline fuel and the fact that the AAA independently verified that Top Tier fuels resulted in 19 time less carbon build up in the cylinder head when compared with non-Top Tier fuels. <https://www.cnet.com/roadshow/news/aaa-top-tier-fuel-study/>

So the question is, what is Top Tier fuel and is this just marketing hype or is there something real here? Riding and maintaining old bikes in the 60s and 70s usually involved an annual de-coke session to clean the cylinder head valves and pistons from the build up of carbon deposits. However on these old machines the carbon build up was as a result of burnt oil blown past the rings or being sucked through the inlet valve guide. Within the last few years my 2006 Toyota truck was suffering from carbon build up after 80,000 miles. Clean running engines and the way to achieve this is of great interest to me

## What exactly is Top Tier Detergent Gasoline ?

In the late 1980s, automakers became concerned as injectors often became clogged in new cars, The problem was found to be inadequate levels of detergent additives in some gasolines. Automakers began to recommend specific brands of gas with adequate content. In a move supported by the auto industry, the federal government mandated specific levels of additives. The U.S. Environmental Protection Agency (EPA) introduced the minimum gasoline detergent standard in 1995.

However, the new regulations had unintended consequences. The new EPA standards required lower levels of detergent additives than were then being used by a few major fuel marketers. When the new regulations came in, most gasoline marketers who had previously provided higher levels of detergents reduced the level of detergents in their gasoline to meet the new standard. The EPA detergent additive levels were designed to meet emissions standards but not engine longevity standards. Automakers said they were seeing persistent problems such as clogged fuel injectors, and contaminated combustion chambers, resulting in higher emissions and lower fuel economy.

By 2002, the automakers said their repair records suggested that the EPA standard for detergents wasn't high enough, but the EPA was not responsive when they asked them to

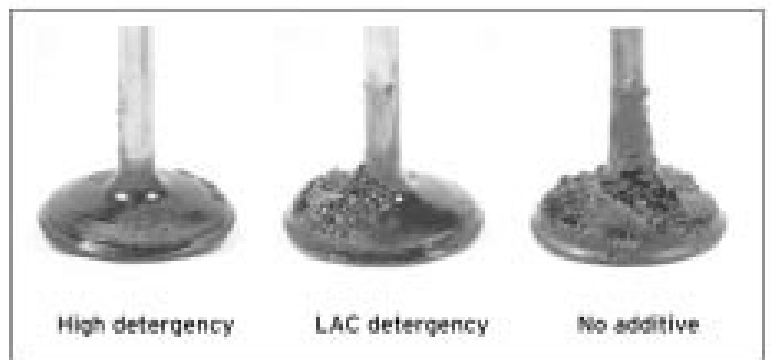
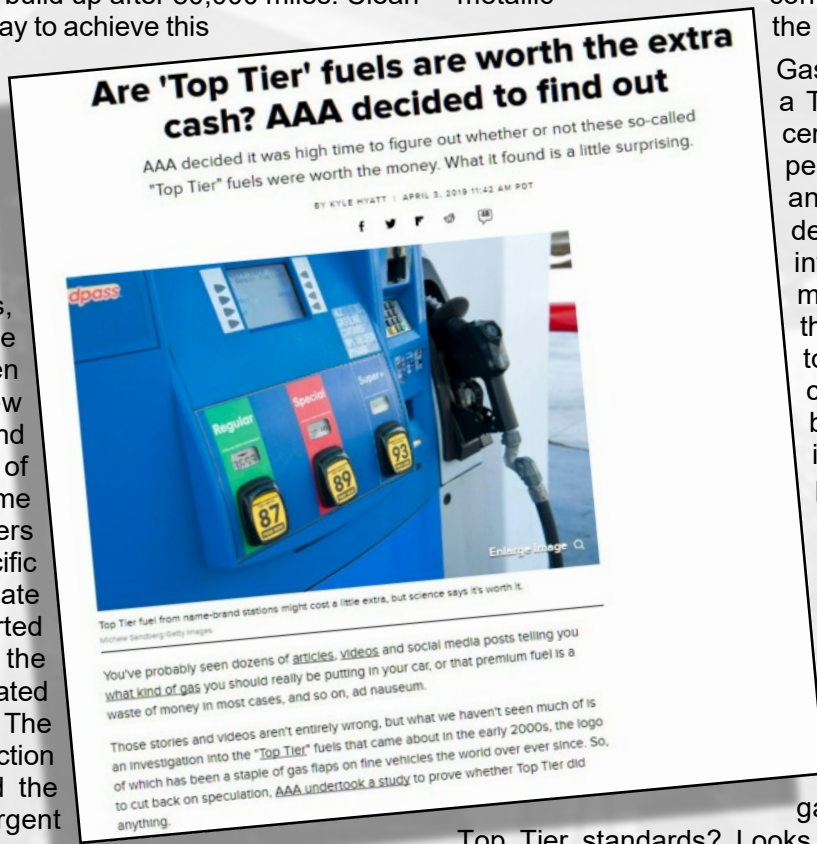
increase the standards. These concerns were heightened by plans to introduce a new generation of vehicles that would meet the new EPA environmental standards for reduced emissions. These vehicles require higher levels of detergents to avoid reduced performance. Cars with direct injection technology (GDI) have been especially prone to carbon buildup, and car makers recommend fuels with higher detergent levels to combat the problem.

In 2004 representatives of BMW, General Motors, Honda, and Toyota got together to specify what makes a good fuel. Using recommendations from the Worldwide Fuel Charter, a global committee of automakers and engine manufacturers, they established a proprietary standard for a class of gasoline called "TOP TIER" Detergent Gasoline The new standard required increased levels of detergents, and restricted metallic

Gas brands can participate and get a TOP TIER license if they meet certain standards, which includes performance tests for intake valve and combustion chamber deposits, fuel injector fouling, and intake valve sticking. Additive manufacturers pay for the testing, the cost of which varies from year to year, while gasoline companies pay an annual fee based on the number of stations it operates to participate in the program.

The picture below shows the difference in carbon build up for a high detergent fuel, the EPA mandated level of detergent and the results of running with a fuel with no detergent.

The next question is which gas suppliers are compliant to Top Tier standards? Looks like pretty much everyone is compliant here, with the notable exception of Safeway.





## TOP TIER Gasoline supplies in the USA

76	Exxon	Ranger Fuel
ARCO	Fast Fuel	Ranger Mustang
Aloha	Hele	Ranger Stallion
Amoco	Holiday	Ranger Thoroughbr
BP	Irving Oil	Reeders
Beacon	Kirkland Signature Gasoline	Road Ranger
Break Time	Kwik Star	Shamrock
Breakaway	Kwik Trip	Shell
CITGO	MFA	Sinclair
Genex	Marathon	Sunoco
Chevron	Metro Petro	SuperAmerica
Conoco	Mobil	SuperFuels
Costco Wholesale\	Ohana Fuels	Texaco
CountryMark	Phillips 66	Valero
Diamond Shamrock	QT	Value America
Express Mart	QuikTrip	WOW
Wisconsin	Ranger	Win Win

If you go to the Top Tier web site <https://www.toptiergas.com/> you can find the names of compliant suppliers in other countries.

When researching this article I found a page on the EPA web site which list the manufacture of approved additives. The list contains the makers of additives you can buy your local motor parts store as well as other big names such as 3M. Looking at Shell and BP the list only includes ethanol as an approved additive, but Chevron has a long list of their proprietary card/injector cleaning products. The implication here is that Chevron makes their own stuff and Shell BP buy 3<sup>rd</sup> party detergents for their gas.

When fueling my motorcycle I always look for a Chevron station. If the bike not running properly it's much more apparent than a 6 cylinder car engine.

### Octane Rating

Before I started work on this article I was under the impression that the Premium gas (91-92 octane) had more cleaning additives than Regular gas (87 octane). My assumption is mainly wrong. If the supplier is listed as TOP TIER then by definition all grades of gas must contain the same amount of additive.

So the next question is: is it OK to save money by using a lower grade fuel to that recommended by the vehicle manufacturer?

In my Toyota truck the handbook states "Select Octane Rating of 87 or higher. For improved performance use premium unleaded gasoline with an Octane Rating of 91". Based on this recommendation I used 87 regular gas. (it must be noted for the most part this was Safeway and other cheap no-name gas) After doing a little over 80,000 miles I was hearing a loud ticking from the engine. My mechanic had no idea what was causing it. In the end the noise only went away after repeated doses of Techron® Fuel System Cleaner and switching to Premium gas. It took 18 months and 10,000 miles before the ticking went away completely.

I couldn't figure this out at all, but when researching this article I discovered that some engines suffer from carbon build up in the Squish Area of the piston and cylinder head. The Squish Area is where the piston and cylinder head gap is nominally .040 inch but can be as small as 0.008 inch. I am guessing that's what happened with my Toyota and why the fuel treatment and higher octane gas cured it.

I wouldn't be surprised to learn Safeway's Premium gas contains the extra detergents but their Regular doesn't.

When I purchased my second hand Lexus with 30000 miles, and I lifted the hood I could hear a ticking from the engine.. 12,000 miles later running on premium and a couple of Seafoam treatments the engine is quiet. In the Lexus case it is unequivocal that premium only should be used. It was a leased car so most likely the previous owner didn't care.

My take is if the handbook recommendation says Premium then use it. If it specifies 87 octane with no weasel words, then use 87 but pick a Top Tier gas with the additional detergent when ever possible. If your car has direct injection then you MUST use Top Tier gas.

### Removing water from your Gas Tank

At some point on the Death Valley ride I must have filled up with gas contaminated with water. To be honest I couldn't be sure where. It might even have been a Top Tier gas station.

The problem is that when you fill up with contaminated gas it is not immediately obvious. Water is heavier than gas so it tends to sink to the bottom half of the tank. One would think that since the fuel pump pick up is at the bottom of the gas tank then the contaminated gas would be picked up first. This doesn't seem to happen like that and the symptoms always seem to get worst as the tank empties. The symptoms are rough running and vibrations and in the latest case when running at the Superbike Coach Track Day I was hearing banging in the exhaust on over run.



I first experienced water in the gas when riding my R1150R. Nothing I did seemed to fix it. It went on for months. In the end I was so frustrated I removed the tank and drained all the gas. It worked, but it was really messy, and maybe a little dangerous, with gas all over the garage floor but it worked.

I picked up some bad gas when in Alaska last year. In this case since I was carrying extra fuel containers, I ran the bike till it was empty and filled up from the containers.

In the current case I used Seafoam my "goto gas additive" for bikes. There was perhaps a gallon and half of gas left in the tank, I added half a bottle of Seafoam, left it for a couple of days and then rode about 30 miles. I then filled up at my favorite Chevron station and it seems to be OK. We shall see.....

*John Ellis*



## April Campout at la Grange

The April campout at La Grange started at a Black Bear diner in Suisun City. Around 25 riders showed up for breakfast. This ride not only involved breakfast, but lunch at A&S and finally a catered meal at La Grange. For a moment I was thinking perhaps I had slipped into a parallel universe and this was really Central Cal BMW ride.



“It’s all about the ride! (And just a little bit about the food).”

As you know the Black Bear menu freaks me out a bit, but with the potential for so much food in a single day left me so concerned in the days running up to the ride I consulted their on line menu several times to determine the optimum level of substance and calories. Being so prepared when the waitress came around, I was able to nonchalantly ask for sausage links and hash browns without any outward display of panic.



Nick Gloyd implemented his “lets ride in small groups” strategy and we set off across the Delta towards Sacramento. Since I had a GPS I led a group until everything went pear shaped when one of the planned ferry crossing was closed – too much water?. The first group turned around and everyone followed in a massed formation.

Nick had planned the ride so we circled the south of Sacramento to reach A&S’s location in Roseville.



Unfortunately, there is no way to avoid the endless sets of traffic lights. We finally arrived at A&S where there was quite a party going on, vendors set up in the parking lot, test rides and lots a free coffee. Riverside Beemers were cooking the food provided by A&S which was gratefully consumed by the starving mass. By this time the temperature was reaching into the high seventies, so after an hour or so I was ready to hit the road just to cool down a bit.



After negotiating the traffic lights on the outward journey, we finally hit Hwy 49, and later the traffic started thinning out. The final destination in La Grange was the weekend cottage of Russ Drake’s daughter and family. The club had been invited here previously in 2012 and 2013. Russ had arranged an outside caterer to come in with a portable barbeque. I was told that 75 persons had signed up for the event.

This month’s club meeting included an award ceremony presided over by VP Mike Morlin. This was a really bonus month for service awards, so much so that I included a whole page of this newsletter to memorialize the event. We were joined by two first timers: Elaine Chu and Marc Mergen

After an hour or so all business was finished and a hungry mob demanded an adjournment, so they could eat yet again.

The catered food was excellent and after a necessary quiet period of 15 minutes while the food was consumed, the contented members stumbled toward the already prepared stack of combustibles material that for some reason cannot be referred to as a bonfire. The flames from the fire reached about 8 ft high and the closest anybody could get without being scorched alive was about 10 yds. The fire lasted long into the night and was even revived next morning, this time with a small flame and plenty of smoke.

For those who woke up early enough there was fresh coffee and Danishes so no one had to leave with an empty stomach. Massive thanks to Russ for organizing the event, cutting the grass, hiring a caterer etc etc and to his family for allowing us to stay.







### La Grange History 4-13-19

The name La Grange means “the barn” or “the farm” in French. The community was founded in 1852 around the same time that French miners struck gold on a bar in the Tuolumne River. By 1854 there were over 100 buildings.

La Grange became the county seat of Stanislaus County at the same time that Snowshoe Thompson began his mail runs over the Sierra Mountains, in 1856. At its peak the town had thousands of residents, and they were more or less unrestrained by any laws. By the time that Knights Ferry became the county seat gold mining was in decline, and in 1880 it ended. But in the twentieth century gold dredging began and continued until the early 1950’s.

The town is now a California Historical Landmark historic district. Louie’s Place Saloon and Grill has been in continuous operation since 1897. The St. Louis Catholic Church has tombstones dating from the mid 1880’s. (Coincidentally, that was the lawless period.) And the Odd Fellows Hall was built in 1855. All three of these structures have some interior

woodwork that was shipped around Cape Horn.



# Anniversaries

**April 2019**  
 Kenneth Campbell 5  
 Greg Hutchinson 30  
 Mike Morlin 35  
 Ron Viera 5

**May 2019**  
 Gene Austin 25  
 Bob Berner 10  
 Paul Bosco 5  
 Tandy Bozeman 10  
 Ted Crum 10  
 Bruce Fournier 5  
 Randy Fujishin 5  
 Peter Hamel 5

**Lance Harrison 5**  
**Sam Hudnall 30**  
**Fred Montano 5**  
**Mike Okada 10**  
**Charles Petrie 25**  
**Kevin Silva 5**  
**Christopher Whitener 5**  
**Ralph Wholey 10**

**June 2019**  
 Tom Short 5



Here is Greg Hutchinson receiving his 30 pin from Mike Morlin



Here is Mike Morlin receiving his 35 year pin from Greg Hutchinson



Bob Berner receiving his 10 year pin

Charles Petrie receiving his 25 year pin



Ted Crum receiving his 10 year pin



Fred Montano receiving his 5 year pin





I attended the Superbike Coach class in Stockton on the 7<sup>th</sup> May, organized by our Safety Officer Jorgen Larson. This was my first riding class ever if one discounts the MSF course I took to get by California licence and the one I did over 50 years ago on my 125cc BSA Bantam.

Can Akkaya runs and owns the riding school and is a former professional motorcycle racer who rode professionally in Germany and Europe in the 1980s and 90s. He retired from pro racing in the end of 1995 after a crash on Hockenheimring during the German round of the European 250cc Championship.

The school makes use of a go-cart track called the Stockton 99 Speedway. For the mere mortals who make up the Norcal membership the tight track is relatively slow 3<sup>rd</sup> and 2<sup>nd</sup> gear track. The surface was pretty decent with no traffic coming in the opposite direction. The class of 27 was broken into three groups so up to 9 riders were on the track at any one time.

The first session was a chance for the coach to observe the riders. I was pulled over and told to stop counter leaning, a style I developed from watching cops ride. Other were warned about cornering in first gear. The coach then discussed cornering lines and suggested we road riders tended to hit the corner apex later than is optimum for the fastest the line with minimal lean. For example in a right hand corner this is as a result of hugging the center line for too long to get the best view of what's round the corner. I personally was unconvinced by the argument that most of the time everything will be OK, and still suffer from the mental image of a truck equipped with a plow coming straight at me on the wrong side of the road. However with no oncoming truck to worry about on the track and imbued with the knowledge of the correct lines my pace increased to a level that my pegs were

grounding regularly. Hitting the right line on one corner automatically means the speed into the next corner increased. Thankfully lunch arrived before things went too far.

In the afternoon the coach talked about counter steering. To be honest like most I always thought I was counter steering on corners. It turns out however that I was pushing too much. I thought it was necessary to counter steer all the way round the corner but counter steering is just required to get the bike to tip into a turn. Coach said when riding his SuperMoto he expanded so little effort going into the turns that he could be holding the grips between his thumb and forefinger. For me, the light when on and I realized this something I need to practice. When riding tight twisty roads on my 650 lb bike my arms and shoulder start to ache. I was thinking I needed a smaller bike but I only needed to learn to ride properly.

The last exercise of the day was to practice standing the bike up when leaned over for a corner. This requires counter steer. The room went quiet when the coach described this technique. We went out to practice it on an extremely tight S bend. I hit it once in 5 attempts. Clearly very tricky stuff.

By the end of the day with so many things going through my mind I was riding slower than I was at the beginning of the day. Too much thinking.

A couple of days later I rode Palomares Road. I thought I would use this opportunity to practice standing the bike up in a corner. To my complete shock I found it was a technique I have used before without really thinking about what I was doing.

Counter steering properly has made riding much more enjoyable and this alone made the day well worth while.

*John Ellis*







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# 2019 West Coast Rally Dates

## **BMW NorCal 49er Rally Memorial Day Weekend rally**

Starts 3:00 pm May 23 -27,2019

Mariposa Fairgrounds

5007 Fairgrounds Rd, Mariposa, CA 95338

## **BMW Riders of Oregon 41st Annual Chief Joseph Rally**

June 27-30, 2019

Grant County Fairgrounds, John Day, Oregon

## **Beehive Beemers Motorcycle Club of Utah 19th Annual Red Rock Rendezvous Rally**

June 20-23 2019

Fairgrounds in Panguitch UT on UT State RT 89

## **Washington State BMW Riders 47th Annual Cascade Country Rendezvous and Republic Dual Sport Rally**

July 18 -21, 2019

Ferry County Fairgrounds in Republic, Washington.

A special welcome to the Washington Airheads!

## **Bavarian Mountain West Motorcycle Club of Idaho 2019 (46th) Stanley Stomp Rally**

August 8-11, 2019

Located about 27 miles northeast of Lowman, Grandjean is a beautiful setting for the Stomp!

The actual site will be at the Sawtooth Lodge

## **Bee Cee Beemers 2019 Hotsprings Rally**

Thursday, August 15, 2019 - Sunday, August 18, 2019

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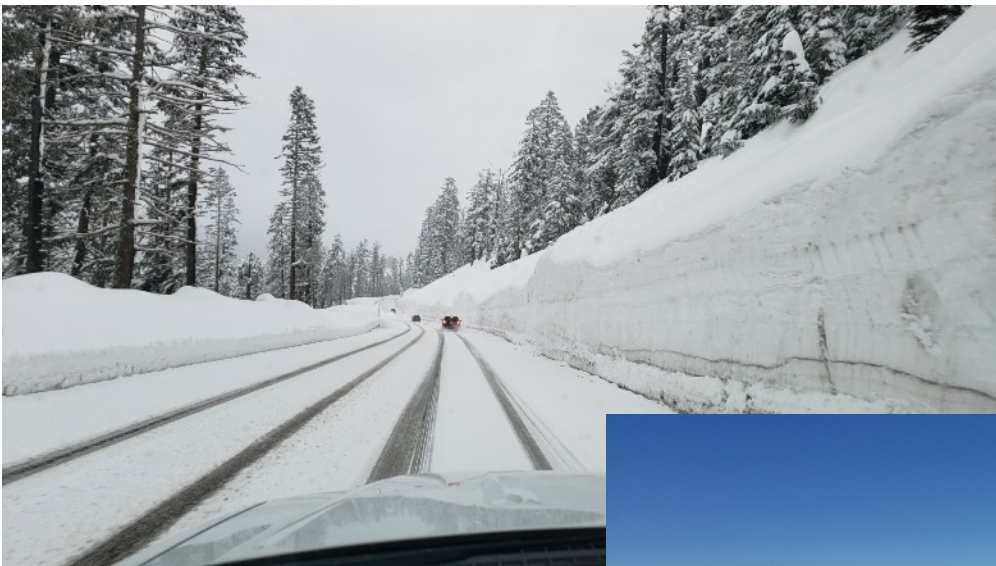
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**Drive and Ride to  
Death Valley  
Camp Out 2019**

David Cardinal says:

“I put my bike in my truck for a ride to Carson City. Good thing too as I hit chain controls.

I rode down 395 to death valley. Snowy photos are Mono Lake, most beautiful I have seen it! This ride and the drop into the canyon was spectacular!”





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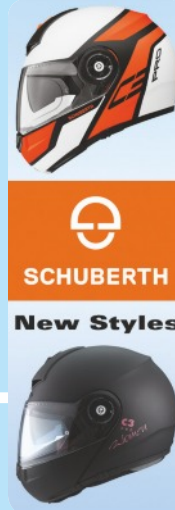
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SECOND SUNDAY BREAK-FAST  
Open

*\*Board Member*

## Events

**May 04, 2019:** 10:00 am-12:00 pm.  
Monthly Board of Director Meeting  
MotoGuild SF,  
849 13th St. San Francisco

**May 11, 2019** 9:00 am  
BMW NorCal Adopt-a-Highway Clean-up day!  
Meet at Yolked Extreme Breakfast - 775 East  
Dunn Ave, Morgan Hill

**May 23, 2019-May 27, 2019. 3.00pm**  
BMW NorCal 49er Rally!  
Mariposa Fairgrounds,

**Jun 13, 2019- Jun 16, 2019**  
2019 BMW MOA National Rally -  
Lebanon Tennessee!  
Wilson County Exposition Center, Lebanon  
Tennessee

**Jun 29, 2019**  
June Member Meeting (BOD Election)  
and Campout - Finnon Lake!  
Election Meeting starts 5:00 pm Saturday  
Finnon Lake Campground, 9100 Rock Creek  
Road, Placerville, CA.

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