

NORCAL NEWS



Ride to Camp

Camp to Ride



This month featuring:

January Arroyo Seca Campout

Tech Day in Redwood City

Protective clothing recommendations

Meet your new Tour Captain

Announcing NorCals Big Adventure challenge

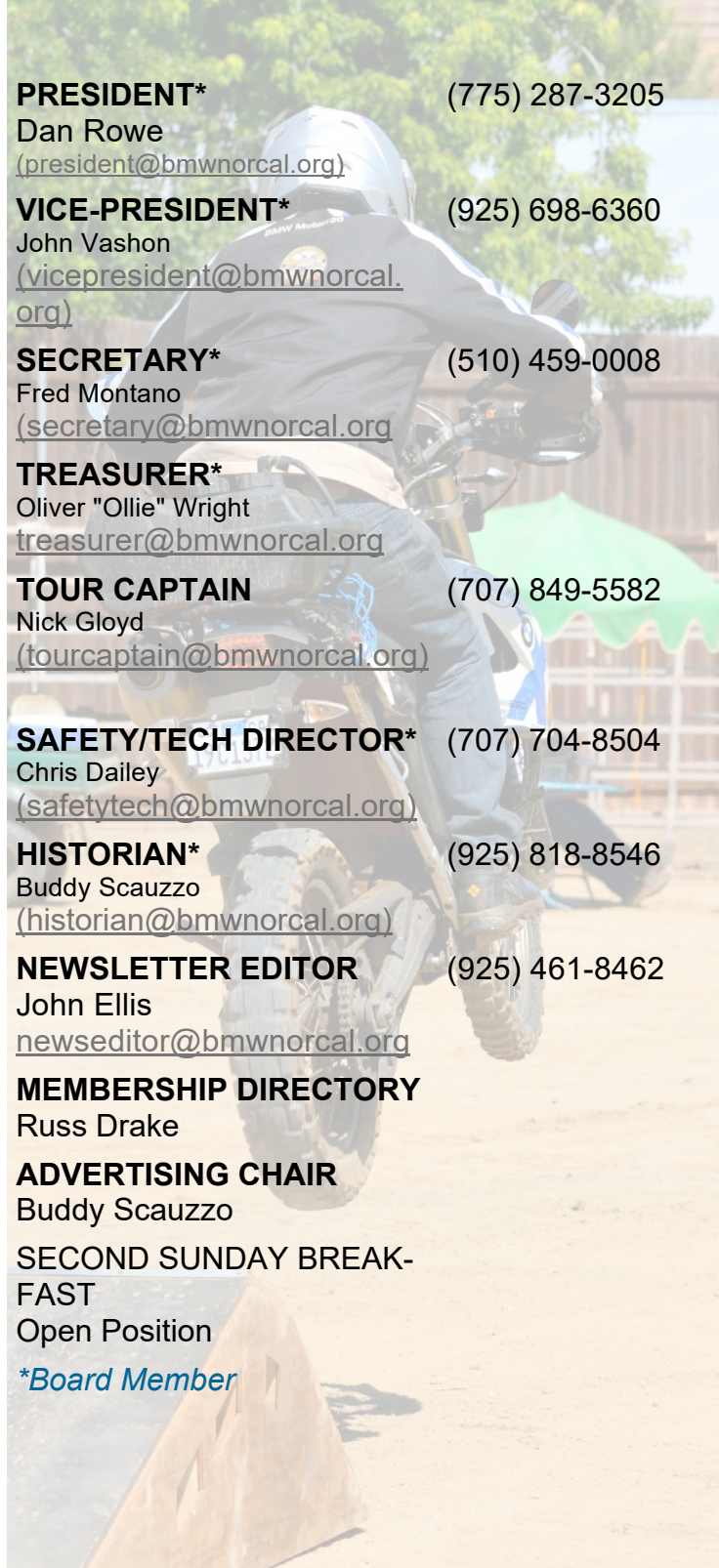


FEBRUARY 2017

BMW Motorcycle Club
of Northern California



Ride to Camp
Camp to Ride



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SECOND SUNDAY BREAK-FAST

Open Position

**Board Member*

Editor's Corner

Big news this month is Nick Gloyd stepping up to the Tour Captains role. I spoke to Nick at the last camp out and include a short bio in this newsletter.

He has made a great start in sorting out the camp outs for the next 6 months. He totally won this editor over by submitting an article to this newsletter describing how to get the most out of a gas stove. Big thanks.

I would also like to thank Richard Burton for sending me a list of the rallies and events in the Western US states this summer. I added three more that Cycle World are sponsoring that look pretty good, and a special Big Adventure Off Road ride that Buddy is putting on in June. Details on this ride are also included in this newsletter. (See page 10 and 16)

Thanks to Richard Klain for a couple of the Tech Session photos, and also to Chris Dailey for putting the event together.

Check out the "Total Control" training school that Chris Dailey is planning (page 12)

LATE BREAKING NEWS

Unfortunately I had an accident last Friday when on Mines Road on the way to the Junction Bar and Grill.

I went round a blind right hand corner to be faced with a truck with a plow on the front coming straight at me on the wrong side of the road. I had no time to consider options but figured it was best to avoid a direct frontal impact so I put the bike down. Fortunately the bike and I stopped before hitting the truck, which was cleaning debris off the road. There was damage to the bike and myself. A visit to emergency room found there was nothing broken.

The bike is currently at CalMoto waiting for an estimate.

I am going to be off the road until my bike is repaired or replaced and my body heals.

It is unlikely that I will make either the SSBR or the camp out, so if there is going to be a newsletter next month someone else will need to provide some content.

John Ellis

Vice President's Report

The winter doldrums have arrived with rain, rain and more rain. Shake it off, it's going to be an amazing spring and the hills, valleys and deserts will be in full bloom soon enough!

A big "shout out" to the club's new Tour Captain, Nick Gloyd. Nick has packed the schedule this spring and into summer with exciting second Sunday breakfast rides and monthly member meeting/campouts to Bothe in Napa, Death Valley, San Luis Reservoir and Brannan Island in Rio Vista. Nick, thanks for stepping up and taking on this most important position for the club!

If you are not a member in the BMW Club of Northern California, please visit our website and become a member today. For just \$40 you'll be part of an organization that could change your life. The places you'll visit, the friendships you develop and the riding and technical skills you'll learn will make

you a better, safer rider and provide many memories that will last a lifetime. Paid membership for the year is currently 223 and we need 27 more to achieve our goal of 250. Sign up now at bmwnorcal.org/membership

49'er Rally planning is well underway and I encourage you to "step-up" and volunteer to help the club and community. It's a great feeling to know you've directly contributed to the success of the rally by working a shift in registration, the beer garden or taking on one of the open chair positions. On that note, I'm looking for someone to co-chair the Country Store, it will be fun, I promise!

That's it for now, be safe and see you on a ride real soon!

John Vashon

New Dunlop Tire Available

The Dunlop RoadSmart 3 was introduced in Europe a year ago. I read European reviews and the claims for this tire interested me. Dunlop claims that they can get a 1/3 more mileage from the tire verse a Michelin Road Pilot 4 GT, which I have been using ever since they came out. I found the Michelin was significantly better in terms of mileage than the previous versions of Road Pilot and other brands that I have tried.

I have been waiting for these tires to come to the states for a year. I am definitely going to try them the next time I need new tires. I typically go through 2 sets of tires a year. 30% mileage improvement would equate to a \$200 a year saving. (Cost of buying tire on line and installation at local Cycle Gear.)

These are road tires and are in 17 inch rim only, so they are good for Rs and RTs.

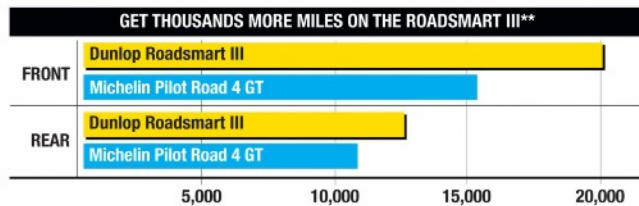
Anyone in the market for a new tire might want to check these out and then let the membership know how they worked out.

John Ellis

LESS WEAR WORKS BETTER FOR LONGER

	PERFORMANCE AFTER 3,000 MILES*				
	Dry Grip	Dry Cornering	Wet Grip	Wet Cornering	Comfort (dry)
Dunlop Roadsmart III	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★
Michelin Pilot Road 4	★★★★	★★★★	★★★	★★★	★★★★

MORE WHERE RIDE THOUSANDS MORE MILES



*Based on internal testing at Dunlop's Huntville Proving Grounds, May 2015, on a 2015 BMW R1200RT on used 120/70ZR17 and 180/55ZR17 size tires. Actual performance results may vary. **As compared to the Michelin Pilot Road 4 GT tire in sizes 120/70ZR17 and 180/55ZR17 on a 2016 BMW R1200RT in independent test performed by Texas Test Fleet, Inc. Mileage results may vary.

Safety Officer takes a close look at Riding Gear

Ok.....So we ride BMW Motorcycles? Some of the safest most technologically advanced two wheeled vehicles on the planet. Our helmets are also "Top Of The Line" Schuberth , Arai , Shoei. and our tires Michelin , Metzeler or Continental. Our bikes are serviced by the dealer or a shop that has certified BMW technicians, or even better, we do it ourselves!

But what about our Riding Gear.... Jacket? , Pants? How do we know it's giving us the best protection?

"I wear racing leathers they give the most protection and cost a fortune" "My textile riding suit is the best made and most all serious BMW riders wear the same suit... It must be the best and the safest right" ?

After riding for over 30 years I stumbled across a used pair of Motoport Kevlar riding pants at a BMW Club 49er rally on the swap table. Thanks "Tony Westlake." At the time I had no idea what they were, just knew they fit good, looked cool and had good padding. I did find it odd that when I ran my hand across the material it felt like a cheese grater!

I Started doing some research and was amazed what I found out.

I like the Marathon Air Mesh gear- check it out.

Keep the Shiny side up and the greasy side down.

Chrismond E Dailey Safety Tech Director

The "Save Your Hide" Guide

Will this save my skin?

So how do you choose the right gear? When you meet the pavement unexpectedly you want 4 things, impact protection, abrasion strength, tear strength and seam strength. Look for pliable dense foam padding inserts for impact protection. Don't be fooled by armor that is hard. Armor should absorb impact and the harder the armor the less impact it will absorb. Look for quality safety lock stitching; your gear is only as strong as the seams. A simple fall at 30mph can subject your clothing to more than 100 pounds of tearing force. Fabrics with similar thickness and feels can have vastly different protective characteristics

Kevlar® Dupont strikes again

In order to give it the proper motorcycle abrasion strength Kevlar® must be woven together with other threads, like Dynatec and or Lycra, ei Schoeller's Keprotec. These are the only suits approved for road racing other than leather. Some gear manufacturers use small portions of pure Kevlar® as a gimmick. Quality full suits of it can be found. This gear is lighter, offers greater protection and it breathes. It slides on pavement the same way as leather and dissipates friction heat better than leather. Due to its' innate toughness during construction and the fabrics limited availability it is not widely marketed so it will take a bit of looking to get one.

Nylon

Only certain grades of nylon will do

Many names are given to types of Polyester or Nylon to make it sound impressive. Only Cordura Nylon of 1000 Denier is suitable for motorcycle gear. Denier refers to the thickness of the fibers in the weave, higher denier means higher abrasion and tear strength. Be aware that due to cost, some makers coat their nylon with a layer of polyurethane that under heavy pavement friction can melt into your skin

Leather

Who wore it before you did?

Leather has long been a good protective fabric. However, many variables can effect its' quality including, the type, age and diet of the animal it came from. Different methods used to clean, tan and dye the leather effect it as well. Unfortunately the best way to tell if the garment is made of good leather is to look at the price tag. Good leather costs more and that cost is passed on to the consumer. Leather should be worn snug because when leather folds it's tear strength lowers considerably. As an organic material leather dries out and loses it's flexibility over time. In fact each time leather gets wet and dries it can loose up to 20% of it's tear and abrasion strength. If a good leather conditioner is used it is still impossible to soften the inside of the leather properly unless the inner liner can be removed.

Tear and Abrasion Strength by the numbers

Product / Material	Pounds of force until fabric tears	Abrasion cycles until fabric fails
CottonJeans	4.5 pounds to tear	50 cycles to failure
70 Denier Standard Nylon	4.5 pounds to tear	165 cycles to failure
500 Denier Polyester	8 pounds to tear	180 cycles to failure
200 Denier Standard Nylon	7.5 pounds to tear	275 cycles to failure
500 Denier Cordura	22 pounds to tear	710 cycles to failure
620 Denier Cordura	35 pounds to tear	1200 cycles to failure
NEW Competition Grade Leather	80-110 pounds to tear	1200-1700 cycles to failure
1000 Denier Cordura	110 pounds to tear	1780 cycles to failure
Air Mesh Blend	1260 pounds to tear	1800 cycles to failure
Stretch Blend	420 pounds to tear	1800 cycles to failure

Motoport Background

Motoport started selling motorcycle apparel in 1965. The company started under the name of Difi. In 1987 Difi started setting up motorcycle apparel companies all over the world under the name of Motoport. For 15 years Motoport was the largest motorcycle apparel company in the world.

In 1988 Motoport started in North America. Today Motoport USA is a separate private held company selling to riders and motorcycle police all over the world. All of Custom Made apparel is constructed in our 9,000 sq ft Southern California manufacturing facility.

Motoport Guarantee:

If you ever crash in any of Motoport's Mesh or Stretch jackets/pants or one piece suits and the damage cannot be repaired for half the cost of a new item, we replace the damaged gear for FREE!!!



Arroyo Seco Campground 1/28/2017

Nick Gloyd led the ride from the Hayward Black Bear Diner. The group started with 16 and ended with 8, with people dropping out along the way. The route was along Skyline, stopping outside Alices' and then onto Hwy 1 south, where we encountered slow traffic, and finally heading on Reservation Road before Monterey. The best bit of the ride was on Carmel Valley Rd where we stopped to pick up supplies in Carmel Valley village.

A few riders stopped at the winery/motorcycle museum, claiming they only stopped to look at bikes, to the general disbelief of the listening audience.

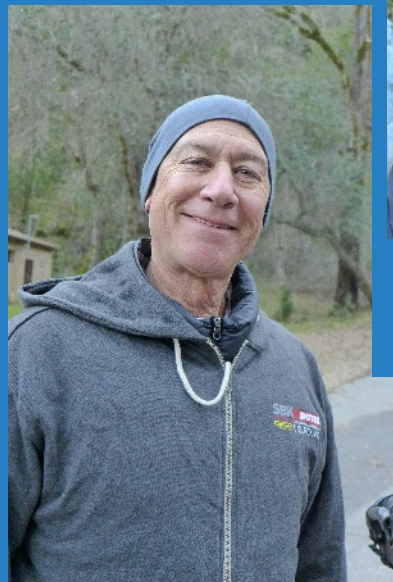
Alan and Mike Huntzinger, rode separately from the main group and missed the turn on Summit Road and rode 20 miles or so through the mud. Alan riding solo managed it OK but his son Mike, riding his leaning sidecar, managed to get

it on its side. Fortunately there was no damage to machine or rider (there was some discussion about Mike's mental state but nothing was agreed as there were no medical experts present).

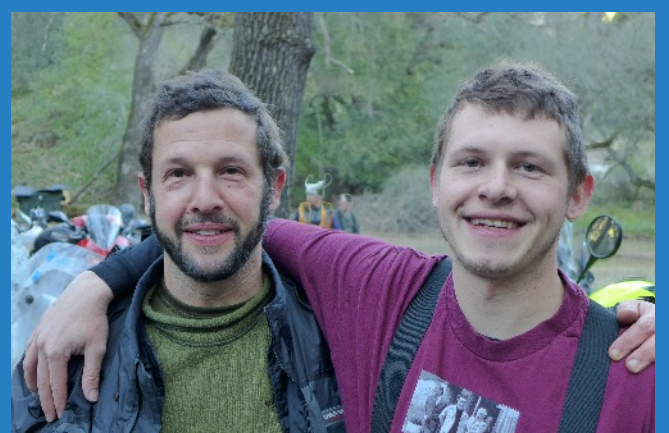
There was quite a bit of dirt about washed on the road by recent rains and clearing operations were underway as we passed.

A usual there was a camp fire but all the wood was wet, even that purchased at the site, so this fire may go down as the coldest, smokiest fire of recent club history. Remarkable it burned at all.

It was a pretty cold night with the temperature getting down to 27. However everyone got away in the morning after a freshly perked cup of coffee courtesy of the new club coffee urn.



O'Shea O'Mary, a first time attendee. Rides a G800GSA. 40 years on and off road experience. Needed to scoot off early as he provides first aid for the Hollister Hill meet the following day



Father and son, Brad and Adrian Alvey, first time attendees. Both only started riding Fall 2016, both ride G650GSs

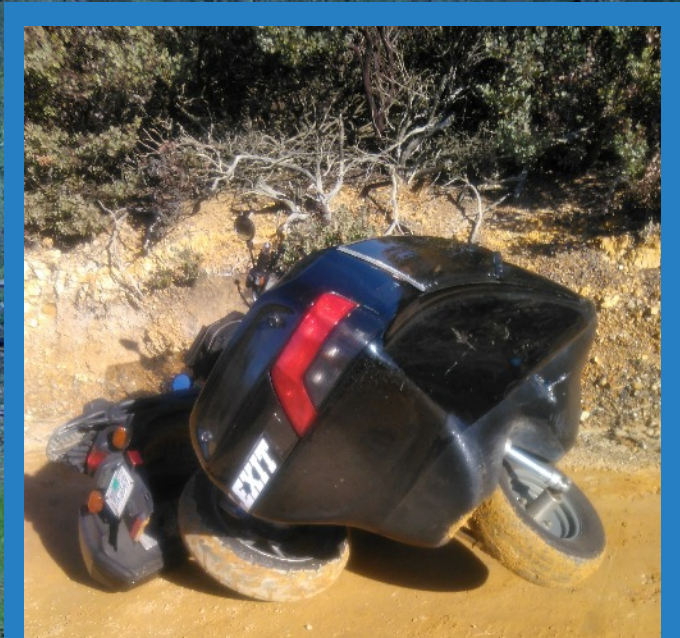


Adrian Panetta first time

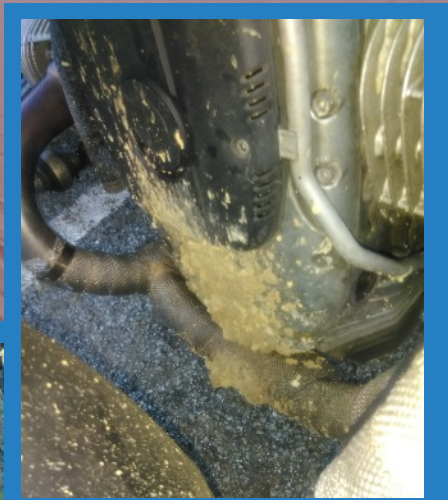




Jorgen Larson and Bob Bonilla gathered around the smoking fire



Mike Huntzinger explores the outer limits of his leaning sidecar



Mike brings back definitive proof of the existence of mud on Summit Road



Mike and Alan Huntzinger. Mike appears to have grown horns after his his sidecar tip over

FEBRUARY 2017

Tech Day at Greg Hutchinson and Sean Michael's Shop

Tech Day held on 21 Jan at Greg Huchinson and Sean McMichael's workshop. Big thanks to Greg and Sean, who also shared their thoughts during questions/answers and general discussion. The event was a success with more than 20 people in attendance. As an added incentive free coffee and snacks were provided.

Chris Dailey Safety/Tech officer, lead the discussions based his experience.

Tools to Take

1. For airhead carry spare clutch cable
2. For other bike take a throttle cable (the part that engages with the twist grip)
3. Set of sockets and drive. (String sockets together on a loop of wire)
4. Long Quick Ties and baling wire (for tying on bits that fall off)
5. Allen and Torx key set (check out Harbor Freight folding sets at \$6.49 for both)



Tech Day proved to be so popular that not all could fit inside



Loaded Snacks Table including - wonder of wonders - a brand new, club purchased coffee urn.



Roadside Repair Tips

1. If the bike suddenly stops and refuses to run then first suspect an electrical problem.
2. The cut out switch on the side stand is prone to failure and will stop the engine. If you are on the road then cut it out and tie up the wires.
3. Fuel pump fuses have been known to blow.
4. Although not a roadside repair make sure that your fuel lines have stainless quick disconnect clips
5. When replacing fuel lines within the gas tank always use SUBMERSIBLE fuel line NOT high pressure hose

Bobber and cafe racer by Greg Hutchinson. The bobber looks complete but still some work to finish off the cafe racer.

Tubeless Tire Repair

1. Chris recommends rope plugs
2. Plugging a tubeless tire is an emergency fix only. Replace the tire as soon as practical



Custom hard tail bobber, build by Greg Hutchinson for a customer



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BMW Norcal Big Bike Adventure Challenge, a 2 day GS Adventure Ride

Dual sport adventure ride with riding skill and navigational challenges for club members and guests. Starting - Middle Creek Campground, Upper Lake, CA

June 9-11 2107. Limited to 50 entrants

Cost: \$25 qualified club members and \$50 guests

Friday, June 9: Check in at Mill Creek Campground, camp overnight (bring your own dinner and breakfast)

Saturday, June 10: GS adventure ride (50 miles) through Mendocino National Forest to Fouts Springs, Gray Pines group campground. Chuck wagon catered dinner. Camp overnight. Optional paved route for non GS riders.

Sunday, June 11: Return to Mill Creek campground via off pavement route. Check out and collect gear.

The ride will feature off pavement riding through forest access and fire roads.

There will be an optional advanced route with single track and hills.

Both routes will have water crossings. There will be a Sag Wagon.

Perk Up your Camp Stove

On the Arroyo Seco camp out I was reminded of a practical application of an obscure law of science. Oh, did I mention it was cold at this camp out?

How many times have you been cooking on your Jetboil or MSR rocket only to have the flame get smaller and smaller? Ever notice your canister frosting over as the flame decreases? You figure you must be running out of fuel, right? Only once you swap canisters you realize there's still fuel in the first canister. And if you're like many, you end up with several partially filled canisters, not sure how much burn time is left in each, and not trusting that you will get at least one boil out of it. So what do you do?

Simple, just remember the Ideal Gas Law

$$PV=nRT$$

where:

P is the pressure of the gas,

V is the volume of the gas,

n is the amount of substance of gas

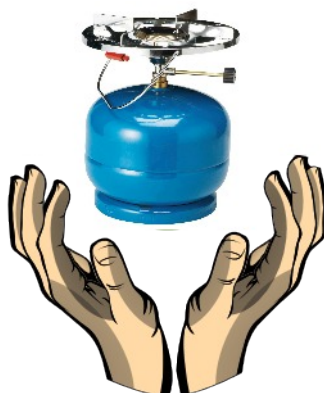
R is the ideal, or universal, gas constant,

T is the absolute temperature of the gas

As canister fuel is consumed, the canister pressure is drops. and according to the Ideal Gas Law, the temperature of the canister also drops. If you're using a lot of fuel, say to boil a pot of water, the pressure and temperature both drop a lot, to the point that your flame will decrease and your canister may frost over, especially if it's cold out. So is there anything you can do to boost the flame without swapping canisters? Yes, simply wrap your hands around the canister while it's in use. (Carefully of course, you are dealing with an open flame and hot liquid in the pot.) and almost immediately the flame will perk right up. By increasing the temperature of the canister, you will be increasing the pressure. In really cold

weather you can also increase the efficiency of the stove by setting the canister in a pot of water, which insulates it and keeps it from frosting over.

So the next time your flame decreases, wrap your hand around your canister and watch it perk up.



Nick Gloyd Tour Captain

Meet your new Tour Captain - Nick Gloyd



Nick was unanimously elected tour captain at the Arroyo Seco Camp Out on 1/28/17. Nick led this ride and has already enthusiastically planning others.

Nick is a Californian who currently resides in San Rosa. He is a general contractor whose shop is located next door to a independent BMW mechanic. This is how he got started on motorcycles. He is really new to motorcycles and purchased his first one last summer and was introduced to the club by Richard Burton, who took Nick on an exploratory run for last Septembers range of Light. He is now well and truly hooked. He has even purchased a bike for his wife to learn on.

He is currently riding a 2001 F650GS which he has ridden on the street and the dirt.

He has fallen off just once (with his wife on the back) when riding on a gnarly fire road. To improve his off road skills he took an off road course run by Black Swan, a company which he highly recommends.

His dream bike is a R100GS airhead, one of which he hopes to own one day

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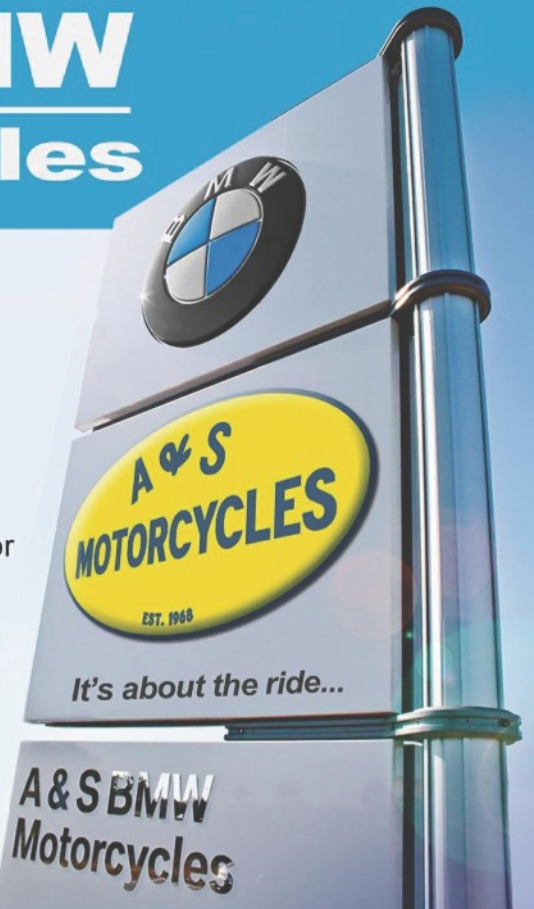
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Chris Dailey is gauging level of interest in a BMW NorCal Advanced Riding Clinic with Total Control

got control?

Take your riding to the next level with a Total Control Advanced Riding Clinic®

Modern motorcycles are capable of incredible performance. That means to safely operate them requires much more than a basic training course. Fortunately, there is a proven solution that has been creating proficient street and track riders for over 15 years. The Total Control Advanced Riding Clinic (TCARC) was developed by national champion Lee Parks and has been taught since 1999 as a critical step between



intermediate training and a track or police-style school. It teaches proper control of any on-road motorcycle regardless of displacement, size or power. All types of riding are covered whether you own a cruiser, tourer or sportbike. The secret is its proprietary riding technology that is able to replicate the g-forces of high-speed travel at low speeds in a controlled, range-based environment.

Because a lot of accidents are caused by the fact that a rider panicked, "freaked out" or target fixated, the TCARC combines its physical techniques with its exclusive mental training. It is here that riders learn how to overcome fear on a

motorcycle, how to maintain optimum concentration as well as have the right attitude to make proper decisions before it's too late. Previously this type of advanced psychology was only available in high-level martial arts and military training. But we make it available to everyday riders just like you. This revolutionary program has been taught all over the U.S. as well as internationally in Canada, Europe, Okinawa and even Russia. It has also become a favorite with law enforcement and at military bases around the country.

Lee put the techniques of the TCARC together in his book "Total Control," which is one of the best-selling motorcycle books of all time and available at booksellers worldwide or at our website.



With licensed providers currently in 20 states, now is a great time to take your riding to a whole new level. For more information (or a location near you) call us at 800.943.5638 or see us online at:

www.totalcontroltraining.net

Chris Dailey, our Safety Officer, is trying to determine the level of interest within the club in organizing an Advanced Riding clinic with Total Control. The clinic will likely be held on a closed circuit course, with a relatively small number of riders with highly personalized instruction. By organizing through the club this it is hoped that the course would be offered at a discount relative to you enrolling as an individual. This is a road riding clinic.

Before committing to such a course Chris is trying to determine the level of interest within the NorCal group members before entering in to any commitment.

If you might be interested please contact Chris at safetytech@bmwnorcal.org.



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- R100GS

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**BMW Motorcycle Club
of Northern California**



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

Western Motorcycle Rallies 2017

49er Mariposa, CA; :	BMW Norcal	May 26-29
Big Bike Adventure Challenge	BMW Norcal	June 10-11
Panguich, UT; Redrock Rendezvous	Beehive Beemers	Jun 15-17
Chief Joseph John Day, OR;	BMW Riders of Oregon	Jun 23 -25
BMW RA Rally (Petosky, Michigan)	BMW Riders Association	Jul 6-9
HighPipe Festival, Lakeshore, CA	www.highpipemoto.com	Jun 9-11
MOA International Rally(Salt Lake City)	BMW MOA	Jul 13-16
Ride the Rockies, Gunnison CO	www.cycleworld.com/adventurerally	July 13-16
Beartooth MT	Beartooth Beemers	July 14-16
Top of the Rockies: Paonia, CO;	BMW MCC	Jul 20-23
Cascade Country Rendezvous, Republic, WA	WSBMWR	Jul 20-23
Stanley Stomp:Sawtooth Lodge Idaho	Bavarian Mountain West Motorcycle Club of Idaho, Inc.	Aug 10-13
Hot Springs Rally Nakusp, BC;	BeeCee Beemers:	Aug 17 -20
Range of Light Gypsy Tour, CA	BMW Norcal	Sep 1- 4
Beemer Bash Quincy, CA;	BMW Central Cal	Sep 15-17
Ride the Sierra, Lakeshore CA	www.cycleworld.com/adventurerally	Sept 28-Oct 1

Upcoming Norcal Events

12 Feb 2017 Second Sunday Breakfast Ride, Vallejo, Diablo & Delta!
Starting location Black Bear Diner, 980 Admiral Callaghan Ln, Vallejo, CA 94591

25 - 26 Feb 2017 Campout Bothe-Napa Valley State Park, Calistoga, California
Start 8:00 AM Black Bear Diner, 700 Bancroft Rd, Walnut Creek, CA, OR Sam's Play for Cafe, 2630 Cleveland Ave, Santa Rosa, CA

01 Mar 2017 7:00 PM - 9:00 PM Board Of Directors Meeting
Oakland/Berkeley Restaurant, TBA

24 -26 Mar 2017 March Member Meeting & Campout, Furnace Creek, Death Valley!

