

SEPTEMBER 2019

NORCAL NEWS



Ride to Camp

Camp to Ride



This month featuring:
BMW R54SS Rennsport Restoration

BMW Motorcycle Club of Northern California

Presidents Column

August was a busy month for the club as we were busy putting the final touches on the Range of Light Gypsy Tour. I know Nick has planned out some really outstanding routes that showcase the best of the California Sierra Nevada Mountain Range. Our club ride to Bass Lake also did not disappoint. Bass Lake is one of my favorite destinations. We had a great campout with a number of the Board and Club members cooking up some outstanding food that was liberally shared. Most notable was Mark and Linda Rodda serving up a pork chop with lemon cilantro sauce, smashed potatoes, ending with a boysenberry peach cobbler!

We have really been stepping up our game with the dinner cookouts and I am going to create a sign up for people that would like to leave the cooking to a few of the club members. This is just a pilot and may need to be canceled or modified if it becomes too much work for the people that are cooking. When you sign up for the club meeting, you can also indicate if you want to partake in the group meal. Most important to know that this is not a catered meal and mostly a way to enable the club members who like to cook at the campsite know how many people to cook for so we don't waste food. There will not be a menu ahead of time so if you are a picky eater this might not work and there will

be limited spots available. You have to bring your own plate and utensils and help in the prep, cooking and cleaning as needed. If you would like to help out with organizing a meal send me an email.

Speaking of food, the Octoberfest is two months away and we expect a pretty big turnout this year. I am looking for some additional volunteers to help out on the event. If you are interested in helping please email me. It would be great to get a few club members on board with the planning effort early

I'd like to remind everyone in the club to stay staff and always ride your own ride, especially when you are on a group ride with the club. Never keep a pace you are not fully comfortable with. We have members of all levels of skill sets and comfort zones. Some riders are spirited in their pace and others take a more leisurely approach. That's totally acceptable. Our ride leaders will always wait at turns on the ride and the difference between the first rider and the last rider is never as long as you think.

Stay Safe

Kevin Coleman President

Editor Corner

I have edited a number of newsletters over the last few years, but I have to admit this one is probably one of my favorites. I am a history buff, love old bikes and am interested in engineering. When I saw the R54SS restored by Greg Hutchinson at this year's Quail, I knew it would make a great article. Greg wrote up how he put the thing together and last minute tensions (just like the restoration car shows on TV) to complete it in time for the Quail. The pictures show this machine is truly work of art. I did my history buff thing and added a couple of complementary articles. Hope you enjoy.

You cannot imagine the relief, when members respond to my monthly plea for content. This month Brian Jagger sent me a picture of himself on the front cover of the AMA magazine, but better still he provided the inside story describing how this came about. Adrian Pineda took pity on me yet again, and sent me

pictures and the story of his visit to the Superbike race at Laguna Seca. Ken Castleman sent in a bunch of pictures and a short write up of his Vision Zero SF training session. Massive thanks to all.

Last month I used Affinity Publisher for the first time. After issues viewing with the newsletter using a browser (because I mistakenly had the "ligatures" options turned on) I have gone back to PagePlus this month. If you know what a ligature is (without looking it up) you qualify to be the next newsletter editor.

For next month I would like to cover the 2019 Range of Light, which promises to be the biggest ever. Please send in your pictures and better still write down what you think. If enough respond maybe I could put together a "Letters to the Editor" page to capture members comments and experiences.

John Ellis

Vision Zero SF Motorcycle Training Session

Vision Zero SF is the road safety policy sponsored by City and County of San Francisco with the objective of improving city road safety. One of the initiatives is a Free Motorcycle Safety Skills Closed-Course Trainings through the month of August 2019, with the San Francisco Police Department providing instructors.



Our Safety/Tech Director, Jorgen Larsen, publicized these events and a number of our members, including Ken Castleman, signed up. Ken took some pictures and

provided the following summary...

"I attended the training held in downtown SF on the roof of a parking structure on Market Street which is a unique place to ride.

Twelve trainees showed up on a really hot San Francisco day. Drills were good until the one where four riders dropped their bikes (1 Harley and 3 BMWs). The lesson I learned is beware - Don't do drills just because the trainer tells you to. They may or may not be appropriate depending on your level of skill and experience. If uncomfortable, hang back."



How I made the cover! By Brian Jagger

It all started when reading about the AMA Long Rider Program in the AMA magazine. I read that it can be retro-active if verified. I sent the appropriate documentation, which included a photo of my AMA card and the odometer reading of the bike. At the time, I had just bought a 2018 R1200GS Rallye that had about 4,000 miles and I still had my 2005 GS with 168,000 miles. I figured if I was going to get the credit for the older bike, I would do it now. I received patches and decals for 25, 50, and 100K miles. The next threshold is 250K miles.

As you can see, I am a novice when it comes to long lifetime miles. I have been a long-term dirt rider and the 2005 was my first street bike. My interest was to travel and see the country. So, I figured I had received my patches that was it. I would see if I could make it to ¼ million miles. There are many riders who have millions of lifetime miles.

I then received a second e-mail from the AMA (the first I deleted as junk mail) saying that "my name came up" for an article on the AMA Long Distance Rider Program for a future edition. I was sent a few questions to answer about myself and told that they may need a picture. I sent back the form and stated I could send a picture if needed. Again, I thought that was it. It would be left on the editor's trash basket.

A few weeks later, I received an e-mail from a local photography business, Studio One Photography, asking to set up a time to



take a photo of me and telling me to bring my helmet. Arrangements were made to meet in a parking lot in Livermore. I told them I will be on my bike so I will have my helmet with me. I was thinking this would be a quick shot of me holding my helmet, in a parking lot. It seemed strange since I could have just sent them one like that.

We met at the lot. There were three men in a truck that I followed out to North Livermore for a 'photo shoot'. They found an appropriate spot, set up lights next to the road and started shooting from across the road. They took about 300 shots. "Look at the camera. Look down the road. Get on the bike. Stand in front of the bike". As people drove by, they must have thought it was a movie production company or a crime scene. Peddle bikes rode by saying they were "photo-bombing" the pictures. It was over the top from what I was expecting, but was fun being a part of it.

Weeks and months past and I heard nothing. Not knowing the magazine business, I could imagine that even though they spent money on the photo shoot, I could end up on the cutting room floor. Then when coming back from a ride, I received a call from my daughter telling me I not only made the article, but I made the cover! She knew a friend in AMA D36 who must have gotten a very

early copy. It took another two weeks for me to see the magazine myself. Just goes to show luck goes a long way for a few moments of fame.

Pigs Seen on Mines Road

As many of you know I ride Mines Road out to the Junction pretty much once a week. I must have been doing this for the last eight years or so. I tend to ride close to the middle of the day so a deer sighting is rare, except during mating season in the fall. I knew wild pigs roamed the area because of the boars' heads hanging from the walls of the Junction, and a couple of years ago I saw a dead boar in the back of a pickup truck parked outside the Junction.

On this particular day I rounded a blind corner and was met with the sight of a brown mother pig with three piglets in a row, crossing the road in front of me. I slowed but unfortunately couldn't get a picture. After lunch at the Junction since it was a really nice day so I decided to ride up the Lick Observatory.

Anyone who has ridden this route knows that the last bit road up to the Observatory is a series of 180° bends connected by around 75 yds of straight road. As I was riding one of the last of the switchbacks I saw a police truck parked at a corner and the policeman in the truck was pointing something at me. Now Mines Road has a 45mph limit, and it's hard to do more than 15 mph on the S-bends, and with only a very short distance

between the bends it was inconceivable that it could be a radar gun. This was a Friday so there is typically only one vehicle every five minutes. I passed the policeman thinking maybe he was checking noise levels. There are notices around the Observatory asking people to keep the noise down because of day time sleepers.

So after a coffee at the Observatory shop I turned around going back the same way as I came. I slowed as I came up to the parked police truck and as I was approaching I observed the policeman grab his radar gun and point it at me as I approached the 180° corner where he was parked.

This is the first time I have seen a radar detector on Mines Road. As a member of BMWNorcal, I never exceed posted speed limits. I can imagine there are a few places where a motorcycle might hit 60mph, but certainly not in the place where this policeman was sitting. Cars are typically slower than bikes. This whole episode really worried me. Why was he there? Was he a junior cop and was he there as the result of a colleague's prank, or was he just skiving off for the afternoon. I guess we will never know, but remember keep a sharp look out for pigs on Mines Road.

John Ellis

From Dusty Wooden Boxes to Brilliant German Mechanical Art

It started with a question, when a good friend walked into the shop one morning carrying a dirty wooden box with some old paper covered parts inside. He asked simply "Want to guess what this is?"

Look under the paper and there's what looked like a small fuel injection pump and a really long velocity stack with a flared end. Not a clue what kind of machine it powered but I know a fuel injection pump when I see one.

Turns out he had stored a vintage, disassembled, BMW race bike in boxes in the back of a warehouse for about 20 years. The visit was to meet and see if I'd be interested in assembling it in time for the Quail Lodge Motorcycle show in 9 months. The story is that he bought the boxes of bike parts from the BMW factory racer's estate and there weren't too many machines like this around. As someone who has a passion for all things concerning BMW motorcycles I thought "why not?" and told him I'd make a "best efforts" build. My next thought a couple days later was "OH #\$\$%", what did I get myself into!

So began the exciting and scary effort to restore what turned out to be one of 3 original BMW R54SS Rennsport mechanical fuel injected race bikes ever built in 1954.



A few weeks later the parts boxes started dribbling into the shop. I take pictures of every part coming in and if assembled, how they fit. The first big parts were the wheels and hard parts like frame, center stand, gas tank and fenders. A lot of the metal was rusted, the chrome was pitted, aluminum was corroded, and the paint was cracked. But I was told all the bike parts were mostly all there with the emphasis on "mostly".

The wheels needed to be completely disassembled for

polishing, re-lacing, and rebuilding. I start with those and discover the first of many quirks of BMW engineering. You can't remove the wheel spokes unless you first remove the massive brake hub - which are a precision heated press-fit and riveted inside the wheel hubs that are also riveted. So Dremel the rivet heads off, turn the wheels upside down on supports in an oven and heat the wheels to 450 degrees. Finally the hubs drop out and now I can get to all 80 unique spokes which are removed and sent out for re-chroming. Then the bearing stack comes out for cleaning, the hubs disassembled and vapor blasted, the rims off to get trued and then polished.



The frame and Earles fork assembly are sent out to check for straightness. For the hard parts, the rule is to make sure the powder coater knows exactly what holes to plug and what to tape off before a flawless gloss black finish is applied, then meet with the painter and ask that he does his usual flawless paint work, and finally meet with the pin striper who guarantees he can replicate the exact placement of both stripes on the gas tank - which isn't easy with that tank design. A lot of the aluminum parts are vapor blasted or polished while the steel parts are triple plated chrome.

Slowly piece by piece and inch by inch, the bike goes together. Bearings are replaced, the Earles forks assembled and trued, all



four shocks get refurbished with the aluminum covers and springs painted, the shock caps chrome is redone, new reproduction throttle, clutch, and brake cables ordered, and then some smaller missing parts are fabricated and finished. The swing arm installed and

finally the wheels and brakes are mounted. Now the engine and transmission go into the frame and it starts to look like a motorcycle. Take the engine front cover off and just stare for a while...it's like looking at a precision Switch watch mechanism...each gear is beautifully crafted and a perfect fit to the next gear. What an example of a true engineering work of craftsmanship.

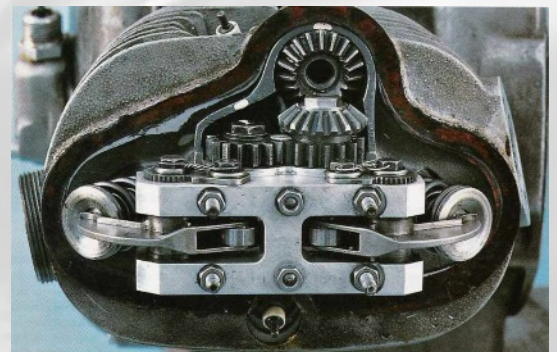
And then the fun starts - the joy of discovering how to mount all the little parts that make this bike unique - without a roadmap or instructions.



The long velocity stacks for the fuel injection are assembled from lots of little parts, rear brake mechanism, and gear shifter are finally installed correctly but still have a ways to go with only a couple weeks left.

Now I'm getting close but have a long list of "I don't knows?"

Internet searches are a needle in a haystack frustrating with very few pictures of this model and all from a distance, nothing showing the details.



Fortunately there's a '54 Rennsport on display at the motorcycle museum in Solvang, CA so road trip! It's a cousin of the one I'm building so I hope to learn a lot from seeing this one up close



and personal. I drive down and back in a day to meet with Virgil the museum owner who was very happy to discuss anything Rennsport (He also has a pre-war supercharged Rennsport race bike right next to the '54). I start taking pictures of his machine from every angle while we talk old BMW racing machines. We have a great detailed conversation and then he

happens to mention that each machine was individually hand made and each one was slightly different based on the race and the rider...oh joy..no manual or instructions and now I'm told I can only get close.

So back to the shop and rearrange some parts based on best guess, the initial parts photos and the pictures of the museum bike.

Three days to go and the bike is finally ready for the gas tank and fenders (the painter is always the last to deliver but it's also perfect every time). But first I have to pick up the tank and head over the hill to a wonderful pin striper that is renowned for his custom work. Drop it off Thursday afternoon and pick it up Friday morning. By noon Friday, I'm still missing some critical parts like the kill button, one petcock spring, and the correct front engine cover (which happens to be in another warehouse) but have maybe 95% of the original machine restored and ready for display.



Early Friday afternoon is buttoning up some last parts and loading everything on the trailer along with the 1938 R51SS survivor which also has a long distinguished racing heritage.

So what you saw at the Quail Lodge show is an almost finished restoration that is still a work in process. I was fortunate that one of the Quail show judges is very knowledgeable about the Rennsport machines and has provided a punch list of "to do" work to finish the build so this is still a work in process. But thanks to the help of other R54 owners all over the world, this bike is slowly returning to its original condition. Great learning experience and I was so lucky to have some master experts for painting, chroming, polishing, powder coating, 3D scanning and fabrication, and welding to support the build.

Greg Hutchinson



THE RENNSPORT RS54 RACER – HISTORICAL PERSPECTIVE

The BMW RS255 of the late 1930's was a revolutionary step forward in motorcycle design. The supercharged, double overhead cam boxer was capable of producing between 70 and 80 bhp. It was fitted in a frame with telescopic front forks and coil plunger with friction dampers on rear suspension and BMW's shaft drive. Extensive use of magnesium for engine castings and wheel hubs was combined with an ultralight, lugless frame built from lightweight tapered tubing. It is quite remarkable that the RS255 weighed 30lbs less than a double overhead camshaft, unsupercharged, single cylinder Norton. The RS255 won the German and European championships in 1938, and in 1939 it won the ultimate road race, the Isle of Man TT, with George Meier aboard.



George Meier - 1939 Isle of Man TT

After WW2 Germany, and supercharging was banned from International road racing, and although the “blown” BMW racers ridden by Meier, continued to compete in domestic German championships, it was an extremely rare motorcycle. In 1951 Germany was readmitted into FIM (Fédération Internationale Motocycliste) and prior to this happening BMW began to consider how they might participate.

The simplest approach would be to reuse the RS255 design. However, an engine designed for supercharging will not perform well if the supercharger is simply removed. The porting, valve angle and timing would need to be radically changed otherwise the power would be limited to around 40 bhp, which would be insufficient to compete in the new 1949 500cc class. In 1950 Eberhard Wolff, Leonard Ischinger and Rudolph Schleicher started work on improving the RS255 operation in a naturally aspirated non-supercharged form. Using a prototype of the engine they developed, Walter Zeller (a BMW works rider) won the 1952 German National Championship, beating the legendary Georg Meier riding a RS255 in its original form. The prototype continued to be developed until the machine was eventually given the RS53 designation and was used by factory works racers and a few private customers.

Towards the end of 1953, a revised version of the RS53 was shown and it was designated Rennsport RS54. The new engine retained much of the old Kompressor engine design features, but the engine was almost completely new. The greatest change came with the introduction of a new, cutting edge chassis.

The RS54 was built with a boxer engine in a new double loop frame with a swing arm rear suspension and an Earls-type front fork. Front brakes were full width drum with two leading shoes. Although the current BMW

road bike (R51/3) had a square bore stroke ratio (68mm x 68mm) the RS54 engine used a long throw crank with a bore to stroke ratio of 66mm x 72mm. The engine has two overhead cams with rocker arms to operate the valves. The valves use duplex coil springs were placed in a semi-spherical combustion chamber and set at 86° angle. The exhaust valves were filled with sodium for better heat dissipation. The camshafts were driven using a shaft geared to the crankshaft with a pair of bevel gears at each end of the shaft just like the 1926 TT Winning Velocette KTT that is be familiar to all our readers. The camshafts ran in needle roller bearings. The rigid crankshaft had a central bearing for rigidity and forged Mahle 8 to 1 pistons ran in chrome plated bores. The crank drove an oil pump and magneto which sat on the top of the engine. Fueling was provided by two 30mm Amal-Fisher TT carburetors mounted with a 15° downdraft. They were initially delivered 1954 with a 4 speed gearbox and a dry shaft final drive. Officially BMW quoted a power output of 45bhp at 8000 rpm. The claimed maximum speed was around 135mph. Weight was a remarkably low 286 lbs. Good enough for private owners but not enough for a world title.



Batch of four RS54 outside the Rennsport Works

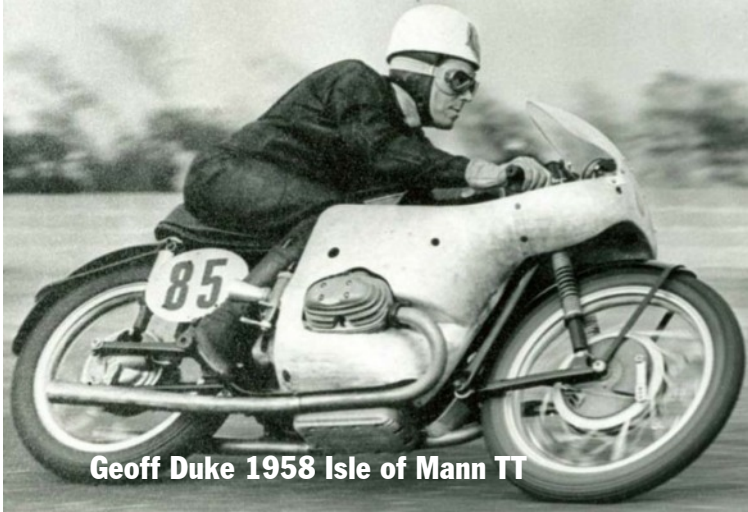
Because of high material costs, together with a complex and time-consuming build, only 25 RS54 type 253 machines were produced with a selling price was around 10,000 DM. (equivalent to \$2,500 and about three times as much as a Manx Norton). In addition, the factory produced 8 works type 256 racing machines. All bikes were built by hand in the works Rennsport division.

In late 1954 the factory machines came equipped with a 5 speed gearbox, hydraulic rear brake, and Bosche mechanical fuel injection. These upgrades were later made available to the customers RS54s.

BMW built works versions of the RS54 that were raced successfully by Walter Zeller between 1955-57 in the World Championship, with a best result of second place in the 1956. Zeller retired in 1957 and his ride was taken over by Geoff Duke but he had little success. The works machines differed from the private racers in that it used a short stroke engine capable of revving to 9500rpm. For fast circuits like Monza, Spa and Hockenheim a mechanical fuel injection system, developed by Bosche was used. This apparently increased maximum power by 3bhp to 62bhp but pick up was poor which limited the circuits where it could be used to advantage. In addition, the frame was modified to reduce torque reactions (and probably other changes to improve stability), and a double-sided front brake with a hydraulically operated rear was fitted. Later in the works development

cycle some literature suggests the works engines reverted to the long stock engine of the RS54 customer bikes.

It seems the BMW factory was keen to limit the number of engines in the wild, and adopted a policy of only providing a new engine part if the old/worn/broken one was provided in exchange.



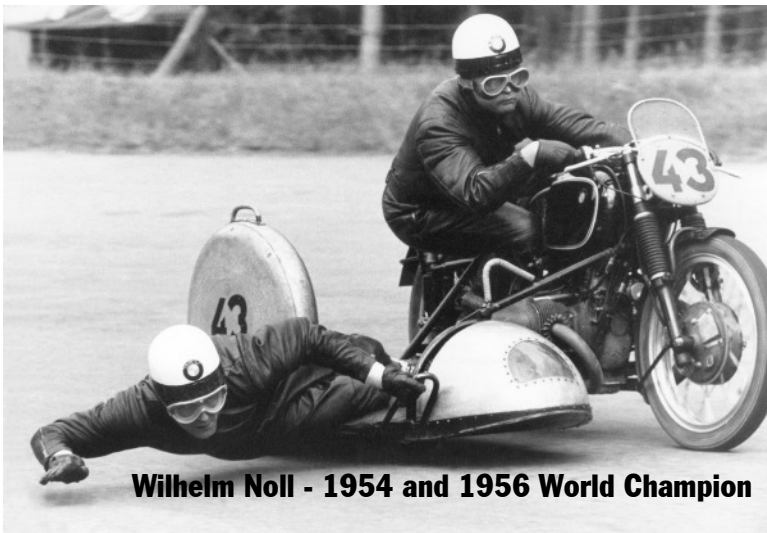
Geoff Duke 1958 Isle of Mann TT

The riders of the RS54 did not have an easy time of it. Although the frame was a double loop frame like the Norton featherbed, there was a problem at high speeds because of the RS54's short wheelbase of around 54 inches. At the time there was no understanding of the need to insure rigidity between the steering head and the swing arm bearing. The Earls style forks were great for eliminating front end braking dive, that comes with telescopic forks, but the weight and stability issues became a problem in tight slow speed turns. These limitations were not too bad with the initial 45bhp but as compression ratios were increased and different carburetors fitted, the power increased and the handling limitations became more apparent.

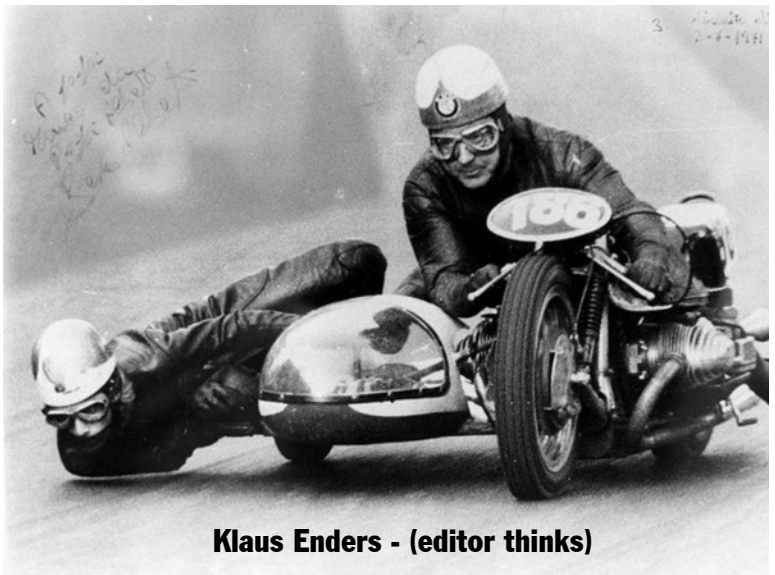
Here's a couple of quotes from 1963 owner - with reworked engine the engine was much livelier, but after qualifying a competitor snarled: *"If you're in front at the start, then you will win. You need the whole track, no one would dare overtake you..."*

"the following season, I rode a tuned and rebuilt production BMW based on the R50s. It had less power and more weight yet I was faster on the same tracks than the RS54!"

When this individual sold his machine in 1963 and the engine went into sidecar configuration, which is what happened to many of the RS54s.



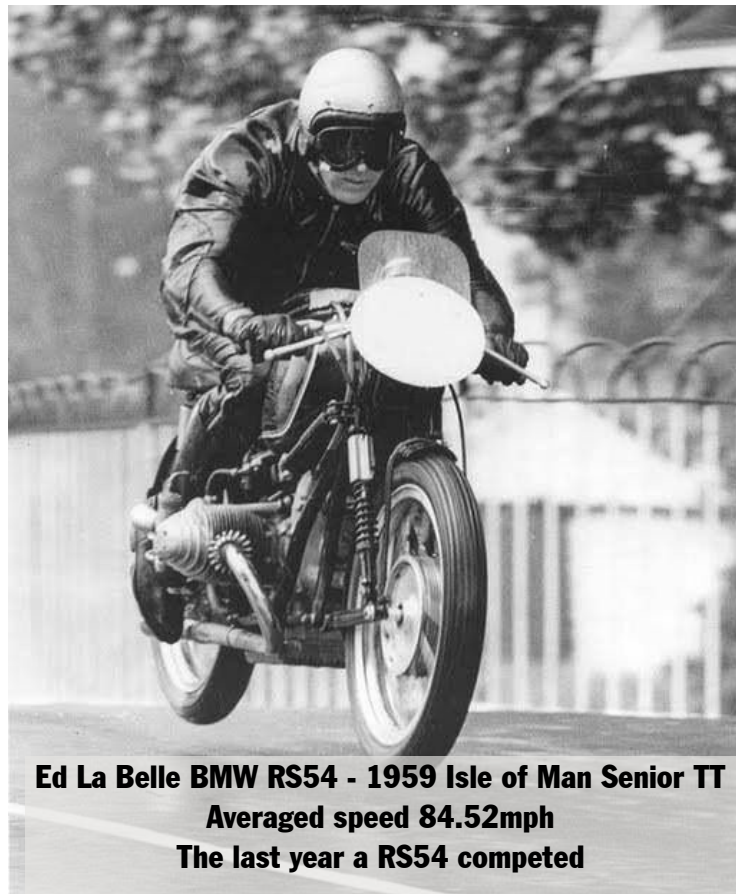
Wilhelm Noll - 1954 and 1956 World Champion



Klaus Enders - (editor thinks)

The greatest success of the RS54 came when the engine was adopted for use in sidecar racing. BMW built and sold a small number of short stroke engines (70mm x 64mm) to private riders mainly in Germany and Switzerland. The sidecar outfits took advantage of the boxer engine to lower the center of gravity and reduce frontal area. This gave them better grip and higher speeds. According to insiders the engine power was never more than 65bhp, but this engine allowed BMW to capture 19 world championships between 1954 and 1974. BMW was beaten only twice within this period by a sidecar powered by an engine build by Helmut Fath (see sidebar).

Although 24/25 RS54 were built between 1953 and 1954, it is not really known how many survive today, but most estimates put the number between 15 and 18.



**Ed La Belle BMW RS54 - 1959 Isle of Man Senior TT
Averaged speed 84.52mph
The last year a RS54 competed**

Helmut Fath

In my youth in England in the 1960s I subscribed to a weekly motorcycle paper called Motor Cycle News. I was a big fan of road racing at the time and regularly visited events at tracks near to my home in Yorkshire. One thing in the MCN that totally fascinated me was Helmut Fath, a sidecar racer who had the audacity to design and build a 4-cylinder double overhead camshaft from scratch to challenge the BMW dominance in the sidecar world championship. At this time the only other four-cylinder engine designs were produced by factories such as Honda, MV Agusta and in the 1950s Gilera. The fact that an individual created something like this from scratch was totally unbelievable to me.

In 1968 I had a chance to see my hero in action at the racing circuit in Scarborough (East Coast of England) called Oliver's Mount. As the name suggests the circuit runs up and down a mount (not a mountain). For much of the circuit the width of the racing road is maybe 18 feet (single track road in California). The best thing about it is that spectators can stand maybe 3 feet away from the track typically in a field filled with cow pats, looking down a bank about 4-foot-high, with only a barbed wire fence to hold them back.

I will never forget the sound of Helmut Fath with that engine on full song, with open megaphones passing seemingly inches away. I have heard Mike Hailwood's Hondas, but nothing matched the brutal earth-shattering sound of the URS. My whole body shook. It was like something from another planet.

So, what's Helmut Fath got to do with the RS54? Well although BMW won the sidecar championship 19 times between 1954 and 1974, the two times BMW didn't win was because of Helmut Fath and his fabulous engine.

In researching the RS54 article I discovered the background which triggered Fath to build his engine.

Fath was one of Germany's greatest side car exponents. He won the World Championship with BMW in 1960, and he was on track to repeat this feat in 1961 but tragedy struck at a non-championship event at the Nurburgring. His passenger Alfred Wohlgemuth was killed and the seriously injured Fath spent 12 months in hospital. He would not be fit to race again for 5 years.

After the accident he sold his Rennsport engine. During recovery he tuned and prepared engines for other racers. The story is that he was so good at it, resentment built up in the Munich factory.



When he approached the BMW factory for works support to return to racing he was turned down. This might be a result of the stated policy that the factory would only replace parts on a one for one basis, or it could be a more vindictive reason. It could also be because Fath knew that the BMW had reached the limits of its development. (Fath himself extracted 68bhp from the BMW but found crankshaft failures were a limiting factor)

Either way Fath decided to go it alone. With design help from Dr Peter Kuhn of Heidelberg University and fellow racer/engineer Horst Owesle the project took shape in Fath's workshop. All involved in the effort had full time jobs so they only worked on the project after work or at weekends. They had no sponsor and had to come up with the money required by themselves. They had no money for prototypes or experiments. The engine had to work, and work first time.

The engine was named "URS" an abbreviation of Fath's home town of Urzenbach.

The four-cylinder engine had a bore to stroke of 60mm to 44mm and was designed to rev up to 14,000 rpm. For this they would need a strong and resilient crankshaft. The decision was made to use roller and needle roller big end bearings. Using a roller bearing for the big end means the crankshaft needed to be pressed together using flywheels, shafts and crank pins. Dr Kuhn was very concerned about the stability of a single long crank, and decided to use two cranks geared together in the center – a unique solution for an inline four cylinder. With a 90° staggered crank it gave a 90-180-270-180 firing order. The engine was air cooled using four individual aluminum cylinders with chrome bores. The split double overhead cam was chain driven, and each cylinder head had just two valves.

More than 3 years after the decision was made to build the engine, the engine ran for the first time on May 16 1964, using carburetors it immediately produced 70 bhp at 13,000 rpm. Overcoming great difficulties fuel injection (part of the original plan) was made to work and on May 22, 1966 the complete machine was ready to compete in the German Grand Prix. Early teething issues dogged the first two years but in 1968 Helmut Fath became the World Sidecar Champion using a machine of his own design and became the first non-BMW to win the world championship since 1954. By this time the engine was producing 80bhp at 13,000rpm with a peak rev limit of 14,500rpm!

In 1969 Fath crashed again, and his injuries ended his racing career, but the URS with Horst Owesle driving, went on to win the championship again in 1971. After the BMW final victory in 1974, two stroke powered outfits took over.

John Ellis



Adrian Pineda does Laguna Seca Superbikes

It has been said we are all a product of our upbringing. I count myself lucky to have been born and for the most part raised in Monterey County, California. The Salinas Valley has mild climate, some of the richest farmlands, ranches, wineries, a couple of prisons and the Pinnacles National Monument. The coast has beaches, the famous cliff hugging Highway 1 with breathtaking views, the world class golf courses of Spanish Bay, Spyglass and Pebble Beach in Carmel along the 17-Mile Drive. And of course, the Monterey Bay Aquarium. Naturally, if you are a motorsports fan, it's all about (WeatherTech Raceway) Laguna Seca for cars and motorcycles at all levels of competition. Given all these opportunities for a kid to choose from as an adult profession, I ended up in the prisons. But that's a different story.

So in May, a series of text messages began the process for me, Derrel Ridenour and Jimmy Johnston getting reservations and tickets for 3 days at the US round of the FIM World Superbike races, July 12 through 14. I had never been to the motorcycle races there. I have been a volunteer corner worker for the BMW Superbike School, but not attended any motorcycle races.

On the morning of July 12, we rendezvoused in Coalinga. There, riding a new R1250GS I met a new friend, John Aguiar. He would join us for the three days. We then took the 198 over to Highway 101, where the highway construction near King City didn't slow us down as much as all of the California Highway Patrol who seemed to be every couple of miles. After a short stop in Spreckles, we rode into Laguna Seca and parked in a huge and then, mostly empty lot. Later and each day after, hundreds of bikes would park there.

We wandered around a bit and got a lay of the land. "Ducati Island" was already filling with bikes and some of the vendors were still setting up. We had to get back to where the bikes were parked. Our tickets allowed us ride in the Parade Lap. After signing our waivers and lining up behind a CHP Motor Officer on a Harley Davidson, we did several fun laps around the track. There wasn't supposed to be any passing, but that ended after about the first lap. Running at high speed into the Corkscrew on an R1200RT with all three luggage cases loaded, had me grinning ear to ear. It's such a great motorcycle.

Now, I have to admit to not being a follower of Superbike or the people involved. Jimmy however is a different story. He was having me take pictures of him with riders and people he would see walking around. One of the riders was staying at the same hotel as we were in Monterey, so Jimmy got a picture while guy was having breakfast. I didn't know who any of these guys were, except for one of the team mechanics, Robert Ward. I only passingly knew who he is because he is also a Technician at Herwaldt Motorsports in Fresno.

The weather during the three days was perfect. Sunny and high 60's, though it felt warmer. Back home in Hanford it was 107 on Saturday. Crowds grew over the three days. We took the time to walk around everywhere and I made the trek up the hill to get the viewing area of the Corkscrew. There was some really great racing going on. Tom Sykes (who Jimmy got a picture with) was on a factory backed BMW S1000RR. He had several 4th places and a 3rd.

On Saturday night, the City of Monterey shut down access to Cannery Row for only motorcycles. Police Officers were on hand to direct traffic on and off the street at both ends in the middle. Hundreds of bikes were there. It's really a unique event. We had a great dinner at El Torito. Then, we walked up and down the middle of Cannery Row admiring bikes all the way to the

Aquarium, took some pictures and talked to people.

The last day of racing was dominated by the riders on Ducati and Kawasaki. Unlike watching on television, it is really special to be there to hear the difference in the markedly different exhaust sounds the individual bikes make. There were several large monitors where you could see the televised race. This was fun to watch and listen to them scream by on the track and then see them negotiate the other corners on the monitor. We left just before the end of the last race to beat the traffic. It was in the high 60's as we departed. I made it back over the 198 to Coalinga, where it was still 100 degrees. Good thing I wore a mesh coat.



Adrian with his R1200RS



Tom Sykes and Jimmy Johnston

Adrian Pineda



Wunderlich America
complete your BMW.

Gear up for your next *adventure!*



Comfort & Ergonomics

- Seats
- Windscreens
- Sidestand Enlargers
- Handlebar Risers
- Footpeg Lowering Kits & much more!

Protection

- Engine Bars
- Skid Plates
- Frame Sliders
- Fender Extenders
- Handguards & much more!

Luggage

- Tank Bags
- Handlebar Bags
- Sidecases
- Luggage Racks
- Frame Bags / Pockets & much more!

wunderlichamerica.com | 831-761-1070 | info@wunderlichamerica.com

BMW Motorrad
USA

Authorized Dealer



The Ultimate
Riding Machine

**A&S BMW
Motorcycles**

Parts

Free Freight, Price Match Guarantee, We Pay the Sales Tax,
Online Microfiche at www.ascycles.com

Service

Free One Day Rental car, Tire Changes as Low as \$21.00,
Full Motorcycle Inspection with Every Service

Sales

Huge Inventory of New & Used Motorcycles; access to Financing for
Challenged Credit, we take Automobiles on trade



A&S BMW Motorcycles, 1125 Orlando Avenue, Roseville California 95661

www.aspowersports.com for details

August Camp Out at Bass Lake

We started out at the BB Diner in Walnut Creek. Although this was the first time at this particular one, BB menu consistency made for fast ordering. Nick Gloyd was clearly preoccupied with the upcoming RoL, so President Kevin stepped up in his place. The ride started out along Morgan Territory Road. This road is one of the reasons why BMW make GSs with 8 inches of suspension, Rick Webb riding a 1150R explained, while at the same time massaging his painful nether regions. The ride then took us down Mines Road (which was fortunately free of pigs) and then eastwards on Del Puerto Cyn towards the Valley. By the time we reached Turlock and stopped for gas the temperature was rising. Kevin declared that he had been around enough corners for one day and suggested taking a more direct route to Bass Lake via Hwy 99. Three hardened club members John Vashon, Rick Webb and myself declared this to be a bit of a copout and stuck to the original route. As an added bonus the Turlock road repair team thought it a good idea to turn a nice road into a GS section so not only did we miss hwy 99, we managed to incorporate a bit of off road. As you can imagine Rick was particularly thrilled with this fortuitous occurrence. Even though we were on the longer route we managed to catch up to the main party in Oakhurst.

The Great Norcal Cook Off competition continued at this camp out, where the clear winner this time was Mark Rodda who brought a cast iron skillet and and cooked a peach and blackberry cobbler on an open camp fire. The mind boggles....

John Ellis



Ted Porter's BeemerShop

Suspension Specialists & Unique Motorcycle Products

HEX ezCAN

EASY SWITCH SOLUTION

All F800 Models

All R1200 Models

All K1600 Models



Power to Manage your accessories!

Add Horns, Brake Lights & Driving Lights Safely!

**Warranty safe
No splicing
No switches
No relays**

Works with your Multi-Controller

GS-911wifi

Diagnostic Tool for BMW Motorcycles

Don't leave home without it!



- Read and clear fault codes
- Re-set service reminders
- View real-time sensor values
- Do component function tests
- Calibrations and much more!

learn more @ BeemerShop.com

Your Source for

Ei Parts & Accessories

- Omega Charging Systems
- Alpha Ignition Systems
- Rebuildable Driveshafts for:
 - R100GS, R100R
 - R1200GS '05-'12
 - R1200GSA '06-'13
 - R1200R & R1200RT
 - R1200S, R1200ST
 - RnineT & RnineT Scrambler
 - HP2 Sport
- ND Starters
- 1/2 Ignition Coils

See all the
Ei Replica Parts & Accessories
at beemershop.com

TRUST ...we earn it!

More Training - More Experience - More Brands

Ted Porter
37-year Industry Expert
with Suspension Training
Certificates from five
Major Shock Manufacturers

Jeff Favorite
25 years Tuning & Designing
Suspension Systems at
Fox Racing Shocks

Ted Porter's BeemerShop
Suspension Masters

visit www.beemershop.com 831-438-1100

CELEBRATING 45 YEARS
UNDER SAME OWNERSHIP



FUN AND FRIENDLY STORE TO COME AND BROWSE AROUND
THREE MASTER CERTIFIED TECHNICIANS TO SERVE YOU
WE DO MONTHLY RIDES - BOTH ON AND OFF ROAD

SPYDER



can-am



TRIUMPH

Store hours - Tuesday through Saturday from 9:00am until 6:00pm

www.cyclespecialties.com for details

THE MOST IMPRESSIVE BRAKE
LIGHT SYSTEM YOU CAN BUY...



OEM



weiser

UltraBRIGHTS 2-in-1

weiser

DRIVING LIGHTS / BRAKE LIGHTS / TURN SIGNALS

weisertechnik.com

[/www.weisertechnik.com](http://www.weisertechnik.com) for details





European Motorcycles

Mountain View 650.966.1183



European Motorcycles

Livermore 925.583.3300

Shop Rides & Newsletters

Experience Shared



SHOP BY BRAND:

BMW Motorrad USA

Authorized Dealer



BMW Motorrad USA

Authorized Dealer



"The Ultimate Riding Machine"

SHORTCUTS NEVER LEAD TO PLACES WORTH GOING. MAKE LIFE A RIDE.

Go where you've never been. Even if it takes a little longer - because that's where it gets exciting. bmwmotorcycles.com

CalMoto

BMW OF TRI-VALLEY
952 North Canyons Parkway
Livermore, California 94551
925-583-3300
calbmw.com

CALIFORNIA BMW
2490 Old Middlefield Way
Mountainview, California 94043
650-966-1183
calbmw.com

©2015 BMW Motorrad USA, a division of BMW of North America, LLC. The BMW name and logo are registered trademarks.

www.calmoto.com for details

San Jose BMW

motorcycles

**DEMO RIDES
AVAILABLE**

Call Today
to arrange
your
personal
test ride

We Offer Consignment Sale Service & We Buy BMW's

San Jose BMW The Bay Area BMW Enthusiast's Choice

Come visit our new Gear Boutique & Customer Lounge . . . Ride By Soon!

- The Bay Area's Best Selection of new BMWs
- Choice Pre-Owned Bikes
- Outstanding Service Department
 - Routine Maintenance
 - Warranty Work
 - Expert Repairs
- Great Selection of Riding Gear & Accessories
- Tires, Mounting & Balancing

Personal Attention

Straight Talk - In-Depth Experience

Dedicated to Excellence in Customer Service



SCHUBERTH

New Styles



Get Your Gear Here!
BMW Riding Apparel
KLIM Adventure Gear
Schuberth Charter Dealer
Roland Sands Design Gear
BMW & Sidi Boots
& Much More



San Jose BMW

1990 West San Carlos Street
San Jose, CA 95128
408 295.0205
www.sjbmw.com

Follow
SJBMW on
facebook!

**San Jose
BMW**

Authorized Dealer



The Ultimate
Riding Machine®

www.sjbmw.com for details



BMW Motorcycle Club
of Northern California



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

Contacts

- PRESIDENT*** (925) 890-8449
Kevin Coleman
(president@bmwnorcal.org)
- VICE-PRESIDENT*** (845) 269-2560
Marc Mergen
(vicepresident@bmwnorcal.org)
- SECRETARY*** (310) 497-0618
Mike Murphy
(secretary@bmwnorcal.org)
- TREASURER*** (650) 534-8739
Hugo Bonilla
treasurer@bmwnorcal.org
- TOUR CAPTAIN*** (707) 849-5582
Nick Gloyd
(tourcaptain@bmwnorcal.org)
- SAFETY/TECH DIRECTOR*** (870) 273-4746
Jorgen Larson
(safetytech@bmwnorcal.org)
- HISTORIAN*** (707) 494-6629
Rick Webb
(historian@bmwnorcal.org)
- NEWSLETTER EDITOR** (925) 918 3106
John Ellis
newseditor@bmwnorcal.org
- MEMBERSHIP DIRECTORY** (510) 427-3309
Russ Drake
twobeemers@aol.com
- ADVERTISING CHAIR** (925) 784-4856
Manny Rubio
Adchair@bmwnorcal.org
- SECOND SUNDAY BREAKFAST** (650) 213-6253
Mark Rodda
ssbr@bmwnorcal.org
- SPONSOR OUTREACH** (845) 548-7446
Elaine Chu
sponsorship@bmwnorcal.org

**Board Member*

Events

Board of Director Meeting

07 Sep 2019, 10:00 AM 12:00 PM
MotoGuild SF, 849 13Th St. San Francisco

BMW NorCal does Bikerdahan!

20 Sep 2019 - 22 Sep 2019

This year we have been invited to participate Bikerdahan, the annual west coast FilipiG. Aside from some really great riding, tons of food and drink, and lots of friendly folks having a great time. And you'd better brush up on your singing because if it's a Filipino party - there's going to be karaoke!

Lake Isabella - French Gulch group site

– check out BMWnorcal.org for more info

Sept Meeting/Campout Prosser Ranch Group Site

Off Hwy 89, Truckee, CA 96040

28-29 Sep 2019

Meet at 8.0am Black Bear Diner, 1530 E. Main St. Woodland,

Leave at 9.0am with full tank of gas, pre-register on web site,

Anniversaries

July	Valentin Cervantes	5
Aug	Mike Ledbetter	5
	John McGraw	5
Sept	Walter Gates	35
	Scott Maas	5
Nov	Robert Wolff	5

www.bmwnorcal.org