



BMW Club
Of Northern
California INC.
July 2002

NEWSLETTER

CHARTER NO. 9 — BMW MOTORCYCLE OWNERS OF AMERICA
CHARTER NO. 210 - BMW RIDERS' ASSOCIATION

July Meeting Brown's Town Campground Bishop, CA July 27-28

Summer is here and that means several things: Elections for the Board which this year brought a new Tour Captain, me, Ross Felling, and riding in the mountains, this month over the Sonora Pass on our way to Bishop. Our campsite is Brown's Town Campground one mile south of Bishop on 395. The tour to the meeting will leave Lyons restaurant in Manteca (1730 E Yosemite Ave, where 99 and 120 cross) at 8:30 AM. Please be ready with a full tank of gas and an empty bladder. We'll have a rider's meeting to share directions and safety tips. From Lyons we'll take some back roads to 108. Heading east on 108 we'll make several stops for gas and, of course, lunch. From 108 we'll head south on 395. Depending on time, we may take some side-roads off of 395, but no dirt.

We have several spaces reserved for us at Brown's Town Campground for both Friday and Saturday. The campsite is shaded and has hot water and showers. The meeting will start at 5:00pm with dinner afterwards in Bishop. The weather should be beautiful, the pace leisurely, and the views spectacular. Tioga Pass might be an alternate route home for those who want something different. Currently 108, 395 and 120 are showing no traffic restrictions.

We are already planning ahead for future meetings. Some possibilities include Indian Creek near Markleeville, exploring California Caverns near Angels Camp, boating north of Eureka, and Death Valley during Presidents Day weekend. If anybody has any suggestions or ideas, please contact me at rfselling@yahoo.com or call me at work 650.780.1082.

Ross Felling, Tour Captain

June Election Meeting Donner Lake



Locals cheer us on as we elect new officers

Other than our Election Meeting, two other events were taking place at Donner Ski Ranch at the same time. One was a motorcycle trials event sponsored by the American Historic Racing Motorcycle Association (AHMRA). For anyone interested in dirt bikes, especially trials machines, this was the place to be. The number of original and restored vintage machines was unbelievable. AJS, Greeves, BSA, Triumph, Penton, Montesa, Bultaco! In addition to the vintage European

Continued on page 3

2nd Sunday Breakfast August 11, 2002 9:00 AM

THE OAKLAND GRILL, 301 Franklin St.
Oakland (510) 835-1176

The Oakland Grill has served the truckers and produce wholesalers of Oakland's produce district for years. Good food and lots of it, traditional American with some California cuisine touches. During the week, the area is jammed with trucks, but on Sundays, it is quiet, with lots and lots of parking. After breakfast, take Claremont Boulevard to Skyline to Wildcat Canyon Road, or any of the other fun roads in the Oakland hills.

To get there from the Bay Bridge: Take the 980 turnoff to downtown Oakland, then the 12th street exit, turn left on 5th Street, then right on Franklin. The restaurant is on the corner of Third and Franklin. From the south: 980 North, get off on Broadway, make the first right you can, then right on Franklin.

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NORTHERN CALIFORNIA
A TOURING
AND CAMPING CLUB**

<http://bmwnorcal.org>

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President's Corner *by Pat Potter, President*



Hey! The New Year has started, the New Board has met, and we are fired up to make this the best year ever in the Club! We're tossing out the old rulebook and shaking things up!! Since you guys didn't kill me for the less than perfect "campground" at Donner, I figure you're interested in trying new stuff—so let's do it! The trick is to get you guys not to pack up your bikes at 0600 Sunday morning. And the only way I can be sure of that is to make you stay up after 9 o'clock on Saturday! This is going to be a tough assignment. But I'm up to the challenge!

So what happened to you guys on Sunday? When you were heading down 80 to get back to the Bay Area before the traffic, Larry Tehero, Gregory Beck and I spent the day watching the vintage trials riders. A lot of the bikes riding over the rocks, through the trees and into the

mud, I've never heard of, have you—Peyton, James, WSK, Cotton, Greeves? I understand the WSK is a Polish bike, and the guy riding it is one of the best trials riders ever. The riders on the Ariel, Triumph and Bultaco were amazing. It was also a thrill to see a celebrity riding—Dick Mann (watch "On Any Sunday" again, if you don't remember who he is!)

To watch the Trials up close, we followed the map and hiked from section to section. The backside of Donner is beautiful—wildflowers, snow and some really weird red vegetation which only Mike Morlin (our new historian and an expert on California flora—honest, ask him anything!) could name.

The hike back down the mountain was the same trail that the all-terrain boarders took when they did their group ride down. You can't imagine how steep and slippery that is unless you try to walk and talk while heading down—I almost lost it a couple of times. But you have to hand it to those boarders—I swear they were made of rubber. The last time I saw that much tumbling was at the Olympics—only these kids were falling on rocks not gym pads!

The whole time we were enjoying our Sunday there was a little nagging voice in the back of my head saying, "You're going to be sorry, the traffic's going to suck!" Well, when we hit Roseville, 80 was stopped dead. So we took the exit, stopped for a soda, got out the map and figured out a back route. We got on 99, cut over to the Delta at Freeport and had a terrific ride home—stopping only for the mandatory Sierra Nevada in Isleton.

So the lesson I learned is—don't worry about Sunday traffic—you've come this far to the campground—enjoy the area—just make sure you have a good map to get you home on the back roads.

Bishop is our next campout—I am really looking forward to riding Ross's inaugural tour. I understand that Juliana has made him swear, no dirt, and not too fast! Should be a blast!!

Editorial Fine Print:

- The deadline for the next newsletter, the August 2002 issue, is July 31, 2002.
- Ads will run for 3 months unless you call and tell us to cancel sooner, or the editor forgets, which is most likely, or we haven't received any new ones in which case we like to have something in that space!
- Please send all material for the newsletter to the editor at the club PO box (address on back page), or email to twored@pacbell.net

Board Meeting

The July Board of Directors Meeting will be held at the home of John and Liz Schulze in San Jose. The meeting will start at 7:00 pm. The newly elected officers are full of energy and have some great ideas for the coming year. This should be a great meeting and all members are welcome to attend. Please call (408) 997-7935 for directions.

Donner Lake Continued from Page 1

bikes there were also some very nice vintage Japanese trials rides as well. Finally, the more modern brands of Beta and Gas-Gas were also represented. These are like mountain goats with wheels. Given the right rider they literally can go over, around, or through just about any obstacle. Amazing to watch.

The other event also taking place at the same time was an all-terrain boarding competition. Sitting on the deck of the ski lodge we had a great view of the side-by-side downhill slalom course and watching the contestants fly down the hill on what looked like snowboards with wheels was a lot of fun. I saw some serious cases of road-rash on some of the racers after they wiped out. Right out of the X-games!

Camping Saturday night at "Potter's Field" was just as advertised by Pat Potter in the May newsletter, "not fancy." Amends were made when Pat decided that the club would pick up the bill and anyway once inside the tent, the outside surroundings didn't matter anyway.



By late Sunday morning most of the club members had left with the exception of President Pat, her husband

Gregory, and myself. The three of us decided to stick around and watch Sunday's trial competition. Unlike other trials' events, this one was set up with each of the ten or so sections spread out around the surrounding hillsides that make up the ski runs during the winter. Riders would complete a section at which time they got their scorecards punched and would then ride to the next section. Sometimes the sections were close to each other and in some cases they were a few hundred yards apart. Riders rode from section to section completing a "loop" which eventually brought them back to the lodge parking area. The three of us decided to walk from section to section and watch the contestants "show their stuff". A few hours later after walking the entire loop we inquired as to how far we had just hiked. Six and one half miles! There is no doubt in my mind that we were the only three people to walk the course. Even the organizers had motorcycles to ride. It was a lot of fun and worth the effort. We saw some great



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Safety/Technical Director's Corner

by Charles Petrie, Safety/Tech Director

Those of you who know me know what a laughably bad choice Al made when he asked me to run for Safety/Tech officer. Since most of you don't, it may be instructive to explain.

First, among those with whom I have ridden for a long time, my nicknames are "Crash Petrie" and "Calamity Charles". I say it doesn't even count as a crash unless it's a high side. My teenaged daughter says I lack death perception. Ok, if you are properly horrified, we can continue.

The Donner Pass meeting was my first long ride after breaking my right wrist. That was after spending almost two years to recover fully from a shattered leg. And that was after recovering from a crushed ankle. And that's just since 1998. My mother says I was visiting the ER before I started school. But I have given up on using the ER as a social venue. As they say in the movies, I'm getting too old for this.

I've been trying to figure out how to ride more safely. It is true that most of my injuries are not due to my motorcycle accidents. But just because I'm not injured in a head-on crash doesn't mean it's ok. I'm reformed. I'm going to try to be safer. It may be instructive for others to see how I try. My friend Linda, were she a club member, would be a great example of a good rider who rides very safely. But maybe

my mistakes will be more instructive than her lack of accidents. Or not.

My first long ride after the shattered leg was to a club meeting at Song Dog Ranch. I missed the little dirt road up the hill, because I was going too fast on the small asphalt road, and saw a sign that said "Dip". I thought "oh, what the h—I, I'm on a bike" and continued at speed hoping for a little "air". As I was going through the ensuing wash with the big rocks and my front end up in the air, I thought, now what did I just say before I found myself in this situation? OK, that's a signal for the future.

Here's a classic. As I was coming back down the road, I saw two other bikes obviously headed for the campout. I stopped and waved. The lead bike, a 1100 ridden by the father, slowed down to talk to me. The following bike, a K bike ridden by the son, didn't notice his father stopping. The resulting collision happened almost in front of me, spraying plastic everywhere. The guys were ok but the K bike was toast. You might think this was just a flaky kid, but I have seen a reigning club safety/tech officer rear-end another bike on a club tour, and come close enough myself to know it's common.

It's hard to see a signal here, because this kind of accident happens from lack of attention. In fact, most of my own

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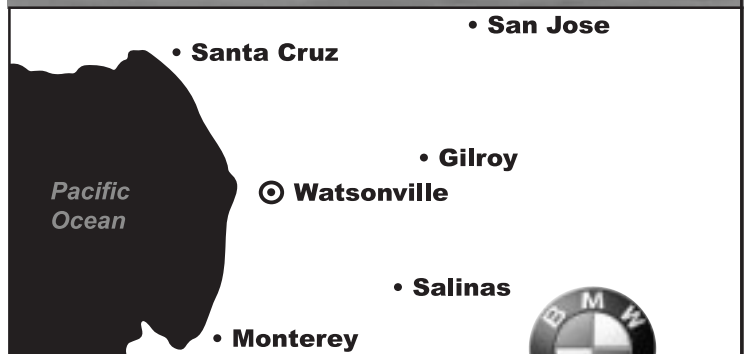
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Motorcycles

Safety/Tech Corner *continued from page 4*

accidents have happened because of that. So one question I ask myself is "am I too relaxed now?" I'm trying to train a little internal daemon that watches my state of attention, and lack thereof, and says "wake up and watch out" every so often.

I don't know if any of this applies to you, but these kind of thoughts have been useful to me. Here's something more concrete. I hit a car nearly head on a few years ago because I thought I could see the opposite lane all the way down the hill and it was safe to pass. It wasn't. There was a curvy dip in the road deep enough to let an oncoming car pop up just as I was along side the car I was passing. Small mountain road and no where to go.

My mistake in this case was in thinking rather than visually ensuring I could see a continuous strip of asphalt for a safe distance on the other side. If you ride enough on mountain and coastal roads, you know that those colored lines in the road are meant for conservatively driven cars. We make our own judgments about what is safe and are responsible for those decisions. They have to be dead accurate. No guessing and no thinking. Now I take extra time and make sure that I am really seeing a contiguous piece of asphalt - and a few more seconds to ascertain the possibility of a car pulling out or being hidden in any way.

Well, this is what you get when no one else volunteers. I'll

go on in this vein from time-to-time. I thought it was important to let you know who's talking here. I'm off to Europe in the morning. Here's my (long) trip report from last summer: <http://snrc.stanford.edu/~petrie/bmw/euro-2001/> Next column, I'll summarize some of the ways in which the rules and conventions are different over there, starting with my Berlin accident.

Thank you note from Fred Carr:

Fred Carr fell and injured himself at the '49er Rally. Fortunately he is recovering and he would like to express his appreciation to all of those who helped out. Fred's letter of June 5 reads:


I would like to take this opportunity to thank you and all the good people who came to my aid when I had my little tumble at the 49er. I made it home Monday evening due largely to the help I received from Rick Mayer who hauled me and my bike and gear to Anderson and then put me up for the night and to my good friend Joel Rapose who picked me up with my bike & gear from Anderson and picked up my R100/7 at Don Repose's house in Lakehead and then took me and both bikes back to Bandon. I am healing nicely but still have some pain in my left hand and shoulder. I rode the K100 yesterday for the first time since the 49er and am looking forward to the Chief Joseph next week. Thank you once again. Your fellow club member, Fred

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It's Good To Be Back!

The last three years have seen me log more riding miles than I did in the previous ten years. After being very active in the NORCAL BMW Club in the mid 70's and 80's I parked my bikes and did very little riding for a 10-12 year period. Three years ago my son Nick, then 11 years old, began expressing an interest to go riding with Dad and since then Nick and I have been riding whenever we can. The summer of 1999 saw us ride to Las Cruces, New Mexico, a 3,000 mile trip! Not bad for Nick's first long distance tour. Actually we started out for Canada intending to pass through Yellowstone National Park on our return leg. However, after leaving home on our R90 we got about 60 miles and had to pull off the road with a broken valve spring. This is when I discovered that my AAA emergency road service card does not cover motorcycles except for gas! Well, after several phone calls and a \$200 towing bill we arrived back home. Two days later we were back on the road. After an oil and filter change, a new rear tire, and swapping the fairing and Krausers, the R60 carried us to Washington State and back.

The year 2001 found me reconnecting with the club after over a decade of absence. Nick and I attended the '49er rally where I finally renewed my membership. It was great to see old friends and make new ones. My very first '49er rally was the last year it was held at Angel's Camp before moving to Mariposa. I didn't miss a single rally until I stopped riding in the late 80's.



Nick attended his second '49er rally when he and I rode up to Auburn for this year's event. We arrived Friday evening and spent the rest of the weekend continuing to reconnect with old friends as well as making new ones. This year's rally has to be ranked as one of the best ever. The vendors, events, and the 1000+ attendees made the weekend a blast! As usual I spent most of the weekend taking pictures. My plan is to start keeping an album that I will bring to club meetings for everyone to share.

This year's June election meeting again found me reminiscing about the past. For years our June meeting was held at "Uncle Runt's" bar and restaurant with camping at the Hat Creek campground on Highway 89 not far from Lassen National Park. However, this year's location and meeting, like the '49er, was one of the best ever.

Donner Ski Ranch which overlooks Donner Lake (if you hike to the summit) provided us with a comfortable meeting room with our own private bar and bartender (no host of course). The room was packed. After the business meeting, elections of new (old?)

officers and the raffle (I won a battery tender) we relocated downstairs for a great BBQ dinner. Whether you ordered the half-chicken or the steak I doubt anyone was disappointed. Dessert, by the way, was incredible. It should have been served with a glass of champagne. You had to be there.

Camping Saturday night was just as advertised by Pat Potter in the May newsletter, "not fancy." But, once I was in my tent the outside surroundings didn't matter anyway.

By late Sunday morning most of the club members had left with the exception of President Pat, her husband Gregory, and myself. The three of us decided to stick around and watch Sunday's trial competition. Unlike other trials' events I have seen, this one was set up with each of the ten or so sections spread out around the surrounding hillsides that make up the ski runs during the winter. Riders would complete a section at which time they got their scorecards punched and would then ride to the next section. Sometimes the sections were close to each other and in some cases they were a few hundred yards apart. Riders rode from section to section completing a "loop" which eventually brought them back to the lodge parking area. The three of us decided to walk from section to section and watch the contestants "show their stuff." We had no idea when we left how much of a hike this would turn out to be. A few hours later after walking the entire loop we inquired as to how far we had just hiked. Six and one half miles! There is no doubt in my mind that we were the only three people to walk the course. Even the organizers had motorcycles to ride. It was a lot of fun and worth the effort. We saw some great riding skills as well as some awesome scenery.

The last couple of years have found me getting back in touch with old friends, as well as introducing me to new friends. In addition the opportunity to share these experiences with my son Nick makes it even more enjoyable. I hope to see you all at future club events.

Larry Tehero



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We had a great sponsor turn-out for vendors and prizes at this year's 49er Rally. We'd like to thank these folks for their support:

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In Remembrance

Long time club members will miss Bill McKay who died on Wednesday, June 12 of a heart attack. He left his wife, Sharon, and three children. Bill had been an active member for many years and was instrumental in shaping the '49er Rally as we now know it.

Donner Lake Continued from Page 3

riding skills as well as some awesome scenery.

Our ride back to the bay area found us stuck in the I-80 parking lot at Rockland. A pit stop at Burger King with some inquires for directions found us making our way on surface roads to the south side of Sacramento where we picked up highway 160, which follows the delta waterways all the way to Antioch. This is one of my favorite rides. Along the way we stopped at "Earnie's Crawdad Bar and Grill" in Isleton for a short break. I ordered up a platter of Crawdads for us to snack on not realizing that Gregory cannot eat any kind of fish. When Pat and I started enjoying our crawdads, which by the way look like miniature lobsters, Gregory had to leave the bar. Sorry Greg! We continued on 160 into Antioch then onto highway 4 and eventually highway 84 which brought us into Livermore. I live in Livermore so we split up at this point. I rode home and Pat and Gregory continued on to San Carlos. For those who attended the meeting I hope you enjoyed the weekend as much as I did.

2nd Sunday Breakfast

September 8, 2002 9:00 AM

Omega Family Style Restaurant, 90 South Park
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Bee Cee Beemers Hotspring Rally 2002, August 16-18, Village Campground on 8th Avenue, Nakusp B.C. Canada. \$25 prereg to 8/1/\$35 (prices U.S.); pre-reg guarantees supper. Two nights camping, poker run, bike games, great meals, tall tales and loads of fun. Crag Heale 604-277-8933 or rally@bcbeemers.com.

Fire and Rescue Ride, September 7, Lakeshore Inn and RV on Lake Shasta in Lakehead. \$25 registration fee includes camping, food, entertainment, and poker run. Registration forms available at (530) 222-8025 or info@gm-design.com. For camping reservations call (530) 238-2003.

Central Cal's Autumn Beemer Bash, September 13-15, Mariposa, CA. This one's still in the planning stage, but you can get late breaking information from Bash-info@attbi.com or 1-888-203-5871.

Wanted

Two-Week Ride to New Mexico The BMW Rider's Association 30th Annual International Rally is August 15th thru the 18th in Red River, NM. I'm interested in hooking up with members of the three Northern California clubs that might want to go... Several friends are taking two weeks off to ride there among other places... meeting them there to reduce the days used. If interested, please contact Mark Townsend via email at mtown@att.net (04/02)

Windshield for Luftmeister Fairing In 1976 I bought a new BMW R-90/6 motorcycle with a Luftmeister fairing. I need a "tall" replacement windshield (measures 24 1/2" from center bottom to center top) and has nine (9) screw holes. A photo of my fairing can be viewed at: <http://161.58.66.86/windshield.htm>. GlennH28@aol.com (03/02)

Read Our Newsletter On the Web!

The club newsletter is now located on the club website (www.bmwnorcal.org). You will find issues from February 2000 through this issue online with color pictures for your viewing pleasure. We offer email notification of website availability to those members who might prefer distribution by this method in lieu of by mail. If this appeals, please send an email to President@bmwnorcal.org.

For Sale

R1100GS rear wheel assembly (no brake disk) with 3" scratch on edge of rim from tire changing machine and ham-fisted mechanic. \$250. BMW p/n 36 31 2 333 331. Might also fit R1100GS. Here's your chance to start on a set of psare wheels and tires. Doug at 650-570-6768 9 AM - 6 PM (06/02)

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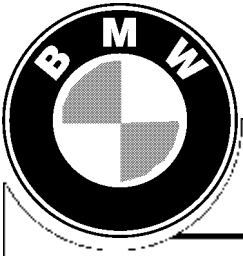
2000 R1150GS meticulously maintained, 27500 miles, Titan. silver with custom paint, new tires, hard bags, Touratech side panels with logo, center stand bash plate, luggage rack bag, injector covers, Remus Genesis racing exhaust system with Carb Fib can (sounds awesome). Includes extra gas tank (not cheap) and stock exhaust system with cat converter. \$12,500. Scott 707-257-8353 or snmkerbs@mindspring.com (03/02)

1987 K75S 81K, Custom Marakesch red paint, Corbin, Progressive fork springs, Progressive shock, heated BMW grips, smoked windshield, altitude switch, stainless front brake lines, upgrated K-saddlebags, nearly new Metzlers, bar backs, service records, well maintained, only ridden by a little old lady on Sundays, photos by email. Price \$3,900.00 Contact Russ Drake (510) 278-9342 or twobeemers@aol.com (03/02)

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1996 R1100GS for sale. Red, 41 litre tank, heated grip, RID, ABS, Jesse bags, Givi top box, PIAA's, Aeroflow Screen, Corbin seat w/backrest, engine guards, hiway pegs, upgrated rear suspension. 40,000 miles. \$10,000 obo MUST sell. ttuba@earthlink.net 408/366-3493 Pictures available online. (7/02)

1983 R80ST Grey, 40K, Very good condition, P-38 Eclipse soft bags, Fox tank bag, Best offer over \$2500. Jim 530 274-2936 or jpsmith@infostations.com (7/02)



CALENDAR OF COMING EVENTS

- | | |
|--------------------|---|
| July 14 | Second Sunday Breakfast – Brookdale Lodge Cafe, Brookdale, CA |
| ✓ July 27-28 | July Club Meeting – Brown's Valley Campground, Bishop, CA |
| ✓ July 31 | Board Meeting – Schulze residence |
| ✓ August 11 | Second Sunday Breakfast – Oakland Grill, Oakland, Ca |
| ✓ August 24-25 | August Club Meeting - Indian Creek Group Campground, Markleeville, Ca |
| ✓ August 30-Sept 2 | Range of Light Gypsy Tour – Starts in Waterford, CA |
| September 28-29 | September Club Meeting |
| October 26-27 | October Club Meeting |

✓ *In this issue.*

The Club meets for breakfast the second Sunday of every month at a location announced in the Club Newsletter.
See inside for details.

Prospective members may receive a complimentary newsletter by contacting the Secretary.



BMW Club
Of Northern
California INC.

<http://bmwnorcal.org>
Ride to Camp; Camp to Ride

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FIRST CLASS MAIL

July 2002