



BMW Club
Of Northern
California INC.
January 2003

NEWSLETTER

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

January Meeting Pheiffer Big Sur State Park January 25-26



January's meeting will take place at 4:00 at Pheiffer Big Sur State Park south of Monterey on the 25th. We have two campsites reserved in my name (#1751422 and 1751419) and one in Pat Potter's name (#1751424). While we do have reservations, I

don't know specifically which sites they are, so the first to arrive at the park will need to ask that all three campsites be together.

The tour to Big Sur will include the best riding roads on the peninsula and a stop in Point Pinos in Monterey. The tour will start at 8:30 AM from MiMi's café (2208 Bridgepointe Parkway San Mateo) in the Bridgepoint shopping center off of 92 in San Mateo (Foster City). We'll head west on 92 to Skyline (35 S). We'll get on 84 W to San Gregorio where we'll get on Stage Rd to Pescadero Rd. From there to Alpine Rd back onto Skyline. Obviously, we will want to take 9 to 236 through Big Basin Redwoods SP and maybe even to Empire Grade Rd into Santa Cruz. From there we will take 1 down to Monterey to Big Sur. All of this is subject to change, depending on the weather.

I hope to arrive in Monterey around noon, we'll catch lunch (not literally) and check out Pacific Grove at Point Pinos. Here we'll explore the museum at 1pm, then the lighthouse (whales are starting to migrate) and the monarch butterfly grove sanctuary (they should be there through February). Bring your binoculars and a jacket. Check out www.pgmuseum.org for details on the facilities.

When finished there, we'll continue south on 1 for about an hour to Pheiffer Big Sur. Once again, if you are first at our campsite, please request the three campsites to be

together, speaking of first, if you are first at breakfast, please sit where we can pull together 10 chairs. If you want to meet us in Monterey, I think we will be at the museum around 1 PM. Send me an email before the tour if you want my cell phone number to call me on Saturday.

Sunset will be at 5:20 on Saturday, so if you want to join us for the tour, museum and meeting, but not in the mood to camp, you will have some daylight to make it back to the Bay Area that night. There is a lodge in Pheiffer for dinner and somebody told me that there's another nice place just south of Big Sur.

The weather for November's tour/meeting was perfect. Obviously everyone followed my instructions for preventing rain. Please do so again for January's tour.

Don't forget February's meeting will take place over President's weekend in Death Valley. An unofficial tour will leave from the Bay Area on Friday the 14th and will head to the Visalia area. The official tour will start the morning of the 15th (from the Visalia area) and I think we'll start with the Kern River (178) into Lake Isabella to Ridgecrest. We have reservations with the Central Cal BMW club in Furnace Creek Camping Mixed Section and don't forget, the Airheads will be there also. More details in the next newsletter.

Please check our web site for links to routes, campsite/hotel information, weather etc. If you look at my route and have a suggestion, please let me know. The final version will be posted the Th. or Fr. before the tour.

New riders and new to the club riders are always welcome! Please contact me with any questions. The normal way things go is we meet for breakfast an hour before departure and then we start each ride with a meeting to go over some essential rules of the road and distribute maps. We review how to ride on highways, single lane roads and keeping an eye on the person behind you. While we might get spread out after a while, it is important to wait for the person behind you when we are at a stop sign or light.

We'll stop for gas, breaks and lunch during the day. We hope to be at our destination before 3 PM, give or take an hour. If you're not into tent camping, feel free to check for local hotels.

Tour Captain, Ross and Juliana "Speed Control" Felling

**BMW CLUB OF
NORTHERN CALIFORNIA**
**A TOURING
AND CAMPING CLUB**
<http://bmwnorcal.org>

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President's Corner *by Pat Potter, President*



Happy New Year! Hope you guys had a great Holiday Season. Mine was pretty terrific—Santa was very good to me. This year I asked for no physical presents—(I was thinking of stuff like walks in the park with the family, a meal cooked, dogs walked, maybe even a charity donation...) but Santa pretty much said “Screw that!” so instead he gave me Bitubo shocks for my R1150R! The difference in handling will be spectacular, he says—can’t wait to find out!

Every year I make a few New Year’s resolutions—this year I have three—two of which involve politics and the environment, so I won’t mention them here, but the third is to dramatically improve my riding skills. Our 2nd

Sunday Parking Lot Practice sessions after breakfast every month are going to make this happen. We had our first session after December’s breakfast, and it was a big success. Fortunately, we had Greg Beck as our “instructor” and Dave Reimers and friend with BMW Police bikes—they stood guard so we didn’t get busted using the Bart parking lot! Hugh Cenac sent me the practice session layouts from the MSF course, so we can do it right. We had ten riders at the December session, and we all felt it was worth it, so next time join us!

A huge thank you to Liz and John Schulze for opening up their gorgeous home to us for the Christmas party—it was a blast. Santa played his part beautifully, though I think he showed a little more interest in Juliana Felling than was suitable—man, you’d think the guy was married to her! There were some pretty great presents shared—but the big fights were around a lasagna pan and my husband’s James Brown doll (OOWWW, I FEEL GOOD!!!) so much for the boring bike stuff.

SATURDAY, APRIL 12 is our next big event. It’s our 2nd annual BMW Club of Northern California SWAP MEET!! You’ve got a little time to work on this—clean out the garage, storage shed, living room—of all your unwanted motorcycle related junk and sign up for a space—or share a space with a buddy if you only have a few things. It was a great turnout last year and promises to be even bigger this year!

We’re renaming May’s breakfast from the usual 2nd Sunday Breakfast to “My Other Bike Is A...” Breakfast. Our club members have the coolest vehicles around—and I don’t just mean their BMWs. At May’s breakfast everyone who has a different toy besides their BMW will be riding/driving it. You’ll get to see Penny, my 1966 Plymouth Valiant Signet ragtop (I know, it’s so cool you wouldn’t dream of missing it!), Cynthia and Steve Kesinger’s awesome black rose Corvette, and that cool secret that John Schulze is hiding in his garage—just to name a few!! So grab your car polish, clean your spark plugs and rev your engines—let’s see just how big a gear head you really are!

The end of May, of course, is the ’49er Rally. (May 23-26). We’ve got lots of new stuff happening. But we want to prepare you for one event, so you can get in shape now. Dave Bostic’s annual Fun Run is now a required event for all club members! That’s right, so start walking!! This year we are ripping off the Bay to Breakers and the Fun Run will be a race between clubs to see who has the wackiest

Editorial Fine Print:

- The deadline for the next newsletter, the February 2003 issue, is January 29, 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



Motorcycle rider in N. 1150 DS. © 2002 California BMW.

CONFIDENCE

SKILL

Ah, our first bicycle ride. Training wheels and a bloody knee. We cruised our driveways and sidewalks. We experimented with steep inclines and, preferably, steep declines. Today however, we get more excited about twisting throttles than pushing pedals and acknowledge that we all still have a lot to learn. That's why CAL goes on rides once a month. To get together with like-minded folk. To emphasize skills that build our confidence on every mile of any road. To avoid the bloody knee.

experience shared.



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Motorcycles

Safety/Technical Director's Corner

Technique Counts



As we all know, it's mostly in the head. But physical technique is also important. And practice. Have you ever ridden behind

some of the more experienced (not to say mature) riders in our club? The ones with 300K miles and working on 400K? They ride through gravel and rain on tight roads with their K-bikes and swoop at high-speed on their flexi-flyer airheads and it seems like it's all the same to them. I'm always amazed. They've just done it all over and over. There's no substitute for experience.

I've gotten a lot out of the mental approach promoted by Harry "Doc" Wong and Keith Code over the years. I probably learned more in two years of train-

ing with them (after an MSF ERC course) than I did in twenty of experimenting by crashing in my youth. (And I am still learning.) Mental stuff ranges from simple things like learning to keep on the throttle when you're too hot in a corner to various kinds of awareness while you're riding. Most of it amounts to Douglas Adams' advice: "Don't Panic." And though I've never taken a CLASS or DPS course, I'm sure those guys tell you something similar. I've had a good friend go to a single CLASS and come back riding 10x better.

And all these guys teach physical technique. Now, they don't teach physics. (However, I recommend *City Bike's* Nov and Dec columns by Don Jenson.) I have yet to hear a motorcycle instructor give me an explanation of why weighting the outside peg is good that had any connection with

my college physics. But the important thing is that it works. For some people. It does for me. When I am getting set up for a tight corner, I really feel good having that outside leg pushing on that peg. All the good instructors will tell you that if it doesn't work for you, don't do it, but try it.

So there's this "controversy" between Code and Pridmore. The former says countersteering is the key to turning and Pridmore says it's body english. Code says the latter doesn't work and now has a "no BS" machine to prove it. If you've been reading *City Bike*, you know it's not that cut and dry. In fact, it's a lot less cut and dry in my experience.

Not only does Harry Wong advocate weighting the outside peg in a turn, but Keith occasionally gives a special class in Harry's clinic and goes one step further. Most of what you hear from Harry, read in a *Twist of the Wrist II*, and are encouraged to do

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in track schools, is about riding real fast. Keith's exercise in Doc Wong is about slalom riding.

We've never set up actual cones, but Keith teaches how to swerve back and forth real hard at slow speeds. The trick is not to push the bike down like one does in dirt riding. Instead, one pushes hard off of the outside peg and get the body leaning hard towards the ground. The bike doesn't have to lean quite so much and it's easier and faster to throw your body around than the bike. Some people are reluctant to do this. My advice is to always get your body as close to the ground as possible. That way, if you have to fall, you don't have so far to go.

Politically, this is interesting because Keith doesn't teach this in his track course. I've done that course three times and if I bring it up in class, he cuts me off and says "Let's concentrate on something that works." Because of "the controversy," he can't be seen to be teaching something that might be called body English.

Now this pushing on the outside peg at slow speed is in fact about counter-steering. You're using the outside peg to push the opposite arm out. And this helps when you need to flick the bike at high speed too. And since you've weighted this peg, you may (I do) feel more comfortable moving your body COG towards the inside.

I hesitate to call this "leaning off" since real hanging out there will cause the frame of an old airhead like mine to vibrate like a rubber band. But a little helps. And Keith's lean machine also helps. You can learn to push on that outside peg, hug the tank, hang off, and steer the bike with just your finger tips in tight turns. When you're putting no pressure on the bars, you're sitting just right. For me, that's also body english, but never mind. (By the way, if you're interested in improving your slow riding skills, check out Pat Potter's informal workshop after the 2nd Sunday Breakfast, and the Skills Clinic and Asphalt Trials at the 49er.)

Technique is possibly more important in dirt riding. But I gave up flat track racing. After half of one lesson. That is the most serious injury I have ever had on a

motorcycle and the only time I couldn't walk out of the ER after a fall on a bike. So no more for me, and I can't really tell how to do it right. But I can tell you it's important to perform flat tracking technique correctly.

In this kind of dirt riding, you go into the corner with your back brake locked, pushing the front wheel into the turn and, magically, turning, instead of just flying into the wall. Then you power slide out of the turn. You have your weight on the front tank and your inside foot out by the front wheel ready to slide.

Once you learn how to do this, it must be habit-forming. I saw Eli from Cal BMW doing this on Mount Hamilton on an 1150 GS recently. But I couldn't manage to do it properly on a Honda 125 in the dirt. The only time I actually put my foot on the dirt to keep the bike up, my foot stuck on the track. What happens then is that the heavy dirt boot picks up a lot of relative momentum. You are twirled backwards, following the boot off on the high side. One can land, still spinning, on this same boot. I call this the "Petrie pirouette." Not recommended.

But even if you're not using the foot slide technique, there's a lot to learn in the dirt. Most of it amounts to speeding up when you'd rather slow down. If you take a Hollister clinic with Harry or Kari, you'll learn most of what you need to know, on your own bike.

That's another thing. I didn't really fit on that little 125.

I do better on my R80, because, well, size matters.

President's Corner

Continued from Page 2

costume and is willing to run/strut/walk the 5 kilometers through downtown Auburn. Individual costumes and times will be awarded, too. But as the home team, we really have to come up with a cool costume, so start thinking! By the way, if you are at all creative, HELP, WE NEED YOU!!!

Hope you're having a great New Year! See you at Mimi's Restaurant on the 25th!

Pat

Coalinga Tour

By Tim Garb

Although it's been nearly thirty years since my first BMW ride, I'd never participated in an organized tour until deciding to ride with the Nor Cal group to Coalinga on Nov. 23rd and 24th. The name Coalinga is derived from 'Coaling station A' which has received a far more agreeable linguistic makeover allowing for a morphed word that rolls off the tongue with much more flair than its more industrial sounding predecessor.

Riding in from Reno, I arrived at the Denny's parking lot in Gilroy just in time to receive a map along with coordinates and oral instructions from ride captain Ross. The buzziness of wind and earplugs however made the instructions all but inaudible - hence the need for remedial hand signal instructions entertainingly provided by Charley later that evening.

Gilroy, the 'Garlic Capital' left no olfactory trace of its pungent odor for me. This might have been due to my post harvest arrival or perhaps my lack of sensitivity, which my wife would enthusiastically endorse, or even the sprawl of housing gobbling up much of the farming acreage. In any case, I was struck by the need of these communities to be identified as a capital of something, be it garlic, or in the case of Parkfield, earthquakes. Even Hollister might rightfully claim its championship as the Hollywood biker brawl Mecca from its nonevent of the late 40's.

Ross's announcement that a comfort stop only an hour down the road was a relief. Off we go at a spirited pace through rangeland affording expansive vistas. The ride even included something I had not expected to see - cotton fields - which I had noticed before in Anatolia near Konya, where workers still harvest those little balls by hand. The dips and swoops of the route serve to accelerate the gurgitation of the riders' gastrointestinal contents, but promised

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A&S

'49er Rally Update

The holidays are behind us and we need to get down to making plans for the upcoming riding season. Top on your list should be the 31st BMW Club of Northern California '49er Rally to be held in Auburn, California on May 23rd to 26th.

We are still looking for some help with the Rally and a few key spots remain open. Chairperson positions still open are (1) GS Tour, (2) Poker Run Chair, (3) English Trials, and (4) Friday Bay Area Tour. We are also looking for some volunteers to work some of the short shifts at the rally.

We have some great plans for this rally and we would urge all members to put this event on their calendars and don't forget to tell your friends. This is your rally and we value your input on ways to improve it and make this rally fit your needs.

If you can help or have other input, please contact:
Joe Edwards, Rally Chair 2003, at (408) 293-5933 or drnorton@pacbell.net



To volunteer for short (and easy) tasks at the rally, contact:

Liz Schulze, Staffing Coordinator at (408) 997-7935 or twored@pacbell.net

Above:

Why is this person riding in the mud? Just part of the Coalinga experience and another chance to help your buddy out of the deep stuff.

SJ BMW

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relief would soon arrive. However, the appropriate porcelain receptacles to contain the result of that 2nd or 3rd cup of Denny's coffee are nowhere to be found along the dusty shoulder at the stop sign where we halt to answer 'the call'. For the male members this is not a serious issue since metal fence posts serve as suitable targets for relief. The female riders seemed chagrined at the lack of something more suited to their needs.

It was here that I notice the missing wear bars and flattened profile on my rear Bridgestone and I now need to pay heed to the abrasiveness to the chip and seal which will act as a grinding force to accelerate wear if and until I can be reshod.

The chosen route, at times narrow and gravelly while at other times smooth and twisty, takes us to our lunch stop in Parkfield, the earthquake champion. A group of heavy metal, black leathered, and babushka attired Harley riders are

just finishing up when we arrive. No Hollister like brawl erupts as BMW and Harley enthusiasts peaceably acknowledge the others presence.

Curious as to how Parkfield might support the claim of 'Earthquake Capital' I walked around a bit with the others including Thayne who had ridden in from Salt Lake City. Would I find twisted steel, or heaps of rubble? No, instead there stands a rock consisting of two perfectly mated sections roughly twelve feet apart that represents the separation at the San Andreas fault that is cleaving Parkfield at the rate of over two inches per year. Millions of years from now a future ride to Parkfield might include a beach rest on the Pacific instead of a rural lunch in ranchland. Our Parkfield departure is enlivened by a cattle drive in which a cowgirl is directing traffic with impatient 'git along' arm motions directed at the BMW group. Has she been taking cues from the Kawasaki hand signal book to spur us on our way?

Our campsite arrival has one last obstacle - a muddy stretch that provides one GS rider with a mudslinging demonstration of how to extract oneself unaided from campground slime at Coalinga Mineral Springs. Don, recently decommissioned from riding has nonetheless graciously offered to transport beer and other unwieldy items for the potluck. Charley, our master chef was diligently preparing the evening salad in an improvised container divorced from its original intent. The bottom half of a cardboard box has found new life as a salad bowl. I'm relieved to discover that he's gone easy on the Gilroy, but was that Castro oil with the vinegar or just my imagination?

An emaciated greyhound mutt has delegated himself guardian of picnic food. All is well until the appearance of 'Carah', a nicely trained shepherd who implies a serious threat to the greyhound's protection of Charley and

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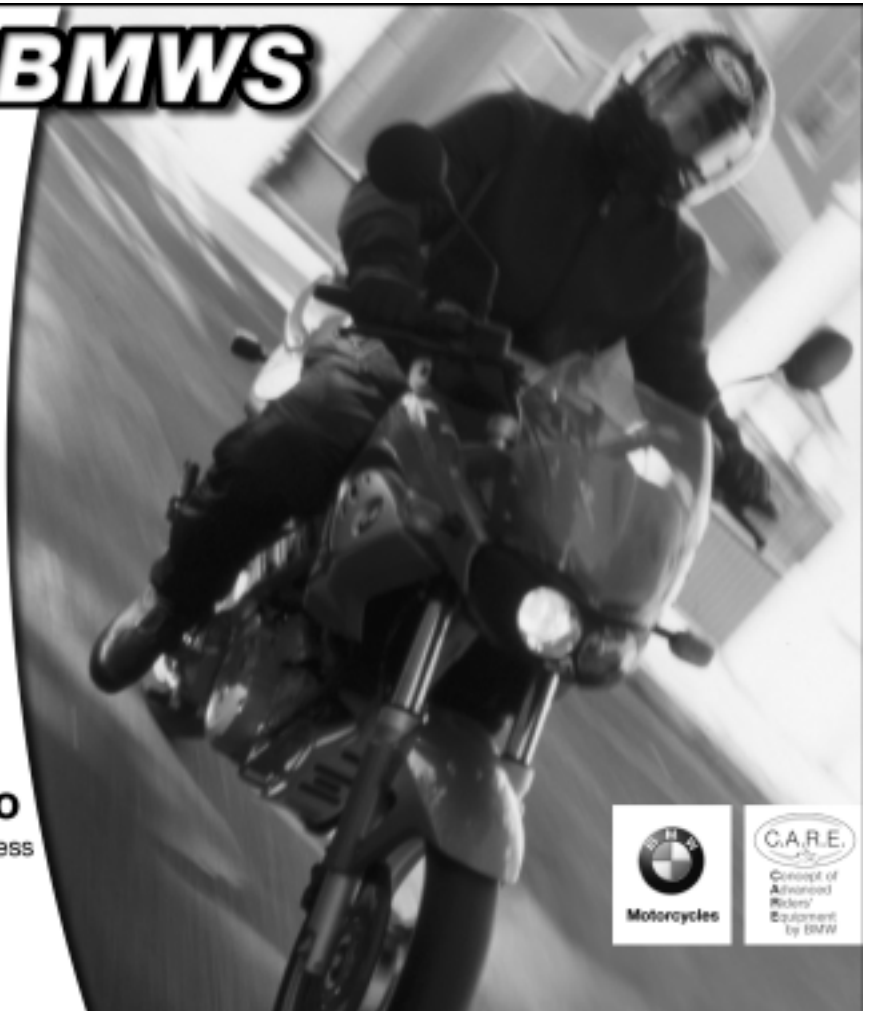
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his duties. Snarling and snapping erupt as the defender and usurper tangle Hollister like until truce is restored by leading the greyhound back to his nearby trailer home.

The Spartan like 'restroom' facilities of our previous rest stop appear to be a thing of the past since porcelain is at last apparent. That's the good part. Unfortunately they stand uselessly detached from their connections. Have seismic tremors from the world's earthquake epicenter extended destruction to our campground?

Huddling around a campfire that evening, Charley provides for the entertainment in the form of 'guess what this means' while miming hand signals from the Kawasaki book. Interpretations range the gamut of 'Danger, helicopter pilot ahead who needs to pee' to 'Watch out, CHIPs lurking, let's turn back'. Most of us conclude that apart from silly campground entertainment, the guidebook provides more confusion than enlightenment for group rides. After a quick check of the starry sky, I decide to spend the night untented as is my habit from the many nights spent backpacking alone on trails at both ends of the country.

Morning brings a heavy fog for the return trip by way of San Jose. Accompanied by Tom and new member Peter, I arrive at Road Rider in San Jose with the rear tire still holding air even though a piece of metal was protruding from it. They even have my size in stock. With a new Bridgestone mounted and having successfully traversed the capitals of garlic, earthquakes and biker brawls, I'm back home in the state known for its luck.

Comment on the Oil Sight Window article:

Dear Editor;

I just read the November newsletter and noticed an error. On page 9 in the "Oil Sight Windows" article it says: "In cool days especially when the engine block is really cold, it is contracted ,so there is a bigger gap (tolerance) than usual with the seal that holds the window,,,". When the engine is cold it is contracted, but the gap is SMALLER. The block is contracted around the sight glass hole, so the gap is tighter. That is why you heat jars to remove stuck lids. Also why a wheel is heated to seat new wheel bearings.

David W. Funk
'94 K75S
Pleasanton, CA

P.S. Who are the guys at ADV rider?

Finding Us Online

You'll find the club at www.bmwncal.org. Go online for updates. You'll also find updated news for club and other events, and a pdf version of the club newsletter with color images.

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Nedim L. Tosyali

Board Meeting

The January Board meeting will be held on Wednesday, January 29th at the home of Ross Felling in San Mateo. Call Ross for address and directions: (650)548-1012. All are invited to attend.

First Timer!

Peter Carrie from Sunnyvale was the "First Timer" at the Coalinga Meeting. Welcome Peter!

Second Sunday Breakfast

February 9, 2003

Live Oak Kitchen

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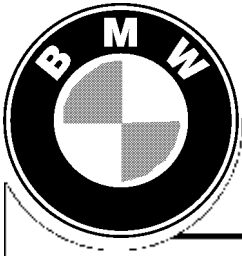
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Charles delivers Safety Report



Let's see.....West is where?





CALENDAR OF COMING EVENTS

January 25-26	January Club Meeting - Big Sur
January 29	Board of Directors Meeting
February 9	Second Sunday Breakfast -
February 15-17	Death Valley Ride
March 9	Second Sunday Breakfast -
March 29	March Club Meeting
April 12	Swap Meet
May 23-26	'49er Rally

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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January 2003