

MAY 2016

NORCAL NEWS



Ride to Camp

Camp to Ride



This month featuring
Rear Drive Death in Valley
What's in a BMW Guarantee
Wilbur Suspension Rebuild
Call for 49er Volunteers
Junction Bar and Grill Reopens

BMW Motorcycle Club of Northern California

Memorial Day 2016

May 26-30 Mariposa CA

FEATURED SPEAKER: Ted Simon, author of Jupiter's Travels

Doc Wong Street Riding Clinic • Lance Thomas GS Training • GS Giants Field Trials
GS Rides • Guided Rides • Poker Run • Field Trials • Vintage Motorcycle Show • Live Music
Vendors • Free WiFi • Charging Stations • Bike Wash • Bier Garten • AND Prizes

Rally costs \$55 adult / \$25 child under 12 years pre-registered, children under 6 admitted free

\$65 adult / \$30 child at the gate. Pre-registration ends May 22

Saturday Dinner with vegetarian option \$18 (pre-registered only).

For information, registration and updates, please email the 49'er Rally Chair: Tom Connolly, 49erchair@bmwnorcal.org

<http://bmw49er.org>





**Ride to Camp
Camp to Ride**

Editors Notes

Big thanks for to all this months contributors, especially Fred Montoya's big write up describing his memorable attempt to reach Death Valley. After spending many dollars Fred's LT is back on the road hounding down those pesky S1000RRs.

Nobody reads this section. I know this because nobody claimed the \$100 bill I offered last month as a prize to anyone who could name the most popular motorcycle in this club. It's too late to enter now, competition is closed. So even though no one reads it, I would like to commend all those who have volunteered many hours to help putting together the 49er; in particular Tom Connelly, Dan, John, Ted and other members of the board. The 49er is going to be something special this year, and there is still an opportunity for every member to contribute an hour or two of time to help out during the rally. Please see the request from Ted on page 3 and sign up.

For the 101 highway clean up day last month only Ed and Fred showed up. It was on a weekday so those poor people who go to work everyday are excused this time. Keep an eye out for the next one, and maybe a few more will show up to help Ed.

For all those Junction Bar and Grill fans, it is now open everyday (except Wednesday) 11am -7pm . See review and pictures on page 7.

John Ellis



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SECOND SUNDAY BREAK-

FAST

Open Position

**Board Member*

President's Report



The days are drawing down for both both the 49er and the end of the year for the current Board of Directors. Dashing towards the finish line, I feel excited about our Rally. Everyone involved has dived in head first. Some have been helping at Rallies for years, and some have been going to Rallies

for years.

With everyone pitching in, this year will be great. We've got much in store at the Rally. I've been part of the planning with Tom for the rally. I've never undertaken anything so large and complex

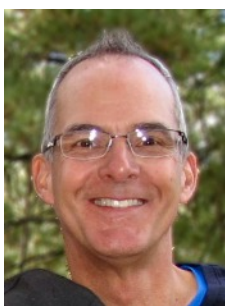
as the 49er. I can't imagine taking it on without the support of everyone volunteering.

In the last push leading up to the Rally, tell everyone you know or meet on a motorcycle about our Rally. Post on all the forums you visit and post on different organizations/individual's Facebook feeds like MOA, RA, GS Giants, Ted Simon, and all the other speakers and vendors participating in the Rally. Let them know you are excited to see them at the Rally.

As we are sprinting to the 49er, our next event is on horizon. The Range of Light needs attention. Drop me a line if you are interesting in Chairing the event.

Ran Rowe

Treasurer's Report



It's "gas on" right now with everyone on the BOD and many volunteers working tirelessly to make the 49'er Rally a huge success in 2016. Please continue to contact your friends, fellow riders or complete strangers and invite them to join us at the Mariposa County Fairgrounds on

May 26th and 27th!

Speaking of volunteers, please take a moment to visit our website and signup to volunteer a couple of hours of your time at the 49'er in Registration, Rally HQ/Store or for the Beer Garden! If you have

questions or need assistance with signing up, contact Ted Crum at tourcaptain@bmwnorcal.org.

Serving as the club Treasurer is a lot of fun and it's a great learning experience. The June elections are about 45 days away and we need someone like you to take on this key role for 2017.

I'll be continue to be involved with the club next year and available to support the new Treasurer and ensure a smooth transition. Please contact me to discuss this opportunity and I'll share the details!

Thanks for your continued support and if you have questions shoot me an email at treasurer@bmwnorcal.org. Wherever you ride, think safe!

John Washon

Volunteer to help at the '49er!

The dance card for the big jobs (Registration, Headquarter, Bier Garten) is not half full, and anyone who would like help can go to <https://goo.gl/SCb6xy> and pick the times they'd like to help. 2-hour shifts are shown in grey tones, and taking a whole shift or two helps us the most. Then email me tourcaptain@BMWnorcal.org and tell me "Bier Garten, Sunday, 12-2" or the like, and I'll put you on the list. It's good when generous helpers are "flexible", so we can fill in spots later, but please make specific choices first.

Ted Crum '49er Volunteer Coordinator

Penamint Springs

Fred Montoya's Death Valley Ride



Well, it was time for the anticipated Death Valley camp out and meeting. I always enjoy this camp out and like visiting the Valley especially in the early spring or late fall. Even more enjoyable is the ride there and return ride through the Sierras and back to Oakland. I decided to ride my K1200LT because it is fast, comfortable, and has not been ridden for awhile. So I replaced the spark plugs and changed the oil and filter.

Checked out the tires and other maintenance items. It all looked good and ready to ride to the desert location. Ah, I'm ready to ride with my favorite riding partner John Ellis, who always plans out a great route with twisty and interesting roads. And a buddy of Steve Kissinger, Gene Austin, was added to our riding team.

We decided to leave Thursday March 24th. This would give us time for a good ride and visit to the Navel Armament & Technology Museum in China Lake that Gene wanted to visit. Apparently Gene has tried to visit the museum three times in the past and has not succeeded for various reasons. So we put this venue on our agenda. The day before our departure I pack my clothes and repack as I eliminate unnecessary stuff. Oh yes, I pack a stove, utensils, cook ware, and food for three days. Don't forget coffee ! My tent, sleeping bag and all that stuff is ready and cleaned for the trip. Alright guys - I'm ready.

It's 5:30am on Thursday and I rise out of bed ready for a great weekend of riding, camping, and camaraderie with a good group of like minded people. My bike is packed and everything is strapped on tight and all is well. I head toward Pleasanton to meet John Ellis. I arrive on time and John is doing his last minute packing and strapping down his load. OK - we set off on time and head to I680 to meet Gene at the Flames Cafe in San Jose. Traffic is mild and we get to the Cafe ahead of time. Gene finally arrives and we take off to ride the fantastic roads John has designed for us. We reach Hwy 25 and begin riding the twisting roads and viewing the beautiful scenery and picturesque geography. We continue to Hwy 198, 41, and catch Hwy 58 out of Asascadero heading to Bakersfield. Alright, going is good and swift. We turn onto Hwy 178. The beautiful road and rock walled scenery is so picturesque it is hard to keep my eye on the road. There are cars in our path so we slow down our swift pace. Good - I can view more

of the rock structures and the Kern River that is flowing. We arrive at Lake Isabella around 6pm. This is our destination for the evening. We stop at the same campground John & I camped at last year. Only two other campers were there so we had our pick of camp sites. The lake was very low, as it was last year. This really reminds us of the severity of our drought situation. It is sad to see such a beautiful lake almost dry. The mountains that surround the campground reach up to the sky and some still are mildly snow capped. The wind is blowing and gusting very fast & hard. We set up camp and after dinner we settle into our tents for a good snore and sleep.

The next day we wake to a nice day. Sun shining and most of all no fierce wind. I cook oatmeal and have a cup of tea. Of course John could not turn down a cup



of tea. We pack our gear and head to Ridgecrest and the China Lake Museum of Armament & Technology. Oh - Gene is excited and ready to finally see the museum after three other attempts. Gene is a guru of Air Museum's and has visited many of them across the United States. He is well informed and interested in air flight and shares basic information with John and me. We get to the Guard house and they ask for our ID. Within 15 minutes we are going to the museum that is located in a tightly guarded military base. Wow - I had no idea that China Lake has been a research,



development, test, and evaluation site since 1943. Its facilities and ranges cover more than a million acres in Southern California's Mojave



Desert. They have been involved in everything from submarines to satellites, dumb bombs, small arms to sidearms. We met the receptionist, Lynn McIntire, as we entered the museum. She was very pleasant and since there were not many people at the museum she began showing us around like a docent, (I think it was because we are such good look'n guys). We asked her questions and she explained history and identified various aspects of the bombs, missiles, and development of the facility and air warfare. It was very interesting, eye opening, educational, and awareness of where much of our tax funds are used. After a couple hours we were ready to journey to Death Valley and set up camp, have dinner, and enjoy other club members.

We gassed up in Ridgecrest and headed to Hwy 395 and caught Hwy 190. This would take us to Panamint Springs Resort and onto Furnace Creek. We were cruising and glad to be getting to our destination. My old LT was humming and the ride was comfortable and interesting. As we headed up the mountain on Hwy 190 toward the crest that winds its way down to Panamint Springs, I began to hear a whirling sound. Oh No! Whats that? I slowed down and tried a variety of things that might be the cause of the noise that was getting louder. Nothing worked so I stopped. John and Gene turned around and we tried to identify the problem. I thought it was a wheel bearing and John thought it could be something to do with the drive shaft. We found a turn out space and put the bike on the center stand. We spun the wheels and could not hear the whirling sound and the bearing seemed to be OK. So I decided to ride slowly down the hill to Panamint Springs. Hopefully I can make it before breaking down on the side of the road with no shoulder and a shear drop off down the canyon. Going 25/30mph on the edge of the road going roar, roar, roar; with John and Gene behind me with their emergency lights on, we finally arrive at Panamint Springs. Whew ! I'm sweating and glad to be at a stopping spot where I can call for help. I decide that this will be as far as I can go with the LT. We huddle and I convince John & Gene to proceed to

Furnace Creek and I will call the MOA emergency tow service. I get John's cell number and agree to call him at 6pm to give him an update. Since there is no cell coverage I head to the restaurant to use the land line. What? There is no land line and I am told there is only a satellite phone at the gas station that they do not let the public use. Darn - what do I do now? After talking with the attendants at the counter and describing my situation they realize I am not going away so they might as well let me use the telephone. They say alright you can use the phone but it will cost \$2.50 a minute. I agree to their terms and call the MOA emergency service line at a cost of \$30. Thank God they did not keep me waiting long for an available agent. I explained my situation and they contacted a tow service in Bakersfield. The tow service called back and said I was covered for 100 miles with the MOA coverage but I would have to pay for 75 miles out of pocket; (ie: \$525 but negotiated down to \$350). Since I had no place to stay, no communication or transportation I resigned to pay them to tow me to the BMW dealer in Bakersfield. The tow truck arrived at 10:30pm and I was happy to get going. We arrived at the dealership about 2:30am Saturday. We placed the bike in front of the service door and I rented a room at a near by motel. I was back at the large dealership by 9am to talk with the mechanic. They were very accommodating and took my bike in and placed it on a stand. After riding the bike and placing it on the stand, Rick the mechanic told me the problem was the bearing on the final drive. They did not have the part and would have to order it. Since it was Saturday they could not get it until next week. So I decided to rent a car and drive back to Oakland and pick it up the following Saturday. Luckily my son had planned a trip to Death Valley that weekend and I caught a ride with him. I picked up the bike that was fixed and ready to go. No problems just a smooth quick ride back home.

Another adventure and an interesting motorcycle ride. Thanks John for your help and support!
PS The mechanic told me that if I would have ridden just 10 miles further the drive would have been destroyed.

Fred Montoya



Suspension Rebuild

Coming back from the Death Valley and completing around 500 miles in one day left me feeling a bit sore in the nether regions and overall pretty shaken. This is not good since this summer I am expecting to take multiple long distance rides. The ideal solution to this would be to purchase a new bike such as a 1200GS with adaptable and adjustable long travel suspension. Unfortunately this is really not in the cards. I did purchase a new Airhawk seat before Death Valley but it did not work as well as it has in the past on other bikes under different riding conditions.

The only other option was to look at the suspension. I currently have Wilbur shocks installed that I purchased on Ebay and had rebuilt a couple of years ago by Ted Porter's shop. However, I had done close to 36k miles on them since the rebuild, so I figured it was time to have the experts take a look at them, to see if they needed rebuilding and to determine if there was anything that could be done to give a more comfortable ride. When I had the shocks rebuilt previously I simply pulled them off the bike and took them in to the Beemer shop. The experts did due diligence, asking me about my weight and what I normally carried on the bike, what sort of riding etc. The end result was the shocks were returned to something that was close the "factory standard". However, things have changed over the last couple of years and I have lost a bit of weight. This time rather than just taking the shocks in, I first rode the bike over Scotts Valley so they could check out how it sat, and rode.

I arranged an appointment with Jeff Favorite, one of the suspension experts at the Beemer Shop, and he started off checking to see if the damping was still working and verifying the spring rates to be correct. He then went on to measure the "free sag" and "rider sag" (see box for explanation). It turned out I had 7mm too much sag at the front and 10mm too much at the rear. This was because in my ignorance I had wound out the pre-load to give me a softer ride. Unfortunately springs don't work like this and all I had done was to reduce the amount of suspension travel available. Big mistake!

Next Jeff went for his helmet and took my bike out for a 5 minute ride. He came back and said he thought the front was OK but the back was harsh, and said he could make it better by changing the damping to comfort. Changing the characteristics of the damper is not simply a case of using a different part; the new arrangement has to be carefully shimmed and takes an extra ½ hour to do. Now I was interested, "comfort" sounded like a great concept.

A week later I pulled the shocks off the bike and took them both in for a rebuild while I toddled off to breakfast. In total it took around 3 hours, and I managed to take a couple of pictures of the job in progress and the Beemer Shop equipment.

I fitted the rebuilt shocks (as delivered) and the first thing I noticed was the new ride height. Felt much higher. Handling hadn't changed enough to be noticeable. From a ride point of view it felt a little smoother over the bumps, but I really need to do a 500 mile day to see whether the improvement is enough. I am now secure in the knowledge that the bike's suspension is as good as it is possible to make it with this generation of suspension technology and the limitations of the frame design.

One last point I would like to mention. As I sat in the waiting room waiting for the shocks, I overheard Ted

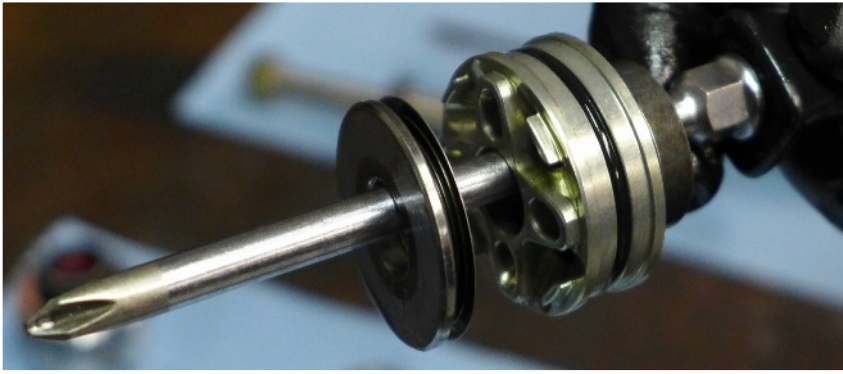
Rider Sag is the amount the bike settles with the rider in place. The amount depends on how the bike is used. For most road going sport touring and adventure bikes the rider sag is generally 30%-33% of travel.

Free Sag is the amount the bike settles under its own weight and is typically about 10% of travel for the rear shock but is typically measured only after rider sag is set. Static sag for the front end tends to be about 20% to 25% of travel. The majority of the payload is over the rear shock. If the rear sag is excessive, this will lift the front end and cause less front sag not more.

Definitions thanks to Ted Porter

talking to customers and suppliers all over the USA. He is very helpful and spends an inordinate amount of time with each customer to recommend custom shocks to specific customer needs. However talking over the phone is not the same as taking your bike to the shop, having the experts check, measure and ride it. BMW NorCal owners are extremely fortunate to be geographically closely located to the Beemer Shop. If you need suspension work it would be silly to do anything without visiting them first. The debate is not whether Wilber or Ohlin is better, but whether the shock is optimally set up on *your* bike and with *you* riding it.

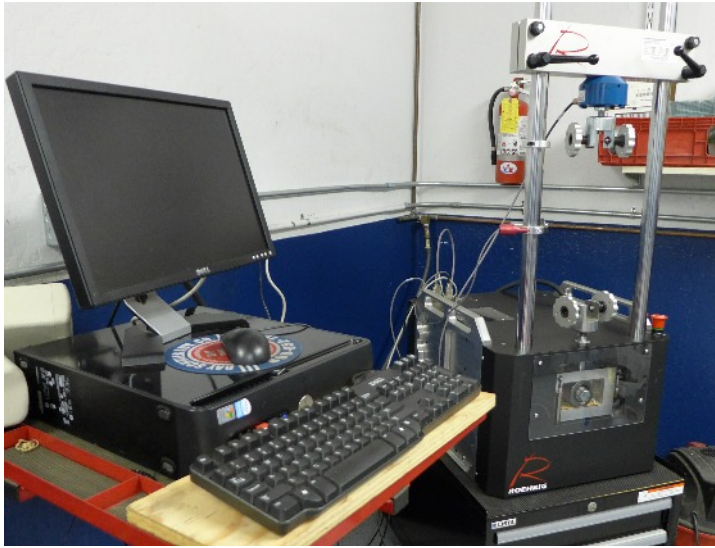
John Ellis



Wilbur Damper valve



Jeff Favorite working on my shocks



Roehrig Dynamic Shock tester



My front shock in pieces



Junction Bar and Grill Reopens

The junction has reopened under new ownership. (See Jerry part owner in picture). Not as quirky as before but the same friendly service and the food is really good. Yes, I mean really good. No longer the frozen patties of some years back, but really good, hot, freshly prepared food.

Please note the reviewer has no connection with this restaurant and paid for his burger just like anyone else



BMW New Warranty



A question from one of our members about the ins and outs of the warranty on a new bike prompted me to do a little research. I had a nice chat with a service dept. rep. from one of the bay area dealers and here is what I found out.

First the particulars of the warranty. It's 3 years or 36,000 miles whichever occurs first. It covers everything except consumables such as tires, brake pads, fluids and filters, and the following sub items: 2 years for the battery and BMW accessories, such as panniers or clothing included with the original purchase. 1 year for paint and chrome, though he did say they are pretty good about extending that if there is an obvious problem from the factory. 6 months for H-4, LED, and xenon bulbs, as these can be very expensive to replace.

To keep the warranty in place, all the recommended services must be done, and of course damage from negligent use or a crash is not covered. Here's the good news. The services do not have to be done by a dealer as many think. Any brand service dept. or independent shop, or even the owner may do these. Here's what is required: Keep good records of what is done. That

could be a work order, invoice, or all receipts if done by the owner and fill out the service record area with date and mileage that came with your new bike.

What about after you get that new bike home and want some non-BMW accessories? Adding aluminum bags, more LED lights or other electronics will not affect the warranty with one exception; if the wiring harness burns up because something was done improperly, BMW won't cover that. Adding a pair of fork gaiters to that GS is OK too, providing nothing is damaged during removal and reinstallation of the fork legs so just be careful! Same goes for that extra tall windshield, large luggage rack etc. BMW will continue to warranty the original bike, and there should be a warranty with each of the aftermarket items from their respective manufacturers, so be sure to inquire about that with each new purchase. I hope that clarifies things for anyone contemplating a new bike!

I have decided not to run for re-election as your Safety/Tech representative, even though I've enjoyed serving you and our club. Safety should be everyone's priority, so here's a chance to share your views. Thanks to All; Ride safe!

Steve Kesinger Safety Tech

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Tour Captain's Report



The April ride to Black Butte Lake, near Orland, started at the "Huckleberry's" restaurant in Benicia, where they gave us a private room. The "Southern style" food was good and the service was great; we had 19 at breakfast. The ride took us through Suisun Valley, where a beautiful detour to Mankas corner and up Gordon Valley

added variety and got us around some slow Harleys. We looped around the Napa Valley, and past the Hennessey Reservoir, then through Pope Valley and Winters on the way to Hwy 16 and Guinda. The Napa excursion got us to Guinda at lunch time, and we enjoyed the BBQ and beer selection at Guinda Commons.

Visiting rider Dan Mullholland had contacted me earlier about adding a GS loop, and he led about half the group west at highway 20 and on a dirt route (Bartlett Springs?) to Stoneyford while the rest of us approached via Maxwell, Sites and Lagoda. The street group came out a half hour ahead. On the pre-ride 2 weeks earlier, the hills from Sites to Black Butte had been a shaggy dark green, with layers of wild flowers; now the grass was patched in brown but recent rains kept the flowers in bloom - just beautiful!

The Orland Buttes group site had gazebo-covered tables and plenty of space; several of the sites had

lake views and the lake was full. The washhouse just across the road had showers. The Farwood in Orland was full, so several of us enjoyed "East Coast Food", which had every kind of food. Thanks to Jim Irvine for riding sweep, and to Prasad Reddy for bringing firewood from town.

The June 25, 2016 meeting at Calaveras Big Trees is the election meeting and will be catered, look for a signup on the web page as soon as I finalize the menu. I won't be able to attend, so I'm counting on (1) several strong candidates for Tour Captain, and (2) that you don't try to re-elect me in absentia.

I had promised the incoming tour captain reservations through the Oktoberfest at Rancho Seco, but there is a twist – someone else reserved Friday *and* Saturday, putting her ahead of us. And, there is now a 2-day minimum in "summer", which goes through October. I am negotiating with management to get a single Saturday a week early (which is closer to Oktoberfest Munich anyway) for the convenience of the next captain.

The rest of the reservations in hand are July 30, Sequoia NP Dorst Creek or Stoney Creek Grey Pine (tour captain's choice); August 27, Green Creek (off of 395); September 24, Hat Creek. They're all in my name and I don't ask for reimbursement until we camp, but I need time to get refunds if plans change.

Ted Crum



Dan demonstrates how to build a kite at last months Campout

Black Butte Lake Historian's Report



Black Butte Lake is an artificial lake located in Tehama and Glenn counties. The lake was formed from Stony Creek in 1963 upon the completion of Black Butte Dam by the U.S. Army Corps of Engineers. The dam is located approximately 9 miles west of Orland. At full pool, the lake is 7 miles long, has a shoreline of 40 miles and a surface area of 4,460 acres. The dam and lake were constructed for flood protection for local towns and agricultural lands.

Glenn County was incorporated on March 5, 1891. The County seat, Willows, was created March 11, 1891. Glenn County was developed out of the northern portion of Colusa County and was named for Dr. Hugh J. Glenn, who was the largest wheat farmer in the state during his lifetime, and a man of great prominence in political and commercial life in California.

Hugh's restless ambition made itself known early in his life. He attended medical school but practiced only briefly. He volunteered to fight in the Mexican War, and when word of California's gold discovery reached St. Louis, he quickly set across the plains to seek his fortune.

He wasn't much of a miner, but made some money hauling freight from Sacramento to Coloma, and later bought a livery stable in Sacramento while dabbling in cattle. Hugh returned to St. Louis, lost his California stake in a bank failure and returned to California permanently, although he made more than a dozen cross-country sojourns thereafter.

Hugh added wheat farming in what was then Colusa County to his growing business holdings and eventually became the "wheat king of California," with some 80,000 acres under cultivation. He built a mansion on the Sacramento River near the present-day hamlet of Glenn, another mansion in Oakland and dispatched his protégé and later son-in-law, Peter French, to Eastern Oregon with a herd of cattle.

French eventually became the Northwest's largest cattle rancher. Hugh Glenn, meanwhile, was drafted to become the Democratic candidate for governor in 1880, but lost. Three years later, he was murdered, cut down by a shotgun blast from a bookkeeper – reportedly his brother-in-law – that he had fired for drunkenness.

In homage, when Glenn County, encompassing his once-extensive wheat operations, was sliced off of Colusa in 1891, it was named for him. French, ironically, was also slain 1897 in a dispute with a neighboring rancher over water. Three books, including a novel, have been written about French's life.

Hugh Glenn's once-immense agricultural empire – he even had his own ships to carry wheat to England – was ground up in litigation and debt-repayment.

Ed Perry Historian

ASSASSINATED - A Prominent California Ranchman and Politician Killed - San Francisco, Feb 18

A dispatch from Princeton, Colusa county, says: Dr. H. J. Glenn, the largest wheat raiser of the State, who ran for Governor on the Democratic ticket in 1879, was shot on his ranch, at Jacinto, yesterday, by H. Miller, his book-keeper, and died today. Miller refused to surrender until shot in the knee by R.M. Cochrane, Glenn's superintendent, when he was arrested. The only cause yet known for the shooting is that Miller did not give satisfaction as book-keeper and was discharged.

The famous Glenn Ranch, which at one time was the biggest wheat ranch in the world, now has more alfalfa farms than hen ranches. It has been from time to time, subdivided and sold in small holdings, and each holding has invariably been planted by the buyer to alfalfa. The old home place of the late Dr. Glenn has alfalfa growing on three sides of the house and on the other side flows the Sacramento River. Mr. Frank Glenn, son of the late Dr. Glenn, who lives north of the old home place in a magnificent mansion built there recently by him, is giving up the growing of wheat and is planting this home place as rapidly as possible to alfalfa. He has recently sold two sections of the best land to the Alfalfa Land Company who has so subdivided this land into 10, 20 and 40 acre tracts that each one faces a road. They are planting the entire 1300 acres and putting it under irrigation and are selling these 10, 20 and 40-acre farms on easy terms of payment to persons who are ambitious either to become farmers or to own a safe, lucrative, income-paying property that can be bought on easy terms of payment.

The Alfalfa Land Company harvests and markets the crops raised on the land and credits the buyer with the net proceeds of the sale of the alfalfa. They have in charge a competent alfalfa planter and irrigator, who gives his entire attention to the irrigating of this tract and the raising of alfalfa.



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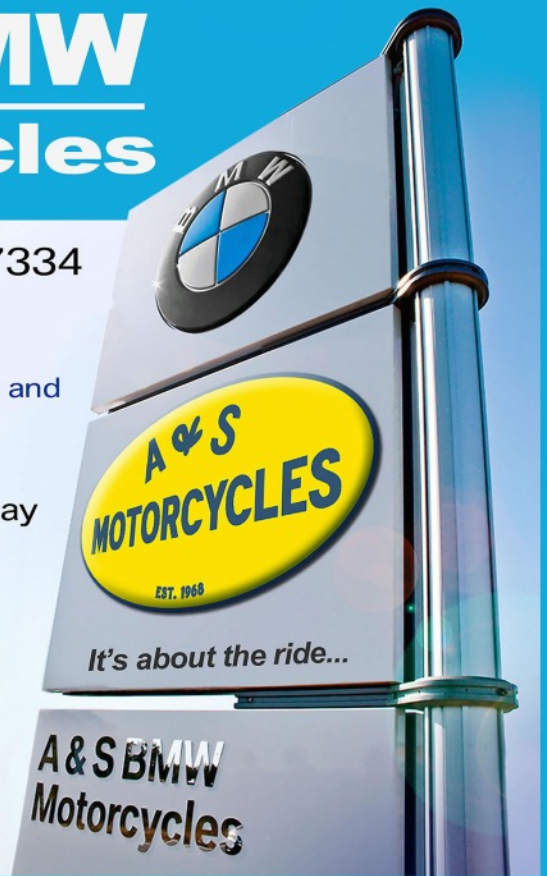
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MAY 2016



BMW Motorcycle Club
of Northern California



BMW Club of Northern California, Inc.
P.O. Box 2472
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May Anniversaries

5th Anniversary

Dave Brakebill
Ken Carruthers
Jacob Galina
Barbara Garfien
Ron Harkov
Steve Lawton
Keven Lindsey
Frank Parker
Mary-Anna Rae

10th Anniversary

Roger Malone
Jay Whyte

15th Anniversary

Marc Graessle
Jim Palmer
Rick Webb

25th Anniversary

Don Allison
Z Ortiz

Upcoming Events

08 May 2016 Second Sunday Breakfast Ride

27-30 May 2016 49'er Rally in Mariposa, California

08 Jun 2016 Board Of Directors Meeting
The Old Spaghetti Factory 2107 Broadway Redwood City, CA, 94063

16-19 June 2016 Chief Joseph Rally in John Day, Oregon

16-19 June 2016 Red Rock Rendezvous, Panguitch, UT



www.bmwnorcal.org