

JULY 2016

NORCAL NEWS



Ride to Camp

Camp to Ride



This month featuring:

There's a snake climbing up my leg!

BMW 100th Birthday Celebrations

Anorak Corner - Starter Motor Reconditioning

Adopt a Highway News

JULY 2016

**BMW Motorcycle Club
of Northern California**



Ride to Camp
Camp to Ride

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SECOND SUNDAY BREAKFAST

Open Position

*Board Member

Editor's Corner

This month after the elections is a bit of a transition month. The new BoDs have not yet settled in, which combined with me being out of commission for two and a half weeks, limited the quantities of sparkling prose that can usually be found in this newsletter.

For months like this I would welcome content from other members. Technical ruminations, the more obscure the better, trip reports, or pretty much anything concerning motorcycles would be gratefully received by this editor.

The alternatives will not be pleasant - you have been warned. I am considering writing a series of articles discussing in detail, Whitworth thread forms when compared to British Standard. I was then thinking of doing an in depth exposé of the British Pipe Thread. Trust me, you will not like it. The only way to save yourselves is to submit your own articles.

John Ellis



Presidents Report

A new year for the club is upon us. Our elections are over, and we have a mix of new and regular faces on the Board of Directors. Everyone from last year's Board worked together to serve the club, and I have a great sense of pride from what we accomplished. Last year would have been very different had it not been for the efforts of everyone on the Board, so a big thanks to everyone that served.

Tom Connolly also deserves a hand. He and the many volunteers made the 49er fantastic. Upon Tom's suggestion, \$3000 from the proceeds of the 49er was split between the Mariposa Fairgrounds and Wrestlers Club of Mariposa. Giving \$1500 to each organization was timely and well appreciated. The Fairgrounds now has enough to complete a Wi-Fi upgrade, and the Wrestlers travel for the year is funded.

I'm excited that new people have volunteered for positions this year. One of the most visible positions to fill was the Tour Captain. Ted Crum did a fantastic job, and he left a great start for the incoming Tour

Captain. Several people expressed interest at the Election Meeting in taking on a slice of the work, but couldn't commit to doing it all for the year. This year we approach the Tour Captain position a little differently. Dan Harmon will work to coordinate and facilitate volunteers to spread the work of the Tour Captain throughout the year. Different members will lead rides and assist with finding new and exciting meeting locations. Dan will lead some of the rides and ensure others are covered.

This year I would like to raise the profile of the club. We have the opportunity for people to volunteer and contribute to several functions in the upcoming months that are greater than the Club. Markus Fromherz is coordinating motorcycle volunteers for the San Francisco Marathon at the end of the month and Walt Farnlacher may be a warden for the LoToJa in Logan, UT. In addition, the RA seeks volunteers for the BMW 100-year celebration at Laguna Seca.

Dan Rowe

Message from Markus:
Fellow NorCal Members,

Each year the San Francisco Marathon organizers engage motorcycle riders to be race course monitors. This year they would like to extend this opportunity to members of BMW NorCal. The race is on Sunday July 31st.

Here's a description from the organizers: "It takes a lot of hands to pull off an event of this scale, and currently we are looking to fill 136 positions. By signing up you will be filling some of our most vital roles while joining our team of more than 2,300 volunteers and staff members that come together to ensure all of our 27,000 runners have a safe and enjoyable day in the streets of San Francisco. Volunteer roles are primarily that of traffic control. Each person will be stationed at an intersection to point runners in the correct direction and to make sure vehicle traffic is directed to our detour routes and away from the runner path. These positions are ideal for motorcycle owners, as the mobility afforded by two wheels is invaluable to us on congested race day city streets, and further the heightened awareness riders have over conventional drivers makes for much better eyes when it comes to protecting our runners. Each shift is 4-6 hours starting between 6 and 7am in the morning on Sunday July 31st. As a thank you for your time you will receive a 2016 San Francisco Marathon Course Monitor pin as well as have a donation of \$90 made out for each person present to your organization. For those who are interested, instructions will be issued ahead of time indicating your exact designated location and duties. This way you can cruise right to your post in the morning without any need to check in or out. Thank you very much for your interest in participating." (By the way, the major club helping over the years has been the local HOG club, whose membership has apparently been declining.)

So, the ask is for 4-6 hours of your time on July 31, to direct runners (and a little bit of traffic) at intersections, and in return you get a pin, and the club gets \$90, which we want to donate to the [MOA Foundation](#) ("advancing rider safety, education and training"). So the club as a whole would benefit from this visibility as well.

If you are interested, [please enter your contact information here](#). Let me know if you have questions.

Markus

PS: Full disclosure: my daughter works for the SF Marathon organizers. I'll be running the half-marathon that day.

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June Second Sunday Breakfast Ride

It's seemed like a long time since I rode the roads around San Rafael, and living in the East Bay I needed an incentive. The incentive was to lead a SSBR over these great roads. I found an old gpx file that Cliff Dunn used a few years ago, sent it to JV to put on the web - job done, or so I thought. I started to get a little nervous a couple of days before so I figured I better ride the route to avoid surprises and me ending up looking like a real a__e h__e. Good job I did since one road was closed by landslides, and the day I selected turned out to be the day on the annual Dipsea road race. No time to change now. I checked the route and start time of the Dipsea race and figured they would be clear of the road by the time we got there. This was pretty much true and we didn't actually see anyone running. However, we were held up in traffic and the place where I had anticipated we would stop turned out to be used as a car park for busing spectators to the race. However after $\frac{3}{4}$ hour we were out of traffic on to open roads. Starting early in the morning meant there was low mist around causing those who were wearing just a mesh jacket to freeze - will you never learn about the Bay Area micro climates? The route took us to the top of

Mount Tamalpais, where we emerged from the clouds to clear sky, as can be seen in the pictures.

The route started out from Dipsea Cafe with about 15 attendees including three guest: Hugo Bonilla, Jorgen Larsten and Cliff Marden. I know that at least two of these have since joined the club. Big Welcome.

Fred Montano revealed over coffee that he twice ran the Dipsea road race back in the 60's. The Dipsea road race is known as one of the toughest foot races in the USA and has been run continually since 1905. Leaving Mill Valley there are around a 1000 steps to climb to Panoramic Highway ridge, and the downward trail to the Muir Beach is single track where many injuries occur as people running flat out, fall or get nudged aside. And someone said motorcycling was dangerous?

The ride ended in Miwok Park on the edge of Novato. Only 5 riders made it to the end. The rest are probably still lying by the side of the road.

John Ellis



BMW's new feature Auto-Eject Roundels in support of Norcal Adopt a Highway



Ed continues to pick up others garbage on the Norcal Adopted a stretch of Highway Highway 1. It's amazing the things that people throw away on freeways. Here's a quick note from Ed.....

One of the first things I "found" Saturday while doing the clean up was a BMW roundel. I found the mate to this one, in better shape, about a mile up the road.

Incidentally, I've probably found five cell phones since we began this endeavor, but always destroyed. On this particular day, I found an Apple 5 in a stout case. It was impacted with mud but I took it home, cleaned it up, and was able to charge the battery even though it had been laying in the dirt along the freeway since 12/13. The selected language on the phone was Spanish, but since Fred was still at my house we were able to contact the owner who lives in Morgan Hill and make arrangements for them to meet at a local mall where I delivered their phone. Husband, wife and all three young daughters were very happy to get it back.

Kinda fun actually.

Ed Perry

More Feedback from the 49er

One Satisfied customer

Great location plenty of room to camp. Shuttle is perfect and hours were adjusted later for Saturday which is great. Shuttle should run late enough so people can eat and drink in town without having to ride. Great school parents in the breakfast room. Always great. Coffee was great with great flavor. Some of the speakers are in middle of day when we're out riding. Music was a huge improvement. Tony Westlake keeps getting better and better. Well worth listening to. One of the better rallies.

Keep up the good work!!

Dewayne Harkou

Snake in my pants

So I was sitting in the beer garden with my good mate Fred enjoying beer on the

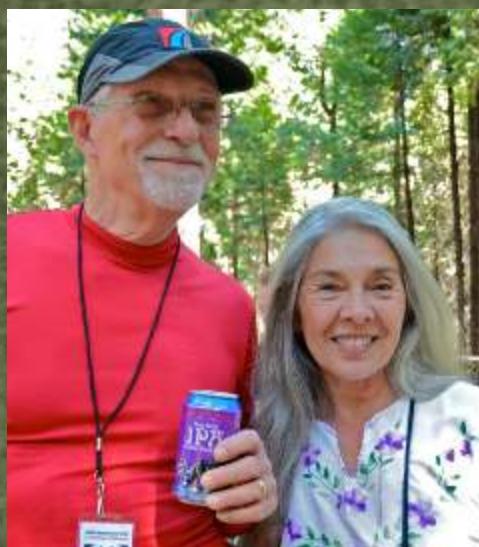
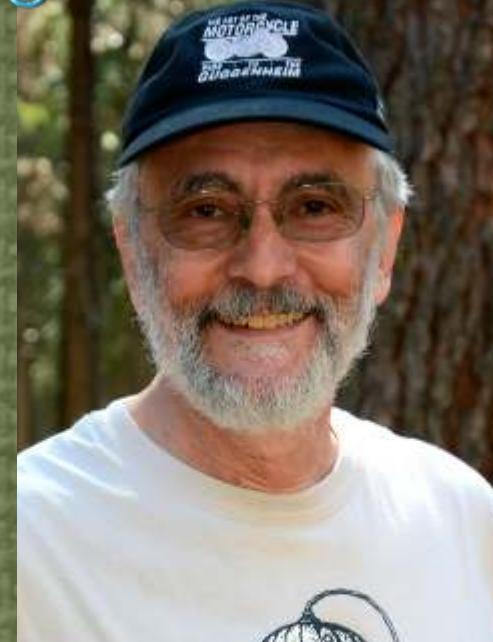
last night of the 49er, and I felt something cold and slithering climbing up the inside of me trouser leg. Understandably I quickly stood up shook my leg and a "snake" fell out. OK - so it wasn't a snake but it was an 8 inch lizard. It was wandering around the fire looking a little drunk. Maybe too much free beer.

John Ellis

Actual picture of leg climbing lizard

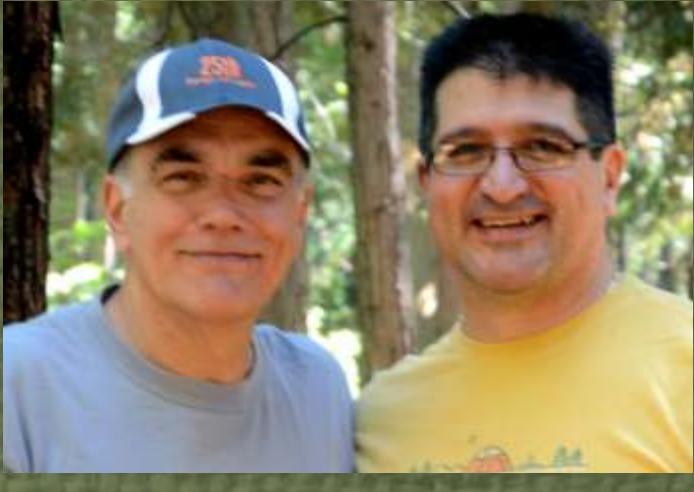


June 2016 Calaveras Big Tree Cam



p out

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Anorak Corner - Starter Motor Reconditioning

The great thing about motorcycles with kick start is that there is always hope.

So the bike did not fire on the first kick, maybe it needs a little more gas, or maybe I didn't position the piston just after top dead center. Maybe it will start the next try. This process of trial and adjustment can go on as long as your right leg will endure.

On the other hand, pressing the start button and finding nothing happens is really scary; what are my options? Do I start walking now? How many miles to civilization?

It is usually the case when nothing happens on a button press that the problem is the battery. Fortunately batteries generally crap out after standing idle for a period of time. First thing in the morning is a popular time for batteries to fail. In general this means you can go straight back to bed.

Starter motor failure is a much scarier proposition. It can occur anytime and anywhere.

The good news is that starter motors are incredibly reliable. However, at the first sign of trouble change in the sound it makes, it's best to investigate. An intermittent problem can easily turn into a complete failure. There is also a risk of a failing starter jamming and knocking teeth off the flywheel, which really is bad news. The good news is that removing a starter on a BMW boxer is fairly easy.

To remove the starter you will need some torx sockets, a ratchet, extension bar and a flexible joint.

The first step before removing the starter motor is to disconnect the negative terminal on the battery. On an R bike the biggest challenge is removing the plastic cladding covering the starter itself. If yours has an external +ve jump lead terminal poking though the plastic cladding, then remove this first. The terminal is connected with a bit of bent metal to the +ve terminal of the starter.

Anorak (slang) From Wikipedia, British slang an anorak is a person who has a very strong interest, perhaps obsessive, in niche subjects. This interest may be unacknowledged or not understood by the general public. The term is sometimes used synonymously with geek or nerd, or the Japanese term otaku, albeit referring to different niches.

The starter motor is held on with a couple of Torx bolts. Remove these after first removing the nut holding the +ve lead on the starter.

If the starter was dead then it will probably need replacing. Starter motors are not actually made by BMW and use an OEM supplier like all manufacturers. However, BMW will sell you a new one for eye watering \$549.18, or you could buy new one for \$58.83 on Ebay. Other vendor's prices fall between the two. In my case I figured the starter just needed a good clean and grease, thus avoiding filling the landfill with a perfectly good electric motor.

Extract from Clymer Workshop Manual

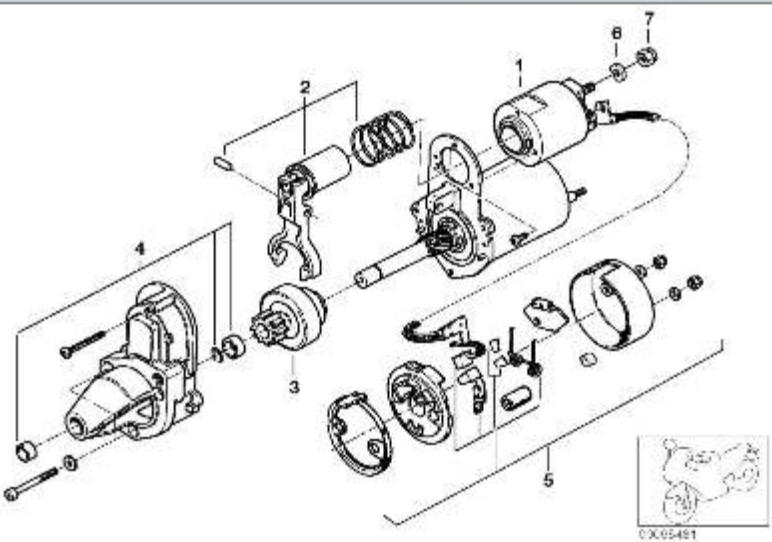
Inspection

The starter cannot be serviced: if faulty, the entire unit must be replaced.

Clymer's repair manual says the starter motor is not a serviceable part and should always be replaced. However, BMW Motorrad clearly has not read Clymer's since they have parts list titled "Starter Single Parts". The price of parts is so high it is unlikely anyone would pay would pay \$40.29 for new brushes or a new starter pinion \$156.25 when a complete new starter is available for less than \$100. However what you can buy from BMW, is a starter repair kit at \$11.25, which is a bit of a bargain. Starter repair kit part number 124 11 24461 contains the parts necessary to replace the bronze bush in the starter motor end housing, plus

some bits you will probably loose in the dismantling process.

My starter has been fine for 82k miles, but recently in a couple of instances, I have pressed the button and the motor spun but the gears did not engage. I also had some rattling after start up which may or may not be starter related. I spent the \$11.25 for the repair kit, prior to removing the starter, fully aware that it might not be needed and could be an unnecessary expense, but what the hell - live dangerously.



BMW Microfiche Starter Single Parts

Looking online there are people out there who claim a starter can be cleaned without drive end off. *This is garbage and really not true. Based on the condition of my starter, you really need to get it apart and remove the starter pinion from the shaft and also pull the brass solenoid out of its housing.*



Starter repair kit

To strip the starter motor the first thing to do is to remove the 4 Torx bolts holding the end cover. This exposes the starter pinion. To remove the pinion the next thing to remove is a metal ring stop which is held on the shaft with an internal circlip. Slip a socket over the shaft and give it a tap with a hammer. This exposes the circlip, which sits in a groove on the shaft. The circlip is removed using small screwdrivers or pointy scribes, while at the same time swearing loudly. After the circlip escapes to a dark corner of the garage the starter pinion comes off the shaft and the solenoid plunger can be removed.



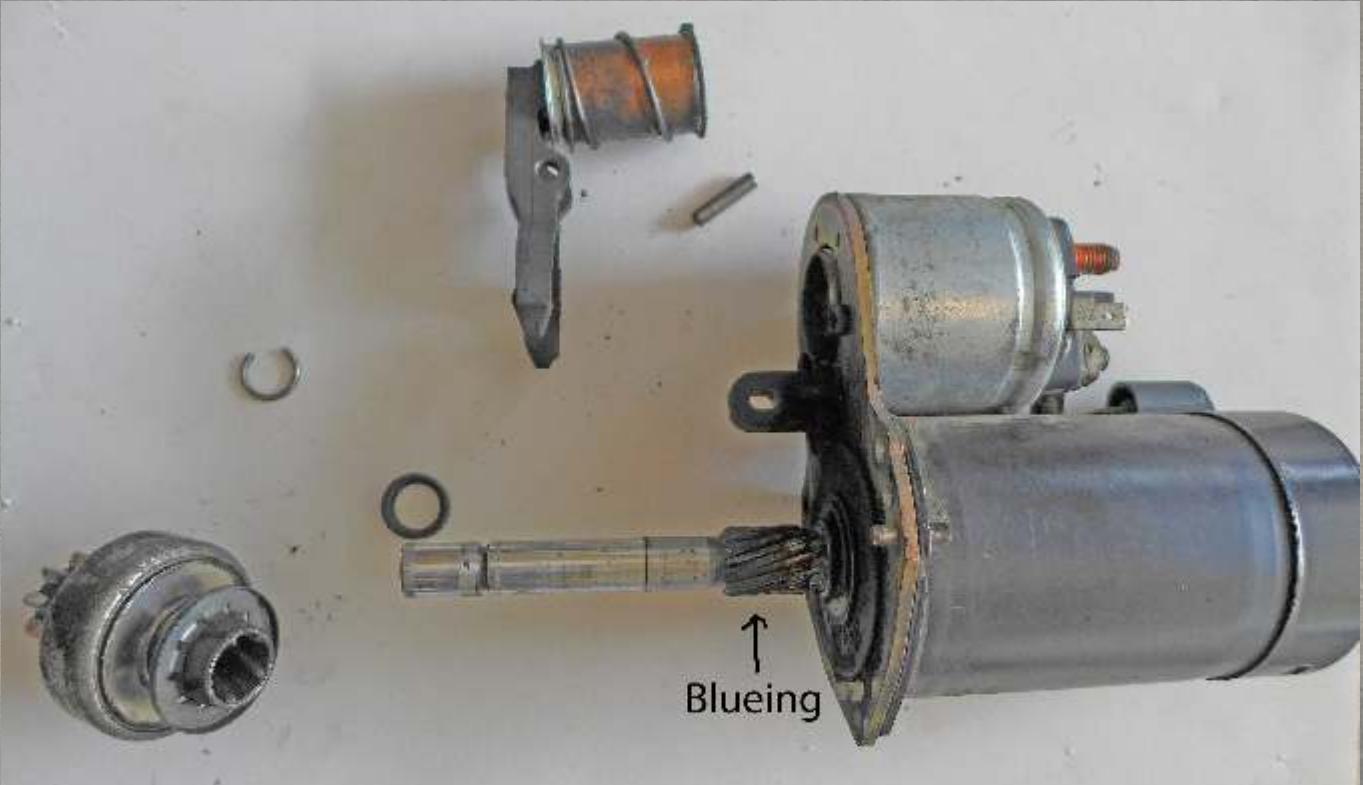
Clutch dust coating

When I pulled the starter off I was expecting to see lots of road grime. In fact the dirt on the starter was covered in thick, black, clutch dust which had got under the gear spline and inside the solenoid. Under the starter pinion is a spiral gear. On mine the spiral gear was blue showing signs of overheating due to a buildup of dust. The bush at the end on the gear housing was slightly worn. I could see the end shaft moving from side to side. Clearly the \$11.25 repair kit was money well spent.

To be on the safe side I used electrical contact cleaner on the solenoid and on the shaft. I didn't want to damage any of the electrical parts. I then used synthetic grease (I just like the red color) on the shaft under the starter pinion, avoiding getting grease of parts that will be exposure to dirt.

Now comes the slightly tricky assembly. Slide onto the shaft the new stopper ring and locate the new

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circlip from the repair kit. Then a puller is needed to pull the ring stop over the circlip, so that the circlip sits in the groove within the stop. Any puller will do (I used an overly large two jaw one I had in the garage) but a small three jaw one from Harbor Freight would be ideal.

Fitting a new bush in the end cover is simply a case of knocking the old one out using a socket as a drift, and then knocking the new one in, taking care not to damage it. I used a brass drift.

Assembly and installation is the reverse of disassembly. Only point to note is that the starter body should have a location pin. If the pin is

missing for whatever reason you will need to push something (an Allen key for example) through the hole into the engine case so the starter is in the correct location before tightening the securing Torx bolts. If the starter pinion and the flywheel gear don't align properly, things could get very ugly.

In the couple of months since I performed this surgery, I have had no more instances of the starter motor spinning but not engaging, and the noise on start up seems to have disappeared. A whole afternoon of fun for only \$11.25. Can't beat that.



BMW 100th Birthday Calibrations in Monterey August 2016

BMW 100th Birthday Calibrations in Monterey August 2016

BMW is holding multiple worldwide events in 2016 to celebrate the centenary of its establishment. The worldwide kick off date for the party is 20th August.

Monterey is a selected location in the USA. A full calendar Monterey Car Week events from August 15 to 21st can be found here <http://www.montereycarweek.com/Events.html>.

Traditionally the big events of the weekend are Pebble Beach Concours d'Elegance (August 18-21) http://www.pebblebeachconcours.net/uploaded_files/fck/files/2016-concours-events-calendar.pdf and the Festorics Racing at Laguna Seca (August 19-21). This year Pebble Beach will host special classes for BMW cars and motorcycles. BMW cars will be a featured mark at the Historics and historic BMW motorcycles will be included in static displays.

Camping from August 18 through August 21 is available at Laguna Seca courtesy of the Airheads Adventure Club. This is expensive but includes access for the races.

<http://airheadadventure.leadpages.co/bmw100th/>

In addition to these events the celebrations continue to the 28th August with BMW sponsored events at the Monterey Laguna Seca raceway.

BMW Riders Association, along with the Vintage BMW Motorcycle Owners, the GS Giants and the Airheads BMW Rider association are participating at an event at Laguna Seca from August 25th to the 28th. This will run along with other BMW car club organized events. Camping is available at Laguna Seca.

From the BMW RA web page the following information was available.

From Thursday August 25 to Sunday August 28 the BMW Riders Association has arranged for the Displays of Vintage Bikes including the Nettesheim Collection, Custom Bikes, Race Bikes, Seminars, Beer Garden, Self Guided Rides, Vendors, Car Club racing on the track, access to the Land Rover off road track for use by GS riders and more. More info here

<https://bmwridersassociation.leadpages.co/bmw100th/#schedule-section>

In addition the BMW MOA is sponsoring a weekend Premier Gataway the Monterey Tides hotel in Monterey from August the 26th to 28th. See MOA web site for details of special rates.



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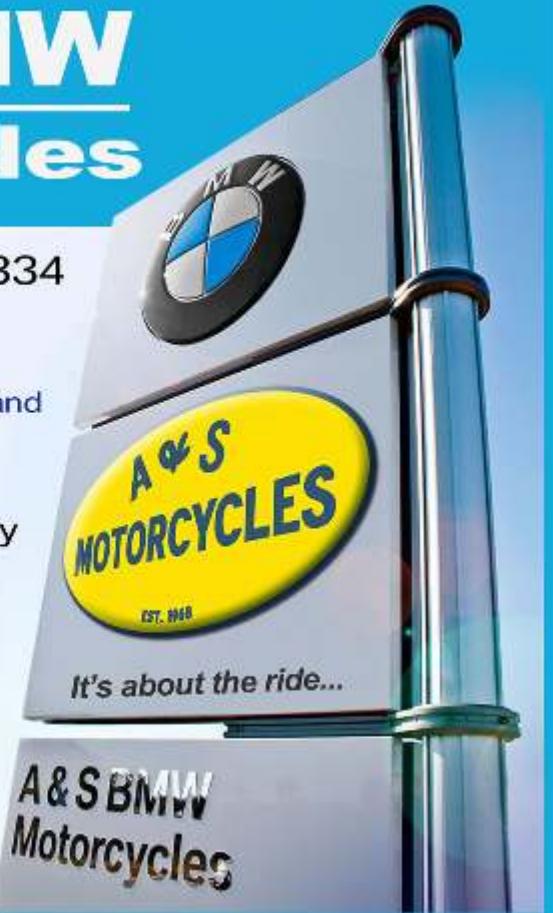
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Upcoming Events

10 Jul 2016 8:00 AM Second Sunday Breakfast Ride (Pacifica)Breakers 145 Rockaway Beach Ave, Pacifica, CA

13 Jul 2016 7:00 PM - 9:00 PM Board Of Directors Meeting- Location Classic Cars West, 411 26th St, Oakland, CA 94612

Cascade County Rendezvous, July 21 - 24, Republic, Washington

30 Jul 2016 8:00 AM July Member Meeting & Campout! Breakfast location and route tbd

August 18 - 21. Nakusp Hotsprings Rally, Nakusp, BC, Canada!



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