



OKTOBERFEST 2014:

The BMW Club of Northern California will again hold its 2014 Oktoberfest party and meeting at the Event Center at Sly Park on Jenkinson Lake in Pollock Pines – October 18, 2014.

This location sports a shelter house with two large meeting rooms with tables and chairs, bathroom, full kitchen, large deck with café tables, and a patio with picnic tables and a big charcoal grill. There is room for 100 people at the Event Center. There is limited parking for cars and trucks, but no camper hookups near the house (See link to Sly Park Resort below). Obviously, those of us carrying stuff in with vehicles will need most of this space. There is other vehicle parking further away from the house.

Approx 200 feet from the house is a group camp site with picnic tables and a huge fire pit. We can ride our motos right down to this campsite. Most of the tent sites are level. There is a large, modern, clean outhouse between the house and campgrounds. We will have a full keg of beer from a local micro-brewery, and plenty of firewood.

The entrance to the Event Center is on Mormon Emigrant Trail one mile east of Sly Park road. The entrance is marked with a sign. Also look for the NorCal logo sign at the entrance.

Early Birds will have to seek a campsite in the main campground on the lake for Friday night. Reservations can be made on the website mentioned below, but probably won't be necessary for late October. An alternative campground for Friday night is Finnon Lake - approximately 45 minutes from Sly Park.

October is a very special time in this area. The leaves are turning color, and the smells of harvest are in the air.

Take a ride through the Apple Hill area on the way up. It's only 20 minutes from Sly Park. There are vineyards, wineries, apple and pear orchards, Jack Russell Brewery, and harvest festivals all month long.

We will be preparing our own food much as we did last year at this event. If you are planning to come, please email "Z" at registration49er@yahoo.com with the number of attendees in your group - BEFORE OCTOBER 12th 2014.

Sly Park website for early bird camping reservations, directions to park and map: <http://www.eid.org/recreation/contact.htm>

Apple Hill area information: <http://www.apple-hill.com/>

Finnon Lake campground: register at the store at the entrance.

Nearby motel accommodations:

Sly Park Resort: <http://slyparkresort.com/>

Best Western Stagecoach Inn: <http://www.best-westerncalifornia.com/hotels/best-western-stagecoach-inn/>

Westhaven Inn: <http://westhaven-pollock-pines.com/>

We'll see you here. -- Tom 'Tucó' Harris

For this month's tour information please see "Tour Captain's Report" on page 3 of this newsletter.



a touring and camping club
bmwnorcal.org

Charter No. 9, BMW Motorcycle Owners of America
Charter No. 210, BMW Riders' Association

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PRESIDENTIAL RAMBLINGS

by Z Ortiz

Thank You!

For the first time in recent memory we have over 200 members on the roster at the end of the first quarter.

Russ Drake has been diligently working on the membership Directory that will go to print by the time you read this. Thank you for renewing your membership and welcome to the new and returning members. Your continued support ensures the success of the club and its events. Please join me in thanking Russ for his work on the Membership Directory.

Membership Celebrations – New Members:

We had several membership celebrations at Song Dog. Walter Gates received his 30-year Pin and Second Sunday Breakfast Ride Chairman and former Tour Captain, Cliff Dunn, received his 5-year membership anniversary pin. Ralph Wholey also received his 5-year membership pin. Also, please join me in welcoming new members Scott Mass & Jon Miller and welcoming back Mary-Anna Rae.



Adventure Designs Oktoberfest:

Congratulations to Adventure Designs on a successful Oktoberfest event and congratulations to Norcal members Elmer Bricca, John Vashon and Mini McMahon on winning door prizes. George Corredoura III won the slow race win and received a nifty Klim backpack. It was great seeing Norcal members helping out at the club booth and supporting a local business. There were a couple of seminars and some German food along with the best Root Beer float around. For me, though, it's catching up with members and former members, some that had to deal with some physical issues but are on their way to recovery. Some RoL participants and friends of Norcal stopped by to say hello.

articles, photos, events, etc.
for the newsletter are due on the
first day of each month.

PRESIDENTIAL RAMBLINGS

by Z Ortiz

Meetup:

We now have 181 riders on our Meetup site. The club website is the official representative/face of the club and our new webpage now reflects the upcoming events on the main page so you don't have to be redirected to meetup for the information. Thanks to Dan Rowe for his tireless dedication to implement the changes requested by members to the club's webpage.

If You Don't Like Change...

If you don't like change, it's going to be a bad year for you. Tour Captain Ted has been working diligently on locating new destinations for our membership meetings and he is working on the locations for the year. There will be only two repeat destinations this year: Oktoberfest and Death Valley. Safety/Tech Buddy Scauzzo is laser focused on bringing you some Safety Seminars, Tech Sessions and Riding seminars. If that isn't enough, he is also working on a club shirt. VP Dan Rowe is constantly updating the website and managing Meetup. Secretary Joyce Sampson has collected the club officers' descriptions and requested updates to ensure that the club officers' descriptions reflect what they actually do. Treasurer John Vashon wants to implement on line payments for the businesses that serve the club. Historian Ed Perry speaks softly but carries a big stick. Ed, a former board member, is fully committed and rest assured you will not be disappointed. Of course, this will lead to By-law amendments. Once the board approved the changes they will be presented to the membership for a vote.

Godspeed Chuck Savage:

I am saddened to report the death, from a massive heart attack, of NORCAL club member Chuck Savage. The club's thoughts are with his family. Below is the link to his obituary in case you would like to sign the legacy book or make contributions in his memory to Guide dogs for the Blind. Charles E. Savage Obituary: View Charles Savage's Obituary by Contra Costa Times <http://www.legacy.com/obituaries/contracostatimes/obituary.aspx?pid=172550023>



TOUR CAPTAIN'S REPORT

by Ted Crum

The September tour to Song Dog Ranch started with a group-ride briefing by Safety Chair Buddy Scauzzo (who also rode sweep) using the new handout he developed. The group of 13 riders leaving Flames contained several guests, including Tanis Buller who had just returned from a 4-country moto tour of southern Africa. Although this was the club's eighth trip to Song Dog (arranged by Greg Hutchinson, at home healing his new knees) I was looking forward to my first visit.

We took the classic Airline route to San Miguel, then back roads to the Carizzo Plains, where the group split. Five of us took the gravel route through the National Monument, while the pavement group enjoyed the whoops and snakes of Hwy 58. We meet up in Maricopa (the GS route was faster), and put two cases of beer on my GS for the ride into camp.

The tour to the Oktoberfest meeting at Sly Park, scheduled early on October 18, will start at the Railroad Café, 833E Stanley Blvd, Livermore; Breakfast at 8:00, leaving at 9:00. Cliff's routes of the last two years were near perfect, but it's slightly different this year. The route instructions and GPS files are on the web site and at Meetup.

The November meeting, moved to Dec. 6 because of Thanksgiving, will be at the Jellystone Park camp in Cobb Mountain. This is a spacious and friendly site near plenty of good riding. The tour is TBA.

-- Ted Crum, Tour Captain



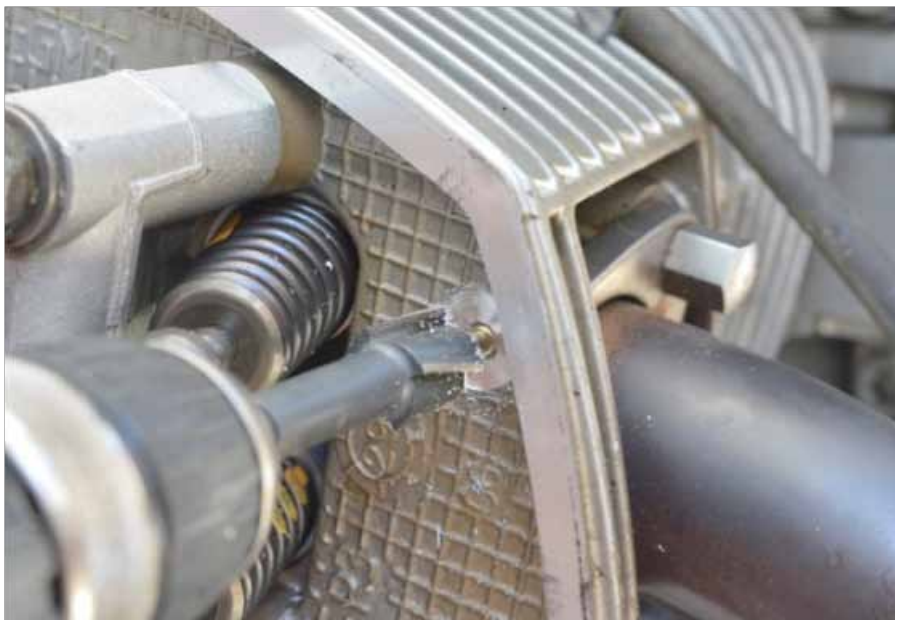
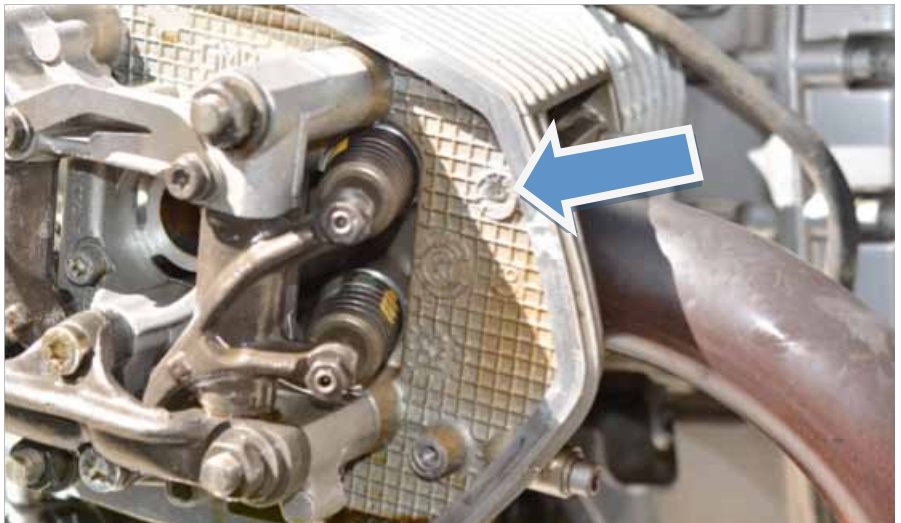
R1200GS HEAD REPAIR *by Russ Drake*

When one of our clubmembers had a get off on his GS on the ride to Bodega Bay, the damage to the bike was looking pretty bad, cost wise. The bike was towed to Buddy Scauzzo's garage where John Vashon, Buddy and I took a look at the damage.

One of the things that looked the most expensive was how the right side valve cover was smashed and the upper forward aluminum boss was broken off on the head. This boss was threaded to accept the valve cover hold down bolt. After several cool drinks we came up with a plan to repair the head by manufacturing a new boss and attaching it with a set screw and some high strength epoxy.

Lee Fulton was contacted to utilize his fantastic garage and extensive tool collection. Buddy hauled the bike out to Lee's place and we started by drilling a small hole through the head and into the area next to the exhaust pipe. This hole would be used to guide a spot facer tool. Good thing about this is, this is not a water head.

The spot facer would true up the damaged surface and provide a perpendicular surface to mount the new boss.



The head was drilled and tapped for a Heli-coil threaded insert and the insert was screwed in with Lock-tite.

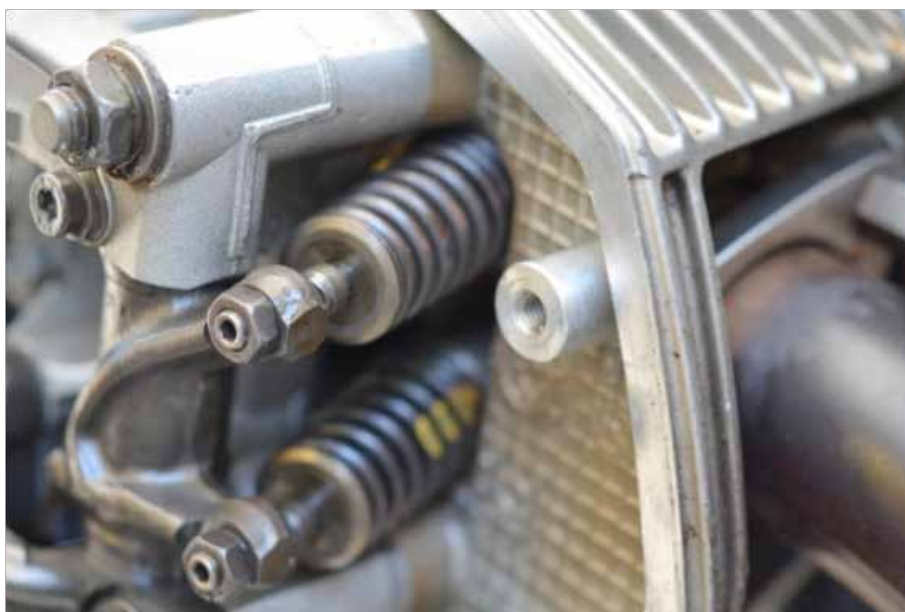


Next a new boss was manufactured on the lathe from a piece of billet aluminum, then drilled and tapped all the way through with the same Heli-coil tap.



An insert was installed from both ends. The top side insert to accept the valve cover bolt and the bottom side insert to accept a .500 long metric set screw that would connect the new boss to the head (thanks to Ted Crum for the suggestion).

Everything was cleaned up and the epoxy was applied to the bottom side of the new boss, set screw and the threaded insert in the head.



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A modification had to be made to the one valve cover bolt because additional height was needed for the new boss (some engineering changes were made at this point..... remember engineers do not make mistakes, only changes).



The newly purchased valve cover & gasket was placed on the head, and 7 foot pounds torque was used to tighten the cover.

This repair was a fun project for all involved and helps out a fellow club member in need. A new cylinder head would cost almost \$1000.00 and a used head would be about ½ of that, if one could be found.

The only thing now is to replace the other minor scratched or broken parts, reassemble them, and the bike will be ready for the road.



Lee Fulton and Russ Drake making an “engineering change”!

Thanks to Buddy Scauzzo for the picture documentation.

-- Russ Drake



CLUB MEMBERSHIP DUES:

by John Vashon

BIG thanks to all who paid dues prior to 9/30. If you received a membership card with the year "2014" please change to "2015" and see me at an upcoming event if you'd like a replacement card. If you'd like to pay dues for 2015, please send a check for \$40 to 200 Brannan #502, SF, CA, 94107 (\$10 extra for late-payers, sorry!) If you'd like a copy of the Q1 financials, please send an email to treasurer@bmwnorcal.org

MEMBER ANNIVERSARIES:

by Dan Rowe

Three member anniversaries were celebrated at the September Member Meeting at Song Dog.

Congratulations to:

Cliff Dunn: 5 years

Ralph Wholey: 5 years

Water Gates: 30 years



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K BIKE SUSPENSION WOES FIXED!

by Buddy Scauzzo

My K bike suspension woes began within 2000 miles of purchasing a used 2010 K1300GT with 10,500 miles. The 2010 GT has never been known for its slow speed handling and maneuvering prowess. What it is known for is its silky smooth 1300 cc 160Hp engine and the ability to quickly eat up huge junks of interstate highway, which is exactly why I was purchasing this 4-year-old bike.

Purchased in January after multiple test drives for a reasonable price (so I thought) I was telling myself "This bike is like new. What could go wrong?" Just after 500 miles of riding, I began to understand a lot could go wrong. First those highway expansion joints in our great state began talking to me.... saying-how does this joint feel Buddy? Then Hwy. 580 Altamont Pass -see if you can hold onto this bump Buddy...It was like I became hard wired to every single miserable crack, joint and highway patch that was out there. I began telling friends I was even feeling bumps I couldn't see...

I knew exactly what to do and that's was to "whine". I started with Minako...but she had no sympathy for me. If I weren't so cheap, I would go out and buy a new bike. Ouch. That hurt. After all I'm an experienced motorcyclist-I know how to buy a bike. Then I began posting in the MOA Forum...that really worked...dozens of similar issues were shared. I had company but in the end it didn't fix my bike. Next I called my good friend Steve Kesinger who also had a K-bike- the good friend he is suggested we ride and swap bikes for a comparison...Now I was cooking.

We agreed to meet and ride some of local twisties. He took my K bike I took his. The ride difference could be felt immediately. Steve's K bike was planted and predictable. The feeling of riding on an uncompressed spring was non-existent. We reset the ESA-Changed the load level...Tried sport, comfort and normal-each setting felt like I was riding on a pogo stick.

Question was what to do? We retired to a local taqueria for lunch, liquid refreshment and further analyses. Afterwards and before riding further we were staring down at my GT when Steve noticed the small red puddle of liquid below the kickstand. I love science... when it works. The rear shock had bled out leaving me riding on an un-dampened spring. Steve has a keen eye.

I began calling my favorite BMW dealers only to be told they no longer rebuild OEM shocks. They were happy to quote me \$3400 for a new replacement. I feel so hard to the floor I forgot to ask if that included installation!

My next call was our local Wilbers shock dealer who was very knowledgeable and informative.... unfortunately, Wilbers did not make an ESA controlled shock for my 2010 year-so If I wanted one I would have to forgo ESA control and live with manual only...\$900 plus labor...Still not feeling good about the quoted fix I continued calling around. I connected with Pat the service manager at Cal Moto Mountain View, and after a brief discussion he suggested I call Jim Williams at Catalyst Reaction in San Carlos.

Catalyst Reaction specializes in motorcycle suspension setup and repair work. Jim confidently diagnosed my problem and explained my options. Jim was able to rebuild and recharge my OEM front and rear shock for a very reasonable rate, which I opted for.

Three days later I'm rolling north on 101 feeling like I'm on a new bike.... the improvement was immediate and dramatically improved the bikes stability and ride. All this on the eve of the 1000-mile Range of Light Gypsy Tour. I was so happy to get back on the GT and burn up all those great roads the tour offered.

I did come home with minor issue Jim took care of. Seems the preload device leaked also due to a failed seal, which Jim upgraded and repaired in timely manner. So rebuild both when pulling the unit out!

The K Bike suspension woes are fixed!

-- Buddy Scauzzo Safety and Tech Officer NorCal

TECH DAY:

by Buddy Scauzzo

Our next Club Tech Day is being planned for November 15th in San Carlos.

Kevin has graciously offered his garage for use. Thank you Kevin.

Sean McMichael will be our guest mechanic. Sean will demo the valve adjustment procedure for the R1200 R and GS model bikes (oil heads) not including or past 2013 (airheads)

Buddy and Russ will demo chain and sprocket removal on F bikes after Sean's valve demo.

The format should be very much the same as last time—this time without Kevin working so hard on everyone's bikes. Event should get started at 9AM go till about 1pm or when ever. Sean will demo-then provide guidance for do it yourself work.



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FROM THE SAFETY CORNER: *by Buddy Scauzzo*

FROM: MOTORCYCLIST April 2014

WATCH YOUR SIX---How To Avoid Getting Rear Ended *by Jerry Smith*

Baseball great Satchel Paige once said, "Don't look back. Something might be gaining on you." Good advice, maybe, for a seemingly ageless pitcher, but not so good for motorcyclists, especially when they're stopped at an intersection and don't see the distracted driver bearing down on them from behind. It takes more than a working brake light to prevent being bunted into a busy intersection or squashed like a bug between two bumpers. Here are some tips to help you avoid getting caught in a squeeze play.

As you decelerate for a stoplight, check your mirrors to see if the traffic behind you is slowing down, too. Touch the brakes several times to flash your brake lights. Be extra vigilant if you decide to stop for a fresh yellow light in case the guy behind you decides to run it. And while we don't generally advocate running a yellow, that's your best course of action if it's clear that the car behind you is planning to.

Now that you've stopped, be ready to go again in a heartbeat in case the space you're in seems in imminent danger of being occupied by a speeding car. Position your bike on either side of the greasy center of the lane. Leave the transmission in gear and hold the clutch in. If that's not practical, put your right foot down, leave your left foot on the peg ready to engage first gear, and cover the clutch lever.

Always have an out in case the car in your mirror is becoming alarmingly large, alarmingly quick. If you're turning left and there's a curb or a median to your left and a car in front of you, position your bike on the right side of the lane so you can slip around the car if necessary. But be aware of through traffic coming up behind you that's not

slowing down to turn. Stop far enough back from the car ahead to give yourself room to maneuver. If your front tire is inches from a bumper, you won't be able to turn without backing up first. That's a bad place to be.

In addition to bike placement, bike equipment can help tip the odds in your favor. Keep your mirrors clean and adjusted properly, and if all you can see in them is your elbows, swap them out for ones that do what mirrors are supposed to do. Check your brake light and taillights often, invest in some auxiliary brake lights, and add some reflective tape to the back of your bike for night riding. Every little bit helps.



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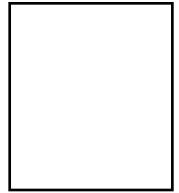


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Ride to Camp; Camp to Ride



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COMING EVENTS

Information in this issue.

-
- October 18** **Meeting & Camping** -- Sly Park - Oktoberfest
December 6 **Meeting & Camping** -- Jellystone Park - Cobb Mountain

blue/bold items are Norcal events. All events in California unless otherwise stated.

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