

MARCH 2017

# NORCAL NEWS



Ride to Camp

Camp to Ride

**This month featuring:**

**Adrian Pineda rides through Steinbeck Country**

**A Traffic "Incident"**

**February SSBR Pictures**

**Chris Dailey's great new camping accessories**

**Armored Protection**



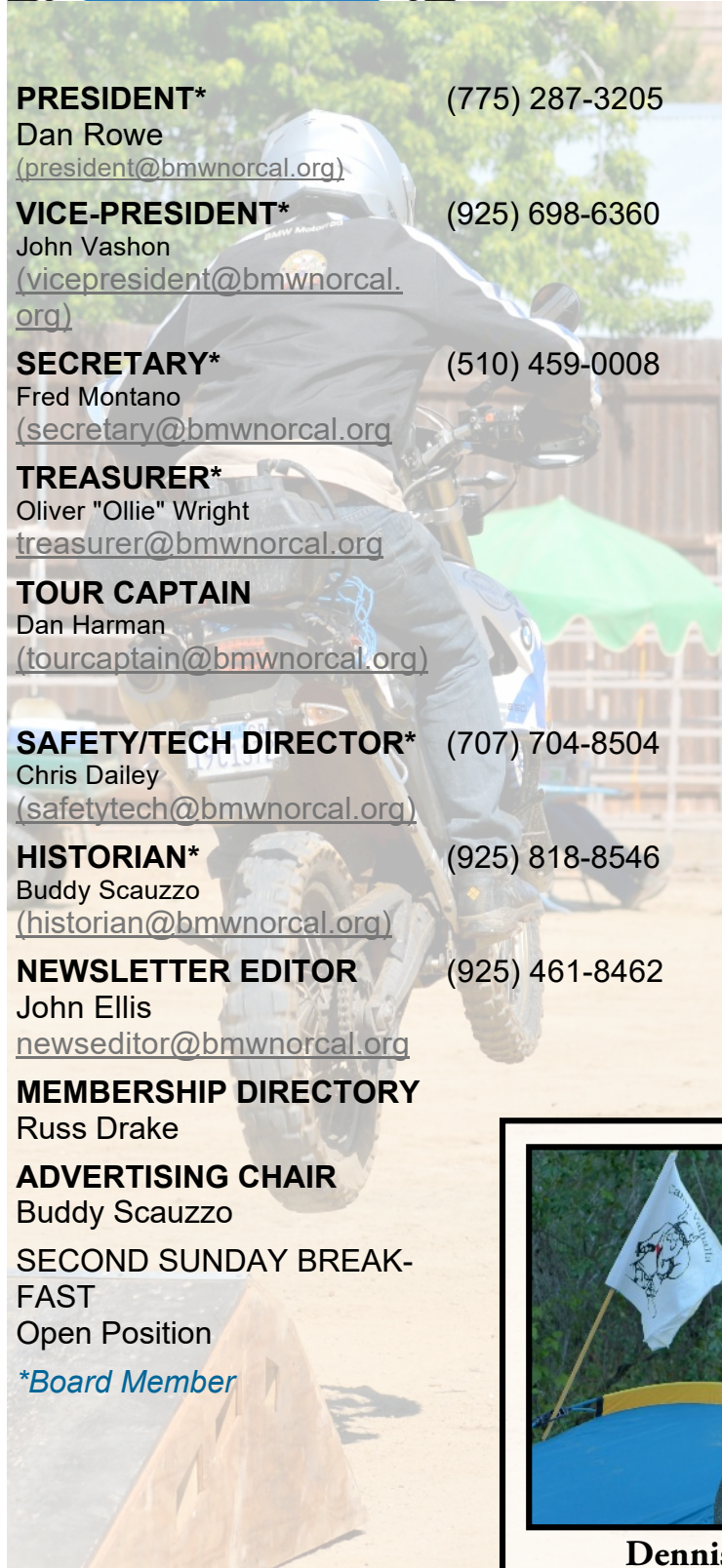
BMW Motorcycle Club of Northern California

March 2017

# BMW Motorcycle Club of Northern California



Ride to Camp  
Camp to Ride



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**SECOND SUNDAY BREAK-FAST**  
Open Position

*\*Board Member*

## Editors Corner

Big thanks this month for Adrian Paneda for his story and pictures of Steinbeck country. I particularly liked his picture of the farm worker cutouts so I also used it on this months cover. Chris Dailey supplied the article describing cool new camping gear, the head lamp and coffee look particularly interesting. Thanks to Buddy, Mini and Rick for the pictures of February SSBR. There was so many great pictures I was unable to fit them all in.

I included a write up on my accident. Big thank you for all who called or sent emails wishing me well. Much appreciated. The accident got me thinking about the importance of armor, hence the article. In the past I rode with just jeans all the time. It really is not a good idea. Most club members wear excellent protective clothing. However, occasionally someone turns up in just jeans or no gloves. My blood runs cold.

*John Ellis*

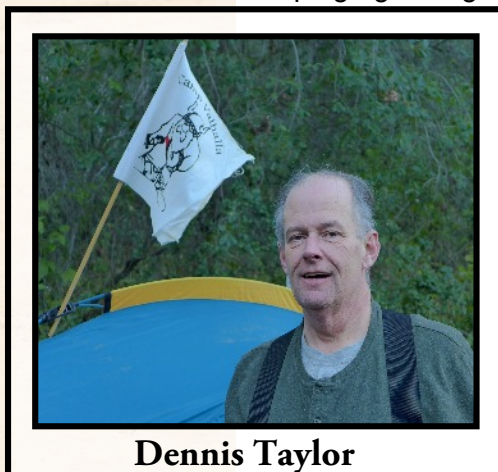
**March Anniversaries**

<b>Steve C Wilson</b>	<b>45 years</b>
<b>Jim Irvine</b>	<b>5 years</b>
<b>Randall Logan</b>	<b>10 years</b>

### Corrections

Thanks Gene Austin for pointing out the incorrect date of Beartooth rally Western Motorcycle Rally table in February - hopefully correct now

At the January camp out I tried to take photos of the newcomers for inclusion. Unfortunately I made a mess of associating names with pictures. I am desperately hoping I got it right this time.



**Dennis Taylor**



**Adrian Paneda**

# Get Armor Plated

When I started riding motorcycles many moons ago, protective clothing and even helmets were optional. In England the purpose of motorcycle clothing was to keep you warm and dry. The best stuff available at the time was from Belstaff or Barbour and was made of waxed cotton. Protective armor padding was unknown.

Within the last 15 years I have purchased motorcycle clothing without taking into account the real level of protection offered.

A couple of painful falls in the last couple of years has compelled me to think again. I still value comfort and utility but protection now is my number one priority. I covered the importance of correct helmet fit in the January 2017 newsletter, so this time the focus is clothing.

Motorcycle clothing protects against abrasion and impact. In Chris Dailey's article in February 2017, he included a table that compared the performance of different materials based on their ability to withstand abrasions.

The performance of the clothing on impact is determined by the armor fitted and its type.

## NOT ALL ARMOR IS EQUAL

In a jacket there should be armor protecting elbow, shoulder and back. In pants there should be protection at the knees and hips.

If you wear in jackets, trousers and suits by manufacturers such as REV'IT!, Firstgear, BMW Apparel, Scorpion, Rukka, Klim and Aerostich then you can be pretty sure the armor is of high quality, but you should be aware that quality hip and back protection armor has to be purchased separately. Sometimes a jacket might come with a low cost foam back protector as a place holder.

So what is armor made of and does it meet a standard?

## Types of Motorcycle Armor

### Foam

This armor is either closed cell or open-cell foam and in various densities all the way up to a fairly hard foam used in helmets. Hard foams absorb impact/shock by destructive decomposition so they can only be used to protect for one incident and must be replaced.

### Memory Foam

Of foam type armors, memory-foam armor achieves a higher level of impact absorption compared to open/closed-cell types above. Memory-foam rebounds slowly after compression. It is a very dense foam.

### Silicon

These are gel type impact/shock absorbers. They are produced in various densities and generally used close to the body for comfort.

### Hard Plastic

Hard armor usually consists of a hard plastic and is designed to resist abrasive and puncture injuries. Hard armor generally is used in conjunction with some impact absorbing foam or other material on the inner surfaces facing the body because hard armor by itself does not provide impact/shock absorption qualities

### Viscoelastic

The use of viscoelastic materials in motorcycle armor has allowed for hand (glove) elbow, knee, shoulder, tail-bone, and back armor to be manufactured in a soft and pliable state at rest.

Viscoelastic armor is soft and body-forming until it is impacted. At impact it reacts quickly to form a rigid mass. The material prevents trauma to the human body by three methods:

1. **Shock Absorption:** Material absorbs impact energy through phase change (hardening).
2. **Shock Delay:** Material delays the transmittance of some shock to the human body over a longer period of time.
3. **Dissipation:** Impacts are dissipated over larger areas of the body.

SAS-TEC, SW, d3o, Rukka APS air, EXO-TEC and TF armor are all manufacturers of Viscoelastic armor. They make the stuff using their own trademark naming.

## Armor Standards

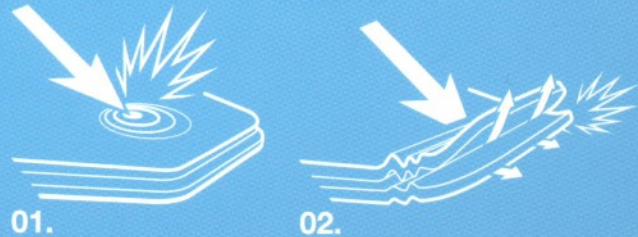
The CE standard for protective motorcycle gear was created by a broad group of industry and medical consultants in Europe. Many riding-gear manufacturers equip their products with armor that meets CE standards, which set limits on the amount of energy transmitted by a pad, as well as the size of pads used in various applications.

CE-certified shoulder, elbow and kneepads are marked EN1621-1, which is the limb standard; back protectors are marked EN1621-2. A back protector that's also

## SHIFTING LAYERS CONCEPT

### Shifting layers absorb and disperse impact energy.

Les couches mobiles absorbent et dispersent l'énergie du choc. Verformbare Schichten absorbieren und verteilen die Aufprallenergie. Gli strati spostandosi assorbono e disperdono l'energia dell'impatto.



marked Level 2 or B2 passes a higher standard than one marked just EN1621-2.

- Level 1 protectors: The average peak force recorded below the anvil in the tests shall be below 18 kN, and no single value shall exceed 24 kN.
- Level 2 protectors: The average peak force recorded below the anvil in the tests shall be below 9 kN, and no single value shall exceed 12 kN.

Both EN1621-1 and EN1621-2 indicate the energy-absorbing characteristics and the minimum coverage—but not the shape—of the armor.

Although a few brands of armor are capable of withstanding multiple impacts in the same spot, it's best to replace any pads you land on in a serious crash. That's especially true of back protectors, most of which are definitely single-impact pads—one hit and they're history. Armor consisting of padding bonded to a hard plastic

shell should be replaced if the shell cracks on impact or wears through in a slide.

If the pads in your gear are marked with the CE logo, but not with EN1621-1 or -2, they might be approved for some other purpose like skateboarding or bicycling, and probably won't protect you as well as the right armor. If they don't have any markings at all, get your hands on some real CE-approved armor.

Check out the armor currently in your clothing and replace it if it does not conform.

For those that ride in plain old jeans or even Kevlar lined jeans, you should seriously think about buying pants with armor. I have a pair of Rev'it Airways mesh pants that I normally wear over jeans and with the optional hip armor they work great.

*John Ellis*

## BMW Norcal Big Bike Adventure Challenge, a 2 day GS Adventure Ride

**Dual sport adventure ride with riding skill and navigational challenges for club members and guests. Starting - Middle Creek Campground, Upper Lake, CA**

**June 9-11 2017. Limited to 50 entrants**

**Cost: \$35**

**Friday, June 9: Check in at Mill Creek Campground, camp overnight (bring your own dinner and breakfast)**

**Saturday, June 10: GS adventure ride (50 miles) through Mendocino National Forest to Fouts Springs, Gray Pines group campground. Chuck wagon catered dinner. Camp overnight.**

**Optional paved route for non GS riders.**

**Sunday, June 11: Return to Mill Creek campground via off pavement route. Check out and collect gear.**

**The ride will feature off pavement riding through forest access and fire roads.**

**There will be an optional advanced route with single track and hills.**

**Both routes will have water crossings. There will be a Sag Wagon.**

# Chris Dailey's Favorite Camping Accessories

Ride to Camp....Camp to Ride? That's our Motto !

Well.... what's out there to make our camping experience more enjoyable? Here's a few things that were brought to my attention that all of us might want to try and enjoy!

## "Brew in the bag"

Trader Joe's Pour Over Coffee that you Brew In The Bag! As usual - Trader Joe's has fun with the graphic design on their private label goods. How could we resist trying out this adorable Pour Over Coffee that you brew in the bag? Just add hot water! Supposedly the quality falls somewhere between a traditional pour over and french press.

A bit of research quickly shows that the Danish company behind this fun packaging and concept is Grower's Cup. They have this setup for both coffee and tea - as well as specialty kits (like Irish Coffee!) and you can even find some on Amazon. While not necessarily something you need at home - it's perfect for on the go, especially camping! AND... the cheap, flat packaging is REUSABLE! Just scoop out the grounds and refill. Amazon price (Pack of 6) \$17.95.

Thanks Dan ur the Man!



## BBQ Portable Charcoal Grill, FAMELEY Compact Camping Stove Made From Stainless Steel

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Amazon price \$29.99.



## "Camping Headlamp" Nebo Duo 250+ Lumen Headlamp Spot Light / Flood Light

Well there are soooooo many to chose from thousands of different types! Our son works at local golf course and well he's out there way before the sun comes up. He has gone through many different head lamps. One day I was at Batteries and Bulbs and there it was! Our Son says "it lights up the whole fairway" and all of his coworkers say where in the heck did you get that!!!!

The push button on/off button allows you to easily cycle through the FOUR light modes: one white LED (250 Lumens), 2 C•O•B strips (80 Lumens) or 2 RED C•O•B strips in steady or beacon mode. The red LED is a low-signature light, which ensures stealth in the dark, enhances night vision and makes reading in little to no light possible. The light from the 250-lumen power LED has a spot beam distance of 122 meters. Its signature 2 strip C•O•B design fully illuminates your immediate area with its wide flood beam. The DUO Headlamp is tough, reliable, lightweight and completely shock-proof.. Amazon price \$21.90.



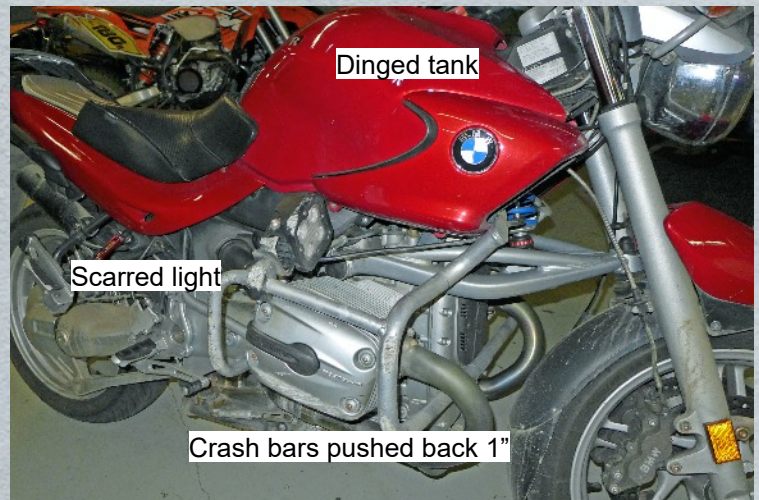
Enjoy, my fellow bikers - Chris Dailey

# More details on my “traffic incident”

Last month I described the accident I had on Mines Road, when I had to drop the bike to avoid a head on collision with an Alameda County truck, which was clearing debris, but driving on the wrong side of the road.

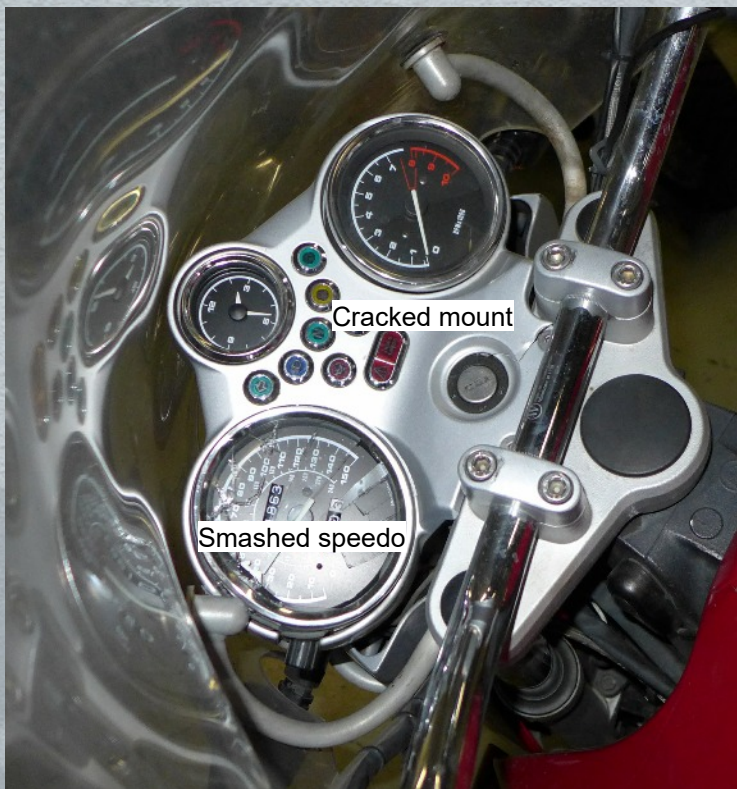
I thought this month I would add a couple of pictures to illustrate the damage and capture some of my thoughts with the hope that others might learn.

I think I was traveling around 30mph immediately before the accident. Because of the rain during the week I was riding slower than usual, and was riding at a speed where I could have avoided unexpected rocks that happened to be in the road. I took a blind right hand corner, keeping well to the right of the road, and was confronted with the image of a truck with a plow heading directly towards me, perhaps 25 yards away. At 25 yards impact at 30mph is less than 2 seconds. I have read elsewhere that reaction (ie. thinking time) time to an emergency varies from 0.75 to 1.25 seconds depending on age. Unfortunately I fall in the latter category. After the requisite 1.25 seconds I determined the only way to avoid head-on impact was to lay the bike down (a maneuver I have never attempted before but apparently am pretty good at it). The bike stopped sliding about 3 yards away from the truck



Since the accident I have been trying to figure out a way to train myself to expect the unexpected and maybe improve reaction times. Advanced riding books always recommend that when entering corners you should cover the brakes (front and rear), and be apply sufficient pressure to take up the free play in the lever. This is definitely something I will be working on in the future.

The other lesson learned here is the value of good protective clothing. My helmet, jacket, pants and boots were all written off, but they did a reasonable job of protecting me. The big mistake I made was to ride with pants without proper armor built in. I know most members of the club wear top quality clothing but I have noticed some who ride in jeans. In the past I have ridden in armored jeans, which may be good enough to stop road rash but will not protect your joints. In the past two years I have injured my hips twice when I went down wearing pants without adequate hip protection. Check out and decide if your protective clothing is up to the job.



The damage estimate to the bike, from CalMoto is about \$6,500. Interestingly about half of the cost of repair is associated with the damage caused by the windscreen. The metal brackets holding the windscreen bent but the windscreen itself stayed in one piece. The windscreen dented the gas tank, broke the instrument panel and smashed the speedometer. The windscreen is made by ZTechnik.

Here is their advertising claims  
I would go further – it's indestructible.

**“Lexan® polycarbonate construction offers 23X more crack resistance and 20X more impact resistance than the acrylic or "aircraft plastic" used in most aftermarket screens. The tough FMR hardcoating, meanwhile, offers 3X the abrasion resistance of most acrylic screens. Covered by ZTechnik's 3-Year Warranty against breakage!”**

bike until I was able to pick it up. These people are nice guys and support us by paying for advertisement in this NorCal newsletter. They also organize monthly rides etc. I encourage members to support CalMoto as well as the other businesses that advertise in this newsletter.

Having said this I am not sure I can recommend it. If it had just shattered like my Parabellum did when the bike fell over when parked, then the repair cost would have been easily halved. On the other hand if you do a lot of riding in Oakland than maybe a bullet proof Ztechnik screen is the choice for you.

The other thing I wanted to mention was the treatment I received from CalMoto in Livermore. Immediately after the accident I road the bike to CalMoto to get a repair estimate. I almost certainly was in shock at the time. Although CalMoto is the place where I go for parts, I have never purchased a machine there. However the folk there were genuinely concerned for my welfare, and persuaded me not to ride any further. Pat Castelli who made the estimate, looked after the



Pat Castelli Livermore CalMoto

*John Ellis*

## Every Cloud Has a Silver Lining

**They say every cloud has a silver lining. Well here's mine. A couple of week before the accident, I was suffering a bit of tooth ache. Now it's a long time since I visited the dentist, but this got to the level of annoyance that booked an appointment. Well did a full mouth x-ray and he spent 15 minutes probing around trying to figure out which tooth was the problem. In the end he wasn't actually sure, and was**

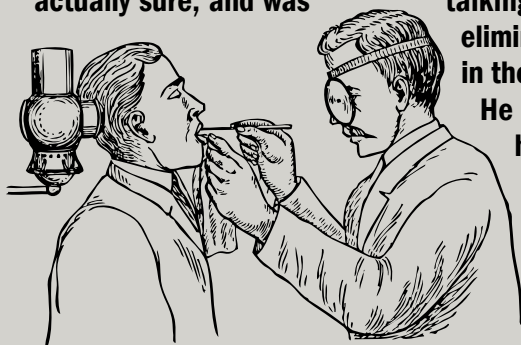
**talking in terms of a process of elimination. Root canal here, cap there, in the end I fix it - you get the picture.**

**He sent me for a second opinion to help identify the problem. They both came to the same conclusion that was a particular tooth on the upper left hand side was cracked. As can be seen from the damage to my helmet, I landed**

**my head. Feeling around with my**

**tongue the morning after the accident I noticed a bit of tooth missing. In addition there was no pain when biting.**

**Damn it ....I'm cured!**



## Steinbeck Country by Adrian Pineda

My two brothers, sister and I were born (in the 1960's) in Monterey County, California. Except for a short time in Wasco California, we spent our early years in a part of town, referred to by some at the time as the "Okie" area of Alisal, which was an incorporated section of Salinas. Geographically, locals tended to separate the county as the Salinas Valley, Carmel Valley and Monterey Bay area. For a kid, Monterey County was a great place to grow up. Severe weather in any season is rare, but naturally we preferred the mild summers. Yet, even in summer, it was always smart to take a coat as the evenings would usually be cool.

In July, everyone enjoyed "Big Week" which still has the carnival, the annual Salinas Rodeo (A queen is crowned), daily horse parades, Kiddie Kapers and Colmo del Rodeo Parade. The Salinas Valley has always been very oriented towards agriculture. The proximity of the Pacific Ocean routinely delivers cool mornings and evenings. The naturally fertile ground and consistent temperatures ensures fresh, delicious vegetables and other crops can be grown year around. The workers and businesses involved in all aspects of growing, packaging and distribution are still commonplace. At one time, I worked with my brother and an uncle in Salinas at a plant making boxes for produce to be packed in and shipped nationwide. Agricultural subjects were part of my school's curriculum. This included reading and learning about the most famous Salinas High School graduate, John Steinbeck.

What piqued and kept my interest about Steinbeck was in addition to being born, raised and educated in Salinas, many of his books and short stories were based on events or locations in Monterey County. On a routine basis, I traveled the same roads as



Steinbeck and passed many of the same farms. I had been to Cannery Row, I swam at the Monterey Bay beaches in Pacific Grove along with Moss Landing and visited flower farms where chrysanthemums (and others) were grown. We never had a red pony, but looking east, the Gabilan Mountains were visible through my elementary school windows. Today, at their southern end and not far from the town of Soledad, off Metz Road, is the western entrance to the Pinnacles. This is California's most recently designated National Park. The south valley areas from Gonzales to King City have become home to many acres of nascent vineyards and award winning wineries.

For a few years, my Dad worked on a cattle ranch in the upper Carmel Valley on Rancho San Carlos Road. Like Steinbeck, he had also labored at the now closed Spreckles Sugar Factory. I remember in the early 1970's, seeing miles of Southern Pacific sugar beet gondola cars filled to the top, waiting their turn on the tracks to be processed into the plant. Back then, the company owned the homes and buildings in the tiny adjacent town of Spreckles. New homes have been built, but expansion has been minimal. The additions directly across the street from the original factory site have been built to retain much of its early look and feel. A more personal aspect to my connection with Steinbeck is his final resting place at the Garden of Memories Memorial Park cemetery. I have been there to attend funerals for family members and Memorial Day events. Steinbeck was living in New York City at the time of his death in 1968 at the age of 66. He was returned to Salinas and buried where his final resting place can be seen in the distance from the plots for members of my own family.



I enlisted into the Army and left in 1983. I returned home in 1987 with a used 1983 BMW R65. This is the bike I rode to find my brother in Davenport





California, after the 1989 Loma Prieta earthquake. This was before everyone had a cellular phone or the internet. The chaos on the post temblor damaged streets of Santa Cruz reinforced the value of having a motorcycle. Work took me away from the Salinas Valley, but family and friends routinely brought me back.

Today, when Monterey County is mentioned, the

events which typically garner the most interest and attention to motorcyclists are the races at Laguna Seca or the Quail Lodge motorcycle gathering. Monterey and Carmel have become marquee destinations, but Salinas still remembers and promotes its most recognized son. John Steinbeck's Victorian style boyhood home (now also a restaurant and gift shop) has been beautifully restored and preserved for the public. Literally, just a walk down the street is the National Steinbeck Center. At a cost of

11 million dollars to build, it reportedly welcomes 100 thousand visitors a year. Located in "Old-town" Salinas, it displays an extensive collection of memorabilia, pictures and information about the Pulitzer Prize for Fiction and Nobel Prize in literature recipient. His Green GMC truck with slide-in camper is there to memorialize Steinbeck was a man who traveled the world and yet, saw the value and yearned to see America from its roads, alone with his dog.

The roads in the Salinas Valley can be littered with fresh mud from Fabco trucks loaded with boxes of produce, exiting freshly picked fields or occupied by slow moving equipment being grandfathered to or from a local farm. Admittedly, they may not be as glamorous or exciting as a motorcycle concourse or races at Laguna Seca. However, if you are looking for places to experience and explore, without all of the teeming crowds and pricey entrance fees, a motorcycle ride to Steinbeck's home, museum or other places he visited, lived, worked and wrote about is well worth the time and effort.

There is beautiful scenery and excellent roads for riding in all parts of Monterey County, which are enhanced when seen from a motorcycle. My favorite route into the county from neighboring Fresno County is Highway 198. West of Coalinga in Fresno County is a 47-mile road of twisties, dramatic elevation changes, an immediately felt temperature drop when you arrive at the Monterey County line and long straightaway in Priest Valley. During





the occasional skunk cross the roads, sometimes in groups. If you do decide to ride Carmel Valley Road, the recently opened Moto Talbott Museum in Carmel Village is a must to visit.

All of Monterey County is close enough for a single-day ride to and from many neighboring central California counties or stay and enjoy the nightlife. You will find excellent choices in cuisine and likely ride out in a typically cool morning. The former East of Eden restaurant in Salinas no longer exists, but in my opinion, the many remaining local restaurants have the best salad bars anywhere. Ultimately, wherever you ride in this jewel of a central coast county, you will be in Steinbeck Country.

*Adrian Pineda*

summer, a 30-degree temperature difference between Coalinga and Salinas is not unusual.

A perennial ride for myself and friends takes you from the valley lettuce fields, through old growth oak trees, to the ocean. Entering from Highway 101 south of King City and turning onto Jolon Road will lead you to the western route of the Nacimiento-Ferguson Road through Fort Hunter Liggett and the Los Padres National Forest. The road peaks at 3800 feet of elevation and intersects 7 miles later at the end with the Pacific Coast Highway 1. Riding north from there will take you into Big Sur and eventually Carmel. The views of the famous bridges, cliffs and ocean along this route can be breathtaking. It's important to remain alert on the roads in Carmel Valley as wild turkeys, boar, deer and



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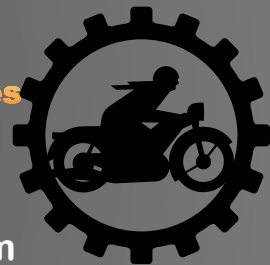
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MARCH 2017



BMW Motorcycle Club  
of Northern California



BMW Club of Northern California, Inc.  
P.O. Box 2472  
Santa Clara,  
CA 95055

## Western Motorcycle Rallies 2017

49er Mariposa, CA; :	BMW Norcal	May 26-29
Big Bike Adventure Challenge	BMW Norcal	June 10-11
Panguich, UT; Redrock Rendezvous	Beehive Beemers	Jun 15-17
Chief Joseph John Day, OR;	BMW Riders of Oregon	Jun 23 -25
BMW RA Rally (Petosky, Michigan)	BMW Riders Association	Jul 6-9
HighPipe Festival, Lakeshore, CA	<a href="http://www.highpipemoto.com">www.highpipemoto.com</a>	Jun 9-11
MOA International Rally(Salt Lake City)	BMW MOA	Jul 13-16
Ride the Rockies, Gunnison CO	<a href="http://www.cycleworld.com/adventurerally">www.cycleworld.com/adventurerally</a>	July 13-16
Top of the Rockies: Paonia, CO;	BMWMCC	Jul 20-23
Cascade Country Rendezvous, Republic, WA	WSBMWR	Jul 20-23
Stanley Stomp:Sawtooth Lodge Idaho	Bavarian Mountain West Motorcycle Club of Idaho, Inc.	Aug 10-13
Beartooth MT	Beartooth Beemers	Aug 17-20
Hot Springs Rally Nakusp, BC;	BeeCee Beemers:	Aug 17 -20
Range of Light Gypsy Tour, CA	BMW Norcal	Sep 1- 4
Beemer Bash Quincy, CA;	BMW Central Cal	Sep 15-17
Ride the Sierra, Lakeshore CA	<a href="http://www.cycleworld.com/adventurerally">www.cycleworld.com/adventurerally</a>	Sept 28-Oct 1

## Upcoming Norcal Events

12 Mar 2017 8:00 AM - 1:30 PM

Second Sunday Breakfast Ride, Half Moon Bay to Portola Valley via Santa Cruz!  
Meet for breakfast at Main Street Grill, 547 Main Street in Half Moon Bay

24 - 26 Mar 2017

March Member Meeting & Campout, Furnace Creek, Death Valley!

meetup

[www.bmwnorcal.org](http://www.bmwnorcal.org)