

THE MONTEREY BAY WATCH



SEPTEMBER 2006

MOA Charter #217
BMW RA #300

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Submission of advertisements/articles/product evaluations are due to the editor by the 15th of each month to the Newsletter Editor.

The Monterey Bay BMW Riders meet Saturdays at 9am (when a ride is not scheduled) for breakfast and conversation. See web site for current location. Social Coordinator: Denny Adkins
web site: www.mbr.org

President's Message



"Heavenly" Ride through Big Sur

What can one say about riding the Pacific Coast Highway from Carmel to San Simeon that hasn't been said

before? I would have to ride that route through a torrential rainstorm on bald tires, in the dark, during a 7.0 earthquake not to think it a marvelous experience. Even then, I'd bet I could find some nice things to say about it.

Still, I would count our latest club ride down the coast to be perhaps the best I've ever experienced. One of the main reasons was the weather. Starting in Monterey, the sky was overcast or, maybe I should say, the fog was at a high altitude and hid the tops of the tallest hills. The effect, though, was one of calm, peaceful light, not dreary or threatening. Not far south of Lucia, however, the sun came out and we were treated to the brilliant scenery of the coast, so inspiringly beautiful it begged the question: what could I possibly have done to deserve this?



New Camaldoli Hermitage

The little "surprise" part of this ride was a stop at the New Camaldoli Hermitage just south of Lucia. By coincidence I had recently visited this peaceful place and made the acquaintance of the prior, Father Raniero, who welcomed the idea of my bringing a group of motorcyclists to the

Hermitage. I was afraid we had arrived too late to see him, but he was waiting for us when we got there and gave a little introduction about New Camaldoli before inviting everyone to roam the grounds. Amazingly, one of the new faces on the ride named Dan mentioned that he had visited the

There were other factors adding to the enjoyment of the day. Traffic was unusually light the entire trip in spite of it still being technically in the pre-Labor Day "season." I can also report, though some may find it difficult to believe, that some of the slower drivers we followed for only a short while made proper use of a turnout without prompting. I'm sure I didn't dream this because some of the other riders reported witnessing it as well.

Our lunch venue was the same as it has been on some previous visits, El Chorlito in San Simeon. Though they don't take reservations, I called ahead to warn them of the imminent arrival of a party of ten. I think all were quite pleased with the food and service.

original Camaldolese Hermitage in Italy which was founded nearly a thousand years ago!

If you're interested in either visiting the hermitage or just finding out more about it, try any of the Web sites listed below. The entrance from Highway 1 is on the inland side about a half mile south of Lucia Lodge and is marked by a sign and a large wooden cross. Approaching from the north, the entrance appears suddenly on a left-hand turn, so ride slowly after passing Lucia so you don't miss it. The Hermitage is located at the end of a nearly two-mile, winding drive which is paved but very rough in spots due to recent repairs. As you would expect, the views from the Hermitage and some of the pull-outs on the drive up are stunning.

The Camaldolese monks are a branch of the Benedictine order and lead lives of solitude and spiritual contemplation. However, they actively encourage visits from outsiders, whether for an hour or several weeks. New Camaldoli has facilities for "retreatants" who wish to deepen their spiritual life through contemplation. They also sell fruitcakes and date-nut cakes, the proceeds of which pay for their daily needs. Currently they are seeking funds for a massive reconstruction project, the first since the founding of the Hermitage in 1958. There is

also a bookstore which contains many volumes on topics related to spirituality and meditation, as well as some very nice artwork done by the monks themselves.

<http://www.contemplation.com/>
<http://www.bigsurhermitage.com/>
<http://www.hermitagebigsur.com/>



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Loose Sprockets

By Ted Porter

It's funny how things come into my shop in waves. I've always said this and it's a strange phenomenon.

This past week I had a 1995 R100GS and a 2002 R1150GSADV in my shop with unusual engine noises. The 2002 GS had a loose screw on the crank sprocket which backed out and was grinding away on the engine cover just behind the hall sensor. It ruined the cover, but the sprocket was OK. The cause of the noise was easy to locate due to the leaking front main seal and the crankcase pressure blowing out of the engine behind the belt cover. This is the second time I've seen this problem. Considering the number of Oilheads I have seen over the years, that's a small percentage I suppose.

However the R100GS had an unusual noise that was difficult to find with my stethoscope. Often times an engine noise will telegraph all over the engine block and can be hard to trace. I am well acquainted with all the various Airhead noises but this noise was unusual. After narrowing the cause down to a few components, I started dismantling the engine and inspecting parts. At first I removed the timing chain cover, initially all looked OK, I then removed the top end and poked around, all OK. Finally I started pushing and pulling on components and the cam sprocket nearly pulled off in my hand. The only thing holding the sprocket on the cam was the chain! Fortunately the sprocket woodruff key, although worn, did not break. I removed the cam and measured the pieces. The bore of the

cam sprocket was about .002" oversize, so it had no interference fit which is the only thing that secures the sprocket to the camshaft.

Fortunately I had a good used sprocket on hand. I reassembled the motor and the customer was back on the road by day's end. I was working under pressure because believe it or not, this was a "while you wait" job. The customer purchased the bike in LA, and was en route to his home in British Columbia. He stopped by my shop Saturday morning for a post purchase inspection and fluid change. Little did we know when we booked the appointment that this post purchase inspection would require engine disassembly!!

On his way north, my customer stopped in at Steve Prokop's excellent independent BMW shop outside of Portland Oregon for a top end re-torque and valve adjustment. According to my customer, Steve commented that he had seen a few of these loose cam sprockets on 1995 Airhead models.

Although Oilhead owners have little reason to venture inside the front engine cover, an unusual noise from the front of the engine should not be ignored. The front crank sprocket bolts can be visually inspected after removing the hall sensor and front seal.

Airhead owners will usually at some point need to replace the timing chain. When this work is done, it would be prudent to give a good tug on the cam sprocket, especially if you have a 1995 model.

Ted Porter
BeemerShop

The BeemerShop will do your Service & Tire Changes at this year's Beemer Bash. We'll see you there!

The Top Five reasons to trust your BMW to the BeemerShop.

#1: Personalized Service

Ted Porter's BeemerShop is more like the way bike shops *used* to be. The experience is direct. You talk to us and we talk to you. It's simple. No plate glass. No middlemen. No barriers. After all, we're your fellow BMW riders/enthusiasts—since as far back as 1977. We'll take the time to get to know you *and* your machine. And we hope you'll get to know us too.

#2: New Bike Warranty Protection

Many BMW owners believe that while their bike is under warranty there is no option but to have routine service work done at a BMW dealer. Not True! Ted knows all the latest BMW warranty policies. He and his crew use factory BMW parts and approved fluids, follow factory service check lists, and update service booklets in complete compliance with BMW's terms. Your bike will get the best possible care, and there is no danger of jeopardizing your valuable factory warranty!

#3: Prices That Won't Break the Bank

We absolutely won't skimp on the things that matter, but because we're able to operate with a lower overhead, we can provide top quality service at lower prices. Whether it's a 600 Mile Service, Inspection I or II, a complete Annual Service, or just an Integral ABS brake fluid flush, we can dramatically lower your cost of ownership. Call for a price quote that will pleasantly surprise you!

#4: A Knowledgeable and Experienced Service Writer

With more than 25 years of BMW service experience under his belt, Ted Porter has in-depth knowledge of your motorcycle that few service writers possess. He'll personally inspect your bike and write up your work order when you drop it off. Then, when the work is done, you'll get the most thorough post-op review in the business. Your service history and all technical notes are kept in a database, as well as a hard-copy file, so that unsurpassed continuity of service is assured.

#5: Truly Qualified Mechanics

In addition to Ted's long years of wrenching on BMWs himself, he's been training or mentoring dealership technicians and service writers for the last fifteen years. The truth is you'd be hard pressed to find people more qualified to work on your BMW than the dedicated techs at the BeemerShop.

Stop by or visit our website and read our customer testimonials. Then, the next time your bike needs service, bring it in and let us show you how **the BeemerShop has raised the bar** for BMW motorcycle care in California.

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SATURDAY'S, WHEN A RIDE OR CLUB EVENT IS NOT PLANNED, THE CLUB MEETS FOR BREAKFAST at 9am – please see web site for current location.

Down the road.....

September TBD
October Castle Air Museum – Tom Brazier, ride leader
November Solvang M/C Museum – Dick Dodd, ride leader
December Holiday Party! December 2nd at the Hursts

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check out our web site:
<http://www.mbbbr.org>