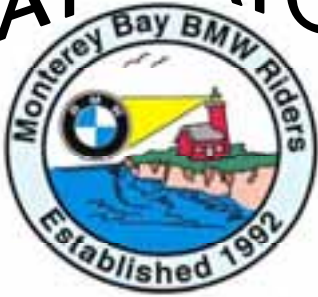


THE MONTEREY BAY WATCH



NOVEMBER 2006

MOA Charter #217
BMW RA #300

2006 CLUB OFFICERS

President: Ron Aikins
Vice President: Jay Whyte
Secretary/Treasurer/
Pillion Princess: Dale Whyte
Director: Tom Brazier
Director: Mike Clark
Director: Dick Dodd
Director: Bob Wiilson
Director: Chuck Hof
Newsletter Editor: Dale Whyte
Club Postmaster: Jay Whyte

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.mbbr.org

President's Message



Two-Ride Report

The calendar and my procrastination have combined this month in such a way that two club rides have passed since the last newsletter. My personal schedule for

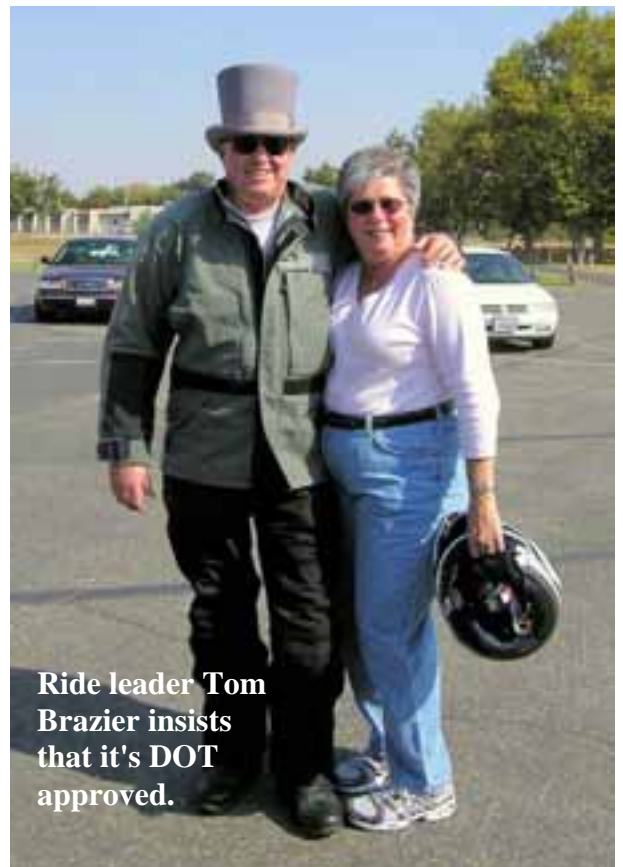
most of this year has not allowed as much riding time as in the past, and that probably has affected my inspiration to write about moto things. So this column often gets written a bit past the first of the month, and since this month's ride came unusually early in the month, it's time to chronicle both last month's ride to Castle Air Museum in Atwater as well as the November ride to Parkfield.

Castle Air Museum

Tom Brazier led the October ride to the museum in Atwater, not far from Merced. It had been several years since he had led the same ride. In fact, there was some discussion as to how long it had been. Venita's guess was 2000 and after checking the "archives," I verified that it was indeed April, 2000, when the club previously visited. (Man! Where does the time go?)



We were all thrilled when Tom Cruise dropped in to show us his shopping-mall fighter pilot skills!



Ride leader Tom Brazier insists that it's DOT approved.

This time the starting point for the ride was the Cozy Cup Café on 4th Street in Hollister. It is a venue for both great food and biker-friendliness. We departed on schedule under sunny skies. The route was familiar but pleasant: Hwy. 156 out of Hollister to Hwy. 152 over Pacheco Pass, Hwy. 33 at Santa Nella north to Gustine, then east. I've come to really enjoy Pacheco Pass, particularly when conditions are as nice as they were that day, the dramatic blue of the water in San Luis Reservoir shining against the bright golden hills.

There were a couple of bike "issues" that came up, but neither was severe enough to prevent anyone from completing the trip. As we left Hollister I noticed that Tom didn't seem to be signaling any of his turns. He later found out that none of his lighting worked, so on return he left his bike at Santa Cruz BMW for repair.

Poor Red Davis played and lost the motorcycle key pinball game when he accidentally dropped the key to his ST1300 down the front of the fairing. Many of us have done this, holding our breath listening to the tinkle-tonkle-clink and hoping it falls out the bottom where it can be retrieved. Such was not Red's luck that day, and the key was nowhere to be seen while trying to peer into the inner recesses of his fairing from various angles.

Out came the tool kit, and after dismantling much of the plastic shroud around the front of the bike, Red found the key resting peacefully between the cylinders of his V-4 engine.

As with our last visit, our docent was excellent, knowledgeable, and had actual

experience in some of the aircraft. It is always a fascinating strain on the imagination for those of us who weren't there to picture what it was like aboard those aircraft on dangerous missions. One plane displayed alternating black and white stripes under each wing which we were told indicated it had taken part in the D-Day invasion. I stood and pondered this for some time. This very plane had flown over the beaches on D-Day!

Parkfield

There are certain "classic" rides our club makes on a regular basis, destinations that always provide scenic alternatives for the ride there as well as good food and an interesting setting on arrival. Parkfield is one of those classic destinations.

Enjoying the ride was an unusually large number of riders. The count of bikes was 17 or 18, depending on whom and when you asked. I thought this might stand as a club record, but I noticed when reviewing the report on the



The docent just finished telling us about this behemoth: It was brought to Castle Air Museum in 167 pieces, requiring 11 flatbed railway cars to move it. It took the efforts of dozens of volunteers and two and a half years of work to reassemble and paint the B-36. Red Davis is pointing out to the docent that the volunteers put the engines on backwards.

Castle Air Museum ride in 2000 that there were 19 motorcycles counted. Can anyone remember a ride with more than that?

Dick Dodd led the entourage and should be awarded for

composing one of the most inventive combinations of route alternatives. I

was happy following along and discovering the route as it was revealed to us. I also tried to guess what choices Dick would make at each

turn, only to be surprised at most of the choices.

We started as usual down River Road out of Salinas, but I was hoping Dick would include some of Metz Road before King City. I wasn't disappointed; we caught Metz just out of Soledad. My guess was correct that our first rest stop would be the truck stop at Wild Horse Road. Would he take Wild Horse out to 25 and then to 198? No, this time he opted for Cattlemen Road to San Lucas. So, would it be east on 198 to Peachtree Canyon? Nope. We turned west to take Paris Valley Road and eventually to Lockwood.

From there we turned east and I thought it reasonably certain Dick would lead us through Bradley, but would he take the turn for Hare Canyon? Yes! Hare Canyon intersects Indian Valley Road a few miles above the turnoff for Vineyard Canyon Road which leads directly to Parkfield. Checking the time, that made sense. We'd get to Parkfield a little after noon to enjoy lunch. But wait, Dick doesn't take the turn. Ah, he probably thinks everyone would appreciate another rest/gas stop in San Miguel before the last leg to Parkfield.

No again. Instead of turning right into San Miguel, we turn left, meet up with 46 and turn back west to take a break at a Chevron station in Paso Robles! Hmm, this is getting interesting. There is some good-natured conjecture as to whether we're actually

going to Parkfield. Looking at the time, I think there are only two possibilities: directly east on 46 to come up to Parkfield from the south, or somehow get back near San Miguel to take the Vineyard Canyon route. I discount the 46 option; I don't think it likely, after all the interesting roads we've been on, that Dick would set us on the slab for such a long stretch.

Surprise again! We head south out of Paso Robles and the more interesting alternative I hadn't considered finally occurred to me. We would connect with Hwy. 41 and enjoy its curves and hills to connect with 46 at Shandon. A brief sprint from there is the turnoff for Parkfield Road. So we would come up from the south after all!

Everyone had great things to say about the route and the excellent weather when we arrived. As is usually the case, the small staff at the Parkfield Café managed to efficiently serve the sudden influx of bikers. The weather was so ideal most of us ate outside on the picnic tables. We also enjoyed the company of a big, friendly mutt who insisted on constantly

retrieving a well-chewed tennis ball. To cool himself off, and perhaps for our entertainment, he would occasionally jump into the water fountain and rest awhile. It's a gesture many of us have probably considered the times we've visited Parkfield in the hotter months, but this day I was quite comfortable remaining dry, thank you.



Golden Retriever (?) enjoys a cool down after a rousing game of fetch

Thanks to Mike Clark for photos from the Castle Air ride and Ron Aikins for the photos from the Parkfield Ride!

Club Holiday Party
Saturday – December 2nd
See attached flyer & directions

Tires? Shocks? Parts? Accessories? Get it ALL at the BeemerShop!

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.

Ted Porter's
BeemerShop
 Service Excellence for BMW Motorcycles

www.beemershop.com • phone: 831.438.1100
 34 Janis Way • Scotts Valley, CA 95066



Ride for the Heart Coordinator Jay Whyte writes:

Thanks very much to all the volunteers for making the "Ride for the Heart" a success!

Denny Adkins
Ron and Donna Aikins
Tom and Venita Brazier
Dale Whyte

The day started early – very early in front of Santa Cruz County BMW. At sunset we moved over to the Holiday Inn Express for a very comfy set-up there. Can you say "fresh baked cookies"?!



Early morning volunteers
Denny and Dale



First riders checked in and
ride off to the next check
point



Tom and Jay ready to check in
riders at the Holiday Inn
Express lobby



Donna, Ron and Denny
relax at the Holiday Inn
Express lobby

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.....

December Holiday Party! December 2nd at the Hursts (see attached flyer and directions)

**December International Motorcycle Show – San Mateo County Expo Center
December 15-17 – Admission \$13 -- web site:
<http://motorcycleshows.com/motorcycleshows/static/staticHtml.jsp?id=358893>**

**MONTEREY BAY BMW RIDERS
629 Main Street, P.M.B. 385
Watsonville, CA 95076**

FIRST CLASS MAIL

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

