

# THE MONTEREY BAY WATCH



MOA Charter #217  
BMW RA #300

## 2011 CLUB OFFICERS

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Newsletter Editor: Dale Whyte  
Social Coordinator: Denny Adkins  
Club Postmaster: Jay Whyte

web site: [www.mbb.org](http://www.mbb.org)

## President's Message

This month I would like to try to get the word out about the new California traffic ticket fines. Lately there's been a lot of talk about traffic tickets out there. So I thought you would find this useful.



BE VERY CAREFUL OUT THERE! THE LOS ANGELES TIMES HAS AN ARTICLE ON THE SUBJECT: "FLOORING IT ON CAR FINES". PASS IT ON TO YOUR FRIENDS AND ACQUAINTANCES.

HUGE California Traffic Tickets Fines Effective 01/06/2011

Effective immediately, if you do not stop at the red light, be ready to pay \$436 in fines or if you pass a school bus with flashing red signals, you will be charged \$616. The state of California is going for blood, so be extra careful in driving, You cannot afford messing with them. I have been hearing that Highway Patrols are under pressure to issue a lot more tickets than last year with at least 30% increase in fines over 2009, so beware of radar guns, highway and traffic cameras installed everywhere and the tougher enforcement of parking rules.

Just for your info, the next time you park in the handicapped zone, even for a minute, you will be looking at almost \$ 1000 in parking tickets , so it ' d better be worth it. California needs money, so pay close attention to the rules of the road!

### Traffic Ticket Fines (Effective 01/06/2011)

VC 12814.6	\$214	Failure to obey license provisions.
VC 14600(A)	\$214	Failure to notify DMV of address change within 10 days Note: The fine may be reduced with valid proof of correction.
VC 16028(A)	\$796	Failure to provide evidence of financial responsibility (insurance) Note: This fine may be reduced with proof of insurance on or after the violation date

**The Monterey Bay BMW Riders meet Saturdays at 9am (when a ride is not scheduled) for breakfast and conversation. See website for current location.**

VC 21453(A)	\$436	Failure to stop at a red signal.
VC 22349	\$214	Unsafe speed, 1 to 15 miles over the limit.
VC 22350	\$328	Unsafe speed, 16 to 25 miles over the limit.
VC 22450	\$214	Failure to stop at a stop sign.
VC 22454(A)	\$616	Passing a school bus with flashing red signals.
VC 23123(A)	\$148	Driving while using a wireless phone not hands free, first offense . I know someone who got this and it ending up being \$274
VC 23123(B)	\$256	Driving while using a wireless phone not hands free, each subsequent offense.
VC 23123.5	\$148	Driving while using a wireless device to send, read or write text.
VC 23124	\$148	Minor driving while using a wireless phone.
VC 22500	\$976	Parking in a bus loading area.
VC 22507(A)	\$976	Violation of disabled parking provisions, first offense.
VC 22507(B)	\$1876	Violation of disabled parking provisions, second offense.
VC 26708	\$178	Unlawful material on vehicle windows.
VC 27150	\$178	Adequate muffler required.
VC 27315	\$148	Mandatory use of seat belts.
VC 27360	\$436	Mandatory use of passenger child restraints. Note: This fine may be reduced by completing a court authorized child seat diversion program .
VC 27400	\$178	Headsets or Earplugs covering both ears.
VC 27803	\$178	Violation of motorcycle safety helmet requirements.
VC 34506	\$616	Commercial Driver - Log book violation.
VC 4000	\$256	No evidence of current registration. Note: The fine may be reduced with valid proof of correction.
VC 4159	\$178	Notify DMV of change of address within 10 days. Note: The fine may be reduced with valid proof of correction.
VC 5200	\$178	Proper display of license plates. Note: The fine may be reduced with valid proof of correction.
VC 9400	\$178	Commercial weight fees due.

Although it may look like it at first, this man cannot issue you a ticket for any of the above infractions of the vehicle code.



Club Member Roger Vandevort and his "special" BMW



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## THOUGHTS FROM THE NURSING HOME... The Single Life

By James Martin

In my slimmer days, I was a big fan of four stroke single cylinder motorcycles. I even belonged to the national club and attended a rally in Sacramento in the eighties. I still am a fan, but there is a size limit on single cylinder engines. Piston speed, vibration and difficulty in starting to name a few reasons, impose these limits. The famed Austrian engine producer, Rotax, only offers thumpers up to 700cc, and that one is big, nasty, race only type of engine that most of us would not want to live with on the street.

Unfortunately, I have no such size limit and have literally outgrown the kid of slender lightweight bike that I so admire. Now, if some were to offer me a perfect Ducati Supermono for free, I might be motivated to go on a Superdiet, but the chances of that happening, either of those things, are about as likely as the Pope funneling money to an abortion clinic.

My history with street bikes goes back to the mid-seventies. My first road bike was a Honda 400-4. After years of not riding (I wasn't addicted yet), I saw a picture of the 400-4 in a magazine and liked its "café racer" looks. Typically Honda, it was well built, smooth, quiet and totally reliable. Ergonomically, it was small and the low "BMW bars" it came with did not work well with my long legs and the forward foot peg location typical of the day. Unlike the dirt bikes and dual purpose bikes I had previously ridden, it also seemed heavy. In addition, I didn't like the total absence of low end torque and the whirring four cylinder sound it made.

So, I traded it in on a 550-4. A little larger and roomier, it still suffered many of the same shortcomings, so it became my first custom bike. Russ Collins' shop in LA bored the cylinders for Honda 750 pistons (604cc!) and installed 750 carbs and a Kerker four into one pipe (no more whirring sounds) but we could never get it to carbonate cleanly, so I passed it on to one of Russ' other customers.

I had seen an article in *Motorcyclist* magazine about a project bike, a Honda XL350 (Long Beach Honda was winning the Baja 1000 on a regular basis with one of these at the time) converted to a café racer on the cheap. In retrospect, **everything** was on the cheap in those days – lately it's hard to find anyone that can even spell "cheap". You could easily buy an entire motorcycle for less than the price that BMW wants for a set of brake pads! Anyway, the project struck a chord with me and I had a low mileage XO350 in my garage within a week.

I really hated riding the stock bike on the street, especially after my other Hondas. It seemed tall, very narrow, and it sounded exactly like a lawnmower, so I set to work. I put the engine/transmission in the bed of my Datsun pickup and headed to Bend, Oregon. One of my high school buddies had moved there, so I stayed with him while a company in Bend, Powroll, worked their magic. My friend, Steve, who had parlayed his degree in philosophy from UCI into a job as an auto mechanic, insisted on doing the disassembly and reassembly work in his stop (which saved me a lot of money) while Powroll pressed the crank apart, welded plugs into the crankpin holes, drilled new ones and pressed the crank back together after shortening the connected rod (they actually put it in a fixture, headed the middle and used the fixture to squeeze it together to accomplish this), bored the cylinder for the



oversize piston and ported the cylinder head, Steve and I put it back together with a Powroll cam and valve springs and a DelOrte pumper carb (Steve's idea).

When I got back home, I painted the engine/trans with black case paint and put this "powerhouse" back into the frame. I had a machine shop bore out the exhaust spigot so I could braze it on to a piece of 1 5/8" exhaust tubing and made my own downpipe with a short dirtbike Supertrap muffler on the end.

Following the *Motorcyclist* article, I lowered the chassis about an inch, put on some dragbars and a quarter fairing and painted it with Rustoleum Navy Gray with yellow and black stripes. It looked cool, idled like a Harley and sounded, well, like you'd expect...awesome.

The bike's only shortcomings were the peg location (again, low bars **require** rearsets, unless you're



built like an orangutan or maybe Danny DeVito) and the difficulty in starting the thing. Nothing like spending ten minutes kicking over your bike when you're trying to get to work on time. Four stroke singles suck you in by starting first kick time after time and then waiting until you are really running late to get cantankerous. I hear that first electric starters and finally electronic fuel injection have largely eliminated this problem. Alas, I never owned one of these.

Upon seeing the bike and falling in love with it, a neighborhood kid kept trying to buy it from me, so, one day after a long stint on the starter lever, I relented. I probably should have warned him how wheelie prone it was, but he crashed it, wrecked it, never to ride a motorcycle again.



A long hiatus from single cylinder motorcycling ensued; a Yamaha 650 twin (wish I still had that one), a Suzuki GS1100 and a Yamaha FJ, which was wrecked when a woman came around a corner on the wrong side of San Juan Grade road, making me choose between a head on collision and a fast tumble down the mountain. Reacting quickly, I laid the bike down in front of her clapped out Nova. I think I made the right choice. I learned from this that if you run into a beater, the driver often has no insurance, even if she is driving as if she has divine protection.

When I got the urge again, I was determined to find a Yamaha SR500. Great engine, classic good looks, you just can't beat the SR. After going back and forth in negotiation for a pretty nice one, I happened to spot a sweet example of the SR's sporty cousin, The SRX, while I was down in Newport Beach at Champion Motorcycles (one of the first BMW dealers in California – they no longer sell BMW's), and took it home.

The SRX was an interesting bike, kind of an 80's street fighter, with triple disk brakes, a perimeter frame, sporty tailpiece, wedge tank, clipons, rearsets...pretty much ahead of its time, sort of a pre-Ducati Monster, except not as fast. 1986 was the only year that Yamaha imported this bike to the states, although they have sold a lot of them in Europe.

Not a perfect motorcycle. Wedge tanks were designed originally to provide clearance for low clipon handlebars, but on the SRX, this feature was more of a fashion statement. The clipons **did** hit the tank at full lock. Ouch! When I bought the bike, there was a small dent in the tank, apparently from somebody's knuckle. I would later have reason to enjoy this particular feature first hand (literally)

when the bike lost traction going uphill on 101 in Prunedale in the rain and went into a tankslapper. I bruised the knuckles on of both thumbs on this adventure, but kept the bike upright.

Such experiences didn't dissuade me, though. After seizing the engine while stuck in traffic attending a Laguna Seca Indy car race (it started right up after it cooled off, but smoked a little after that), I bored it out to 640cc, installed a White Brothers (so loud I had to push it across the street to start it, thought I'm still not sure whether it was that deep, rich thumper **basso profundo** or my swearing after the fourth or fifth kick that annoyed my neighbors the most), a Sudco dual smoothbore carb kit and a Megacycle cam.

A big thumper takes some serious force (even with an automatic compression release) to kick through. Someone told me that I didn't have to kick it that hard (after witnessing my efforts), but I retorted that I was trying to scare it into starting on the first kick. One morning, I actually snapped the kickstart lever off, tried to bumpstart the thing (unsuccessfully) and finally, all sweaty and searing like a sailor, just drove to work.

Eventually, a bike with this much, um, "character" begins to wear a little thin, so when the cam chain started talking to me, I sold the bike. By that time, it wore an SRZ250 half fairing with a yellow and black bumble bee paint job (remember Yamaha racing in the seventies?), so it was easy to sell. Oh, I forget some of its other frailties – it ate chains (and continued to do so even after I fixed its sprocket misalignment caused by someone's use of the wrong countershaft sprocket), and its fork tubes (36mm, I believe) were so flexy you could feel the front tire squirming around every time you leaned the bike over. Like good riddance already.

So now the Ryca/Suzuki Savage café bike comes along and my quest for the ultimate essential (single cylinder) motorcycle resurfaces. This bike has the lean of a cat living with a vegan and is based on modern components, which means that it is actually easy to start. It's a good thing that I'm now too fat to ride such a small bike (too much easy living in the nursing home I guess) and can't afford to build it right anyway...sometimes the best luck is no luck at all.

### FOR SALE



MachineartMoto SlipScreen sport windshield ([http://machineartmoto.com/shopsite\\_sc/slipscreen.html](http://machineartmoto.com/shopsite_sc/slipscreen.html)). Fits all models of R1200GS. Originally sold for \$129, and I'd like to ask \$80 (in excellent condition). Contact Al Shaffer at: alan.shaffer@gmail.com

Here's some info with photos from the website:

"Slipscreen is designed for riders who are annoyed by the wind noise and buffeting of the stock GS screen and want a stylish, comfortable alternative for dirt riding and warm weather. Slipscreen is the sleek solution that is short enough not to upset air flow at helmet level reducing noise, while creating a pocket of still air up to chest level for comfort. Made in 3mm high impact ABS, it is finished in satin black metallic, and mounts with the stock hardware to retain adjustability."



**Best wishes to Ken and Janet Farmer on their move to Grass Valley!**



Farewell lunch at  
Phil's Fish Market



Due to Ken Farmer's relocation to Grass Valley he has resigned his position as Vice President. Jay Whyte has agreed to take over the position for the remainder of the year. We'll still be seeing Ken and Janet on occasion since they have family to visit for holidays, etc. So, it's more like not goodbye – but – we'll see ya, when we see ya!

Ken and Janet -- Best wishes in your new home from your Monterey Bay BMW Riders family!

**Saturday's, when a ride or club event is not planned, the club meets for breakfast at 9:00am  
– please see web site (mbr.org) for current location.**

**Down the road..... 2011**

**Note: Check out the change of address for Ted Porter's Beemer Shop!**

**Saturday, Apr 16, 2011 Destination TBD Ride Leader, Ron Aikins**

**Saturday, May 21, 2011 Destination TBD Ride Leader, Chuck and Denny**

**Saturday, Ride to lunch at the Basque restaurant in San Juan Bautista – need ride leader!**

**August, 2011 Bonneville Ride Leader, Neil Talbert and Ken Farmer**

**Saturday, Oct 15, 2011 Lunch at the Apple Farm, SLO Ride Leader, Dick Dodd**

**December, 2011 Club Event -- Holiday Party, date and location TBD**

**MONTEREY BAY BMW RIDERS  
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