



FEBRUARY 2007

MOA Charter #217  
BMW RA #300

2006 CLUB OFFICERS

President: Ron Aikins  
Vice President: Tom Brazier  
Secretary/Treasurer/  
Pillion Princess: Dale Whyte

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

Director: Mike Clark  
Director: Dick Dodd  
Director: Bob Wilson  
Director: Jay Whyte  
Newsletter Editor: Dale Whyte  
Club Postmaster: Jay Whyte

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](http://www.mbr.org)

## President's Message



*You Shoulda Been There...  
Well, Maybe*

If the comments from the riders were any indication, everybody on the January ride had a great time in spite of the occasional weather "challenges." I happen to know for a fact

everyone was completely sincere in his estimation of the ride because, well, okay, I was the only who showed up for it. I was not surprised, given the threat of bad weather, that everyone decided it might be a good day to sleep in. For some moments I stood in the parking lot next to the Shell station and wondered if that might not be a bad idea for me, too, but I hadn't taken a good ride in such a long time I decided to ride as far as I felt like and make a day of it.

I wasn't disappointed. There were a few minutes of rain on Jolon Road, and then the next time I got wet was between Salinas and Monterey on the way home. Otherwise, riding conditions were good, the pavement mostly dry.

This month's *Rider* magazine has an ad for Tourmaster riding gear that leads with the line, "If you don't ride in the rain, you don't really ride." I can't say I agree entirely with the sentiment, but rain, if you're expecting it and equipped for it, isn't so awful. Of course, if it's really storming out and raining *sideways*, that's another matter. Also, if it's cold enough that there's a chance some of that "harmless" rain will turn into black ice, curling up at home by the fire is probably a better option.

Since I was by myself the ride was not quite as focused as would have been had the leader needed to deliver a pack of hungry folks to a restaurant in a timely

fashion. In fact, I did not actually ride south of Atascadero.

If you were disappointed to miss out on a ride to SLO and the Apple Farm, take heart! We're going to try it again this month. Check your ride calendar.

### *Annual(?) Club Meeting*

The officers of the club and some other members met at the California Grill in Watsonville recently to tackle some of the annual issues, such as where folks would like to ride as well as a couple of other issues noted below.

### *2007 Ride Calendar*

Check the calendar for some of the rides planned for the year. I think you'll find several interesting destinations, and a few months for which someone has volunteered to lead, but the destination is as yet "to be determined." If you have a favorite destination you're thinking of, you might drop a word in the ear of one of those undecided ride leaders. You never know, he might take you up on it, as well as appreciating the help.

### *New Breakfast Venue?*

Another issue that came up was our Saturday breakfast venue. While there have been few, if any, complaints about the food and service at the Red Apple, the fact that they are often so crowded that we have trouble in arranging a large enough table for us is an inconvenience that can spoil the morning for some. A few volunteers have offered to check out some other venues and report whether they seem like good candidates.

If anyone has ideas about a good venue for a club breakfast, please let me or one of the club officers know. There are a few criteria which are essential besides the obvious credentials of good food and service. First, a willingness to write separate checks is a must. (Why

some restaurants claim they can't do this is still a mystery to me.)

Second, it should have sufficient capacity that our showing up with as many as two dozen members won't bring the place to its knees. If it's possible that we can have a regular table or room every week, that's another plus.

### *Communication*

Another subject came up as to how we communicate among the membership. Of course, this

newsletter is one way. We also make use of e-mail, though we realize not everyone has or uses a computer this way. If you do, however, we highly recommend subscribing to the club mailing list. It's a great way to stay in touch or make announcements of your own the rest of the members. You can subscribe by going to the club Web site and clicking on the "announcements by email" link. If you have questions or encounter any problems, our webmaster, Mike Clark, can help you out.

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## **Service at Ted's**

We had an issue that required a mechanic! Venita and I have been doing all our own servicing on the R bikes for years now and it is usually fun and rewarding. But when the lights on the bike all went out at once on a road trip, I figured we were in over our heads. I lost the headlights, horn, turn signals and brake and tail lights all at once. The road check did not reveal any burned out fuses and I thought it was probably a defective relay. The only relay that could do that was the "load relief" relay, the one that shuts off all the lights when you push the "start" button. Knowing zip about relays I took it to the dealer.

It took them two weeks to get to it, but they were busy. That resulted in five hours of labor with a courtesy discount to 2.5 and about a \$400 bill with battery replacement. I was told the load relief relay was fine. Nothing was fixed though. The net result was that they wanted to sell me a \$2,400 wiring harness because of a "short" in the wiring harness.

I took it up to Ted, who graciously accepted the bike immediately and said he would squeeze it in. His shop, if you have not been there is located in an industrial area of Scotts Valley over on Janis way. He and his two mechanics are delightful to talk to, knowledgeable and seem to have a real passion to work on our beloved Beemers. There are three lifts, lots of parts stocked and it is easy to get to. It's the kind of shop I would build at home if I had about an 8 car garage.

Ted called when they started to take the bike apart to check the wiring harness. He called again about 30 minutes later. The load relief relay was bad! He indicated that there are two relays in the box with the same number; one goes to the headlights, etc, and the other to the fog lights. He just swapped them. The headlights, tail and stop lights and horn started working and the fog lights quit. Problem solved. It took him, literally, five minutes to diagnose the problem, and the part was \$10. Then he called personally a few days later to see if it was all working properly! When was the last time that happened with service performed on a bike!

Ted had a batch of bikes at the shop when we went up. The ranged from a CHP bike to many of the various K and R bikes and lots of Airheads. He was happy to discuss just about anything BMW and it really felt like home. And, no, neither Venita nor I have stock in Ted's place. But it would be a great buy if he ever went public. Thanks Ted.

Tom Brazier.

**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.

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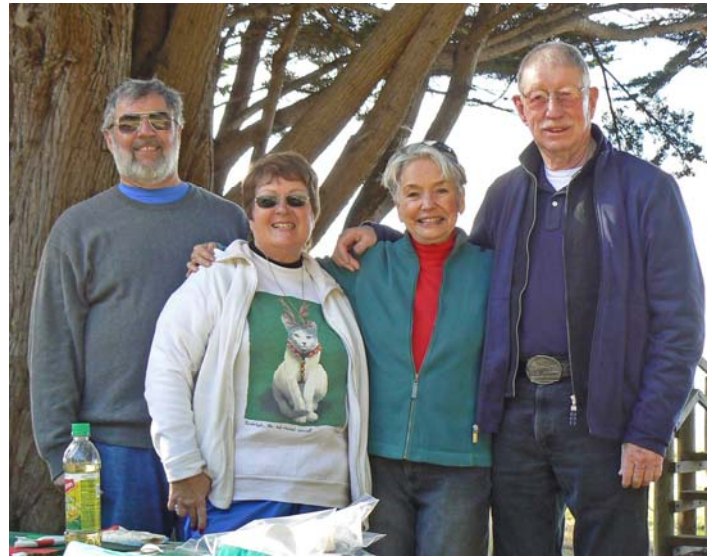
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## THE CHRISTMAS RIDE

Chuck and I got up early and eagerly Christmas morning to exchange our gifts to each other then grabbed a quick breakfast. We put on our layers of motorcycle garb and boots and headed out to meet Sally and Bob at their home to head out for our Christmas day ride.

We had gone on a ride on Christmas before when our respective family members weren't going to be around. On that first Christmas ride we rode north to the Marin hills and had a picnic lunch overlooking the bay. It was a fun and relaxing day with no cooking, serving, dishes or work that generally accompanies having family. So, when Sally and Bob asked if we would be available this year to ride (weather permitting) we happily agreed.



We decided to head south along Hiway 1 through Big Sur, passing Lucia and stopping for our Christmas repast at a park a few miles past the Nacimiento/Ferguson cut-off.

Santa Claus had gifted us with an absolutely beautiful day. The sun was shining on a blue and calm ocean and it was one of the nicest rides along the coast we have had coming and going.

We arrived at the park and found a picnic table with a great view of the ocean. Sally and I laid out a green tablecloth with snowman patterned plates and napkins while Bob set up his camera for this Kodak moment. We thought of Dale as we stood waiting for the flash to verify it took. Of course, wouldn't you know, Bob got it on the first try.

Our Christmas lunch consisted of butternut squash soup followed by roast beef and artichoke sandwich wraps with ambrosia salad. Hot coffee and soup took some of the chill off and homemade Italian cookies finished the meal off nicely.

We all recommend this as a very enjoyable way to spend a Christmas day. Chuck and I had family and friends for a Christmas Eve Brunch so it gave us the opportunity to spend the next day relaxing after all the hustle and bustle of shopping, etc.

Happy New Year to everyone! Chuck, Denny, Bob and Sally (the Holiday Four)

## It was a Cold and Icy Ride

From Sally Wilson:

A couple of VERY cold Saturdays ago we left The Red Apple and debated the “where to ride” thing. Arriving at “inland” as the fog was spreading around the Coast.

Why not Larry’s we thought; and so headed for Pinoche. Some miles from Hollister I noticed ice on the shaded puddles along the road and then out of Paicines there were large patches of sand on the road and then SURPRISE – snow dotted the hills. About 10 miles from Larry’s there was lots of snow and WOW ice on the road...big time! We made a careful U-turn, then Bob took this picture. Not quite the sierras but certainly cold enough!



**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..... 2007

February	Ron Rides Again – see Page 1 for details
March	Mike Clark (TBD)
April	Dick Dodd leads a ride to Pozo
May	Chuck Adkins takes the club to the North Coast
June	Red Davis (TBD)
July	Bob and Sally Wilson lead the club somewhere wonderful -- TBD
August	Ron (TBD)
September	Jay Whyte leads the club for grub at Woolgrowers – yum, yum
October	Tom Brazier leads a ride North to Garberville
November	Dick Dodd take the club on a journey for Mexican food at Old Juan's Cantina in Oceania
December 1 <sup>st</sup>	Club Holiday Party at the Clark's!

**MONTEREY BAY BMW RIDERS**  
629 Main Street, P.M.B. 385  
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## FIRST CLASS MAIL

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

