

THE MONTEREY BAY WATCH

APRIL 2007



MOA Charter #217
BMW RA #300

2006 CLUB OFFICERS

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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.mbbbr.org

President's Message

Yet Another Rain Ride



I took a Monday off recently to rest up after a rather full weekend. Taking the day off was a good idea, but I managed to fritter away the time with

odds and ends of busy things before deciding I'd better get out the door and ride a little before the day completely escaped me.

As I stood in the garage getting suited up and the bike arranged, I glanced outside to see that it had started raining! What?!?! This is my day off! How dare it.

The situation called for an immediate decision, something which to begin with is completely against my nature. Should I cancel the ride and find another way to entertain myself or brave the elements and get in some road time? Well, it wouldn't make good fodder for a President's Column if I had opted for the former, now would it?

The fact was, I had not checked the weather

report all day, so I had no excuse for being thus surprised by meteorological events. Well, if I could make one decision based on ignorance, why not another? My mind quickly formed what seemed a reasonable forecast: it was probably only raining near the coast, so if I headed quickly east I could enjoy some dry riding.

Off I went.

I chose the Carmel Valley Road route to get to the Salinas Valley and, indeed, the rain did cease a few miles past the Village. It looked as though my seat-of-the-pants (a.k.a. talking-out-of-your-a--) prediction might hold true. My normal riding pace, never race-worthy at best, had been slowed initially due to the wet roads. Once things became drier, however, I still maintained a leisurely speed, choosing to "smell the roses" as I went.

It was after all Carmel Valley Road, a motorcycling blessing in virtually any conditions. I marveled for the umpteenth time at its beauty and variety: little traffic, reasonably good surface the whole way, tight



Sam Arquilla, astride the late Jim Smith's RT,

keeps it in the family

curves, fun sweepers, the occasional straights for sprinting, vistas from elevations as well as shady runs under moss-covered limbs at river level. (And watch out for those cattle guards, especially when they're wet!)

I crossed the river over the one-lane bridge that led to Elm Street in Greenfield. My mind ran ahead to decisions about the route I would take from Greenfield and where to stop for gas. It was then I spied something very unusual that was to change my plans for the day dramatically.

Looking across the Salinas Valley, I could see a low layer of clouds, not threatening in themselves, that was moving down the valley. The bottom of the cloud layer was flat, as though the clouds had been poured onto the surface of a glass coffee table. Between the cloud layer and the ground was an impenetrable brown swirl. My halcyon forecast now seemed a joke. The front charging down the valley was ripping up the surface of the topsoil, making the strength of its winds clearly evident even from a distance. What was it like driving in that? What would it be like *riding* through it?

As I neared the main street of Greenfield the buffeting from my left quickly grew in violence. With the wind came an abrupt change in temperature. Very suddenly it was *cold*. I watched as school children, just released from their confines and dressed sparingly for what had been a warmer day, held themselves and turned their backs to the

gusts, shivering. Bits of grit and dust managed to sting my face in spite of the fact that my visor was tightly closed. Putting up with a little rain was one thing. This was *not* what I had in mind.

I stopped for gas and a restroom break and made another decision, this one based more on fact since prediction of what would come next was not difficult. Upwind the clouds were darkening. The dust storm would soon turn to rain and it did not have the look of a brief shower. Waiting it out would probably be fruitless. I don't mind riding in either rain or darkness, but preferably not both.

If I was going battle wind and rain, I did not want to do it alongside distracted cagers on the highway. I rode first to Metz Road before turning north into the teeth of the wind. I did catch a bit of the slab going back south from Soledad to Arroyo Seco. Fortunately the wind died down considerably after the rain started and the rainfall, while steady, was less than torrential.

Still, it was a big wet one the rest of the way home. I was happy that I had at least dressed for bad weather and was living after the invention of waterproof, breathable textiles. Uh, well, all was not perfect. I really must break down and invest in a pair of new, waterproof boots. Suffice it so say that mine that once were are no longer.

It was an interesting ride and, I stubbornly insist, better than no ride at all.

The Capitola-Soquel Chamber of Commerce will host the 2nd Annual Soquel Vintage Motorcycle Show on Sunday, July 1, 2007 on Main Street in Soquel. Bring the family and enjoy viewing hundreds of Vintage pre-1985 Motorcycles and Scooters, American, British, European and Japanese. Find that part that you've been missing at our Motorcycle Swap Meet or perhaps purchase your dream motorcycle in the Bike Corral where used Motorcycles and Scooters will be offered for sale. Vendors will offer the latest in bike Accessories. Food and Live Entertainment will also be offered. Admission is free!

The event runs from 9:00 AM to 4:00 PM.

★ MAIN STREET IN SOQUEL ★
VINTAGE MOTORCYCLES AND SCOOTERS, SWAP MEET, FOOD, VENDORS, ENTERTAINMENT AND MORE!



The March Ride—Canepa Design and the North Coast

Mike Clark



The club's March ride was a something of a change of pace. We didn't ride very far but we saw a lot.

About 18 folks showed up for breakfast at Scotts Valley's Heavenly Café, where we had a reserved table in the back dining room. I had told the restaurant to expect only about a dozen diners but they still managed to get us all fed and out the door on time for our 10:00 am tour. It was a pleasant meal and the restaurant's owner was enthusiastic about the possibility of our returning again sometime.

Gaylen and Jesús split from the crowd to go over the hill to visit Cal BMW but the rest of us made the short ride to Canepa Design on Scotts Valley Drive where we were given an extensive tour of that remarkable business.

Canepa Design's web site describes their business as creating *"stunning, personalized designs for European and American sports and luxury cars, SUV's, motorcycles, heavy trucks and custom enclosed trailers....expertly combining classic design with advanced technology, and premium materials with superb craftsmanship, all with the goal of creating the ultimate vehicle ownership experience."* True enough, but



the description doesn't do justice to the place: about 65,000 square feet of showroom, modern production facilities, and office, design, and reference space. Llew Kinst,

who handles marketing for Canepa and has been around the racing/restoration scene for a long time, gave us an informative, leisurely tour.



The showroom, which holds all manner of go-fast vehicles, is a combination museum and sales room. The



Indy cars aren't for sale, but if you have a hankering for a gorgeous Porsche 962C that competed at both Daytona and Le Mans, they could arrange it. You could also drive off in a low mileage '59 Birdcage Maserati or a '57 Chevy with a stock 283 cubic inch, fuel-injected V-8 and original paint. How about getting your GMC SubContinent big-wheel SUV tricked out? They'd be happy to help you out, down to diamond-tread interior leather. Like a true gentleman, Llew never mentioned price or the obvious fact that most of us wouldn't have a prayer of coming up with the down payment, let alone the price, for most of the cars on display.

Just as impressive as the show room was the back area, which looked clean enough to perform surgery in—which, in a sense, they were doing. An unpainted aluminum Shelby Cobra was gleaming like a jewel up on one of the racks along with a number of other truly exotic cars in various stages of careful restoration. Canepa Design is a lot about Porsches, and they had a number of them in the back. They've made something of a specialty in getting the previously-unobtainable Porsche 959 onto America streets. After Canepa Design has had their way with that all-wheel drive 911 cousin, it produces about 600 horsepower and over 500 ft-lbs of torque. I got the feeling they all were sold as soon as they went on offer. Price? Somewhere in the mid six-figures.



The tour ended with a pass through Canepa Design's reference library, which had copies of all of those old Car & Drive, Road & Track, and Hot Rod magazines that your mother/girl friend/wife made you throw out years ago. In the back lot we could see several shining big-rigs that had Chuck Adkins polishing up his truck driving resumé.

The crowd thinned after the tour and eight of us on seven bikes headed up through the Santa Cruz Mountains, dipping back and forth to the coast as we passed through Bonny Doon, Davenport, Swanton, Pescadero, and San Gregorio. It was chilly—the week's good weather had been attenuated by fog—and the road was bumpy in places—Chuck and Denny had to adjust their shocks after we bounced down Swanton Road—but it was a fine ride nonetheless and we stopped for a late lunch at the Gazos Creek Grill north of Davenport on Highway One where we ate our burgers with a view of the ocean and the sound of Saint Patrick's Day live music drifting out from the back room.

The riders dispersed after lunch and I rode back south with new member, Rick Phister, who showed his Good Samaritan side by quickly coming to the aid of a bicyclist who had caught a front wheel in the railroad crossing at Davenport and had gone down hard. Rick's compassion and care went a long way to comforting the rider, and she was up and walking around gingerly when we left.

I had promised "Jaguars after breakfast, whales after lunch." What I delivered was a Cobra, a Duck (Ducati), and a Bug (Bugatti). I didn't hear any complaints.

Thanks to all who joined us. For those who didn't, you missed a good one.

More photos of the Canepa Design tour are on the club Website, www.mbbbr.org/photos.php.

"THE AMOROUS EMU RIDE"
SATURDAY, APRIL 28TH, 2007

We will have breakfast at 8 am at Portabello's NEPH'S in the Nob Hill Parking Lot and we will leave from the Shell Station promptly at 9 AM. My loving wife has frequently in our 51 years told me to go straight to Heck. As you all well know, I've never gone straight anywhere, so we will take many roads and end up at 1 pm at Baja Cantina for Mexican Food. They also serve other dishes. BajaCantina is a pure delight as there are three Antique motorcycles in the main eating room, plus automobile memorabilia. I'm also sure that sports will be featured on the many TVs that day. After lunch we can go next door to the Feed Store and admire Bill and Caroline Slowski, chickens, a few old hens, maybe some young chicks, pigeons, rabbits, a burro, pot belly pig, goats, sheep and turkeys and finally Sidney the amorous Emu.

Everyone should ride their own ride. You do not have to ride faster than you feel comfortable with, nor ride slower that you stall your engine.
Good fun, good food and good friends.

RSVP so I can tell them at
Baja whether we will have 4 or 40.
Ricardo

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
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 34 Janis Way • Scotts Valley, CA 95066



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

April 28 Dick Dodd leads a ride for a visit with an Emu – see inside for details
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
July 1 Soquel Vintage Motorcycle Show “Bikes on the Bay” -- see inside for details
<http://www.capitolasoquelchamber.com/motorcycle/>
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 1st Club Holiday Party at the Clark’s!

MONTEREY BAY BMW RIDERS
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Watsonville, CA 95076

FIRST CLASS MAIL

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