



Central Valley BMW Riders

Volume 5, Issue 5

February 2010

MOA
BMW Charter
#326

Join us for
the monthly CVBR
meeting.
Thursday,
February 11

Toledo's
Restaurant
367 E. Shaw

Dinner
6:00 pm
Topic
7:00 pm

Social

Photos by:

Don Vincenti

President: Paula Landis
CVBMWCLUB@Yahoo.com

Vice President: Bob Inman
cvbmwriddersvp@aol.com

Ride Coordinator:
Ralph Tonseth
ralphtonseth@comcast.net

Printing and
distribution
Davis Design Company
559-269-3509

Great Club Ride



Above: Gerald Croft, Ralph Tonseth, Larry Mays, Richard Beggs, George Sitts, Don Vincenti, Paula Landis and Carolyn Enlow pose in front of Corbin in Hollister where we ate lunch.

Paula Landis

Nine people headed out from BMWF for the January Club Ride, led by Don Vincenti. The day started out beautiful, with clear skies and lots of sunshine.

When I left home I thought I was prepared for the ride, but on the way I was reminded how much air comes in around the chin of my helmet. I decided that when I reached the shop, I would put on my turtle fur neck gaiter. I mentioned my dilemma/plan to Jack who introduced me to two items that made my ride more enjoyable. First is a great BMW Neck Warmer that covered my chin and tucked into my jacket. It provided warmth without adding bulk, unlike the turtle fur. Second, was a Fog City Shield that attaches to the inside of the visor and completely prevented the visor from fogging up.

As we headed south on Hwy 41, fog started to set in. At first it was an eerie fog that sat low to the ground with the sun shining through giving us hope that it would burn off. The further south we got the less optimistic we felt. One rider decided to head home.

The rest of us carried on into a fog that got heavier and wetter with each mile. The inside of my visor was just fine, but I was continually wiping water off the outside and thinking that when we reached our first stop in Coalinga, I'd head home as well.

The weather gods were listening, because when we reached I5, the temperature went from 45 degrees to 60 and the sun shown brilliantly. I was smiling as we headed north on Hwy 25. The road is perfect,

See **Club Ride** page 4

CVBR 2010 EVENT CALENDAR

Activity	Name	Day	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Shoop/Dual sport ride	Jack/Tanner	Sun	-	7	7	4	2	6	4?	1	5	3	7	7
Meeting	Paula	Thur	14	11	11	8	13	10	8	12	9	14	11	party
Club ride	Ralph	Sat	16	20	20	17	15	19	17	21	18	16	20	18

Anticipated events by month

Jack	March	13	BMW of Fresno Spring Open House											
Jack	April	5	Redshift Track School at Buttonwillow											
All	May	21-22	Fresno PD Motor Competition											
George S.	May	28-31	49er rally Auburn, Memorial Day weekend											
Bob Inman	June	4-6	CVBR Retreat, Twain Harte, Lazy Z Ranch											
George	June	17-20	John Day BMW Rally, Oregon State, requires one night stay along the way coming and going. (DO NOT MISS)											
All	June	21	Ride to Work Day											
Paula	June	26	Climb to Kaiser bicycle ride											
George S.	July	15-18	BMW National Rally, Redmond, OR, On the West Coast for the first time in several years											
George S.	July	22-25	Washington State BMW Riders annual rally in Menlo WA, near the coast.											
	July	23-25	MotoGP Laguna Seca											
George S.	Sept.	10-12	Autumn Beemer Bash Quincy											
Paula	Dec.	11	Christmas Party (date tentative)											

Contacts: Jack Harwood and Tanner Jett 292-2269, Paula Landis 434-6895, Bob Inman 284-3181, Ralph Tonseth 448-8770, George Sitts 760-3486

The Future is Now

Jack Harwood

You'll read about S1000RR riding impressions elsewhere in this newsletter but I found the technical features of this bike to be a complete revelation! As my daily bikes are a 2009 RT and a 2008 Adventure GS, BMWs quality is not new to me. I was truly impressed at the increased level of refinement and aid to the rider of newest BMW design.

BMW produced the S1000RR to compete in the ultra competitive Superbike class. Awesome power, low weight and sharp handling are prerequisites to the class. BMW has combined these traits with new levels of engine, chassis and brake technology never before seen on the Supersport class. I'll touch on a few of the new features.

Engine: The engine is in-line four architecture similar to the metric racers. BMW uses valve actuation technology derived from its' F1 engines that allows a max RPM of 14000!

The air intake system utilizes a variable length intake track in the air box that adjusts to provide optimum power at all RPM and throttle positions.

A "ride by wire" control system provides throttle control based on rider inputs, engine parameters and environmental conditions. There is a mode selector switch that lets the rider choose 4 different power characteristics:

Rain Mode offers a maximum power output of 150hp with a very flat torque curve and smooth delivery Sport mode offers increased maximum power to a full 193 hp and more spontaneous throttle control Race mode also allows the full 193 hp but offers a throttle response and power characteristics suitable for track use with DOT tires Slick mode is the most aggressive power delivery and is intended for use with non-DOT racing slicks.

Then engine is also equipped with a "slipper clutch" which is back-torque limiting. Ever lock up your back wheel on a downshift? This feature prevents that from happening. Shift assist allows for full-throttle clutchless up-shifts. Imagine holding a 193 hp throttle wide open and shifting

through the gears without letting off the gas. I can tell you it's like nothing else!

Our test bikes were also equipped with two options: Race ABS is a new breed of ABS that has different characteristics depending on which mode has been selected on the mode selector switch previously discussed. In rain mode the bike brakes much like our traditional ABS equipped BMWs. In the rain and sport mode, there is a sensor that prevents rear wheel lift under hard braking. In sport and race modes, the profile becomes more aggressive with some rear wheel lift allowed in race mode.



Finally in slick mode no rear lift control or Rear ABS is present.

Dynamic Traction Control or DTC allows varying amounts of traction control based on riding conditions and lean angle. In Rain mode the DTC intervenes early to prevent wheel spin. In Sport mode, intervention comes much nearer the edge of traction. In Race mode, a track appropriate amount of wheel spin for DOT tires

is permitted. In these three modes the bike will keep the front tire on the street regardless of how aggressively you are accelerating. Without DTC, it would be impossible to accelerate full throttle through the first four gears without letting off! Finally in Slick mode, the bike can wheelie for up to 5 seconds at lean angles less than 23 degrees.

Two other neat features are launch mode and the shift light. Launch mode allows you to pre-program an RPM for race launches for the quickest starts. The shift light gives the rider a visual indication of when it is time to shift during hard acceleration.

The combination of all of these features makes the S1000RR the apparent class leader according to the early Industry publications. Upon my return from riding the "Double R" on the track, I was riding home on my Adventure thinking how I could use the slipper clutch and shift assist. No one would ever say an Adventure wasn't smooth and refined but it is clearly a generation removed from the S1000RR's advanced rider aids and awesome power.

BMW MOTORRAD USA STRONGEST BRAND IN DECLINING MOTORCYCLE MARKET

Strong Dealer Network, New Products, Make BMW Best Performing Motorcycle Company in America

Woodcliff Lake, NJ

January 11, 2010

According to just-released Motorcycle Industry Council (MIC) reports, BMW Motorrad USA outperformed all of its competitors in 2009. Despite a U.S. motorcycle market that declined 41 percent and lost nearly 360,000 units, BMW motorcycle sales only declined 22 percent, which was the smallest decline among all motorcycle brands. This follows on the heels of 2008 when BMW Motorrad USA was one of only two motorcycle manufacturers to post positive growth.

"Our dedicated dealers were the key to our success this past year," commented Todd Andersen, BMW Motorrad USA Marketing Manager. "Despite the tough market, they continued serve our customers well and promote our new products like the K 1300 S and the K 1300 GT. They were supported by attractive financing programs from BMW Financial Services. While many other dealers struggled to finance their customers' purchases, BMW dealers never lost access to good financing, and this will continue for 2010."

"We expect significant sales growth in 2010," said Andersen, "on the strength of the launch of the production version of the S 1000 RR Superbike, the most powerful and sophisticated sport bike ever produced. Our dealers have confirmed deposits on over 600 bikes and deliveries to customers will begin January 26."

Also slated for the coming year are new versions of BMW Motorrad's most popular models: the R 1200 GS, the R 1200 GS Adventure and the R 1200 RT.

BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; DesignworksUSA, a strategic design consultancy in California; a technology office in Silicon Valley and various

other operations throughout the country.

BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all X5 Sports Activity Vehicles and X6 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 338 BMW passenger car centers, 335 BMW Sports Activity Vehicle centers, 142 BMW motorcycle retailers, 90 MINI passenger car dealers, and 31 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the Internet at:

www.bmwmotorcycles.com

www.bmwexplor.com

www.bmwgroupna.com



Above: Carolyn Enlow, George Sitts, Larry Mays, Paula Landis, Gerald Croft, Richard Beggs, Ralph Tonseth and Don Vincenti enjoy lunch at the Corbin Café.

Club Ride continued from page 1

great pavement, nice turns, gorgeous scenery and no traffic.

We arrived in Hollister and located Corbin for lunch. As usual there were plenty of interesting characters and bikes to look at. We met an individual with an R1150RT who was having the saddle replaced. He was a local and wished that there were a BMW group he could ride with. I gave him a CVBR business card encouraged him to look us up online and participate in our activities.

After lunch, we returned via Little Panoche Road. When we reached I5, we split off in several directions and headed home. My round trip total was 325 wonderful miles.



Donald A. Vincenti, CFP
First Vice President - Investments
CA Insurance Lic #OA13136

Wells Fargo Advisors, LLC
7102 North Fresno Street
Fresno, CA 93720-2905
Tel 559-447-6460
Fax 559-437-2299
Cell 559-269-5106
800-338-6892
don.vincenti@wfadvisors.com

Member FINRA/SIPC

Great Response to the Twain Harte Retreat

Bob Inman

In less than a week after the first posting of information for the Twain Harte Retreat we had 18 club members signed up! There are still several cottages and a couple of the large two bedroom two bath cabins available. If you have someone you would like to share a cabin with these are the best deal. They have private bedrooms and baths with a common living room, fireplaces, kitchens and large decks.

We will be leaving BMW Motorcycles of Fresno at 9:00am on Friday June 4th making a short stop in Oakhurst to pick up members and a comfort stop in Coulterville.

The plan is to arrive at the Black Oak Casino in Tuolumne for lunch around 12:00. This should allow plenty of time for those who may want to attend the 2:00 pm play at the Fallon House in Columbia. (We will have someone lead the way to the theatre). Tickets for the play should be purchased in advanced since this theatre sells out regularly.

From the casino it is a very short ride to the resort. Normal check-in is 3pm but they are going to do everything they can to get the cabins ready as soon as possible. We will have a club house area to store any extra gear.

For those that have not had enough riding for the day there will be plenty of daylight and short scenic rides to fill your needs. For those who are ready to relax the resort offers plenty of recreation and lounging areas around the waterfalls and pool areas. Or maybe a hike on the resort's nature trail is for you. Whatever you decide to do you'll want to be around in the evening for hors d'oeuvres, drinks and a BBQ dinner. While we are making arrangements to have most of the meals catered (more about that next month) you will want to bring whatever you plan to drink with you (coffee and tea will be provided). There will be a pick-up available to haul items you may not want to carry on your bike. Space will be somewhat limited, but we'll do our best.

That describes our first day. Next month we'll give you the run down on plans for Saturday and prices for catered meals.

Remember to make your reservations as soon as you can. Identify your self as being with the BMW club. Rooms are going fast.

See you in Twain Harte,

Bob & Cheryl

Official Launch of the S1000RR

Tanner Jett

At the end of January Jack and I had the opportunity to head out to Palm Beach, Florida for BMW's official launch for S1000RR. To cut to the chase, we were told to be in full race gear before leaving the hotel. When we arrived at the track we were ready for action. We stepped off the bus and when we saw all 30 plus S1000RRs lined up in every color, it was like a dream come true. As we got closer we all felt like giddy little schoolgirls just dying to get out and ride.

We got a quick drink of water and were assigned 2 riders per instructor. The instructor set up our motorcycles for the first session in rain mode. Rain mode was limited to 150-horse power with full ABS. The instructor gave us a few do's and don'ts, and then we were off. After the first lap, I couldn't believe this motorcycle was in rain mode, it felt like no motorcycle I have ever ridden before. I quickly got used to the slipper clutch, and figured out what the hype was about. It felt great to set up for a corner, down shift two gears and drop the clutch without the hopping or chattering. It was silky smooth.

After many laps we pulled into the pits, and our instructor

had us put the motorcycle in Sport Mode. We took about a 15 second breather and took off again. Pulling on to the short straightaway I couldn't believe the difference from Rain to Sport mode. With the abrupt power it made the quick shift a necessity. I will never forget pulling on the main back straightaway with the throttle wide open and going through the gears without letting off to shift. The shift assist is by far the most fun option you can have at a racetrack.

We took another 30 second breather in between sessions and switched it in to Race mode. "Holy Crap" were the first words out of my mouth, this thing is not for children. In Race mode everything happens so fast that at 150 mph my once overly snug Arai helmet was now pushing on the front of my face. As I decelerated at the end of the straight, I violently dropped through the gears and set of for the corner. I was amazed at how the motorcycle negotiated into the turn with ease. At just over 400 lbs this motorcycle feels like a toy as I flicked it through the infield and felt my confidence rise in every corner. I had read in many S1000RR reviews the rider say that the motorcycle made him look like a good rider, I could see this to be true. This was by far the fastest I had taken any motorcycle in track conditions and after a short time at the track I felt totally at home. As I pulled off the track and took a deep breath I thought oh no what am I going to tell my wife, I need yet another motorcycle.

February Calendar

Date	Day	Event	Leader	Location
7	Sunday 9:00 am	<u>Dual Sport Ride</u> - Time for the (early) Spring riding season! ONeals -Powerhouse loop. We'll stop for lunch in Auberry for... you guessed it... Mexican food. Weather may alter the route but as of this writing, the chance of rain is low. See you Sunday. (rain cancels)	Jack Harwood 292-2269	BMW of Fresno 5615 E. Westover
11	Thursday 6:00 pm	<u>Monthly Club Meeting</u> - Social	Paula Landis 434-6895	Toledo's 367 E. Shaw
12-15	Friday- Monday	<u>BMW Airheads Death Valley Rendezvous XVIII</u> Join us once again for the "Oldest and Lowest" of all Airheads events - the much beloved Death Valley Rendezvous! As always, we'll head out to the desert over President's Day Weekend for a respite from the winter chill. For more information about the rendezvous, or to request registration forms, please contact Northern California Air Marshal Andrew Hartman at www.vintagebmw.org/version6/?q=node/487		Death Valley
21	Saturday 9:00 am	<u>Club Ride</u> - Kent will lead a new ride meandering through the back country of Madera County off Hwy 41 just before 22 Mile House, up to Raymond, with lunch at El Grullense in Chowchilla. We will review return options	Kent Baucher 351-9430	BMW of Fresno 5615 E. Westover

Important Dates to Remember

Saturday, March 13 - BMW of Fresno **Spring Open House** Specials through-out the store and biggest ever vendor displays by: Olympia Apparel, Gerbing, Eurotech, MaxMoto, Helmet House, Autocom, RaceTech and many more

Monday, April 5 - **RedShift track school at Buttonwillow**. This is the Monday after Easter. Red Shift is a high quality track experienced suitable for track beginners and veterans alike. \$160 BMW of Fresno special for early registration. Contact BMW of Fresno or go to rideredshift.com to register.

13,500 Feet + 155 Miles in One Day It's Climb to Kaiser Time Again!!!

It's time again for the Climb to Kaiser. The 34th Annual Climb To Kaiser will be held on Saturday, June 26, 2010. This internationally recognized bicycle ride has three options to choose from: The traditional Climb To Kaiser, rated as one of the 10 toughest rides in America by Bicycling Magazine; The Tollhouse Century; and the Miller-ton Metric Century.

This will be the fifth year that CVBR will be providing support (SAG) for the bicycle riders. We help keep the participants on the right course and carry supplies for them such as extra tubes, water, etc. The C2K would not be possible without this volunteer assistance. CVBR members who have helped out in the past have enjoyed

themselves and most of them are returning again this year.

Your gas is paid for and you get lots of great free food. You can volunteer all day or only an hour, every bit helps.

We need motorcycles, cars, trucks and vans on the route from dawn until dusk to make sure all the riders get back safe and sound. Even an hour or two of your help will be appreciated. Last year we were short handed in the evening hours.

To volunteer, contact Paula Landis at: 434-6895 or PaulaLandis@comcast.net.

Central Valley BMW Riders

Membership Form

Founded in June 2005, Central Valley BMW Riders (CVBR) provides social, recreational, and educational opportunities for individuals who own and have interests in BMW Motorcycles. Participation enables riders to share, with other BMW enthusiasts, various aspects of riding, including product history, skill development, riding experiences, riding routes, scenery, and destinations. Member interests cover the entire range of BMW motorcycles, including touring and sport models, dual sport GS models, restored and vintage bikes. At CVBR meetings and events, all brands of motorcycles and their riders are welcome as guests. Any BMW motorcycle household (two members per household) may join CVBR.

Please complete and sign the form below, and return it with a check for \$25 payable to CVBR.

CVBR
c/o Chris Thorns
P.O. Box 25
O'Neals, CA 93645

Date _____ New _____ Renewal _____

Rider Name: _____ Best phone: _____

E-mail: _____

Co-Rider Name: _____ Best phone: _____

E-mail: _____

Street Address: _____

City: _____ State _____ Zip Code: _____

I am interested in helping with: rides _____ events _____ newsletter _____ other _____

X _____ X _____

Rider Signature

Co-rider Signature

In signing above, I (we) apply for membership in the Central Valley BMW Riders motorcycle club. I (we) agree to not hold the organization, nor any of its officers, directors, sponsors, instructors, ride leaders or members responsible for any injury or damage that might occur to me or my property in connection with any activity of the CVBR organization.

June 2009

CENTRAL VALLEY BMW RIDERS
C/O 851 E. CATALINA CIRCLE
FRESNO, CA 93730



CVBMWCLUB@YAHOO.COM
WWW.CENTRALVALLEYBMWRIDERS.COM

Quality of life is measured in miles.



R 1200 RT - \$16,850.00*

BMW of Fresno
5615 E. Westover (@ Clovis Ave)
Fresno, CA 93727
(559) 292-2BMW (2269)
www.bmwoffresno.com

BMW Motorrad
USA

Authorized
Dealer



*Price shown is MSRP. Price subject to change. MSRP exclude destination and handling charges, license, registration, taxes, title, insurance and options. Actual price is determined by retailer. ©2009 BMW Motorrad USA, a division of BMW of North America, LLC. The BMW name and logo are registered trademarks. Always ride safely and wear proper protective gear.