



November, 2005

the South Coaster

Published monthly by the South Coast BMW Riders Club



Why I do it?

Read about it on page 4

About the Cover!

This month's cover shot!

Club member John Ahrens LT posing alongside the road somewhere in the great wide open.

Additional photos and an accompanying article can be found on page 4 of this November issue.

Thank you John for your time and effort to make a contribution to the South Coaster newsletter.

Don't Forget!

Each month, a new "cover quality" photograph is needed to grace the cover of this fine publication, and we are asking you to submit one.

The photo should encapsulate the essence of the club's name. From "South Coast" to "BMW" to "Riders Club", each element contains a plethora potential for the artistic eye.

An ideal photo would be one sent along with an article about a personal ride or some SCBMWRC event/ride/campout you have attended!



Send your articles and photos as e-mail attachments to editor@scbmwrc.com by the 20th of the month. Submissions received after that date will be published in the following issue.

Please provide photos at a minimum of 200 dpi resolution

Presidential Message

November greets from Phil!

Here we are 10 months gone in the year 2005, 4 months into my role as President. I am enjoying almost every minute of it. I'm proud of our club and all those making contributions. I enjoy the personal e-mails I get and the ribbing I take. I love to see the articles submitted to the web site and newsletter. It can take a whole lot of input to run an organization, and I appreciate everyone's help in getting our calendars and activities together.

I'm averaging about 9,500 miles every 6 months, all pleasure riding. I love my bike and enjoy riding with everyone. Seems if I've not ridden at least 200 miles, I have not ridden. A lot of things (projects) sit around the house while I am riding but I am having fun. Sandy and I will be gone on a Hawaiian Cruise for 2 weeks in November. I hope everyone has a nice Thanksgiving.

December 3rd is the BOD meeting and then a general meeting (Eat & Ride). Watch the calendar for location and times. December 10th (Saturday) is our annual Christmas Party at the home of Mike and Deana Dever.



Bring a side dish and your favorite beverage. December 9th -11th is the Long Beach Cycle Show. Look for discount coupons from your favorite dealer.

January is wide open for a couple of events. Send your requests to any of the board and plan to help to organize it. A destination, tech day, or just get ice cream. Let's hear from you!

Preparations for Big Bear Rally, the new joint venture rally between the SCBMWRC and the BMW Riders of San Diego, continues to move forward. Jim Bud is doing an outstanding job at the organizational helm of this project. The rally is slated to be held in June 2006, so go find your calendar and pencil in your attendance, maybe even take an extra day or two off to help out. With a rally this big, any

and all volunteer assistance will be greatly appreciated.

I'm happy to report that South Coasters Brett and Nancy Messinger are safe after narrowly avoiding a head-on collision while on their way to Kernville. Seems an automobile driver hadn't taken to noticing that they were shared the highway with other people and nearly knocked the Messingers right off the road. Brett and Nancy managed to make it out to spend time with everyone anyways despite some damage to the bike and several frazzled nerves. We deeply appreciate their friendship and are greatly relieved they made it safely through the experience.

Speaking of other drivers, I've noticed lately that with the recent increase in fuel prices, some drivers out there seem to be going a bit slower. I'm assuming they are probably taking whatever steps they can to try and conserve as much of that high-ticket octane as possible, so we might do good to keep a wary eye out for anyone "under the influence" of conservation and give them a wide berth.

Be safe, and have fun. ●

Why?

John Ahrens

Many of my friends have questioned why I do long distance motorcycle riding. I'm not sure. My lovely wife of 26 years says I have an innate need to "conquer the highway".

She understands better than most, what makes me tick, and what makes me behave as I do.

What other reason could there be to ride over 3,000 miles during an extended Labor Day weekend? Sure, the stated reason was a family reunion in central Nebraska, but as they say, "The destination is the excuse, the ride is the reason". I knew I wanted to attempt the Iron

Butt Associations' Bun Burner Gold, 1500 miles in 24 hours, and the family reunion provided an excuse. As any BMW K1200LT owner can tell you, the bike has the amazing ability to traverse vast distances at a high rate of speed. I was about to put both the bike and me to the test.

I wanted to make sure I covered the required distance, so I laid out a route of just under 1600 miles. It

was simple. Leave Moreno Valley early Friday morning, drive north to I40, ride east to Albuquerque, NM, north on I-25 to Cheyenne, WY, back east on I-80 to North Platte, NE and finally, northeast to the destination, my home town of Arnold, NE.

I packed the bike Thursday night so as to minimize the chances

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“Why?” *(continued from page 4)*

of forgetting something Friday morning. I woke at 4 AM Friday, showered, ate the required IBA breakfast of oatmeal, then drove to the local gas station to top off the tank and get the required time stamped receipt. It was 5:04 AM and I had officially started my challenge of the Bun Burner Gold. I rode west on I-60, then north on I-215 to I-15. Traffic was mercifully light as I left the Inland Empire and I was soon eastbound on I-40. As expected, the traffic was light and very fast on I-40. The only disadvantage was that the high speed necessitated more frequent gas stops than I'd planned.

About 30 miles west of Kingman, AZ, I came upon my first accident. The traffic slowed abruptly and the roadway was strewn with pieces of mangled wood. I soon

saw the source of the wood. An 18-wheeler had gone through the guard rail on the left, shearing off the 4x6 guardrail posts like matchsticks.

The truck continued along the backside of the guard rail for about 50 yards, then came back through the guard rail, showering the road with still more pieces of guard rail post, crossed the interstate, plowed through the guard rail on the right, and finally came to rest right side up, in a shallow wash where the cab was half buried in a stand of tall brush. Emergency people were already on the scene, so I continue on my way.

Winslow, AZ provided more gas for my bike and a much needed sandwich from the local Arby's for me. I resisted the urge to stand on a corner in Winslow, Arizona, and continued east on I-40.

Just before Albuquerque, NM, I came upon the second accident of my trip. A young girl had bounced like a billiard ball between the guard rails on the left and right, managing to damage every side of her small car. She was standing, obviously OK, discussing the incident with a police officer as I passed by.

I encountered a fair amount of holiday / weekend / rush hour traffic Friday afternoon in Albuquerque, but fortunately, it did not extend too far north on I-25. Soon, I was back up to cruising speed. As I was entering Colorado, it was time to start singing in order to stay alert. Luckily, no one else had to endure my rambling renditions of every song I could think of. By design, I passed through Denver at about 10-11 PM local time, well after the majority of the traffic had subsided. The next milestone would be I-80 in Cheyenne, WY.

By the time I reached Cheyenne, I'd sung every song this driver knew, so it was time to take out my secret anti-sleep weapon; a piece of candy called an Atomic Fireball. That large, hot, cinnamon jaw breaker is good for several hundred miles. By then, I was well into NE where the sight

(continued on page 6)



Dust devils working across a dry lake bed

“Why?” *(continued from page 5)*

of familiar cities helped keep me alert. I arrived in North Platte, the intended official end of my Bun Burner Gold at 4:43 AM, local time or 2:43 CA time. I'd been riding hard for about 21.75 hours and, according to my odometer, had ridden 1592 miles. Shoot! I was just 8 miles short of 1600 miles. I knew there would be no gas station 47 miles up a secondary highway in Arnold that could provide an official receipt at 3:30 AM, so I decided to ride 37 miles further east on I-80 to Gothenburg. That would be the official end of my Bun Burner Gold challenge.

As I was cruising east along an almost totally deserted I-80 toward Gothenburg, I looked across the median into the west bound lanes just in time to see a car begin to spin round and round. Somehow, the car remained in the west bound lanes, coming to rest along the left side of the left lane. As I stopped on the shoulder and turned on my emergency flashers, the car pulled across the lanes to the right shoulder and stopped. A young girl got out of the car, walked around to the front, and sat down on the ground with her head in her hands. As I walked across the median, I called to her to make sure she was



all right and so as not to frighten her by the unexpected sight of a tall bearded man wearing a helmet and a funny looking suit coming toward her out of the darkness. As it turned out, she and her car were OK. She had just lost control for some reason and was extremely frightened by her wild ride. After consoling her for awhile, she assured me she was OK, so we each went on our way.

I officially ended my Bun Burner Gold in Gothenburg, NE at exactly 5:30 AM local time, 3:30 AM CA time. I'd ridden 1629 miles in 22 hours and 26 minutes, for an average speed of 72.62 mph. All that was left was a 34 mile ride to Arnold where I would get 2 hours of much needed sleep before the family reunion festivities began.

After visiting with family on

Kernville Getaway

Phil Blackstone

October 14th to 16th, 2005

The Suspect List

Phil and Sandy Blackstone
Brett and Nancy Messinger
Ted and Jo Anne Taylor
Paul and Gale Nelson
David and Lynn Cross
Kelly Ray
Mike Dever
Tom Hooper
Vern Shrader
Guests:
Paul Dever
Russ and Anne Peterson



It was a beautiful ride to the Kernville Inn on Friday for everyone but Brett and Nancy Messinger, who almost had a head-on with another vehicle. As it was, their left saddlebag was clipped by the car and destroyed. The incident put them in the ditch and into a barbed wire fence. Thank God they were just slightly scratched and sore. Troopers that they are, they made it to Kernville later that night. Their story reminded us all to be careful out there.

We decided to go for a ride to the north on Saturday morning after breakfast. We were joined by a writer for Rider Mag on a 2006 Harley, and Edward Depuydt from Kansas, whom I had met on my ride to the MOA rally, and who had come up from Yuma just to ride with us.

Vern led the ride up to the "Trail of 100 Giants". These were the biggest trees I have ever seen. We stopped at the Ponderosa for lunch and got back to the Inn at about 2:30, as bad weather started to set on the mountain. The temperature got down to 42 degrees and it was foggy.

Saturday night, instead of a cookout the girls wanted to eat in, so we went to El Jacinto's (I think?). Good Mexican food and good service for 17 people. Russ and Anne Peterson, friends of the Crosses, joined us. Afterward, many sat in the courtyard of the inn and chatted for a while. The town got

loud after 11 p.m. with bands and revelry.

Sunday dawned windy and cool, with the threat of rain. Everyone departed at their leisure. Great Fun was had by all. ●



Dainese Superstore Meet & Greet

Phil Blackstone

South Coasters Present:

Phil Blackstone

Carl Kloppenborg

Ed Anjel

Gary Holbrook

Judy Budimlya

Jim Budimlya

Michael Moon

Ted Salvador

Jim Bollingmo

Werner Von Hartman

Ted Denney

Michael Marks

The meeting at the Dainese Superstore in Costa Mesa was planned by Mike Moon. Thank you much!

Normal store hours are 10 to 5 on Saturday, but store manager Mike, the had the front door open at 8:30 for us. Danish and coffee were waiting. What a guy!

After everyone had been browsing for awhile, I finally got the group together for a short meeting and 50-50 drawing. Jim Bollingmo won \$15 and Judy Budimlya won a Dainese T-shirt. Purchases were made by several members. Salesperson Wes was very helpful to me on the subject of a pair of wet weather riding pants. ●

“Why?” (continued from page 6)

Saturday and Sunday, I left Monday morning at 9 AM local time for CA. I'd decided I wanted to take highway 50, “The Loneliest Highway in America”, through Nevada on my return trip. So, I took I-80 all the way to the UT / NV state line, where I would turn south toward highway 50. The ride from Salt Lake City to West Wendover, NV between 11 PM & 12 midnight, was gorgeous. The road was as straight as an arrow, I had the cruise set on 85, the temperature ranged from 69-75, there was no moon, and the sky was full of stars. It had been years since I'd seen the Milky Way so clearly. After 14 hours and 815 miles of hard riding, I was ready for my \$22 room at the Red Garter casino in West Wendover, NV.

Tuesday morning, after my \$0.99 breakfast at the casino, I took Alt 93 south toward highway 50. On Alt 93, I saw a herd of wild horses, multiple large dust devils on a dry lake bed, and unbelievable vistas. After riding for awhile on 50, I stopped for a latte in Austin, NV where the proprietor of the coffee shop told me some very interesting history of the area. It seems that during the silver rush, stock was sold in the Reese River Steamboat Line which would be used to transport silver from the mines down the Reese River to where it could be sold. It seems those offering the stock neglected to tell the eager investors that the Reese River is usually dry and never more than 2 feet across. As we chatted, she mentioned her grocery shopping

in Fallon, 110 miles away and a gasoline bill last month of \$1,000.

I mentioned heading west, she encouraged me to take “old highway 50” which is now highway 722. It's a desolate and beautiful ride through the mountains. I saw 3 vehicles in 50-60 miles. Back on highway 50, I proceeded west to Fallon, where I headed south on highway 95, which was a nice road, but had more traffic than I cared for.

Just passed Hawthorne, NV, I turned onto highway 359. This was my kind of road; wide open spaces and no other vehicles. For the first time in the 3+ years that I've owned my K1200LT, I cranked the throttle all the way open to the stop and left it there, letting the wind and the gradient of the road determine my velocity. As it had for the entire trip, the bike never complained. It felt good to let the LT run the way it was designed to run. The bike was steady and secure at speeds I've only reached a handful of times in my 40 years of motorcycle riding.

When I reached highway 395 in CA and headed south, I passed by the east entrance into Yosemite at 4:30 PM. I knew then, that I would be arriving back home much later than I'd planned. Finally, at 10 PM Tuesday evening, I rolled into my own driveway. I'd covered 3450 miles in 3 “sessions” of riding; Friday AM to Saturday AM, then all day Monday and all day Tuesday for an average of 1150 miles per day.

You know, perhaps the “real” Iron Butt rally is not such an impossible aspiration, after all. They only ride a little over 1000 miles per day for 10 days. I'll have to think about that. Let's see, if I got a fuel cell for my LT, I could . . . ●

South Coast BMW Riders Club

'05 Holiday Party



**Saturday
December 10, 2005
7:00 to 10:00 p.m.**

The Dever home
4 Chaparral Lane
Rancho Palos Verdes, CA

Everyone had such a great time last year that we twisted Mike's arm and got him to sign up for a return engagement.



NOVEMBER

November 5, 2005

BOD Meeting - 9:00 a.m.

Information coming

November 6, 2005

General Meeting - 10:00 a.m.

*Logsdens Restaurant
Santa Paula Airport
824 E. Santa Maria St., Santa Paula, CA*

This venue was very popular last year, so don't miss out. Join the group for breakfast, then spend some time wondering through the Aviation Museum at the airport. There are a lot of interesting displays and 'old stuff'. And afterward, great rides all 'round.

The museum is open to the public the first Sunday of every month from 11am - 5pm, so if you can't make it with the group, check it out another time.

Coordinators: David & Stephanie Townsend

NOVEMBER

November 19th

Irv Seaver's Autumn Open House

*607 West Katella
Orange, Ca. 92867
714-532-3700*

Food , Venders, Prizes, Specials.

The club will have a table set up to promote the group. If you would please spend some time helping at the table. Wear your name tag. Hat, shirt. Special thanks to Mike Moon for getting the us a spot.

DECEMBER

December 3, 2005

BOD Meeting - 9:00 a.m.

Information coming

December 9, 10, 11

Long Beach Motorcycle Show

*Long Beach Convention Center
Exhibit Halls A-C
300 E. Ocean Blvd.
Long Beach, CA 90802
www.longbeachcc.com*

Visit the web site for more information.

December 10

Christmas Party

*At the Dever residence
4 Chaparral Lane
Rancho Palos Verdes, CA
7:00 - 10:00 p.m.*

Everyone had such a great time last year that we twisted Mike's arm and got him to sign up for a return engagement. (I hope he let's his wife know this time!) More details to follow

Should be a blast.



A who's-who list of the SCBMWRC leadership for 2004/2005

Club Officers			
President	Phil Blackstone	(909) 924-6503	pblackstone8@aol.com
Vice-President	Marcia Adams	(714) 281-0735	madams1961@aol.com
Secretary	Carl Jackson	(949) 460-9030	carlbjackson@att.net
Treasurer	Mike Dever	(310) 544-0869	litsrv@aol.com
Board of Directors			
Member	Ed Anjel	(949) 387-4684	eduanjel@hotmail.com
Member	Michael Marks	(951) 697-4545	mmarks6474@aol.com
Member	Paul Nelson	(949) 498-4564	epen274425@aol.com
Member	Bill Reitz	(714) 963-7411	breitz8552@aol.com
Member	Roman Shulze	(714) 525-7225	drshulze@sbcglobal.net
Committee Chairs			
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Webmaster	Tom Nowak	(000) 000-0000	web_master@scbmwrc.com
Fiesta Rally	Jim Budimlya	(949) 218-3844	budimlya@msn.com
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About The Newsletter

The South Coast BMW Rider's Club newsletter is designed, formatted, printed, folded, stapled and mailed through the efforts of club volunteers. Help to conserve our resources by requesting to receive the newsletter via e-mail instead of postal carrier. Do so by sending an e-mail message to Tom Nowak, the club Webmaster at web_master@scbmwrc.com and indicate your decision to receive the newsletter exclusively via e-mail.

Publication date of the South Coaster is usually the 1st week of the month, give or take 3 weeks.

Submitted content must be received no later than the 20th of the month. Content received after the deadline might be included in the following issue. Procrastinators take note.

Articles

Articles must be sent in the form of a Microsoft Word file (or Notepad file) attached to an e-mail message and should not exceed 1000 words. Articles may be edited to fit the space available in the newsletter. Please avoid sending the text of your article typed in the body of the e-mail as it is considerably more work to format a file of this type into the newsletter. Articles accompanied by photos are given first consideration for publication.

Photos should be in .jpg file format, be at least 200 dpi in resolution and should be accompanied with a proper description of who/what is in the photo (i.e., names, places, etc.) so that we don't have to guess. The Newsletter Editor will gladly write captions and descriptive text for any photos submitted without them, therefore, if you prefer to use your own, send them in. Photos sent without captions and/or descriptive text are set aside in favor of those that do.

Submissions sent as hardcopy takes time to retype and are much less likely to be published in the next edition of this publication. If you want your submission returned, mark it clearly as such and include a stamped self-addressed envelope. Send hardcopy submissions to: David Samarin, Post Office Box 11062, Whittier, California 90603

The opinions and/or views expressed by authors in this publication are solely their own and do not necessarily reflect the opinions, views or beliefs of the SCBMWRC, its officers, volunteers or general membership.

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SCBMWRC

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